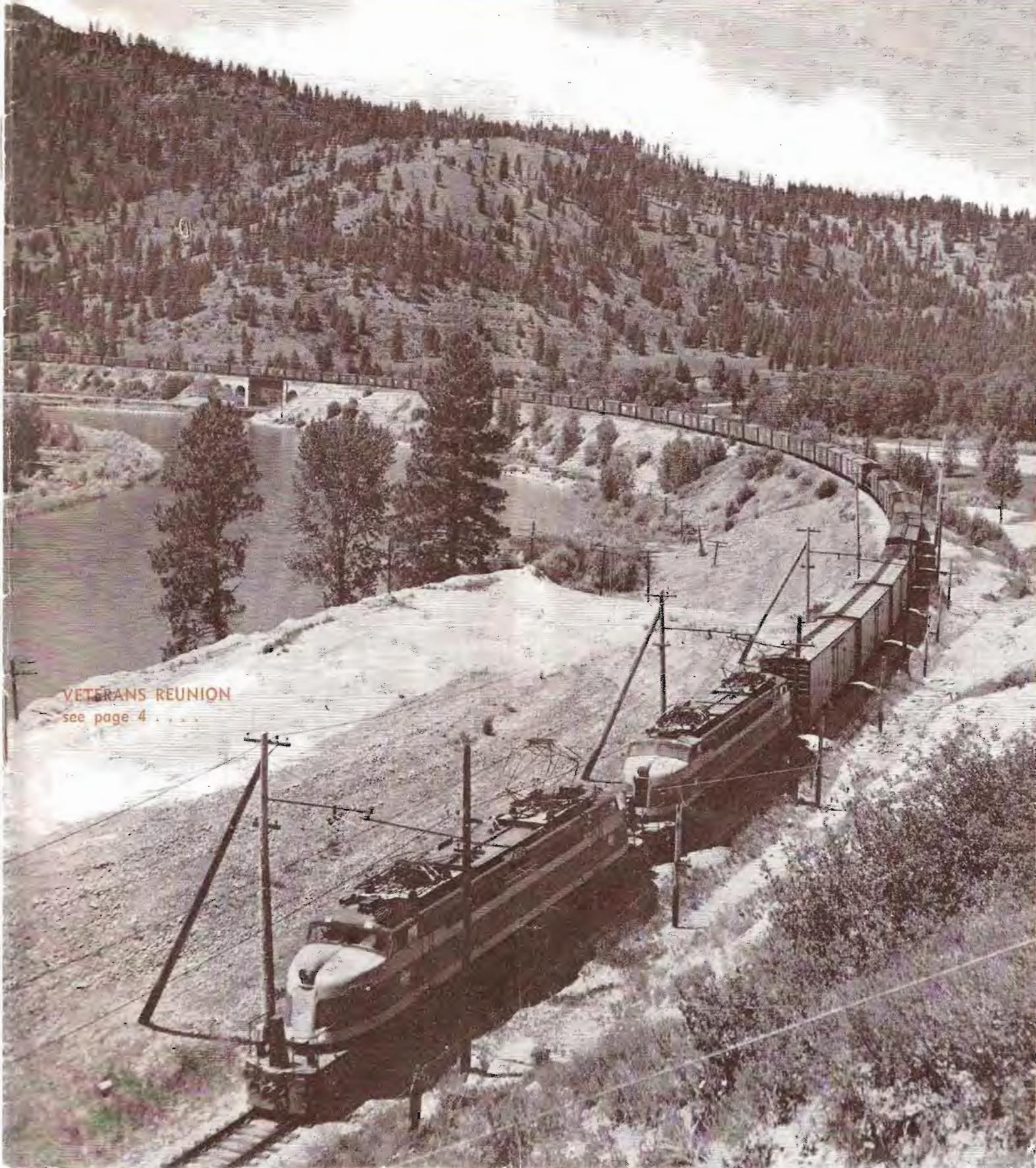


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

september
•
october
1962



VETERANS REUNION
see page 4

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

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BULLETINS

FIRST PLACE AWARD

► of the Greater Kansas City Area Safety Council for industrial accident prevention during 1961 has been conferred on the locomotive and car departments of the Milwaukee Road-Kansas City Southern Joint Agency. A plaque presented to the agency commended the safety attitude of forces under the supervision of L. J. Smith, general foreman of the locomotive department, and General Car Foreman A. L. Westman.

NOTICE TO COLLECTORS

► of railroadiana who inquired about the possibility of acquiring the cast iron bell in the Milwaukee Road signal tower on West Seventh Street in St. Paul when that landmark was recently dismantled: Sorry, the bell is slated to begin a new career in the railroad's Eighth Street tower in Minneapolis.

CERTIFICATE OF APPRECIATION

► has been given to The Milwaukee Road as one of 50 firms in the Seattle area who rehired in August Naval Reservists who were called to active duty in October, 1961. At the presentation ceremony, Rear Admiral George C. Towner, on behalf of the Secretary of the Navy, cited the Milwaukee for "patriotic support and public spirited cooperation" in the recent national crisis.

TWO NEW 4-H SCHOLARSHIPS

► are being offered by The Milwaukee Road to students of accredited colleges and universities who are current or former members of 4-H Clubs in the 12-state area it serves. The

purpose of the scholarships is to provide 4-H youth with an opportunity to learn more about transportation and grain marketing. Winners will be selected by the Cooperative Extension Service and announced during the National 4-H Club Congress in Chicago Nov. 25-29.

"SPREAD THE GREEN"

► activities at Deerfield, Ill., during national observances of the 50th anniversary of the Girl Scouts spread to the Milwaukee Road suburban station. Marking the golden anniversary, Troop 62 planted a bed of marigolds in the form of the Girl Scout emblem in the station park and made identifying wooden markers for the flowers and trees on the grounds.

MEMPHIS, TENN., OFFICE

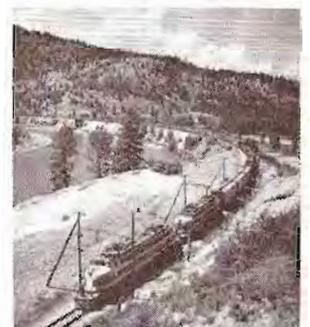
► of The Milwaukee Road in the Sterick Building at 8 North 3rd Street has been moved from Room 701 to Room 537. The telephone number remains the same—JACKSON 6-0131.

RETIRED RAILROAD EMPLOYEES

► and their wives or survivors receiving annuities from the Railroad Retirement Board were urged by the RRB in an announcement on Aug. 20 to report promptly any event which may affect the receipt of their benefits, such events including all paid employment or self-employment. "Failure to report events that would require suspension or reduction of annuities may result in large overpayments", the Board pointed out. "By law, these overpayments have to be recovered in full." The RRB and

The Cover

"HOTSHOT" scene along the electrified section of The Milwaukee Road in western Montana—little Joes carrying white extra flags swing around Nine Mile Curve of the Clark Fork of the Columbia River as they head east with a solid train of revenue tonnage. The mountain-climbing Little Joes are 87 feet 9 inches long and tip the scale at 586,600 pounds.



the Social Security Administration have arranged to exchange magnetic tape records to check on the earnings of beneficiaries under both systems.

OUTSTANDING SAFETY PROGRAMS

► of the Milwaukee Road were cited by the National Safety Council in designating it one of 14 railroad winners in the United States and Canada of a 1961 Public Safety Activities Award. The Milwaukee was praised for its attention to off-the-job safety of employes, trespassing prevention meetings with school children, and effective use of leaflets, posters and other means of communication in keeping employes safety conscious. G. M. Dempsey, the Milwaukee Road's assistant superintendent of safety, is chairman of the council's Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings.

Comments From Our Customers

COMPLETELY AT REST

"On Aug. 25 I took the 5:10 A.M. train from Montevideo, Minn., to Minneapolis. This was not an ordinary trip for me, as I had a triple break in my ankle and my leg was in a cast up to my hip.

"The point is this: I was extremely nervous about traveling alone, and without my asking for help, the two conductors [A. H. Huberty and Brakeman G. S. Sweeney] made me very comfortable and put my mind completely at rest.

"I have traveled a great deal by plane, train and bus since 1960 when I was 'Mrs. Minnesota' and never before have I received such wonderful service. . . Thank you for a comfortable trip."

Patricia O'Connor

Granite Falls, Minn.

A MEMORY FOR YEARS TO COME

(From a letter to J. E. Griller, general agent passenger department, St. Paul, concerning a round trip between St. Paul and Chicago made by 100 members of the Christian and Missionary Alliance.)

"On behalf of the young folks who were able to take advantage of the special rate and arrangement provided by The Milwaukee Road and on behalf of their parents and our district in general, I wish to thank you for your help in making the trip so pleasant and successful. For these young people it was a never-to-be-forgotten occasion. It is my feeling that the memory of this happy excursion will remain with them for many, many years.

"Please convey to your associates . . . our



No locomotive? No tracks? No matter, the Milwaukee Road is everywhere in this picture, through the taxes it pays to support schools and such public services as police, fire and health protection. In hundreds of communities along its 10,500-mile system the Milwaukee contributes to the administrative costs of these vital services in this way. For instance, approximately 55 per cent of the railroad's property taxes helps to maintain and improve schools (in 1961 our total property taxes amounted to \$10,074,524).

In addition, by serving existing industries and encouraging new industries, the Milwaukee helps to create jobs—stable employment and prosperity. When you look at this picture closely, you'll see that The Milwaukee Road is very much a part of it.

sincere thanks. We found the cooperation of The Milwaukee Road everything that could be desired."

Rev. Carl Volstad
District Superintendent

St. Paul, Minn.

THANKS FOR HELP, TIME AND EFFORT

(From a letter concerning arrangements made by G. D. Landahl, city passenger agent, St. Paul, for a group of curlers who traveled "Hiawatha" between Milwaukee and St. Paul to take part in a bonspiel.)

"My feeling in life is that we are prone to give adverse criticism, and neglect the many opportunities we have to say 'thank you' not only for a job well done but for service and kindnesses unsolicited.

"Please know, Mr. Landahl spent hours and hours helping to recover a suitcase lost by one of our group. He also was most accommodating in securing reservations for us when he was not at the office on week ends. We'll always be indebted to him for his help, time and effort."

Mrs. Theodore C. Bolliger
Milwaukee, Wis.

MOVED WITHOUT A MARK

(From a letter concerning the shipment of a Chris Craft boat via the Milwaukee Road from Chicago to Seattle which moved in slow service as a dimension load requiring careful blocking and strapping and police inspection.)

"I am writing to compliment your road on
(Continued on page 11)



The banquet hall and a jolly Saturday night crowd; music by Jack Teter's Orchestra, entertainment by the Wauwatosa Hillbillies.

The Veterans' 25th Biennial Reunion



PRESIDENT WILLIAM J. QUINN told the Milwaukee Road's Veterans at their recent 25th biennial reunion that the transportation industry is heading slowly but surely for a business upswing.

Sharing with them some thoughts about new concepts of railroading, he

said, "The period of change may be difficult to live through, but I believe the time is coming when the railroad situation will improve, and improve drastically. I am confident that the industry—and that includes the Milwaukee Road—will be able to improve serv-

ice still further, and to offer its employes even better conditions under which to work."

His address was a highlight of the 25th biennial meeting of the Veteran Employees Association in Milwaukee on July 21. Some 600 employes with 25 or more years of service attended the get-together held at the American Serb Memorial Hall. For the convenience of Veterans from the Chicago area, the railroad operated special trains between Chicago and Milwaukee, and provided chartered bus transportation between the Milwaukee station and the hall.

The occasion, which served to reunite many of the Road's retired Veterans, was notable for a high level of enthusiasm and outpourings of "railroad talk." Following the tradition of years, the morning was given over to renewing acquaintanceships at the registration desk and having a good time in the "Switch Shanty", where a German Band obliged with request numbers and dance music. At noon the ladies were guests at a luncheon while the men of the organization were treated to a buffet spread.

Talking over the banquet program are, from left: President William J. Quinn; Mrs. Quinn; Mrs. F. G. McGinn, wife of vice president-operation; Mr. McGinn, president of the Vets; and Miss Florence M. Walsh, the organization's secretary-treasurer.





Vice President-Operation F. G. McGinn: "I see many old timers here from my home territory".



The ladies luncheon, buffet style with all the trimmings.



"And now a vote of thanks to our secretary-treasurer—stand up, Miss Walsh!"

September-October, 1962

The afternoon business meeting was conducted by Vice President-Operation F. G. McGinn, presiding for the first time since his recent election as president of the association to succeed the late Larry J. Benson. On the agenda, the members voted to retain the incumbent officers, including W. C. Lummer in the office of vice president and Florence M. Walsh as secretary-treasurer; also the executive committee consisting of Matt L. Medinger, Ray W. Engstrom, Jake Hansen, Edwin G. Tyckoson and William R. Manion.

Other matters brought up in the session included suggestions to reduce the membership requirement from 25 years of service to 20, and to observe the association's 50th anniversary in 1963 with a "golden jubilee" meeting. Both were approved, along with the proposal to launch an all-out membership drive.

Mr. McGinn also addressed the reunion banquet. Opening with a tribute to the memory of Mr. Benson, he reviewed the association's history since it was activated under Grant Williams as president and through the term of the late J. T. Gillick, from whom Mr. Benson took over the reins. Remarking that the record spoke for men and women devoted to the best interests of the railroad, he said, "I need not tell you that the honor you have done me in selecting me as your president is one which I do not regard lightly."

J. E. Bjorkholm, retired superintendent of motive power, served as toastmaster for the program, which included a tribute to the departed Vets and another to the good offices of Miss Walsh. Augmenting the professional entertainment, Mr. Bjorkholm contributed to the program a number of amusing anec-

"Talking railroad" with Milwaukee Journal Reporter Bruce Braughman who interviewed several of the Veterans are, from left: J. E. Bjorkholm, retired superintendent of motive power, Milwaukee; W. A. French, retired district safety engineer, Tampa, Fla.; and F. T. Warner, retired locomotive engineer, and M. L. Medinger, retired district safety engineer (rear), both of Minneapolis.

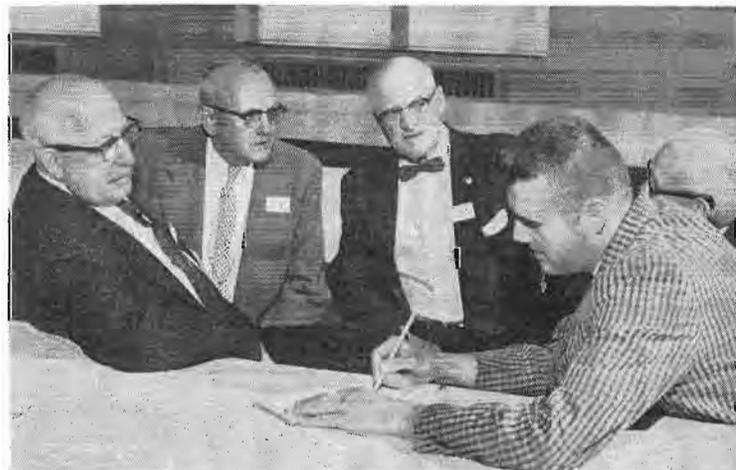


The registration desk, a busy place at all times throughout the day.

dotes.

Climaxing the activities, Mr. Quinn congratulated the Veterans on their 25th reunion—"a big event in the life of any person or organization"—and talked over some of the challenges the railroads face in the competition picture. Referring to the great changes which have taken place in transportation during the last several years, he commented that when many of those present started working for the Road, railroads handled

(Continued on page 6)





Action on the bowling lanes with J. J. Dombrowski, superintendent of the Milwaukee Terminals on the ball. From left are Yardmaster E. Crystal, Yard Conductor S. Miller and Assistant Superintendent R. A. Hummer of the Terminals, Supervisor of Stations I. G. Wallace, and Assistant Agent R. G. Cary, Muskego Yard.



Old friends enjoy a chat, W. J. Beckel, retired district storekeeper, Cedarburg, Wis. (left), and V. P. Sohn, retired general superintendent of transportation, Northbrook, Ill.

almost everything that moved. Today they handle less than half, he pointed out.

Speaking of passenger business, he called to attention that as a result of the billions of dollars spent by the Government on highway development, 90 per cent of intercity travel is now by private automobile. The remaining 10 per cent is what the railroads must compete for with air and bus lines. Moreover, a train obviously can't compete with jet service, he observed, considering that a business trip which takes

four days by train can be made in four hours by jet plane.

The problems created by these and other changes are reshaping many traditional railroad practices, he pointed out. Among services developed to win back business lost to competition he cited piggyback as a strong contender for the revenue dollar. Other evidences of change, he said, are large scale computers such as the one recently acquired by the Milwaukee, as well as advances in signaling, centralized traffic control and new machines for maintenance

of way work.

A major breakthrough for the railroads, Mr. Quinn noted, was President Kennedy's Transportation Message to Congress which, if enacted, will go a long way toward relieving them of outdated regulations. As another reason for optimism he cited legislation shaping up in Washington which would implement the President's recommendations. He told the Veterans that in the task facing the railroads today they can help by urging their Washington legislators to enact these legislative reforms.

"Switch Shanty" sociability. At right is G. C. Harder, operating department statistician, Chicago, dancing with Mrs. Harder.



Milwaukee, Wis., Veterans taking in the fun. From left are Mrs. H. W. Klatt, chief switchboard operator; G. H. Jung, secretary to general superintendent of motive power; Ramona Kopitsch, locomotive department secretary; Mrs. N. T. Kieman, wife of secretary to chief mechanical officer; Mrs. Jung and Mr. Kieman.



President Quinn Reviews Rails' Need for Adequate Earnings

CONDITIONS affecting transportation are at the point where the public must be told convincingly that the railroad industry has not been permitted adequate earnings, President William J. Quinn said at a meeting of bridge and building and track men in Chicago Sept. 11.

The economic future of the railroads and of the nation depends in a great measure, he said, on the fact that profit margins must be substantial enough to encourage increased investments and thus to provide a greater number of jobs.

"For this we need the full cooperation of government, labor and management," he declared. "I believe that both government and industry are gradually beginning to realize that the present soft economy is not due to lack of purchasing power but to the squeeze on profit margins."

The comments were made at a joint session of the Roadmasters and Maintenance of Way Association of America and the American Railway Bridge and Building Association holding their annual conventions concurrently in the Conrad Hilton Hotel.

Mr. Quinn told the two groups that the low earnings position of the railroads among American businesses points up the severity of the carriers' difficulties, one aspect of which is that the situation has not permitted them to allocate enough funds for tools and equipment.

"All of us in railroading know that obsolescence is a formidable adversary and that it is difficult to catch up once you have fallen behind," he said. "Today the changing world is creating new pressures and challenges, not only among nations, but in American industry and commerce. Any nation which does not put an adequate amount of its national resources into productive machinery and equipment will soon fall behind in the economic race now going on."

"A healthy, growing economy requires a balance of competitive prices, good wages, fair profits, and sound investment opportunity," he told his audience. "We need money to put our ingenuity and creativity to work. Only a well-fed industry can do a good day's work. An undernourished business can-



President William J. Quinn (center) conferring with Roadmaster L. C. Blanchard at the meeting for which he was the principal speaker. At right is R. G. Simmons, general roadmaster of the Milwaukee Road and treasurer of the Roadmasters and Maintenance of Way Association of America.

not shoulder the heavy load of today's challenges.

"We are doing everything we can ourselves, but in this case self help is not sufficient. We must obtain the help of government and labor, as well. We turn to you as railroad men and as citizens to accept the charge that all of us must work for greater public enlightenment and understanding, thus awakening the governmental forces that can clear the way for adequate earnings in our business.

"The public must realize—and shippers, too—that we are still the most efficient and economical type of mass transportation yet devised by man."

He told the group that when eventually the railroads are permitted to operate with less restriction they must be ready with plans for greater efficiency and diversification and must find better ways of doing old jobs.

As examples he referred to two recent Milwaukee Road developments, a mobile hydraulic jack unit to speed the surfacing of switches in busy yards, and the new snow blower which helped to reduce the cost of snow removal around switches in terminal area yards last winter.

"One breakthrough in technique, one new invention triggers dozens of others, each of which in turn holds the potential of still further progress," he remarked. "Science and technology are in a state of explosion, and all industries are feeling its impact. This confronts us with a dual responsibility—not only must we adapt the best of today's new methods to our own physical operations, but the



President William J. Quinn addressing the joint session of the roadmaster-maintenance of way and bridge and building groups in the Conrad Hilton Hotel. Seated at the speakers' table are, from left: E. H. Hallmann, director of personnel, the Illinois Central Railroad; Wayne A. Johnston, president of the Illinois Central; Ernest S. Marsh, president of the Santa Fe Lines; Clair M. Roddewig, president of the Association of Western Railways; L. C. Blanchard, roadmaster of the Milwaukee Road's Twin City Terminals Division and president of the Roadmasters and Maintenance of Way Association of America; and G. W. Benson and E. H. Snyder, president and vice president, respectively, of the American Railway Bridge and Building Association.

services we perform must be geared to our customers' changing ways of doing business."

Generalizing about the problems facing the industry—unrealistic and obsolete regulation, unequal taxation, outmoded work rules and subsidized competition—Mr. Quinn observed that the railroads realize there is no miraculous overnight cure for their ills. "We should remind ourselves, however, that there is a deep reservoir of strength in this industry," he said; "that there are many reasons for optimism, one of which is the reservoir of ability which organizations such as yours possess.

"When inadequate earnings by reason of the causes I have enumerated result in lack of funds for improvements, or for new machinery or equipment, you men are the first to know. The problem belongs to all of us, and all of us have to work in one way or another toward its solution."

While remarking that the industry has never seen such advancements as have occurred in recent years, Mr. Quinn declared that existing conditions require an even greater exertion of energy and technical skills. "Today we are faced with the pressing need to create new tools for new tasks—tools for the mind as well as for the hands. Great strides have been made in both directions, and you have been responsible for many of them. From experience, then, we must gather strength and wisdom for the road ahead.

"For the necessary accomplishments of the future, however, we must realize that profits provide a real incentive for investors, and that earnings must be available for capital expenditures. Only adequate earnings can make it possible to buy modern machines and replace obsolete ones."

Raymond T. Dempsey

RAYMOND T. DEMPSEY, who retired as general agent at Cincinnati, Ohio, on June 30, passed away the morning of Aug. 3.

Mr. Dempsey was a native of New York City who started his railroad career with the Illinois Central as a rate clerk in 1918. He came to the rate department of the Milwaukee Road in Chicago in 1927 and in 1932 was appointed city freight agent in Omaha. He was also traveling freight agent with headquarters in St. Louis prior to Mar. 1, 1951 when he was appointed general agent in Cincinnati.

Edwin R. Eckersall

THE MILWAUKEE ROAD mourns the death of Edwin R. Eckersall, vice president and special counsel, who passed away unexpectedly the evening of Sept. 4 in the Evanston (Ill.) Hospital. He was 54 years of age.

Mr. Eckersall was a native of Chicago who received his law degree from Northwestern University School of Law in 1933 and came to the law department of the Milwaukee Road in 1939. He remained until 1944 when he joined the firm of Gardner, Carton and Douglas, while being retained by the Milwaukee to handle trial work in the Chicago area. In 1950 he became a partner in the firm of Erickson, Eckersall, Nygren and Holloway.

He returned to the Milwaukee Road in February, 1956 as assistant general counsel and in October, 1956 was elected general solicitor. He was elected vice president and general counsel on Jan. 1, 1958 and named vice president and special counsel on Aug. 1 of this year.

Mr. Eckersall was a member of the Chicago, Illinois State and American Bar Associations and the Association

of the Bar of the City of New York; a past president of the Chicago Society of Trial Lawyers; and a fellow in the American College of Trial Lawyers. At the time of his death he was chairman of the Western Conference of Railway Counsel and of the Meetings Committee of the Bar Association of the Seventh Federal Circuit.

He was active in the International Prisoners Aid Association, and since 1959 had served as president of the John Howard Association, a private welfare agency concerned with prison reform. He was also chairman of the Mayor's Commission on the Chicago House of Correction, a member of the Citizens Committee on the Family Court of Cook County (Ill.), and of the Cook County Department of Corrections Commission.

Mr. Eckersall is survived by his widow, the former Margaret Allan Strale; a son, Edwin R. Jr.; two daughters, Katherine Ann and Elizabeth Ann; and a brother, Raymond, of Chicago. Funeral services were conducted in St. Mark's Episcopal Church in Evanston, and burial was private.

John H. Andrews

JOHN H. ANDREWS, retired freight claim agent, passed away in Providence Hospital in Seattle on Aug. 23. He had been ill for several weeks, following a heart seizure.

Mr. Andrews was a native of Cincinnati, Ohio, who began his railroad career with the Great Northern in 1913 and transferred to the freight claim department of the Milwaukee Road in Seattle in 1920. Starting as a claim investigator, he became chief clerk in 1922 and later served as assistant freight claim agent in both Seattle and Chicago. He was appointed freight claim agent with Chicago headquarters in 1950 and in 1952 was named general freight claim agent, from which position he retired on Apr. 1, 1961.

Mr. Andrews was active in the Freight Claim Division of the Association of American Railroads for many years, serving on the Appeal Committee of the Northwestern and Chicago Claim Conferences, and on the General Committee, of which he was a former chairman.

Surviving Mr. Andrews are his widow Berniece of Kingston, Wash., a son, Jack, of Seattle, and a daughter, Jean (Mrs. Davanzo), of Kalamazoo, Mich. Interment was in Evergreen Cemetery, Seattle.

Elden C. Derr

ELDEN C. DERR, 54, traffic manager with headquarters in Seattle, died in that city Sept. 25. Death resulted from a heart seizure.

Mr. Derr was a native of Hatfield, Mo., who began his career with the Milwaukee Road in the traffic office in Kansas City, Mo., in 1934. He was transferred in 1939 to Atlanta, Ga., where he became traveling freight and passenger agent in 1941, continuing in that position until 1947 when he was assigned to Winston Salem, N. C., in the same capacity. He returned to Atlanta on Jan. 1, 1949 as general agent and remained there until July 16, 1951 when he was appointed general southwestern agent in Kansas City. He was

(Continued on page 16)

THE WINNER!

*"Handle Gently,
Railroad Man,
Shipper Wants
Me As I Am!"*



District Adjuster W. H. Applegate, winner of the top award in the Better Freight Handling Slogan Contest, wears a prize-winning smile as he is presented with a \$100 United States Savings Bond by R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service. Superintendent Martin Garelick, Iowa Division, is at the left.

THERE is no mistaking the sincerity of W. H. "Bill" Applegate when he talks about his reason for entering the Better Freight Handling Slogan Contest recently concluded on our railroad:

"After enjoying the benefits of nearly 42 years of employment with the Milwaukee Road, it is only natural that I have a deep-rooted affection and loyalty for it, and beyond that, for railroads in general. I am concerned about the future of our industry, and when I read about the contest in our magazine I saw an opportunity to try and do something for it."

This about sums up the attitude toward loss and damage prevention of Bill Applegate, district adjuster in Omaha, Neb., the first place winner in the contest. His slogan—"Handle Gently, Railroad Man, Shipper Wants Me As I Am"—was the unanimous choice of the judges for the system prize of a \$100 United States Savings Bond.

The awarding of the Bond was the first order of business at an Iowa Division staff meeting in Perry, Ia., Sept. 20.

As a runner-up in the contest, Mr. Applegate had previously won a \$25 Bond for the best slogan submitted by the group comprised of general office and off line employees. As top award

winner, he is now eligible for the industry-wide contest being sponsored by the American Railway Magazine Editors Association to draw the attention of railroad employes to the importance of minimizing freight damage. Slogans from about 75 per cent of the North American railroads will compete for a grand prize of \$1,000.

Bill Applegate came to the Road in 1921 upon graduating from the Macomb, Ill., high school. His first job was that of messenger-clerk in the general adjuster's office in Chicago. Sensing opportunities for advancement, he attended evening classes at Kent College of Law and in 1925 was assigned to claim adjustment work. He served as adjuster on the Chicago Terminals and Dubuque & Illinois Divisions until 1944 when he was promoted to district adjuster with headquarters in Aberdeen, S. D. He was located at that point until 1956, when he transferred to the Omaha territory.

Bill has been a railroad booster since boyhood, starting with the Macomb & Western Illinois which then operated out of his home town. This feeling has extended to his hobbies. A landscaped HO model train layout, the Apple Valley Line, just about fills the basement

of his home, and he goes out in a big way for collecting railroadiana. Right now most of his free time is taken up with building a "Railroads of America" museum to display his historical collection, which presently contains items from more than 1,000 rail lines.

Needless to say, any condition which detracts from the advantages of railroad transportation is important to Bill. Although he doesn't handle freight claims, loss and damage is one of his pet peeves.

"In my work I make many contacts outside the railroad family," he says; "with travelers who sometimes are also shippers; with farmers, businessmen, lawyers, doctors. Occasionally I hear from these people about certain shortcomings of our operations, and I would have to be blind to say I don't see them with my own eyes.

"I also rub elbows with our subsidized competitors, and during my work span have witnessed the inroads they have made on our business. To speak frankly, it makes me fighting mad.

"I am very grateful for the recognition I received in the contest, and hope my slogan will prove useful in improving the loss and damage situation. I want my company to prosper, together with its fellow rail lines."



Surfacing crew at work. The push car at the right rear carries the pump, hose reels and jack control panel. Generator for the hand-held unit tampers is in the foreground. (Modern Railroads photo by Edward T. Myers)

What's New On The Milwaukee?

HYDRAULIC JACKS SOLVE A TRACK MAINTENANCE PROBLEM

A TEAM of Milwaukee Road engineers has devised a new track maintenance system which is attracting attention as an ingenious solution to an industry-wide problem.

The idea sprang from a study by N. E. Smith, principal assistant engineer, and R. E. Palmer, roadmaster of the Chicago Terminals, of a way to improve the Milwaukee's method of resurfacing switches and crossovers in busy yards. Because heavy traffic precluded the use of conventional on-track maintenance equipment, this work was being done with hand jacks and hand tampers. The system was slow, as well as tiring. Frequently jacks were no sooner in place than it was necessary to remove them to let a train pass.

Raising and surfacing track was a problem also, due to the difficulty of taking a busy track out of service long enough to complete necessary work. As a result, work schedules of track forces often had to be revised suddenly in order to take advantage of time when

traffic was light.

In analyzing these problems, Mr. Smith and Mr. Palmer concluded that the answer was a small track-mounted machine equipped with hydraulic jacks that would raise through buried track, turnouts, rail and highway crossings and car retarders. With such jacks it would be possible to raise track quickly and thus accomplish more work between switching movements.

The idea was developed with the cooperation of Templeton, Kenly and Company, Broadview, Ill., which subsequently produced a self-contained mobile jacking unit designated the RR400. The new maintenance machine consists of four portable 15-ton hydraulically-powered jacks for making lifts up to 9 inches in less than 20 seconds. Each jack is connected to a gasoline powered hydraulic pump by means of a 30-foot section of hose which is coiled on a reel when the jack is not in use. A specially designed reel hub transmits the hydraulic fluid through the reel shafts to

the jack hoses. The motor and reels are mounted on a 10-inch flanged wheel car which also serves to carry the jacks from one location to another.

The equipment is so arranged that two jacks operate from the front end of the car and two from the rear. This provides a working area around the

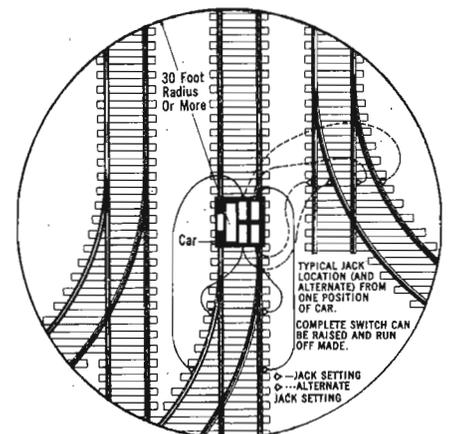


Diagram showing how 30-foot hoses provide a 60-foot work area. The long reach also permits the mobile unit to be placed where the least interruptions occur.

machine of approximately 60 feet and permits it to be placed where the least interruptions occur.

Each jack is connected to a four-way valve which can be operated in combination, so that two, three or four jacks will lift or lower simultaneously. Each can also be activated independently. The control levers are operated from a panel on the car and are color coded to insure the operation of the proper jacks.

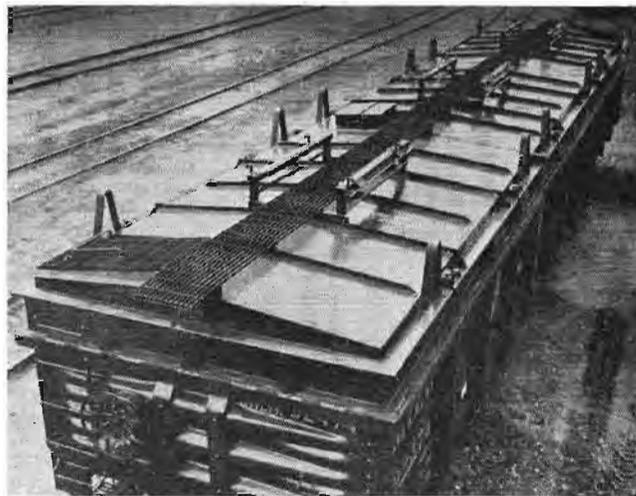
The Milwaukee purchased the first production model and is using it with four hand-held electric tampers. In connection with the new method of surfacing switches, the car is placed on the curved rail, leaving the foreman a clear sight of the straight track. Jack holes are then dug at five points on each side of the turnout and, beginning at the switching point, the jacks are inserted in pairs. After a switch is lifted to the desired level, track is tamped up to the first pair of jacks, which are then moved ahead while tamping progresses tie by tie to the next pair.

This procedure is used instead of tamping up all of the raised jack points for the reason that if a train must be passed, part of the turnout tamping will be completed. Otherwise the jack ties would all have to be reraised and re-tamped before more tamping could be done.

The portability of the outfit saves much of what would otherwise be lost time. Thus, when a yard becomes busy to the point where progress is slowed, the machine can be loaded onto a highway truck and moved to another yard area where traffic is lighter.

After the RR400 proved successful for yard and terminal use, the same principle was applied to the development of a main track machine. The result was the RR200, a two-jack hydraulic unit carried on the rear of a power tamper. The RR200 is designed to pick up switches and turnouts at the same time that main line track is raised and surfaced. Tests conducted on the Milwaukee Road proved its effectiveness in eliminating low switches and the need to double back and surface them with hand jacks.

Overhead view showing the 14-gauge steel three-section removable roof of one of the all-steel 70-ton covered gondola cars rebuilt "better than new" at Milwaukee Shops. The specially constructed roof can be removed readily by the customer.



Custom Built for Rugged Service

A REBUILDING program carried out recently at Milwaukee Shops added 50 all-steel 70-ton covered gondola cars to the Milwaukee Road's freight car fleet, bringing to 105 the number of cars of this type the railroad has in service. The cars were styled to meet the demands of the steel and aluminum industries, and are being used primarily to transport steel, tinplate, and aluminum in coil, sheet and bar form, requiring protection from weather.

These cars were originally 49-foot combination wood and steel gondolas built in 1937 which no longer met customer requirements but were equipped with modern stabilized trucks and structurally sound. The rebuilding process involved stripping them down to the trucks and center sills and applying additional metal cross ties and cross bear-

ers to the underframes. The wooden sides and old steel side posts and braces were replaced with $\frac{5}{16}$ -inch steel side sheets and $\frac{1}{2}$ -inch steel side posts, and the $\frac{3}{4}$ -inch wood floors having a single floor stringer on each side of the center sill were replaced with $2\frac{3}{4}$ -inch wood flooring and two 4-inch I beam floor supports on each side of the sill. Reinforced fixed ends of $\frac{1}{2}$ -inch steel replaced the old style drop ends.

The superior feature of the cars is a 14-gauge steel three-section removable roof with an inspection hatch, which was designed by the Road's mechanical engineers and fabricated at the Shops. This custom built roof is versatile in that it can be removed readily by the customer, regardless of his type of handling facility.



around who appreciate good service."
Merrill G. Bell
Seattle, Wash.

EXACTLY AS IT SHOULD BE

"Recently I made a trip to California on the City of Los Angeles, and I feel I would be very ungrateful if I did not tell you how much I enjoyed the trip . . . Everything about the train was exactly as it should have been and measured up to any expectation anyone could have. Mr. Garvin [Steward

R. W. Garvin] and his staff in the dining car were most friendly and helpful, but then so were all the other members of the train crew.

"We read much about losses sustained by railroads in providing passenger service . . . but there could not be better advertising or finer public relations than those generated by a rail trip like the one I had on the City of Los Angeles . . . I look forward to a repeat ride as soon as possible."

Frank B. Michael
Dayton, Ohio

"Comments . . ."

(Continued from page 3)

the excellent handling of my boat . . . there was not a mark on it, and it certainly was not used as a hobo hotel. Pass the word along to the boys directly responsible so that they know there are some satisfied customers



Pageantry, Americanism, Mark Sioux War Centennial

A "PEACE AND FRIENDSHIP" centennial pageant staged by descendants of Indian leaders who fought in the last major war of the plains drew hundreds of visitors and dignitaries to the town of Prairie Island, Minn., Aug. 3-4-5.

The celebration, which was sponsored by the Prairie Island Sioux community, marked the 100th anniversary of the Sioux War in Minnesota and a century of progress and good citizenship on the part of the Sioux tribe. To accommodate the influx of visitors, the Milwaukee Road provided the town with special "Hiawatha" train service throughout the three-day celebration.

Indians from 35 states representing 44 tribes participated in the event, which was staged in a setting of authentic Indian villages and a replica of a Civil War army camp. Colorful features of the festivities included an Indian princess contest and style show, pow wow dancing, lacrosse and moccasin games, folk singing, a hoop dance contest, Indian arts and crafts displays, and a buffalo barbecue. Re-enacting the days of the Minnesota Frontier, townspeople wore costumes similar to those of 100 years ago.

A highlight of each day's activities was the arrival of the Hiawathas at Strom's Crossing in Prairie Island, carrying visitors and dignitaries. Each group was met by Medicine Buffalo, hereditary chief of the M'dewakanton band of Sioux, and escorted to the activity center in a two-team stagecoach flanked by horse-mounted Indians and cowboys.

Visitors on the opening day included a delegation of Minnesota Territorial Pioneers from the Twin Cities, who were guests at the celebration's Pioneer Day honoring the descendants of settlers who fought in the Sioux War.



Governor Elmer L. Anderson's party is welcomed to Prairie Island by Mrs. Lena Campbell and Amos Owens, secretary of the Prairie Island Sioux Tribal Council. Mrs. Campbell is the grandmother of tribal president Norman Campbell.

More gala events followed the arrival the next day of Governor Elmer L. Anderson and Mrs. Anderson with a party from St. Paul to participate in a Governor's Day program. Some 500 people lined up to meet the Governor, who was accompanied by a detachment of Minnesota National Guardsmen dressed in Civil War uniforms worn by Minnesota volunteers. He was welcomed by Chief Medicineman (Wallace Owens) and Mrs. Lena Campbell, grandmother of Norman Campbell, president of the Sioux Tribal Council at Prairie Island.

Governor Anderson spoke at the pageant grounds and was honored at a dinner. His party was entertained with an

exhibition of Indian dances and games and presented with roses produced for the occasion by the Rose Growers of America Association.

Observances on the final day, designated Indian Veterans Day, featured the presence of Lieutenant Governor Carl Rolvaag, who arrived along with Maj. Gen. Frank D. Britton, former commander of the 14th Army Corps, and Robert E. Hanson, commander-in-chief of the VFW, together with ranking officers of the American Legion and Disabled Veterans organizations and prominent members of the state governing body.

In the course of the program, bronze reproductions of old Peace Medals com-

Governor Anderson and Mrs. Anderson alighting from the Morning Hiawatha at Strom's Crossing. The detachment of Minnesota National Guardsmen dressed in Civil War uniforms accompanied them from the state capital. Back of the Governor is W. R. Manion, the Milwaukee Road's director of passenger traffic personnel.



The Milwaukee Road Magazine

memorating a treaty between the United States government and Indian leaders were awarded by the Army to the principal Indian chiefs of Prairie Island. Also highlighted was the unveiling by dignitaries of the Veterans' organizations of a bronze memorial plaque presented to the community in honor of Indian veterans who fought in both World Wars and the Korean conflict.

Climaxing the day's colorful events, a 34-star Civil War flag which had been flown since the Centennial opened was lowered and replaced with a new 50-star flag. The flag-raising ceremony concluded with prayer and the firing of a historic cannon.

APPOINTMENTS

Law Department

Effective Aug. 1, 1962:

R. W. Spangenberg is appointed corporate counsel. Mr. Spangenberg is a graduate of the University of Chicago and Northwestern University Law School who started with the railroad in 1935. He has held various positions in the law department, his most recent being assistant general counsel.

J. P. Reedy is appointed assistant general counsel-law. He received his A.B. degree from Ripon College, Ripon, Wis., and his law degree from the University of Notre Dame and joined the Road's law department as an attorney in 1951. He was appointed assistant general solicitor in 1955 and general attorney on Jan. 1, 1958.

J. J. Nagle is appointed general attorney and commerce counsel. Mr. Nagle is a graduate of De Paul University College of Law who joined the Milwaukee as an attorney on Jan. 1, 1956. He has been assistant general solicitor since June 1, 1958.

E. J. Richardson is promoted to assistant general solicitor. Mr. Richardson, who received his law degree from De Paul University Law School, became an attorney for the railroad on Nov. 1, 1957. Since June 1, 1958 he has been assistant general attorney.

F. M. Long is promoted to assistant general solicitor. Mr. Long is a law graduate of the University of Michigan who entered the Road's service as an attorney in 1958. He was appointed to his former position of assistant general attorney on Apr. 1, 1959.

R. K. Johnson is promoted to assistant general attorney. He is a graduate of Northwestern University (J.D. 1955) and was a trial attorney in the insurance field prior to entering Milwaukee Road service in 1959 as an attorney, the posi-



HONORED ON HIS 45th ANNIVERSARY OF SERVICE, R. R. Miskimins, assistant vice president of the Milwaukee Motor Transportation Company, is shown receiving his Silver Pass from President William J. Quinn. At the ceremony in the Chicago Union Station are, from left: C. E. Crippen, vice president-finance and accounting; M. R. Jensen, vice president of the Milwaukee Motor Transportation Company; Mr. Quinn; P. L. Cowling, assistant to president; Mr. Miskimins; and F. G. McGinn, vice president-operation. Mr. Miskimins entered service in 1917 as a call boy at Mitchell, S. D., and in 1922 became a perishable freight inspector. He was chief inspector for the Twin City Terminals and also freight inspector in Milwaukee prior to 1943 when the Milwaukee Motor Transportation Company was established with himself as manager of motor transport. He was appointed to his present position with headquarters in Chicago in 1960.

tion he held until his present appointment.

Effective Sept. 1, 1962:

H. A. Budnick, adjuster in Minneapolis, is appointed district adjuster, Minneapolis, succeeding E. J. McGuire, retired.

Mechanical Department

Effective Sept. 16, 1962:

A. W. Hallenberg, general superintendent of motive power, is appointed assistant chief mechanical officer with jurisdiction over locomotive, car and mechanical engineer organizations with headquarters in Milwaukee, Wis.

Effective Aug. 1, 1962:

J. J. Drinka, assistant to general superintendent car department, is appointed assistant to chief mechanical officer with headquarters at Milwaukee Shops, Milwaukee.

Traffic Department

Effective Aug. 16, 1962:

R. W. Neumann, chief clerk to assistant traffic manager, is appointed city freight agent, Minneapolis.

Office of Superintendent of Police

Effective Sept. 1, 1962:

Lieutenant R. C. Emerson, Milwaukee, Wis., is appointed captain of police with headquarters at Marion, Ia., succeeding L. M. Stender.

Sergeant J. H. Freitag is appointed

lieutenant of police at Milwaukee, Wis., following the promotion of R. C. Emerson.

Operating Department

Effective Aug. 1, 1962:

P. Bridenstine, assistant superintendent of the Dubuque & Illinois Division, is appointed assistant superintendent of the Iowa Division with headquarters at Perry, Ia.

J. R. Werner, assistant superintendent of the Terre Haute Division, is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

F. J. Love is appointed trainmaster of the La Crosse Division with headquarters at Madison, Wis.

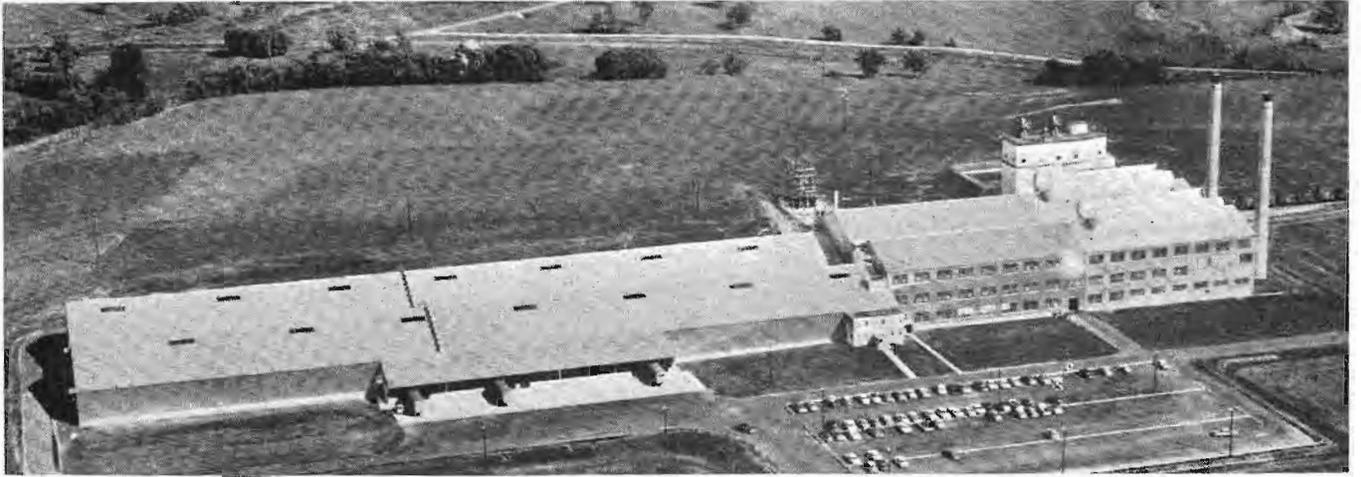
L. F. Shanahan is appointed trainmaster-traveling engineer of the Terre Haute Division with headquarters in Terre Haute, Ind.

W. J. Westmark is appointed trainmaster of the Coast Division with headquarters at Tacoma, Wash.

Effective Sept. 16, 1962:

R. J. Dimmitt is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Dubuque, Ia., following the retirement of W. T. Stewart.

G. C. Groves is appointed trainmaster-traveling engineer of the Aberdeen Division with headquarters at Montevideo, Minn., succeeding R. J. Dimmitt.



The Brockway Glass Company Inc. plant, viewed in an easterly direction. The Milwaukee Road service tracks are discernible at the right, loaded with cars moving to the batch plant.

New Twin Cities Industry

Brockway Glass Plant Unveiled to Public

THE new \$4½ million plant of the Brockway Glass Company at Rosemount, Minn., for which the Milwaukee Road has provided rail service since it became operative last year, was unveiled formally June 27-28. The two-day showing was introduced with a dinner for business and civic leaders of the Twin Cities area hosted by the First National Bank of St. Paul. Following a tour of the facility by that group, an open house was held for the general public.

The plant is located on a 176-acre site north of the Milwaukee's industrial property at Rosemount, and serviced by a spur off the St. Paul-Austin line. It is capable of producing 240 tons of glass a day, and turns out both flint and amber glass containers on seven production

lines. The factory is operated around the clock seven days a week and furnishes employment for approximately 300 people.

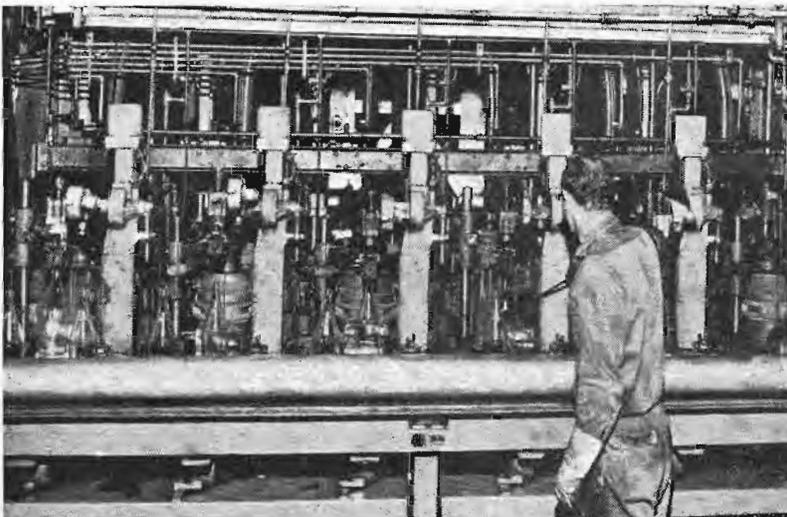
The Brockway company, fourth largest in the container industry, manufactures an extensive variety of glass bottles and jars, rigid and flexible plastic containers, and blown plastic bottles. The plant at Rosemount is one of eight established in strategic marketing areas around the country. Embodying the latest concepts of glass plant design, it is one of the most modern in the world.

The building is approximately a quarter of a mile long and contains some 284,000 square feet of floor space. Installations include two furnaces, a shop where moulds and parts are readied for

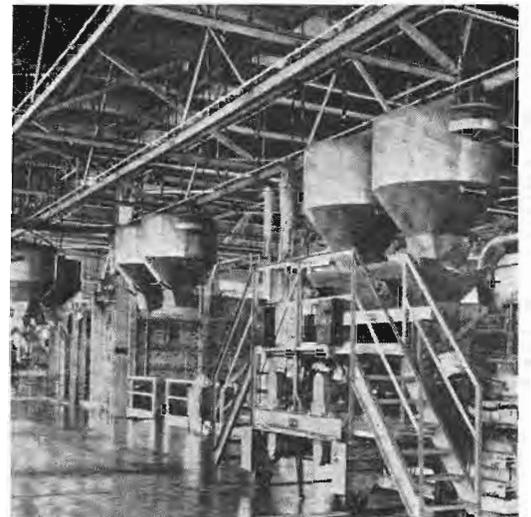
use on the machines, a department for forming the molten glass into finished containers, a quality control laboratory, decorating and packing departments, and a warehouse.

For sanitary and structural reasons the batch plant, where dry ingredients are mixed for melting, is separated from the main structure, being connected by a structural steel galley. Raw material is brought in by both rail and truck. The plant has 13 storage silos capable of holding some 6,000 tons of material, or 120 railroad carloads.

The Milwaukee provides service with a siding and three tracks taken off the main spur. Two tracks handle cars for the batch plant. Under each is an unloading hopper so designed that two cars



A bottle forming machine in the process of moulding glass into containers. The machine is capable of producing about 178,000 bottles a day.



"Batch" buckets being conveyed to the furnaces on an overhead monorail system.

can be unloaded simultaneously, and in about 45 minutes. The third track runs alongside the factory to serve the warehouse and expedite the movement of inbound supplies and outbound containers.

Automation is used in the plant wherever it is economically justified. Raw material is carried from the track hoppers to the batch house, some seven stories high, by systems of conveyors. The ingredients, basically sand, soda ash and limestone, are weighed on a unit of electronic scales and are carried by an electrified monorail system to the furnace room where they are fed automatically into their respective furnaces. The finished containers are inspected for possible defects by rotating them in the path of a photo-electric circuit which detects flaws not discernible to the human eye, and are subjected to various other tests for strength, capacity, weight and dimension.

Occupying a space of 8,000 square feet is the department where bottles are decorated with a design or other form of identification. The bottles travel in a line under a machine which applies a ceramic type paint by a technique basic to the silk screen method employing stainless steel screens. The designs are fused to the bottles in a lehr or oven at temperatures around 1100 F.

The warehouse, which occupies about 146,000 square feet of floor space, has loading facilities for 7 rail docks and 20 truck bays. Most of the loading is of the unit type, placed in the carriers with fork lift trucks.

Being located in an industrial complex which formerly had no glass plant facilities, the plant is designed for expansion. It is equipped to furnish complete service to customers in the north and midwest marketing zones and to turn out as many as 500,000 containers a day. Space for future growth is provided in the over-all construction plan.



September-October, 1962

In the Retirement Spotlight



At the retirement dinner held in Chicago July 30 are, from left: F. G. McGinn, vice president-operation; C. E. Crippen, vice president-finance and accounting; C. J. Winandy, assistant auditor-joint facility accounts; W. J. Cusack, auditor of capital expenditures; L. J. Hogan, assistant to Mr. Cusack; and L. V. Anderson, general manager-system.

Auditor of Capital Expenditures Veterans Honored Jointly

Two well known accounting department veterans with headquarters in Chicago retired July 31—C. J. (Charlie) Winandy, assistant auditor-joint facility accounts, and L. J. (Larry) Hogan, assistant to the auditor of capital expenditures. They were honored jointly July 30 at a dinner held in Zum Deutschen Eck (Weber's Hall) which was attended by more than 100 of their associates, including many retired employes and friends from other railroads.

Mr. Winandy entered the Milwaukee's service in 1912 and worked on the Bloomingdale Road and Evanston track elevations before transferring to the capital expenditures department in 1923. From 1929 to 1941 he filled the position of joint facility examiner. He became chief joint facility examiner in 1943 and was appointed assistant auditor-joint facility accounts in 1959.

Mr. Hogan entered the employ of the Road in September 1929, serving until October 1932. He returned in 1942, and in 1951 was promoted to assistant engineer in the valuation order #3 department, from which position he was advanced to assistant to auditor of capital expenditures in April of this year. Throughout the greater part of his service he was the capital expenditures' correspondent for The Milwaukee Road Magazine.

Mr. Winandy has four children, Dr. Joan Winandy of St. Francis Hospital

in Evanston, Ill., Jean and Anne, both of whom attend De Paul University, and Charles Jr., a student at Loyola University. Mr. Hogan has two sons, Larry Jr. and James, who are in the manufacturing business. Both of the retired veterans will continue to live in Chicago.

District Adjuster E. J. McGuire Concludes 45 Years of Service

ERLE J. MCGUIRE, district adjuster with headquarters in Minneapolis, was honored by his claim and law department associates at a retirement luncheon in the Minneapolis Athletic Club on Aug. 30. His retirement the following day, at his own request, concluded 45 years of Milwaukee Road service.

Mr. McGuire, a native of Minneapo-



A Silver Pass is presented to E. J. McGuire, district adjuster in Minneapolis (right), by General Adjuster M. W. Roark prior to his retirement on Aug. 31.

lis, started his career in 1917 as a stenographer in the Minneapolis claim department. He was advanced to adjuster in 1919 and appointed district adjuster in 1953. All of his service was in the Minneapolis region.

Highlights of the luncheon in his honor included the presentation of a set of golf equipment with a gift card bearing the names of many friends on the railroad, and of his Silver Pass in recognition of 45 years of service.

He and Mrs. McGuire will continue to live in Minneapolis, which is also the home of their married son and daughter.

"Family Night" Marks Retirement of Betty Nelligan

MEMORIES spanning 38 years of railroading were relived at a "family night" in Chicago Aug. 3 which marked the retirement of Mrs. Betty Nelligan as chief operator of the Road's telephone switchboard in the Union Station. Joining Betty's co-workers at a dinner party



Mrs. Betty Nelligan is assisted by D. L. Wylie, communications engineer (left), and W. E. Fuhr, assistant chief engineer-signals and communications, in cutting a huge cake at the party in her honor.

in the Ivanhoe Restaurant, friends and relatives swelled to more than 200 the number of well wishers who paid tributes to her long and useful career.

The group included many retired officers and employes of the railroad, together with telephone operators from other locations, whose regard for Betty is rooted in years of close association. Present also were her daughter and son-in-law, three grandchildren, her sister, four nephews and two nieces.

D. L. Wylie, communications engineer, presided over the festivities which included tributes from F. G. McGinn, vice president-operation; W. E. Fuhr,

"Private Eye" Tactic Traps Criminals

THERE were these two men cruising around the neighborhood in a rent-a-car, and something about their actions seemed suspicious. Arthur Miller, mail and baggage foreman at the Milwaukee, Wis., depot, stopped working on his lawn and, taking a coin from his pocket, scratched the license plate number on the concrete of his door stoop.

A simple precaution, but it proved to be important when the Department of Police arrived on the scene shortly afterward in response to an alarm.

At a ceremony in the Court House on July 25, Mr. Miller was presented with an Award of Merit by Police Chief Howard O. Johnson for "outstanding and distinguished service" leading to the arrest of the persons involved in a \$40,000 jewel theft.

The citation included a commendation for accompanying police officers to Detroit to identify the occupants of the car, thus furnishing conclusive evidence in the case. "Without this excellent cooperation we certainly would have been faced with a difficult job of apprehending the criminals," it stated.



assistant chief engineer-signals and communications; L. V. Anderson, general manager-system; W. Wallace, general passenger traffic manager; D. P. Valentine, general superintendent transportation; and F. J. Newell, retired director of publicity. A testimonial gift presented to Betty by W. J. Whalen, retired vice president-operation, bore the names of countless friends who wished her well.

Betty Nelligan is a native of Chicago who acquired her professional training with the Illinois Bell Telephone Company and came to the railroad in 1924 to work in the Chicago-Fullerton Avenue payroll office while relieving on the switchboard. In 1925 she became a full-time operator in the Union Station, which had been recently completed. Her appointment as chief operator was effective in 1953.

Presiding over the busiest switchboard on the railroad, Betty was a key employe on the communications system. During her 38 years of service she had many interesting experiences while dealing with crises, both major and minor, and difficulties that operators overcome as a matter of course in their line of duty. Many were recalled at the party in her honor.

Betty planned after her retirement to visit for a time in California, having standing invitations from relatives in Los Angeles, Pasadena and San Diego.

E. C. Derr . . .

(Continued from page 8)

promoted to assistant traffic manager in Seattle on Sept. 1, 1960, advancing to the position of traffic manager there one year later.

Funeral services were held in Kansas City with burial in Mt. Moriah Cemetery there. He is survived by his widow, Lena, of Edmonds, Wash., near Seattle, and by a daughter, Mrs. Kenneth Kolmeier of St. Louis, Mo.

J. G. MacDonald

JOSEPH G. "JERRY" MACDONALD, 66, who retired on Apr. 1, 1961 as general agent in Salt Lake City, died there Aug. 6 of a heart ailment.

Mr. MacDonald was a native of Lynn, Mass., who entered the railroad field in 1912 and joined the Milwaukee Road in 1921. He represented the railroad in San Francisco before transferring to Salt Lake City, where he served as general agent for more than 17 years. After his retirement he became a salesman for a realty firm.

Funeral services were conducted at the Cathedral of the Madeline. Survivors include his widow, Clytia; a daughter, Sister Mary Loyola of Sacramento, Calif.; a stepdaughter and stepson, Mrs. Herbert Nakken and Richard E. Margetts of Salt Lake City; and five grandchildren.

retirements



during July-August, 1962

General Office & System Employees

Beneke R. Clerk . . . Chicago, Ill.
 Brockman, A. A. Supv. of Motor Cars. " "
 Burns, G. C. I.B.M. Operator " "
 Casey, J. H. Steward " "
 De Camp, I. K. Clerk " "
 Falls, R. F. Steward " "
 Hogan, L. J. Asst. to Auditor " "
 Ketchpaw, R. E. Trav. Time Inspector " "
 Lane, E. E. Crane Operator. Black River Falls, Wis.
 Langton, T. T. Asst. Accountant Traf. Payroll. Chicago, Ill.
 Martin, D. K. H. Stenographer " "
 Martin, T. J. Clerk " "
 McIlvain, C. K. Comp. Operator " "
 Nelligan, E. J. Chief Operator " "
 Pagels, L. A. Clerk " "
 Rose, A. L. Switchboard Operator " "
 Scheffel, S. Clerk " "
 Townsend, I. Waiter " "
 Winandy, C. J. Asst. Auditor
 Joint Facility Accounts. " "

Chicago Terminals

Ackin, N. Snow Shoveler. Bensenville, Ill.
 Blackman, H. Billing Clerk. Galewood, "
 Blaine, J. J. Stower. Chicago, "
 Conlon, J. F. Sergeant. " "
 Dhooge, H. J. Carpenter. " "
 Gamble, C. R. Freight Handler. " "
 Golembowski, M. Carman Helper. Bensenville "
 Grinnen, W. M. Machinist. Chicago "
 Kulchar, J. Sec. Laborer. Galewood, "
 Larson, S. M. Engineer. Bensenville, "
 Markos, S. Snow Shoveler. Chicago, "
 Multaler, F. W. Yard Clerk. " "
 Padilla, A. Snow Gang Laborer. " "
 Pryor, L. W. Switchman. Bensenville, "
 Reynolds, G. E. Track Laborer. " "
 Riley, F. W. Switchman. " "
 Sorenson, H. J. Crane Supervisor. Chicago, "
 Surdan, H. J. Blacksmith. Bensenville, "
 Utter, H. A. Electrician. Chicago, "
 Wahlquist, E. H. Engineer. Bensenville, "
 Widney, C. F. Engineer. Galewood, "
 Wood, F. District Storekeeper. Chicago, "
 Zbilski, F. Stower. " "

Aberdeen Division

Cornelisen, C. A. Sec. Laborer. Ortonville, Minn.
 Dangel, J. E. Agent. Sisseton, S. D.
 Geer, W. B. Ticket Clerk. Aberdeen, "
 Jerde, A. E. Train Dispatcher. " "
 Mack, A. H. Engine Watchman. " "
 Neiffer, G. O. Trackman. Miles City, Mont.
 Samuelson, J. F. Engineer. Aberdeen, S. D.

Coast Division

Boyce, C. M. Engineer. Spokane, Wash.
 Eck, C. G. Engine Watchman. Enumclaw, "
 Fischer, A. A. Car Inspector. Seattle, "
 Fullerton, R. E. Clerk. Tacoma, "

Glenn, C. C. B&B Carpenter. Tacoma, Wash.
 Grummel, M. R. Lead Carman. " "
 Guthrie, D. L. Conductor. Bellingham "
 Lazzareschi, J. J. Carman. Tacoma, "
 Lynch, J. Sec. Laborer. Raymond, "
 McCammon, J. E. Conductor. Everett, "
 McPherson, C. O. Signalman. Tacoma, "
 Wanamaker, R. M. Switchman. Seattle, "
 Watkins, F. W. General Agent. " "
 Welch, G. J. Carman. Tacoma, "

Dubuque & Illinois Division

Brown Sr., G. F. Engineer. Elgin, Ill.
 Canale, H. Flagman. " "
 Cook, J. B. Machinist Helper. Savanna, "
 Hayes, C. A. Car Inspector. " "
 Kellar, H. H. Sec. Laborer. Ottumwa, Ia.
 Moriarty, E. M. Conductor. " "
 Morris, L. G. Pass. Conductor. Savanna, Ill.
 Morrow, J. R. Sec. Foreman. Muscatine, Ia.
 Peavler, W. H. Store Helper. Kansas City, Mo.
 Schmidt, O. C. Machinist. Savanna, Ill.
 Tullis, V. M. Fireman. Kansas City, Mo.
 Wickler, S. B. Agent-Operator. Davis Jct., Ill.

Iowa Division

Clausen, A. H. Agent. Atkins, Ia.
 Thomas, S. C. Asst. Engineer. Perry, "

Iowa, Minnesota & Dakota Division

Bernhardt, R. E. Agent-Operator. Emmetsburg, Ia.
 Fish, M. D. Sec. Foreman. Canton, S. D.
 Hopkins, H. D. Agent. Kimball, "
 Johnson, A. A. Sec. Laborer. Wells, Minn.
 Undine, C. H. Engineer. Sioux City, Ia.
 Wilkinson, A. Z. Engineer. Marquette, "

La Crosse Division

Barry, N. J. Conductor. Wauwatosa, Wis.
 Boehm, A. R. Crossing Flagman. Janesville, "
 Cadman, A. J. Brakeman. Portage, "
 Cramer, R. J. Machinist. Tomah, "
 Fischer, W. H. Sec. Laborer. Wauwatosa, "
 Gamble, R. A. Crossing Watchman. Sparta, "
 Hansen, D. L. Carpenter. La Crosse, "
 Hubbard, R. S. Sec. Laborer. Red Cedar "
 Jordan, H. J. Laborer. Madison, "
 Keating, H. L. Switchman. Janesville, "
 Levenson, T. O. Crossing Flagman. " "
 Peterson, A. G. Conductor. St. Paul, Minn.
 Philpot, S. F. Asst. Supt. Madison, Wis.
 Skelley, E. J. Crossing Flagman. Janesville, "

Milwaukee Division

Andress, R. V. Conductor. Milwaukee, Wis.
 Antilla, F. S. Caretaker. Sagola, Mich.
 Cutler, D. L. Roadmaster. Horicon, Wis.
 Griffin, J. R. Engineer. Milwaukee, "
 Hale, A. H. Custodian. Amasa, Mich.
 Harkness, R. D. Agent-Operator. South Beloit, Ill.
 Joerg, R. T. Conductor. Milwaukee, Wis.
 Lahti, N. A. Sec. Laborer. Mass, Mich.
 Larscheid, P. H. Roundhouse Clerk. Green Bay, Wis.
 Laurence, A. L. Sec. Laborer. Watertown, "

Lawrence, A. B. Sec. Foreman. Waupun, Wis.
 Park, R. A. Clerk. Beloit, "
 Worthing, L. Asst. Trainmaster. Channing, Mich.

Milwaukee Terminals & Shops

Barber, H. Laborer. Milwaukee, Wis.
 Berset, A. C. Baggage Checker. " "
 Biksacky, F. Painter's Helper. " "
 Braun, C. C. Switchman. " "
 Cacija, P. Sec. Laborer. " "
 Calvin, C. M. Yard Conductor. " "
 Carlson, E. J. Yardmaster. " "
 Coyer, E. A. Conductor. " "
 Geary, W. J. Loco. Engineer. " "
 Hansen, S. M. Carman. " "
 Hill, N. J. Welder. " "
 Kerkow, H. A. Electrician. " "
 Klein, E. L. Train Clerk. " "
 Kreil, C. J. Car Inspector. " "
 Lange, W. H. Boilermaker. " "
 Martin, J. H. Yard Conductor. Wauwatosa, "
 Pohl, H. J. Engineer. Milwaukee, "
 Ray, W. J. Engineer. " "
 Rouvalis, J. G. Carman. " "
 Schmechel, G. F. Machinist Helper. " "

Schuenke, J. A. Yard Conductor. " "
 Shannon, F. J. Gen. Car Supervisor. " "
 Uebersohn, E. H. Engineer. " "
 Van Winkle, A. Machinist Helper. " "
 Williams, G. H. Machinist Helper. " "

Rocky Mountain Division

Barta, J. B&B Foreman. Great Falls, Mont.
 Donnerwirth, C. M. Cashier. Avery, Ida.
 Fulks, C. J. Boilermaker. Miles City, Mont.
 Hertz, F. B. Machinist Helper. Deer Lodge, "
 Hosman, L. C. Conductor. Miles City, "
 Marsillo, F. A. Sec. Foreman. Avery, Ida.
 Plumb, C. T. Agent Operator. Roy, Mont.
 Randall, R. G. Cashier. Great Falls, "
 Roberts, P. R. Engineer. Three Forks, "
 Shields, L. D. Machinist Helper. Miles City, "
 Sieler, B. Brakeman. Mobridge, S. D.

Terre Haute Division

Bleye, S. J. Sec. Laborer. Delmar, Ill.
 Fox, C. E. Roadmaster. Terre Haute, Ind.
 Grady, E. E. Sec. Laborer. Jasonville, "
 McDaniel, Sr., D. Car Welder. Terre Haute, "
 Myers, C. R. Oxweld Cutter. " "
 Wilson, V. P. Lt. of Police. " "

Twin City Terminals

Alcala, J. Sec. Laborer. Minneapolis, Minn.
 Anderson, C. O. Carman. St. Paul, "
 Christenson, F. L. Sec. Laborer. " "
 Fleasness, O. G. Clerk. Minneapolis, "
 Garin, E. D. Machinist Helper. " "
 Johnson, C. R. Information and Reservation Clerk. " "
 La Core, J. E. Laborer. " "
 Lindberg, H. R. Stationary Engineer. " "
 McBrayer, H. E. Sec. Laborer. " "
 McGuire, E. J. Dist. Adj. " "
 Medrano, J. Sec. Laborer. " "
 Miller, R. C. Secretary. " "
 Radtke, E. F. Laborer. " "
 Rettler, G. G. Special Agent. " "
 Ritter, W. F. Conductor. " "
 Thomas, J. H. Laborer. " "
 Verhota, F. Conductor. " "
 Young, W. H. Janitor. " "

BAXTER-WYCKOFF COMPANY

formerly West Coast Wood Preserving Co.

We are proud to serve "The Milwaukee Road" in supplying treated ties and structural timbers.

Office: 560 White-Henry-Stuart Building, Seattle 1, Wash.

Plants: Eagle Harbor and West Seattle

Terre Haute Division

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

The marriage of Karen Ann Shanahan and James Gail Coffman took place July 28 in St. Patrick's Church, Terre Haute. Karen Ann is the daughter of Mr. and Mrs. L. F. Shanahan. The couple will live in Columbus, Ind., where Mrs. Coffman is on the nursing staff of Bartholomew County Hospital and Mr. Coffman is employed by the Cummins Engine Company.

James Joseph McMahon died July 23. He was employed in the store department for 38 years. Survivors are his wife, a sister and a nephew.

William Terrell suffered a fatal heart attack July 27. He was a retired signal department employe. His widow and two sons, Robert and William, survive.

Word has been received of the death of Mrs. H. J. Kutch, wife of retired conductor, July 28 at her home in Indianapolis.

Marshall O. Pickett, agent-operator at Webster, Ill., passed away in his home at Sheldon, Ill., recently. He was a 43-year employe. His widow, one daughter, a brother and sister survive.

Roadmaster Charles E. Fox, who retired Aug. 1 after 45 years' service in the maintenance of way department, was honored at a dinner in Louise's Restaurant, Terre Haute, July 25. He was presented with a wrist watch and an FM radio by his many friends.

Here's one for the book, submitted by Frank E. Galvin of Terre Haute, retired chief carpenter of the D&I Division: Ever since the Milwaukee Road was built through Dubuque the Galvin name has never been off the company payroll. It started with his grandfather, James, who was employed as a laborer on the building of the line over that division, and was continued by the latter's sons, James and Martin. The next generation, in addition to Frank, consisted of Michael and Jay, locomotive engineers, and Martin, a conductor. The present representative of the family is Francis J., division freight and passenger agent at Miles City. Another member of this generation, Locomotive Engineer Richard J. Galvin, recently obtained a leave of absence to be an inspector for the I.C.C.

La Crosse Division

EAST END

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

Engineer and Mrs. William A. Frommelt, LaCrosse, are the parents of a boy, William Dean, born in August.

Section Laborer G. M. Langsdorf, 62, passed away July 11 in Columbus Hospital. He had worked for the company since 1948 and retired under disability in 1961. He is survived by his wife, three sons and three brothers all residing in Doylestown, Wis., Mr. Langsdorf's home town.

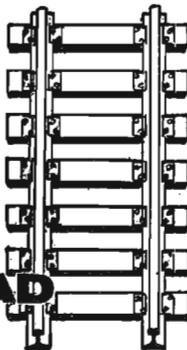
Retired Section Laborer Valetine Provot, 93, passed away in the Portage

hospital Aug. 4. He retired from the track department in 1937. He is survived by a daughter and five sons, nine grandchildren, 34 great grandchildren and one great great grandchild. Two of his sons, Francis and Robert, work in the track department. Mr. Provot's home was in Doylestown, Wis.

Chief Clerk W. F. Goecke suffered a cerebral hemorrhage Aug. 7 and passed away in St. Mary's Hospital, Watertown, Aug. 29 at the age of 79. Mr. Goecke worked up until the time of his illness and had 56 years service with the Road. He is survived by a daughter and seven grandchildren living in Milwaukee, and one brother.

Julius A. Bussian, 85, died in Pewaukee

ABOUT PEOPLE OF THE RAILROAD



Aug. 18 and interment was in Forest Hill Cemetery there. When Mr. Bussian retired as section foreman in 1945 he had 50 years' service. Survivors are a son, Irvin, and a daughter, Mrs. Reuben Kollander, both of Pewaukee. Since retirement Mr. Bussian had been spending the summers at his cottage in Rhinelander and the winters with his daughter and family.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Mr. and Mrs. Donald D. Sedlacek have an important addition to their family. Jeffrey Paul was born at LaCrosse Apr. 30, the first son in a family of three little girls. Donald is a telegrapher working at Duplainville, Wis.

Conductor Arthur G. Peterson of Minneapolis retired July 20 after 19 years' service. Immediate plans call for a fishing trip in Canada.

Retired Machinist Clarence Whipple, 75, died in a LaCrosse hospital Aug. 10. He is survived by his wife Louise; one daughter Fayne, Mrs. Lambert Duresky of LaCrosse; three sisters, Mrs. Ann Ames, Nell, Mrs. Lynn Hotson of LaCrosse, and Lil, Mrs. John Strauss of Detroit; six grandchildren and three great grandchildren. Burial was in Woodlawn Cemetery.

Retired Carman Joseph Sieber, 75, died in a LaCrosse hospital Aug. 20. He is survived by a daughter Charlotte, Mrs. Ray Riniker; three brothers, Frank, Gregor and Peter; two sisters, Lena, Mrs. Rhone Becker and Mary, Mrs. Carl Mueller, all of LaCrosse, and five grandchildren. Burial was in the Catholic Cemetery.

Sympathy was extended to Baggage-man A. H. (Jake) Jacobsen of LaCrosse, whose father died July 31, and to Crew Caller H. B. (Skinny) Rendler, whose mother died in LaCrosse Aug. 27.

"Jake" Jacobsen announced the arrival of a daughter, Nancylee, at LaCrosse Lutheran Hospital July 11.

On Aug. 30 Former Carman John W. Kopacek, 81, passed away. Burial was in Woodlawn Cemetery. Mr. Kopacek retired in 1952 after 49 years' service. He is survived by his wife, Emma; a daughter Florence, Mrs. Fred Niedfeldt of Rochester, Minn.; two sons, Charles of LaCrosse, and Robert of Memphis, Tenn., and a brother Frank of LaCrosse.

Effective Sept. 1 Jim Yaeger, assistant foreman at the local roundhouse, was transferred to Western Avenue, Chicago. Norman W. Higby of Portage took over Mr. Yaeger's position.

Patti Deal, the 15-year-old daughter of Conductor Howard Deal of La Crosse, was hailed as a heroine recently by the La Crosse paper when she figured in a near-tragedy involving three small girls ages 3 to 5 who discovered while playing that the grating of a curb sewer had been removed. Peering into the uncovered sewer hole, one of the five year olds leaned over too far and fell in. Patti saw the accident and ran to the hole, but by the time she reached it the child had gone under. Then suddenly a hand appeared, and Patti snatched her to safety. City employes summoned to replace the grating said the hole contained a good six feet of water.

WISCONSIN VALLEY

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

Jackie, the 12 year old daughter of Conductor Jim Hack, has learned that honesty is not only the best policy but that it pays off. While shopping with her mother in a Chicago store recently she found a charm bracelet with a "15" dangling from it. She turned it over to a clerk. Upon her return to Wausau, she received a thank-you note from the woman who lost the bracelet, which was prized because it was a gift from her husband on their 15th wedding anniversary. A \$5 bill was enclosed.

Russ Henson, who retired as car foreman in 1953, died Aug. 2 after a brief illness. Immediate survivors are the widow and a son. Funeral services were held at Merrill where he made his home.

MADISON AREA

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

F. J. Love has been appointed trainmaster of the LaCrosse Division with headquarters at Madison. Mr. Love started with the Road as train dispatcher on the Wisconsin Valley Division in 1920 and held various positions in the operating department at Wausau and Beloit prior to being made assistant trainmaster at Beloit Sept. 1, 1952 which position he held until his present appointment.

It's wonderful to see F. M. Rogers up

The Milwaukee Road Magazine



SOUVENIR OF A VACATION TRIP the past summer is this picture taken at Disneyland of W. L. Ennis, retired assistant to vice president-claim prevention, refrigerator and merchandise service, and his grandson, Bill Jr. During a month-long swing through the Southwest that touched on choice fishing and sightseeing spots, the pair visited such locations as the Grand Canyon, Las Vegas, Hollywood and the San Francisco environs, toured a television studio as the guest of Producer Dick Powell, and were entertained by relatives on a western ranch. Mr. Ennis' retirement in 1956 terminated 37 years of service with the Road. Bill Jr. is a senior this fall at New Trier High School, Winnetka, Ill.



◀ RETIRING WITH 50 YEARS OF SERVICE on June 30, Minneapolis Yard Conductor Frank Verhota (center) is shown receiving his gold "lifetime" pass from F. J. Kuklinski, superintendent of the Twin City Terminals, with Assistant Superintendent E. P. Snee standing by. Conductor Verhota will continue to live in Minneapolis.



NO JANGLE IN THIS JINGLE. Mr. and Mrs. Joe Brunt, car clerk and stenoclerk respectively, at Portage, Wis., are presented with a trip for two to the Seattle World's Fair and Hawaii by Gene Fenner, a district representative of the Piggly Wiggly Company. The trip was won by Mrs. Brunt in a Piggly Wiggly jingle contest. Mrs. Brunt is this magazine's correspondent for the Portage area. (Portage Daily Register photo)



Earns Special "Wise Owl" Citation

SAVED from an eye injury on two occasions because he was wearing safety glasses, Section Laborer Wendell E. Meier of Aberdeen, S. D., was honored recently by the National Society for the Prevention of Blindness Inc. with a special "Wise Owl Club of America" citation. Shown at the presentation ceremony in the Aberdeen depot are, left to right: Superintendent R. H. Love, Division Engineer W. C. Whitham, District Safety Engineer C. O. Post, Mr. Meier and Trainmaster W. J. Peta.

Mr. Meier had previously been awarded a membership in the Wise Owls following an incident last November in which his prescription ground safety glasses deflected a blow from a piece of gravel thrown by an adzing machine. The impact broke the left lens, but there was no eye injury.

Then on Jan. 5 of this year, while he was breaking up some concrete pavement for work on a new signal conduit across Main Street in Aberdeen, a piece flew up and struck his glasses. Again the left lens was broken, but again there was no injury.

The special citation recognized Mr. Meier because of his unusual case of having saved his sight on two occasions through adhering to a safe working practice.



FOR THE RECORD, A STAND-IN. When Georgette Shiflet, secretary in our New York City office, spent a recent vacation at Miami Beach, she went deep sea fishing and caught a dolphin. Since it weighed about 30 pounds, she had to be assisted by the skipper to strike this classic pose.

AGAIN, SAFETY GOGGLES SAVE SIGHT

HERE are two new members of the Wise Owl Club of America, Section Laborers H. M. Block of the Aberdeen Division and Andy Garcia of the Rocky Mountain Division. By coincidence, both were involved in the same mishap—being struck forcefully by a piece of rock or frozen material while picking frozen ballast. In both cases, a fractured lens of their safety goggles bore testimony to the sight-protection value of wearing safety goggles on the job. Neither suffered an eye injury.

An Aberdeen Division section crew congratulates laborer H. M. Block upon receiving his membership certificate in the Wise Owl Club of America, together with the customary work button and gold lapel pin. At his right is Assistant Superintendent J. F. Elder, at his left Roadmaster L. A. Timberman.



At the presentation of a Wise Owl membership certificate to Section Laborer Andy Garcia are, from left: Roadmaster R. M. Hale, Mr. Garcia, Assistant Division Engineer F. L. Streibel and Section Foreman Frank Bond.

and around the Terminal after a siege of illness.

A recent caller at the Madison offices was Hugh R. Jones, retired car foreman. He and Mrs. Jones now live at 519 Southern Comfort Trailer Camp, Clearwater, Fla., but have been visiting in and around Madison.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

James B. Campbell, son of Assistant Division Engineer J. G. Campbell of the Milwaukee Division, received a doctorate in Education from Indiana University on June 4, having graduated from Carroll College at Waukesha in 1955 and obtained a Master's degree at Indiana in 1957. He has accepted the position of vice president in charge of student personnel at Rochester Institute of Technology, Rochester, N. Y. Jim spent several summers on the former Northern and Superior Divisions working with maintenance of way crews,



James B. Campbell

and was also employed in the engineering department. He served in the Army two years, and for a time was Dean of Men at Doane College, Crete, Neb. He is now married and the father of two girls.

Switchmen who retired recently were Joseph Schuenke, Ed Coyer, Chester Calvin and G. H. Martin.

At this writing Retired Switchman Herb (Wimpie) Fisher is a patient in Mt. Sinai Hospital following surgery. He is likely to be there for some time and will appreciate visits and cards from his friends.

Switchmen Dennis and Norman Justus and also Tom Michels have returned to service after completing their tour of military duty with the 32nd Division at Fort Lewis, Wash.

Conductor Dave Mercer of the Southwestern Division, and Northern Division Brakeman Leo Collins both passed away recently.

Retired Southwestern Passenger Brakeman J. J. Sabo died July 12, and Retired Switchman Clarence McInnes died in June. Ted Schendel, who was semi-retired on physical disability, died Aug. 6.

The Marvin Neunders lost their baby recently and Mrs. Neunders was seriously ill for some time. Mrs. Newton Caswell is ill at this writing and the call is out for 24 pints of blood for the blood bank—14 to replace that used by Mrs. Neunders and 10 for Mrs. Caswell. Any prospective donor should get in touch

with Caller Virginia Christian at MI 5-6784 and she will assist in getting an appointment.

Reg Ritchie spent his vacation in Seattle seeing the wonders of the World's Fair.

Switchman Carl Nordquist's wife died early in August.

Switchman Marvin Neunder and Switchtender Art Kroll received certificates of merit recently for stopping runaway cars while off duty. This incident did not involve our railroad.

West Allis Yard Clerk Tommy Regan and wife took a "mailman's holiday" and toured the west and northwest by train. They saw Mt. Rainier and many other scenic spots for the first time, rode the Monorail and really did the Fair up brown.

Switchmen Tom Schaus and Larry Foster toured Europe on a recent vacation. Larry is studying medicine and does out-patient work at Wood's, Wis., while Tom was just graduated from law school this summer.

Congratulations to George Goelz on his promotion to the job of car distributor at Muskego Yard.

Frank Shannon retired so quietly we didn't have a chance to give him a proper send-off in the Magazine, so we say now, lots of luck and good health for many years to come.

Switchtender Ed Murphy's son Mike and John Novak's son Gene started working for the Road this summer—another generation of "rails" for their families.

Assistant Engineer Chester Lapinski and wife proudly announced the arrival of John Chester at St. Mary's Hospital Aug. 1.

FOWLER STREET STATION

Pearl Freund, Correspondent

George Richter, head claim department clerk, takes an active interest in racing cars along with his son-in-law, Paul Coen, who has been driving stock cars for some time. Paul, who lives in West Allis, won his first feature race at the Waukegan Speedway July 1, averaging 49.26 mph. In the modified point standings, Coen placed 15th at Cedarburg, 16th at West Allis Fair Park, 14th at Hales Corners, and 3rd at Waukegan as of July 2. George is an avid fan and assists Paul in making necessary repairs to his cars.

Sympathy was extended to Lucille Stowell on the death of her father, Louis Stowell, 89, on Aug. 28. Lou was a veterinarian prior to his retirement. Services were held at Friendship, Wis., and interment was at White Creek.

Bob McKee, yard clerk at Bay View, has a parrot "Buddy", 38 years old, with a vocabulary of about 75 words. He calls the entire McKee family by name, and loves to go riding with Bob in the car.

The pride and joy of the Rollie Symicek family arrived July 14 and has been christened Gregory Joseph. Dad is LCL bill clerk and mother Janice, a nurse, is on leave from St. Michael's Hospital.

Richard Heileman, who performed duties of yard clerk and auto messenger



LAST CHICAGO-ELGIN RUN of Conductor Lee Morris, concluding almost a half century of railroading, was a congratulatory affair in the Chicago Union Station. Among his well wishers was Vice President-Operation F. G. McGinn, who is shown presenting him with a Silver Pass, and at a ceremony in the conductors' room fellow employes gave him a fishing rod and reel along with "a down payment on a Missouri mule" —with his wife Dora, Lee is moving to Camdenton, Mo., in the Lake of the Ozarks region. Starting with the Chicago Great Western in 1913, he transferred to the Milwaukee in 1917, since when he had served continuously on the Dubuque & Illinois Division. A conductor since 1924, he had been on the Chicago-Elgin run the past 11 years.



"RIDING HERD" on 175 youngsters from St. Paul YMCAs who recently made a round trip between Minneapolis and Red Wing, Minn., on the Milwaukee Road's Hiowathas are Agent Harry Linrud of Red Wing (right) and W. R. Manion, supervisor of passenger train personnel (right, rear). At left is Ms. Dorothy L. Nelson, acting manager of the Red Wing Chamber of Commerce, which arranged for the youngsters to spend the day touring local businesses and industries. Our Twin Cities travel department sells in the neighborhood of 10,000 tickets per year for educational trips to Red Wing by Boy and Girl Scouts, Brownies, Blue Birds and school groups from Minnesota, Wisconsin and Iowa. (Red Wing Daily Republic Eagle photo)



ALOHA! Theresa Glasl, secretary to director of public relations and advertising, Chicago (left), and Catherine Freeman, head of the central typing bureau in the Chicago Union Station, bid goodbye to friends from the deck of the S. S. Lurline as they sailed recently from Los Angeles for a vacation in Hawaii. It was the second trip to the Islands for both.



FREIGHT ACCOUNTING VETERAN RETIRES. E. S. Haidys, assistant to auditor of freight accounts (right), is presented with a gift from his co-workers at a dinner party in Chicago which marked his retirement on June 8. He had been with the Road more than 43 years, serving as head of the revising bureau from 1942 until 1949 when he became head of the review bureau. He was advanced to chief clerk in 1952 and appointed assistant to auditor on Aug. 1, 1958.

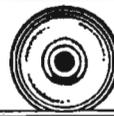


45 YEARS, ALL AT RED WING, MINN., were observed recently by Warehouseman Harry Tebbe (right), shown receiving his Silver Service Pass from Agent Harry Linrud. Starting in 1917 as a clerk, he took over the duties of warehouseman shortly afterward. He is a horticulture hobbyist, and shares with his wife an interest in collecting antiques.

HONORED ON HIS 50TH ANNIVERSARY, Milton Straka, assistant cashier in the Milwaukee regional data office (center), is presented with his Gold Pass by Data Manager D. C. Fish, with Assistant Manager F. E. Graves as a spectator. Fellow employes in the regional and agency offices observed the occasion with a gift of flowers and a transistor radio. All of Mr. Straka's service has been in the Fowler Street office and almost entirely in the cashier department.



here's how we're doing



	AUGUST		EIGHT MONTHS	
	1962	1961	1962	1961
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$22,848,050	\$22,133,951	\$148,455,396	\$146,021,193
PAID OUT IN WAGES	9,402,750	9,505,536	70,963,216	70,882,608
PER DOLLAR RECEIVED (cents)	41.2	42.9	47.8	48.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	819,089	798,796	6,280,627	6,117,732
PER DOLLAR RECEIVED (cents)	3.6	3.6	4.2	4.2
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	10,232,132	9,664,808	74,657,067	69,415,574
PER DOLLAR RECEIVED (cents)	44.8	43.7	50.3	47.5
NET INCOME	2,394,079	2,164,811	3,445,514	394,721
NET LOSS				
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	106,280	100,894	715,069	705,084
Increase 1962 over 1961....	+5,386		+9,985	

during the summer months, left Aug. 10 to enter his first year at Milton College, Madison. He plans to major in liberal arts his first years and then take courses in traffic management. He should get useful tips in the latter field since his dad is general traffic manager for the A. O. Smith Corporation.

DAVIES YARD

Catherine McConville, Correspondent

John Hegedus, for many years car inspector on the Belt, passed away July 18 at the age of 68. His wife Anna survives.

G. A. Wendt has taken the position of assistant car foreman in the Terminals due to the protracted illness of John Duty.

Jacob Franjevic, 72, retired car inspector, passed away Aug. 28. He is survived by his wife Josephine; a daughter, Mrs. Ruth Teska, and a son Jack of Great Falls, Mont. Mr. Franjevic's service spanned 50 years, many of them on the A. O. Smith job.

Car Inspector Chester L. Ransdell tried his luck in the September Primary running for assemblyman from the Fourth District.

Foreman J. E. Palmer of Green Bay reports that when he visited his parents, Mr. and Mrs. E. F. Palmer, in Minneapolis recently they were well and busily making plans to drive to Florida this winter. Mr. Palmer retired in 1951 as general car foreman in the Milwaukee Terminals.

Chicago General Offices

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

Sally Eales, former interchange clerk at the MMTC Union Station office, welcomed a baby boy, Jeffery Wayne, July 17 at Sherman Hospital, Elgin. The happy family has since moved to Florida where Sally's husband, Roger, is starting his teaching career.

Ken Nordstrom, terminal manager for the MMTC at Council Bluffs, has moved from Omaha to Council Bluffs to be nearer his office.

Terminal Manager C. Goldsmith at Milwaukee has been kept busy since the new runs were added between Milwaukee and Glenview. Milwaukee now has a round-the-clock operation seven days a week.

Walter Miller, MMTC driver formerly working out of Clinton, Ia., returned to familiar grounds with his transfer to Savanna, Ill. Walter's headquarters were previously at Savanna.

With the discontinuance of runs out of Rockford, Ill., MMTC Driver Alfred Schulze has transferred to Milwaukee.

Dagmar Ringlund of the Union Station office has returned to work after having been on sick leave since June 13 with pneumonia.

Robert H. Hurst, formerly with the MMTC in Montana, is now with Peterbilt Corporation in Los Angeles.

Mr. and Mrs. Howard Behnke of Portage arranged their vacations to accompany Mr. and Mrs. Joe Brunt of the superintendent's office at Portage to the Seattle World's Fair and the Hawaiian Islands. The Brundts won their trip and the Behnkes decided to go along and help them celebrate.

We're happy to report that we get to see Bob Dornhecker, system dispatcher for the MMTC, occasionally now that his headquarters have been moved from Bensenville to the superintendent of transportation's office in the Union Station.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

M. L. Burke, Correspondent

Retired Stenographer Martha Karch passed away Aug. 19. She entered the Milwaukee's service in 1914 and was employed in the auditor of capital expenditures' office from 1920 until her retirement in February, 1956. Services were held in Deerfield, Ill., and burial was in Wisconsin.

William Hogan, brother of Larry Hogan, retired assistant to auditor of capital expenditures, passed away Aug. 18.

Ed Gambill, son of Bernice Gambill, chief clerk, who was graduated from Lane Tech in June, is now attending the University of Miami to which he was awarded a four-year scholarship.

Julia Lucas of the tax bureau is back on the job after surgery in Augustana Hospital.

"Welcomes back" were extended to Geraldine Doherty (Walsh) who has returned to work after an extended honeymoon and vacation in Europe.

Assistant Engineer George Lowrie and wife recently welcomed their 12th grandchild, Michael Arnold, born to the Rev. and Mrs. William G. Johnson of Maywood, Ill. Cheaper by the dozen!

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

Dick Stengle was welcomed back after a lengthy illness during which he was hospitalized.

With the help of big Ron Zabinski, slugging Paul Maggio and crafty Tony Cawley pitching, the E.M.B.A. won its sixth straight softball championship. This year E.M.B.A., composed largely of men in this office, took the Hamlin Park Industrial League championship and later captured the Industrial Invitational Tourney. The team was managed by Norb Bondi, Coach Guy Bowman, and Physical Trainer Red Trooper Doyle. Frank Bufka supplied a lot of the muscle and hit many timely home runs.

Larry Fancher is planning to attend evening classes at the College of Advanced Traffic.

Mr. and Mrs. T. Puttrich have announced the arrival of a son, Douglas.

The Milwaukee Road Magazine



FESTIVE OCCASION in the Chicago-Fullerton accounting department was the retirement on July 31 of T. J. Martin, statistician in the auditor of passenger accounts office, after 47 years and two months of service. Pictured sharing the office party in his honor are Mrs. Martin and their daughter Vivian (Mrs. James Olson), and the grandchildren, Penelope and Victoria.

Frank Seiser is back after a two weeks summer encampment with the Army Reserve.

A dream came true for Golfer Mark Lange when he recently made a hole in one.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Congratulations to Arona Warren Puttrich (formerly of this office) on the birth of her third child, a son, July 26, and to Dorothy Olson on the arrival of a son July 27.

Newlyweds as of July 28 are Diane Cinquegrani and Robert Rappe, son of Harold Rappe, bureau head in the chief disbursement accountant's office, at present on leave of absence. The marriage took place in St. Eugene's Church, and a reception was held afterwards in Petricca's Butterfly Room. After a honeymoon at Niagara Falls they are now in their lovely new apartment in Elmwood Park.

Evelyn Mazier and Pearl Babiarz toured Mexico on their vacation. Ardell Westerberg visited London, Paris, and the Scandinavian countries. Arthur Bartosch went to Seattle and the Canadian wilds where the fishing was great. The Sam Weinstains and the Ray Hackells took a western tour including the Seattle Fair, and the John Maggiores visited Phoenix, Ariz.

Robert Chessman, 84, died Aug. 28 in People's Hospital, Peru, Ill. Funeral services were held in Trinity Lutheran Church, Roselle. Mr. Chessman retired in 1955 after 50 years' service in the accounting department of the Milwaukee. His widow, Amanda, with whom he celebrated their golden wedding anniversary in 1956, and one daughter, Mrs. Dorothy Schwertfeger, survive.

AUDITOR OF EQUIPMENT ACCOUNTS

Elsie Vehlow recently returned from an air trip to Europe during which she visited England, France, Switzerland and Italy.

Rose and William Erwin vacationed at the Seattle Fair and also visited Pearl (De la Barre) Sacks, formerly of this office.

Dennis Malinowski and Joanne Suranowicz were married Sept. 2 in St. Mary of the Angels Church.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Sympathy was extended to Don Devitt on the death of his father. Mass was said in St. Mels Church and entombment was in Queen of Heaven Cemetery.

Lillian Synwolt and Howard Muse as well as Bill Norten, retired claim adjuster, were recent hospital patients.

Jim Slovacek was married July 29 to Charmaine Thompson in Messiah Lutheran Church. They honeymooned in Wisconsin.

Marlene Slovacek, Jim's sister, was welcomed to the office as a new typist.

Another new employe is Randall Wood.

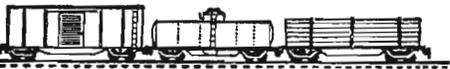
Peter Church and wife Kay recently announced the birth of a son, Daniel.

Harry Capella returned from military service, but after a short stay resigned to attend Northern Illinois University at DeKalb, Ill.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Lt. Rex R. Morgan, son of Superintendent of Track Welding C. E. Morgan, was recently awarded a B. S. degree in civil engineering from Rensselaer Polytechnic Institute, Troy, N. Y. He made the Dean's list for scholastic excellence the last two terms and was invited into Tau Beta Pi, the national honorary engineering fraternity. He has been assigned to the U. S. Coast Guard engineering office for Northern Europe at Copenhagen, Denmark, and will be stationed at the U. S. Embassy there. His wife Natalie, whose parents were born and raised in Copenhagen, speaks Danish fluently and is delighted with the assignment. Before leaving for Europe, Rex and family visited with his parents in Northbrook, Ill., and with Nat-

Carloadings 

JANUARY-SEPTEMBER 1962 compared with same period in 1961

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1962 over 1961	NUMBER OF CARLOADS			
		NINE MONTHS		INCREASE	
		1962	1961	1962 over 1961	% of increase
14.0%	Grain and Soya Beans.....	73,647	69,451	+ 4,196	+ 6.0%
6.3	Iron and Steel.....	42,446	36,896	+ 5,550	+15.0
4.8	Coal and Coke.....	64,786	61,326	+ 3,460	+ 5.6
3.4	Automobiles and Parts.....	36,092	25,200	+10,892	+43.2
2.8	All Other Products of Mines..	16,321	14,332	+ 1,989	+13.9
2.6	Gravel, Sand and Stone.....	41,938	37,363	+ 4,575	+12.2
2.4	Agri. Impl. Machinery and Parts	13,160	12,523	+ 637	+ 5.1
2.2	Fruits and Vegetables (Fresh)	20,086	20,038	+ 48	+ .2
1.7	Forwarder Traffic.....	22,972	22,309	+ 663	+ 3.0
1.7	All Other Animals and Products.....	10,317	8,506	+ 1,811	+21.3
1.6	Logs and Pulpwood.....	38,660	37,085	+ 1,575	+ 4.2
1.5	Liquors, Malt.....	14,859	13,834	+ 1,025	+ 7.4
1.4	All Other Prod. of Agriculture	15,850	13,558	+ 2,292	+16.9
28.1	All Other Mfgs. and Miscellaneous	215,059	205,438	+ 9,621	+ 4.7
74.5%		626,193	577,859	+48,334	+ 8.4%
	loading of these commodities DECREASED in 1962 under 1961	DECREASE			
		1962	1961	1962 under 1961	% of decrease
12.9	Forest Prod. (Excl. Logs and Pulpwood)	63,314	64,925	- 1,611	- 2.5%
3.3	Meat and Packing House Products	25,883	28,856	- 2,973	-10.3
2.5	Oil and Gasoline.....	27,171	28,359	- 1,188	- 4.2
2.5	Grain Products.....	39,957	40,944	- 987	- 2.4
2.3	Cement, Lime, Plaster and Stucco	13,702	16,921	- 3,219	-19.0
1.2	Merchandise	26,645	32,359	- 5,714	-17.7
.8	Live Stock	8,116	9,196	- 1,080	-11.7
25.5%		204,788	221,560	-16,772	- 7.6%
100.0%		830,981	799,419	+31,562	+ 3.9%

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alie's in Cedar Falls, Ia.

A dinner party was held at the Carlton in Tomah, Wis., June 29 to honor A. A. (Abe) Brockman on his retirement after 31 years' service. Abe started his railroad career Apr. 1, 1931 as a welder foreman, was promoted to welding supervisor Jan. 1, 1944, to motor car inspector Jan. 16, 1948, and to supervisor of motor cars Jan. 1, 1959, from which position he retired. Abe and his wife Ida will continue to live on their ranch "Idaha" near Tunnel City, Wis.

Assistant Engineer Glenn W. Johnson is convalescing at home at this writing, following several weeks hospitalization. We hope to see him back at his drafting table soon.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

After a month's shut-down in July when all freight shop employes received their vacations, the shops are busy with work—preparing many cars for special loading, shopping the Hiawatha box cars, and rebuilding 100 DSDX cars.

Welder Tom Kintis proudly announced the birth of a son.

Carman Helper James Rouvalis retired Aug. 1 at the age of 67. Mr. Rouvalis began work as a boilermaker helper in 1927.

For the remainder of the year the passenger shops will continue medium repairs on coaches and truck overhauling on all passenger cars. They will also rebuild two mail and express cars.

Frank Biksacky, painter helper, retired Aug. 1 at the age of 68. His date with the Road was made in 1913.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

Several deaths have been reported recently . . . Malcolm V. Medin, 85, Sioux City, died July 14 in Dell Rapids, S. D. Mr. Medin began working for the Road in 1907 and served 44 years as a conductor . . . Mrs. Joe E. Bergemeyer, 80, widow



O. G. Fleasness, check clerk in the Minneapolis freight house (right), receives a gift from his well wishers upon retiring July 12. Presenting it is Agent W. P. Radke. For details, read the Twin City Terminals news.

of B&B foreman, died in Nora Springs, Ia. . . . Andrew Peter Petersen, 91, father of Section Foreman Arthur Petersen, Winnebago, Minn., passed away July 26 in Albert Lea, Minn. He was section foreman at Armstrong, Minn., when he retired . . . Retired Agent Walter W. Choate, 87, died at Clear Lake, Ia., recently . . . Retired Engineer Harry Walter, 67, passed away Aug. 24 in Des Moines. He is survived by his wife, four sons and two brothers. One son, Harry, is division engineer at Mobridge, S. D., and the brothers, Lou and Ed, are engineers with the Milwaukee at Mason City . . . Sympathy was extended to Chief Clerk Leo B. Cain of the DF&PA office, Mason City, when his father died Aug. 31 in Sioux City.

Friends of J. Harold Mitcham, general agent in Minneapolis and formerly DF&PA in Sioux City, gathered at the Pad-dock Steak House, South Sioux City, Neb., for a farewell dinner honoring Harold and Betty. Gifts were presented to both.

William F. Burnett, former safety education instructor in Mason City, and director of safety education in the Iowa Department of Public Safety from Jan. 1, 1961 to April, 1962 is now branch chief of public safety education for the office of highway safety of the Federal Bureau of Public Roads, working with federal agencies, state and local governments, the President's committee for traffic safety,

and industry and allied groups toward the solution of the education aspects of highway education. Mr. Burnett is the son of Margaret Burnett Miller, secretary in the regional office, Sioux City.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

O. G. Fleasness, check clerk in the freight house, retired July 12 with 50 years of service. A native of Aalesund, Norway, he came to this country in 1910 and settled in Clarkfield, Minn. After working briefly as a farmer and for Butler Brothers in Minneapolis, he came to the Road in 1912 as a trucker at the Twin City Transfer. Subsequently he served as a caller before he became a check clerk in 1930. His hobby is fishing with spin cast equipment. He and Mrs. Fleasness have four children and 16 grandchildren.

"Boots" Ruddy is back at work after recovering from bruises and a broken arm incurred when he was struck by an automobile while riding his motor scooter.

Bob Grausam left the regional department recently to accept a job in Denver, Tom Haben has been appointed car service agent.



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ON HIS LAST RUN after 50 years of service, Bill Wolf, engineer on the Arrow and City of Denver between Chicago and Savanna, Ill., is shown at Savanna on Sept. 15 being congratulated by Superintendent A. C. Novak. He entered service as a fireman in September, 1912 and had been an engineer since 1922. His 50th anniversary was marked with the presentation of his Gold Pass.

Regional Manager A. W. Wareham and wife journeyed to Buffalo, N.Y., recently where Mr. Wareham attended the U.S.-G.A. National Public Links Tournament. He is a member of the U.S.G.A. Public Links committee.

A. C. Andersen, retired freight agent, purchased a new car and he and his wife took a leisurely trip to the World's Fair.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

A farewell-retirement party was held at Meekers in Savanna, the evening of Aug. 30, honoring Eileen Kane of the master mechanic's office who retired Sept. 1. About 70 co-workers and friends attended. Eileen entered service as a clerk in the store department in July, 1920 working during vacations. On Jan. 11, 1923 she became a clerk in the master mechanic's office and was promoted to secretary on Sept. 1, 1928 which posi-

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Eileen Kane

tion she filled until retirement. Three of the master mechanics with whom she worked were present—Messrs. L. H. Rabun, W. W. Henderson and R. E. Magnuson. Superintendent A. C. Novak was MC and, after a few brief remarks, Eileen was presented with jewelry and cash gifts. Her new home will be in Harlowton, Mont., with her brother John, who is a machinist for the Milwaukee at that point.

Signal Maintainer H. P. Weiss of Genoa, Ill., put his motor car away for the last time when he retired June 15 after almost 50 years of service. Mr. Weiss began work with the telegraph crew in August, 1912 and a year later transferred to the signal department as a signal helper at Lanark, later being promoted to signal maintainer. In September, 1926 he was appointed signal maintainer at Genoa where he remained until his retirement.

Rocky Mountain Division

EAST END

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

Word has been received of the death of John Gray Sr., 77, retired blacksmith, in Portland, Ore., Apr. 25. Funeral services and burial were held there. Mr. Gray was born in Glasgow, Scotland. In 1909 he came to this country and settled in Glendive, Mont. In 1910 he was married to Euphemia Wright, also from Glasgow. The family later moved to Miles City where he entered the employ of the Road working as a blacksmith. Following his retirement they moved to the West Coast. Mr. Gray is survived by three sons, a daughter and 14 grandchildren.

Art Althaus, retired shop employe, recently received a citation signed by President Kennedy, Governor Tim Babcock of Montana, General S. H. Mitchell, and Lewis B. Hershey, national director of the Selective Service. Althaus has served on the Custer County Selective Service Board for two decades.

Wallis Ketcham of Billings, Mont., and Earl Corneil, son of Mr. and Mrs. Dale Corneil, were married in June at the First Baptist Church in Miles City.

In July, Annette C. Smith of Missoula became the bride of Wayne A. Hinrichs, son of Mr. and Mrs. L. V. Hinrichs, at St. Paul Lutheran Church in Missoula. Wayne is a 1962 graduate of Montana State University where he received a B.S. degree in business administration.

Jane Kearney, daughter of the late M. J. and Mrs. Kearney, was graduated in June with a B.A. degree in English from Duchesne College in Omaha, Neb.

Herb Lathrop was elected senior vice commander of the Montana Veterans of World War I at their 1962 convention in Butte, Mont.

Rev. Charles Wright was recently ordained to the priesthood in St. Peter's Pro-Cathedral in Helena, Mont., by the Rt. Rev. Chandler W. Sterling, Bishop of the Episcopal Diocese of Montana. He had his theological training at Seabury Western Theological Seminary in Evanston, Ill. After his ordination to the diaconate last year he served churches in Shelby and Cut Bank, Mont. He is now in charge of Calvary Church in Roundup, Mont. Father Wright is a son of the late W. W. and Mrs. Wright.

John C. Koval, formerly of Deer Lodge, was transferred to Miles City Aug. 1 as lieutenant of police. He relieved J. E. Byrnes who was transferred to Mitchell, S. D.

There's nothing wrong with the younger generation that becoming taxpayers won't cure.

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WEST END

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

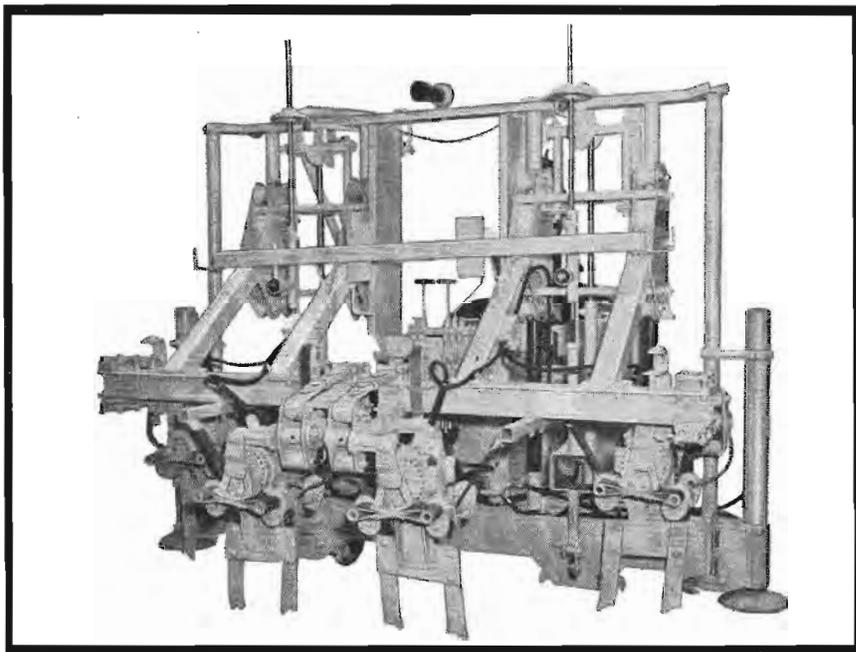
Robert Howe died July 9 in St. Joseph Hospital, Deer Lodge. He was employed in the store department of the Milwaukee Shops until his retirement in 1946.

Retired Engineer Walter Schecter

wife are with their daughter Mrs. L. C. McKinnon, and Mr. Niemiller is getting along nicely.

Claudia, daughter of Conductor Earl Lane, was married Aug. 11 in the Holy Family parish church to Frank Cooper of Willow Creek.

Engineer Joe Evans and wife have a new grandson born July 31 to their son and daughter-in-law, Mr. and Mrs.



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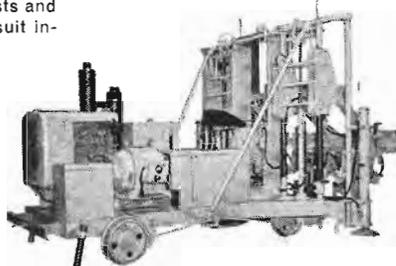
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passed away recently at his home in Spokane, where he had been living since retirement. Mr. Schecter lived in Butte for several years before coming to Three Forks where he held an east end turn until he retired.

Retired Conductor C. J. Niemiller of Mobridge, S.D., recently underwent surgery in the Deaconess Hospital, Bozeman, Mont. At this writing he and his

Joseph Evans Jr. of St. Louis.

Fay, daughter of Conductor Lloyd Hacker, was married to Joe Milner of Weiser, Ida., Aug. 17 in the First Methodist Church of Weiser.

J. F. Ranney took over the duties of boardman at Three Forks July 23. Mr. Goforth has taken a job as yard clerk at Deer Lodge.

The O.R.T. sent flowers to Mrs. Janice

P. X. Kennedy Honored

The name of P. X. Kennedy, who retired as agent at Montgomery, Minn., in 1945, popped up in the news Sept. 30 as grand marshal of the city's 1962 Kolacky Day parade. Mr. Kennedy, now 84, has been identified with civic activities in Montgomery since 1910 when he settled there as the railroad's agent. He is a charter member of the Community Club, the Knights of Columbus Council, the Kolacky Committee, and of the fire department, which he served as assistant chief and warden for several years. He retired from the fire department in 1957 and is now an honorary member. As the Road's representative, he assisted the safety department, and helped to organize Service Club affairs. He and Mrs. Kennedy are still active in civic, social and religious activities now directed by the "younger set."

Kemp, operator at Deer Lodge, while she was recently confined to St. Joseph Hospital.

Retired Roundhouse Foreman Clarence E. Ade died recently in Galen. Mr. Ade was born in Dubuque, Ia., Aug. 29, 1889, and came to Deer Lodge with the Road in 1911 where he worked until his retirement in 1950. Services were held at the Ross Funeral Home, Deer Lodge, and burial was in the Masonic section of Hillcrest Cemetery where rites were conducted by Lodge 14 of the AF&AM.

Engineer and Mrs. L. A. Gibbs returned home Aug. 26 from Cleveland where Mr. Gibbs represented Division 744 at the convention of the B.L.E.

Funeral services were held Aug. 24 for Elmer Holmberg who passed away earlier in the week. He had retired from the Milwaukee Shops a few years ago. Services were held at the Ross Funeral Home in Deer Lodge and the body was forwarded to Spokane for cremation.

Robert G. Randall has retired after 42 years service and he and his wife have moved to Portland, Ore. Mr. Randall started as a clerk at Lewistown in 1920 and was transferred to Great Falls some years later. For the past 15 years he was cashier in the freight and ticket office. His successor as cashier is Robert Zeigler. Mr. Randall was an elder at Central Christian Church, a member of Masonic lodges and of the Railway Clerks local. His daughter Judith lives in Portland and his two sons, Robert and Herbert, live in Seattle.

Engineer Percy R. Roberts brought 50 years of service to a close July 30. He hired out as a fireman in Three Forks June 12, 1912 and was promoted to engineer in 1941. A retirement party was given for Mr. and Mrs. Roberts in Harlowton and a stag party for Mr. Roberts in Deer Lodge. They will continue to live in Three Forks.



NUPTIAL EVENT of interest to our employes in Milwaukee was the marriage on Aug. 4 of Eugene F. Knol, chief clerk in the office of division engineer, and Miss Lois Storm, nursing instructor at Columbia Hospital. The ceremony at the Summerfield Methodist Church was performed by Gene's father, Reverend Herman Knol of North Mankato, Minn. Traveling on the City of Portland, the Knols took a honeymoon trip to Portland and Tacoma and visited the Seattle World's Fair. (Jim Scribbins photo)

Boardman James F. Ranny, Three Forks, tells us that his son Robert J. has been elected president of his senior class in the local high school. He is a newcomer in the school having transferred from Deer Lodge High when his folks moved to Three Forks.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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



Herbert C. Platz Jr., son of Conductor H. C. Platz, recently completed the airplane mechanic course at Sheppard Air Force Base, and was graduated as an airman 3rd class.

Time Revisor Vincent Freihofer is back after a 23 day tour of the West which included a visit to the World's Fair in Seattle. Vince is an ardent camper and he made the trip with his camping trailer.

Conductor Ed Bailey retired Aug. 31. He began work as a brakeman Sept. 28, 1912 and was promoted to conductor Oct. 6, 1918. The old Galewood-Sturtevant patrol claimed him as a working partner for years, but most recently he has been passenger conductor on trains 12 and 23.

September-October, 1962

SECOND DISTRICT

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

Peter Larscheid retired Aug. 15 after 49 years' service. A farewell party was held at the Club First and Last Aug. 18, sponsored by the Women's Club and local trainmen. Pete started work in the freight office, later worked as a yard clerk and ended his career as a caller in the roundhouse. He and Mrs. Larscheid have purchased a new home in Florida.

We welcomed Mrs. Dorothy Kiernan as a new employe in the freight office.

Retired Conductor Ed Schmitz passed away July 18. His wife and son survive.

Mrs. Laverne L. Ferron died Aug. 4 after a short illness. She is survived by her husband, a mechanic for the MMTC, and two children, Terry and Candance. Laverne formerly worked in the local freight office.

Mrs. Fred Kocha, wife of retired machinist, passed away recently.

Mrs. Harold Matthews died Aug. 6 in a Green Bay hospital. Harold was time-keeper and warehouse foreman in Green Bay until his retirement a few years ago on disability.

Aberdeen Division

EAST END

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

Stanley Hagemeyer, one of our summer brakemen, has resigned to enter the Seminary at Holland, Mich. By next summer he expects to be "vicaring," so his railroad career has ended.

New brakemen on our division this summer were Ronald Anderson, Donald Flinn, David Gudahl and Alan Hams. John and Don Ruether and Mike Schaller are new firemen. Keith Knutson was relief clerk on the division this summer.

David Scott, son of Agent F. R. Scott of Webster and at one time a section laborer, has been named assistant director of administration at the Woods Hole Oceanographic Institution, Woods Hole, Mass. He has been on the staff at

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that school since May 1961. He is a retired naval officer, having been C. O. of the USS Galveston. David was graduated from the U.S. Naval Academy in 1932.

The area Jaycees have been promoting a hiking trail from Ortonville to St. Paul, following the Minnesota River. Two canoes, each manned by two men, have followed the river all the way. Switchman Kenneth Tostenson was one of the pair that paddled from Sacred Heart to Redwood Falls, a distance of seven miles. He reports that they saw interesting rock formations, wild life of all sorts,

and an Aberdeen Angus mired in the mud. The two humanitarians took time out to try and boost the critter out of his predicament but finally called the farmer who owned bossy. On completion of the final lap, Jaycee members presented a scroll to Governor Anderson requesting consideration be given to the trail idea and the Governor has expressed himself very favorably.

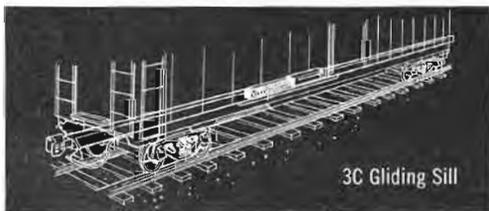
To become a grandfather for the first time is a big event but when twins arrive, that's a real thrill. It happened to Engineer Virgil Kissling when his



GOLDEN WEDDING PORTRAIT of the Herbert Russell Butchers who celebrated their 50th anniversary Aug. 26 with an open house at their home in Chillicothe, Mo. Mr. Butcher was employed in the bridge and building department for 25 years prior to his retirement in 1957. The couple have a son and two grandsons.

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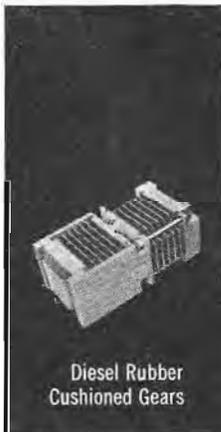
3C Gliding Sill



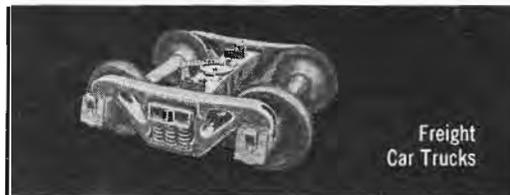
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daughter Lorilie became the mother of twin girls June 26. Their names are Dawn Marie and Dianna Mae.

Vic Jorissen, agent at Bird Island, passed away suddenly of a heart attack on July 31. Retired Engineer Fred Snowden died Aug. 13. He is survived by his son Howard of St. Louis Park.

Eldon Thielke bid in the agency at Sisseton, S. D., following John Dangel's retirement. H. S. Robb is now the agent at Bird Island.

Car Foreman Ron Quirk and his family spent their vacation with the home folks in Milwaukee. Relief foreman at Montevideo was Tony Platz whom we borrowed from Aberdeen.

Engineer Phil Towner has finally realized his ambition to do an outdoor sports column in a daily newspaper. His first column appeared May 17 in the Minneapolis Herald and since then he has done a regular column. On Sept. 6 he was invited to attend the International Musky Tournament in Nestor Falls, Ontario, where he was a guest of the Herald and covered the event with articles and pictures. He has also broadcast fishing forecasts at various lakes and resorts from time to time.

The third annual Fish For Vets program carried out at Ortonville, Minn., in June resulted in a catch of 1,500 panfish being steaked and frozen for the fish feed staged at the Sioux Falls and Fargo Veterans hospitals. Milwaukee Road supporters of the city-wide fishing classic at Big Stone Lake include Mayor Ed Martinson, Agent Jerry Beck and Conductors Bob Hausauer, Rich Karn and Ira Mitchell. The annual fish feed for the Vets was held at the Fargo hospital on July 20 and at Sioux Falls on Aug. 24.

The world is not interested in the storms you encountered, but did you bring the ship in?

The Milwaukee Road Magazine

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

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

Our continued growth and increasing surplus have made it possible for us to deposit with the State Insurance Commissioner over \$400,000.00 for the protection of all members and issue this special anniversary **NON-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM** — coverage of \$3,000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

MONTHLY INCOME OF \$300.00

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

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

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

AGE OF APPLICANT DETERMINES RATE—NO MEMBERSHIP FEE—NO MEDICAL EXAMINATIONS

SPECIAL OPTIONS

1. On leaving active service, retirement or other reasons, Insurance may be continued without change and at same premium—mailing premium direct to Home Office either monthly, quarterly or in any manner you find convenient.
2. Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
3. When dependent child is no longer a dependent, the coverage may be continued for an additional monthly premium of twenty-five cents and the right to apply for additional insurance under age group.

Offered by EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families
MAIL THIS APPLICATION NOW TO:

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

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

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

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

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

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

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

POLICY FOR DEPENDENT WIFE

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

POLICIES FOR DEPENDENT CHILDREN

Please issue Life Insurance Policy or Policies in the amount of \$500.00 each for each of my dependent children listed below:
Premium 50 cents a month for each child insured.
Amount of monthly premium for policy or policies on dependent children \$.....

First Name	Age	Birth Date
.....
.....
.....

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

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Coast Division

TACOMA



Bob Johnson

A spectacular \$200,000 fire that destroyed part of the interior of the block-long Hogland Transfer Co. building at Everett, Wash., Aug 5 might have been even more disastrous except for the quick thinking of Roundhouse Foreman Bob Johnson. A commendation issued to him took recognition of the fact that the fire department had barely set to work when he arrived on the scene with a diesel engine and pulled to safety a loaded box car which was about to be engulfed in the flames, as well as a caboose standing near the depot which was in danger of catching fire. The commendation cited that he was not on duty at the time, but had seen the smoke from the fire and realized that quick action was required.

Funeral services for Edward A. Ashley, 81, were conducted at St. Peter's Episcopal Church in Albany, Ore., on Aug. 15 with final rites at the Masonic Cemetery there. He was a clerk at Canton, S. D. for many years. Mrs. Ashley survives her husband.

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Mrs. H. J. Berry, wife of assistant general adjuster, is recovering at home after having undergone surgery . . . Fair guests in the Klar household recently included Elizabeth Hessburg of the Minneapolis freight department and Mrs. Warner, former manager of the Milwaukee depot restaurant in Minneapolis . . . Among guests in the Jorgensen home were George Corbett, former district adjuster here but now of Chicago, and family.

AUDITOR'S OFFICE: Ruth Fowler recently entertained her brother, Rev. Dr. Fred C. Fowler and family of Duluth,

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The Milwaukee Road Magazine



"KING OF THE BRUSH" trophy is displayed by Baggage man W. E. "Bill" Carothers, winner of the whisker-growing contest of the Manilla, Ia., Diamond Jubilee celebration August 19-21. The jubilee was the biggest event in Manilla's history, featuring a 162-unit parade and an attendance of 17,000. Baggage man Carothers, costumed as a panhandling forty-niner, collected \$75 for the celebration fund.

Minn. . . . Ann Mulholland and her father visited Canada during her vacation, as did Mr. and Mrs. R. G. Sackerson . . . Mr. and Mrs. Al Nance and daughter spent some time in Oregon.

GENERAL AGENT'S OFFICE: F. W. Watkins retired as general agent Aug. 1. A luncheon was held in his honor at the new Elks Club . . . J. T. Conlin, assistant general agent, was appointed general agent . . . Dick LaFave, chief clerk in the general agent's office, is the proud father of twin girls born July 24.

INDUSTRIAL DEPARTMENT: We said goodbye to Keith Bates the first week in August, when he accepted a position with the local firm of Pope and Talbot.

LAW DEPARTMENT: As of July 1, Millicent Morris became the new stenographer in this office following Ruth Walla's retirement.

LOCAL FREIGHT AND REGIONAL DATA OFFICE: Mr. and Mrs. F. M. Duffy drove to San Francisco Aug. 28 to wish bon voyage to their daughter and her husband who left for Hawaii after a short Stateside visit following a tour of duty in Okinawa . . . Mrs. Elizabeth Gosha had as July guests her daughters Jeanne Gosha and Mrs. A. E. Melton and children of El Paso.

TRAFFIC DEPARTMENT: Ann Wellington, secretary in the freight traffic manager's office, Chicago, and her niece visited us in August during their tour of the World's Fair . . . Others stopping to visit briefly were R. W. Bigelow, general agent at Birmingham, Ala.; L. H. Heinrich, TF&PA of Cleveland, Ohio; Clark E. Jones, Chicago rate department, and R. L. Johnson, DF&PA of Sioux City, Ia. . . . Cliff Carlson has transferred from the city ticket office to take over the duties of division clerk.

September-October, 1962



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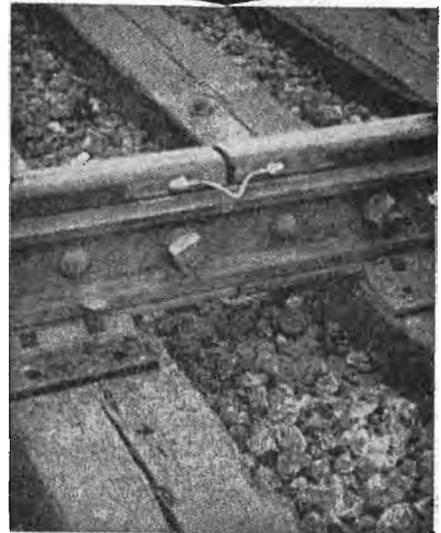
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 Machining Facilities



GIFTS FROM CO-WORKERS of G. M. Wendland, check clerk at the Galewood freight office, Chicago (left), when he resigned recently after 30 years of service, included a hand tooled wallet made by F. E. LaRue, station accounts clerk. Presenting the wallet and its contents to Mr. Wendland at a party in his honor is Agent F. H. Joynt.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Clerk Ed Muller, Division Street, was installed as Sergeant-at-Arms of Pioneer Post #768, American Legion, Sept. 4.

Stanley Rebacz, cashier at Division Street, welcomed a third granddaughter, Roberta Marie, Aug. 14.

John Blaine, stower at House 6, took his pension in August after 28 years' service.

BENSENVILLE

Delores Barton, Correspondent

Ivy Bolton, our steno-clerk, has gone to work for Assistant Superintendent Bannon at Galewood. She replaced Pat Nunley, who followed husband "Duffey" to Kansas City. Ivy's replacement is Eunice Chadwick who came to us from Westinghouse. She lives in Franklin Park.

Sympathy was extended to General Yardmaster Ed Berger on the death of his mother, to Janitor Bill Daggett whose daughter died, to the families of Retired Switchmen Herman Ehlert and William Cunneen who passed away recently, and

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Gold-50-Year-Passes

Amundson, G. L., loco. engineer--Prior Lake, Minn.
 Christensen, H. L., loco. engineer-----Perry, Ia.
 DeLorimier, L. W., agent-----Monroe, Wis.
 Featherstone, Cora, clerk-----Chicago, Ill.
 Fleasness, O. G., delivery clerk--Minneapolis, Minn.
 Geary, William J., loco. engineer--Milwaukee, Wis.
 Holmes, A. J., agent-----Ontonagon, Mich.
 Knudson, Jalmer C., loco. engineer---Mound, Minn.
 Linn, Glen, loco. engineer-----Perry, Ia.

Loibl, C. R., conductor-----Dubuque Ia.
 Martin, J. W., loco. engineer----Terre Haute, Ind.
 Myers, Clyde R., carman cutter--Terre Haute, Ind.
 Orzves, Gabriel F., machine hand--Milwaukee, Wis.
 Roberts, William M., counterman---Savanna, Ill.
 Straka, Milton P., assistant cashier--Milwaukee, Wis.
 Sullivan, Brett J., electrician---Ingleside, Ill.
 Tomer, G. C., loco. engineer-----Perry, Ia.

Silver-45-Year-Passes

Beane, Ralph, loco. engineer-----Tacoma, Wash.
 Berger, H. G., conductor-----Pardeeville, Wis.
 Biefernich, E. H., loco. engineer--Milwaukee, Wis.
 Casey, P. J., chief train clerk--Milwaukee, Wis.
 Cassidy, L. K., pass. brakeman-----Elgin, Ill.
 Cavallo, Michael A.,
 chief frt. car distributor-----Mundelein, Ill.
 Erdahl, Anton A., carman-----Minneapolis, Minn.
 Friedrich, Milton C., clerk-----Milwaukee, Wis.
 Geisinger, Walter H.,
 asst. chief clerk-----Milwaukee, Wis.
 Griffin, J. R., loco. engineer-----Milwaukee, Wis.
 Herron, D. J., chief invoice clerk--Milwaukee, Wis.
 Hertz, Frank B.,
 machinist helper-----Deer Lodge, Mont.
 Hoefft, Harold E., electrician---Elmwood Park, Ill.
 Knight, J. B., yard conductor---Minneapolis, Minn.
 Kohles, Irene, agent-----Earling, Ia.
 Lannon, C. T., treasurer-----Chicago, Ill.
 Larson, Odean,
 warehouse foreman-----Montevideo, Minn.
 Lindvig, T. R., loco. engineer-----Wood Dale, Ill.

Martin, Leonard E., freight agent--Milwaukee, Wis.
 McGuire, E. J., district adjuster--Minneapolis, Minn.
 Morris, L. J., conductor-----Elgin, Ill.
 Murphy, William F.,
 warehouse foreman-----Madison, Wis.
 O'Brien, M. R., chief yard clerk--Minneapolis, Minn.
 Olson, L. O., conductor-----Menominee, Mich.
 Pritchard, R. C., loco. engineer---Milwaukee, Wis.
 Satterloff, Arvid M.,
 asst. roundhouse foreman-----Austin, Minn.
 Schnaitman, J. H.,
 spec. rep. of vice president-----Chicago, Ill.
 Schwab, Alois C., clerk-----Milwaukee, Wis.
 Shively Frank, machinist welder--West Allis, Wis.
 Shrake, T. J., trainman-----Wausau, Wis.
 Speck, Elmer, clerk-----Savanna, Ill.
 Swanson, C. L., conductor-----Mason City, Ia.
 Tarbox, Roy V., conductor---Deer Lodge Mont.
 Tollefsen, Harry M., loco. engineer--Milwaukee, Wis.
 Verfurth, C. L., stock clerk-----Milwaukee, Wis.
 White, L. A., loco. engineer-----Terre Haute, Ind.
 Winter, Ralph C., machinist-----Bensenville, Ill.

to the family of Ernest Schambach, machinist's helper at Bensenville, who died June 29.

The Bill Mauers recently welcomed their first grandchild, Patricia, and the Lawrence Sittlers are also first time grandparents. Their daughter gave birth to Debra Lynn Sept. 7. Lawrence is chief clerk to District Car Foreman Mauer.

Assistant Superintendent B. J. McCanna and family toured the East on their vacation and enjoyed a "second honeymoon" at Niagara Falls.

Karen Madigan, daughter of Coach Yard Switchman Denis Madigan, was invested in the novice habit of the Adrian Dominican Order at the mother house in Adrian, Mich., on Aug. 7. The investiture ceremony was witnessed by the Madigan family, including their daughter Sister Frances Dennine O. P., a teacher at Santa Maria Del Popolo School, Mundelein, Ill.

GALEWOOD

Ray Bishop, Correspondent

F. R. Lewis, retired assistant agent of this station, passed away suddenly Aug. 1. Services and burial were in the Lewises' new home town, Pea Ridge, Ark. Sincere sympathy was extended to

Mrs. Lewis, whose husband enjoyed such a brief retirement.

Sympathy was also extended to Harry Willison, retired assistant chief clerk, whose wife died June 22, and to Mrs. Leonard Volker, wife of retired check clerk who passed away Apr. 30. Leonard was interred in Florida where the Volkens have lived since his retirement.

Ileene, wife of Nate Abrams of the regional data office, was interviewed on the Lee Phillips show on Chicago's TV channel 2 Sept. 1. This was Ileene's second appearance on the show. She is well known throughout New York, Chicago and Dallas millinery firms as a talented designer, teacher and consultant. Ileene also has a show of her own called the "Magic of Millinery" which she presents for clubs and organizations throughout the Chicago area.

Iowa Division

EAST END

Leola Gonsales, Correspondent
 Freight Office, Cedar Rapids

Sympathy was extended to Earle Curtwright whose mother, Mary G. Curtwright, passed away Aug. 22, and to John and Matt Hanlon whose mother, Lenora Han-

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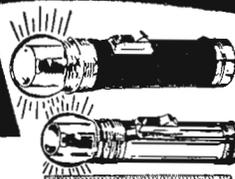
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lon, died Sept. 8.

C. Albert Kullander, who retired from the B&B department in 1939, passed away July 10 in Springville, Ia. He was a member of the First Methodist Church and the Brotherhood of Maintenance of Way. He had lived in Linn County for 58 years. A son, Roy G. of Cedar Rapids, survives, also a brother Rudolph of Kansas City and a sister in Sweden. Burial was in Cedar Memorial Cemetery.

David Floyd Sparks, retired freight depot employe, died July 10. He was a member of the Veterans of Foreign Wars. Surviving are his wife Bessie, a son, David of Cedar Rapids, and four brothers, Frank of Glidden, Charles, Russel and Ralph, and a sister, Myra Readnour, all of Walton, Ky. Burial was in Cedar Memorial Cemetery.

MIDDLE AND WEST
G. A. Guinn, Correspondent
c/o Agent, Perry

Iowa Division Engineer LaVerne Huffman of Perry, who is a captain in the Iowa National Guard, was called upon in June to pilot Adjutant General Miller and Colonel May of the Guard, and Iowa Governor Norman Erbe to a conference held at former President Eisenhower's farm at Gettysburg, Pa.

Switchman and Mrs. Daryl Keenan of Perry are proud parents of a daughter born July 3 in Dallas County Hospital, Perry.

Retired Conductor John S. Evans of Perry, 84, passed away July 5 in the Dallas County Hospital, after being in failing health for several years. He moved to Perry in 1899 and soon after started his railroad career from which he retired in 1938. Rev. Richard Anthens of the First Christian Church conducted the services at the Workman-Timeon Funeral Home. Interment was in Violet Hill Cemetery. His widow survives.

Among the newer employes in the Perry area is Robert Micheals. He has taken over the duties of assistant engineer on the Iowa Division, from which position Stanley Thomas retired. Bob came from Miles City where he worked with the engineering department following his graduation from Montana State University.

On June 16 Mary Lou, daughter of Mr. and Mrs. James Glass of Perry, became the bride of Ronald Prindiville, son of

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INDIANA'S MODERN COAL MINE & WASHERY
QUALITY COAL

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut
Washed and Dried Treated Stokercoal
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The Perfection in Preparation and Size
Low Ash—High Heat Content. Porous Pancake
Clinker—Easily Removed

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Travelling Engineer Edward Prindiville, also of Perry. Nuptial high mass was said in St. Patrick's Church and a reception for 250 was held later in the school auditorium. The bridegroom is with the Army at Dugway, Utah.

Alexander C. Hutton, 83, passed away at his home in Hollywood, Calif., in July. Born in Edinburgh, Scotland, he came to this country at the age of 12 and located at Olin, Ia., where he later began his career with the Milwaukee as an operator and agent. Eventually he took the agency at Herndon where he worked for 33 years until his retirement in 1944. Burial was at the Glen Haven Memorial Park in Hollywood.

Timothy E. Larimore, 74, retired engineer of Perry, passed away July 30 in Dallas County Hospital following a heart attack. He retired in 1952 after many years' service as fireman and engineer. He was a veteran of World War I. Services were held at the Workman-Timeon Funeral Home and interment was in Violet Hill Cemetery.

Mrs. R. A. Whiteford, 68, wife of Iowa Division engineer, Perry, died July 28 in the Methodist Hospital, Des Moines, after several months of failing health. Funeral mass was said in St. Patrick's Catholic Church, Perry, and burial was in Violet Hill Cemetery.

Larry Fister has returned to his regular first trick operator's position in the Perry relay office, following military service with the Reserves. He and his wife live in Jamaica, Ia.

Engineer Frank Connors of Perry announced the birth of a son Aug. 4.

Retired Conductor Clyde A. Utterback of Perry, 74, died suddenly Aug. 5 in his cottage at Spirit Lake. He retired in 1955 after long service with the Road. Surviving him are his wife, a son and a daughter. Interment was in Violet Hill Cemetery.

Funeral services were held July 16 for Retired Section Foreman Dony Evanoff of Coon Rapids, 70, who passed away in a Carroll, Ia., hospital.



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

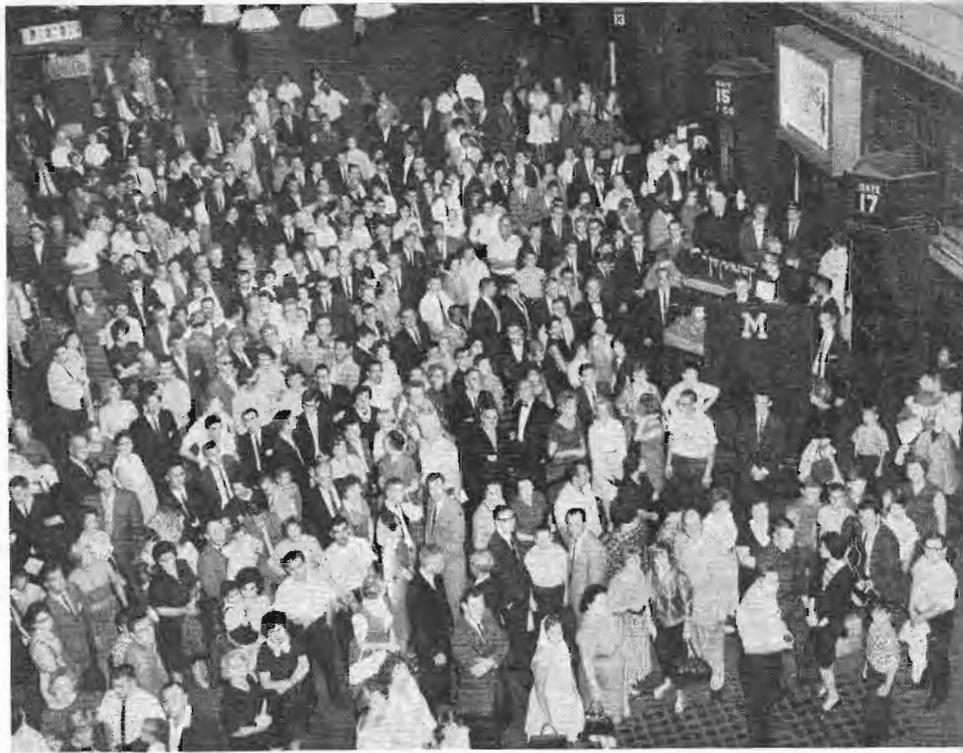
Jack, 14-year-old son of Time Revisor John R. Harris of Perry, an avid and talented archer, won the Iowa State Junior Free-Style championship in Ottumwa by placing first in the Field and Big Game contests. He has been an enthusiastic archer for only two years.

James D. McGuire, son of Agent and Mrs. James I. McGuire of Council Bluffs, was married Aug. 19 to Joanne Feld of Carroll in St. Lawrence Catholic Church, Carroll. The newlyweds are both graduates of the State University of Iowa and will make their home in Newhall, Calif. James has been a teacher in the Placerita Junior High School there for a year and his wife will teach music at the William S. Hart Union High School. James worked as a clerk in the Council Bluffs freight house this past summer.

Captain John Raney of the Air Force recently sent his oldest son, John, to England, where he will live with his grandmother, Mrs. Peter Dell, in London and attend school. Captain Raney is the son of Mrs. Viola Raney, stenographer in the division superintendent's office, Perry.

Mrs. Jesse W. Moore, 76, wife of retired carpenter of Perry, died Aug. 28 in the Dallas County Hospital, after a lingering illness. She was born in West Hartlepool, England, and came to Perry in 1915. She was a member of the Episcopal Church, the Eastern Star, and a charter member of the Perry unit of the National Association of Retired and Veteran Railway Employees. Services were held in the Workman-Timeon Funeral Home and interment was in Violet Hill Cemetery.

An unusual fishing trip was that of Dick Kyras, Soni-rail Detector operator, and several of his friends, who went to Long Lake, north of Kenora, Ontario, Canada, in July. They drove from Kenora to Catastrophe Lake from which point they had to portage their equipment consisting of two boats, two outboard motors, gasoline, two tents, six sleeping bags, stoves, lamps, fishing equipment, ice boxes filled with ice for the fish, clothes, and food. They took no gun because of customs difficulties. Upon reaching destination they pitched their tents, one for sleeping, the other for supplies, and immediately went fishing. On their return they found that a bear or bears had visited the camp, destroyed their tents, most of their clothes, had bitten into the container and drunk most of their motor oil, and eaten most of their food. It left the boys slightly shaken up, and the first night they kept a large fire going and someone on watch. After another day's fishing they found that the bears had been back, so they moved everything they could salvage to an abandoned trapper's cabin a short distance away and settled down to a menu of fish for the remainder of their stay. After five days and several visits from the bears, they portaged back to Catastrophe Lake and civilization. In retrospect, the happenings are funnier than they were at the time. The trip was not in vain, however, as they brought back their limit of Northern Pike weighing from 8 to 20 pounds, and Walleyes from 2½ to 3 pounds. A trip is already being planned for next year—this one to Flin Flon which is even farther north than Long Lake.



OBSERVING A 30-YEAR-OLD TRADITION, 210 freshmen leaving the Chicago Union Station Sept. 9 for St. Mary's College at Winona, Minn., aboard the Milwaukee Road's Afternoon Hiawatha congregate for a farewell address by the Reverend Brother Hugh Elzear, F.F.C., field representative of the Order of Christian Brothers (hand upraised). At the left of the sign-in desk is G. W. Hyett, general agent passenger department, and to the left of Brother Elzear are W. R. Manion, supervisor of passenger train personnel, with Station Passenger Agent F. H. Magnusson Jr.



TRAVELING ON THE ARROW was part of the fun when these boys and girls known as the Sioux Falls Cloggers recently made a week end trip from Sioux Falls, S. D., to Chicago to give an exhibition of square dancing and clogging. The group, which dances for a hobby, has toured extensively throughout the Midwest and performed (right) on the Lawrence Welk show.



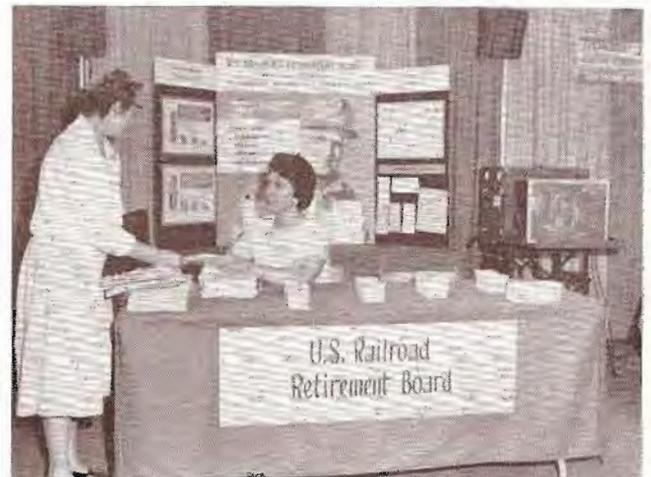


RIVERFRONT RENAISSANCE underway in Chicago is captured in this aerial survey photograph from the files of the Milwaukee Road's industrial development department showing the tracks and two-building complex of the Union Station from an easterly direction. Under construction in the right foreground is a new building for the United States Gypsum Company, and above it, front-

ing on the Chicago River, the landscaped Hartford Life Insurance Company building. The other contemporary structure on the east bank of the river is the headquarters of the American Fore Loyalty Group. At the far left, coursing through the United States Post Office is the Congress Street Expressway connecting at the upper edge of the picture with the Northwest Expressway.



APPRENTICESHIP STAMP. A 4-cent horizontal postage stamp issued Aug. 31 marked the 25th anniversary of the National Apprenticeship Act under which the U. S. Department of Labor joined management and labor organizations in sponsoring apprenticeship training. The design, in black on gold tone, depicts a gnarled hand offering a micrometer to an outstretched young hand to symbolize the transfer of skills. Issuance of the stamp was in keeping with President Kennedy's proclamation of August as National Apprenticeship Month. Milwaukee Road shop employees are among the many young American workers who have benefited from on-the-job training programs that encompass 375 crafts.



"ADVENTURES IN LIVING" exposition held in Chicago the past summer under the sponsorship of the Mayor's Commission for Senior Citizens featured this Railroad Retirement Board exhibit. Shown giving a visitor to the booth a compilation of information material is Mary M. Ginocchio, a contact representative in the Chicago field office. A highlight of the display was the continuous showing of a movie about the railroad retirement system, visible at the right.

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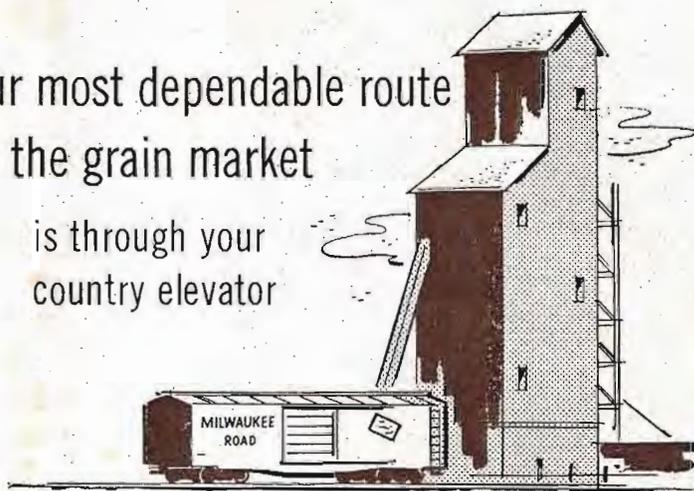
While 1962's grain harvest was moving to market, this Milwaukee Road advertisement made people stop to think of the importance of the grain elevator to the overall rural economy. Featured in on line newspapers, it spelled out to farming communities the services provided by the local elevator operator and their proven reliability. It also served as a reminder that thousands of rural communities virtually owe their existence to the elevator at the side of the railroad track; that the elevator came first and the town grew up around it.

The annual movement of America's gigantic wheat crop is the biggest single transportation job in the world.



Your most dependable route
to the grain market

is through your
country elevator



Over the years, your country elevator operator has worked hand in hand with you. He has earned the respect of the growers in his area because he constantly strives to give more value, more help. He is a grain expert who is a permanent part of your community. His success depends on *your* success. That's why, consistently, your country elevator is your best, most dependable route to market.

The Milwaukee Road has had more than 50 years of experience in helping you, and your elevator, market your harvest. You get all these advantages: *A Daily Market (you sell when you want to)—Ship or Store as You Desire—Rail Service Continually Available—Complete Assumption of Responsibility by Railroad and Elevator—Accurate Weights, Good Inspection—Expert Advice from Planting to Harvest to Market.*

THE MILWAUKEE ROAD

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