

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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Managing Editor

**PUBLIC RELATIONS
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BULLETINS

WHERE THERE'S SMOKE. An expert on smoke control has joined the railroads in opposing plans to construct a coal slurry pipeline from West Virginia coal fields to New York Harbor. Burning a mixture of pulverized coal and water slurry would increase air pollution problems, William G. Christy of Lansdale, Pa., told a New Jersey Senate committee. He explained that due to the nature of the burning slurry there is a tendency for droplets to form around the particles which will condense and rain out, carrying down sulphur gases and sulphuric acid, which is one of the most corrosive agents known.

HIGH AND DRY, some 300 barges were stranded along the Mississippi River at Cairo, Ill., in December because of the drop in the water level occasioned by the annual winter freeze. Unlike the railroads, which have to solve their own problems of service disruption, the barge lines were assisted by three government dredges in getting traffic under way after a week's delay.

DISTINGUISHED NATIVE SON. The Nebraska Society of Washington, D. C., announced on Jan. 21 that Clair M. Roddewig, president of the Association of Western Railways, had been chosen to receive the first annual "Distinguished Nebraskan Award." Mr. Roddewig was born in Newcastle, Neb., attended Creighton University in Omaha, and is a member of the Nebraska Bar.

THE CAMERA'S EYE is spotting Belgian auto drivers who try to beat trains at rail-highway crossings. The photographs are obtained

by automatic cameras which are cocked as soon as the automatic red flashing lights and bells signal the approach of a train. When a car sneaks across the tracks a special cable releases the shutters. The state-run Belgian railroads send the photographs to the offenders with a cautioning letter.

Piggyback Carloadings Set New Record

Continued shipper acceptance of trailer-on-flatcar service was evident in 1962 as the 61 railroads originating this type of traffic reported new carloading records.

Piggyback loadings for the year reached 706,441—an increase of 115,195 cars, or 19.5 per cent, compared with 1961. The new record figure was 152,326 cars—or 27.5 per cent—above the 1960 total.

WATCH THAT THERMAL UNDERWEAR cautions our safety department in a bulletin dealing with the flammable characteristics of insulating underwear made of nylon and polyester fiber. While the material does not catch fire any easier than cotton cloth, once it starts the fiber melts to form a sticky adhering plastic which can cause serious burns. Outer garments of wool and down-fill quilted materials are also considered safer than those made of the polyester fiber-nylon combination. Among people cautioned to be conscious of this hazard are welders, linemen, outdoor workers and sportsmen whose activities could cause their clothing to catch fire accidentally.

The Cover

THE deep freeze that gripped much of the nation during January made weather bureau history in Milwaukee Road operating territory. For instance, the mercury was hovering around 32 degrees below zero the morning when this picture was taken at the depot in Minneapolis. Reflecting the intense cold is the steam rising from Hiawatha No. 16 as it warms up in preparation for the Twin Cities-Chicago run. In some Milwaukee Road cities the subzero wave tumbled records that had stood since the turn of the century.



Authority Sought to Discontinue Aberdeen-Deer Lodge Passenger Trains

THE Milwaukee Road filed notice with the Interstate Commerce Commission on Jan. 18 of its intention to discontinue, effective Feb. 22, passenger trains operating between Aberdeen, S. D., and Deer Lodge, Mont., because of continuing heavy losses from their operation.

In announcing the proposed discontinuance of Nos. 15 and 16, President William J. Quinn said that the use of the trains had declined to the point where the resulting deficit was causing a severe drain on the railroad's income. He explained that the trains between Deer Lodge and Minneapolis are operated at a considerable loss, but with the discontinuance of the run between Deer Lodge and Aberdeen the loss would be reduced by \$1,467,031 annually.

The Commission was informed that

in the 12 months ended May 31, 1962 the average number of passengers handled over each mile of the Aberdeen-Deer Lodge run had dwindled to 19.1 from 30 per mile in the previous 12-month period. The notice stated that this decline in patronage and the financial losses resulting from the operation contributed substantially to the railroad's passenger deficit, which in 1961 totaled \$13,895,198, and consumed 49.61 per cent of the freight service net operating income for that year. It was pointed out that the passenger deficit also plays a large part in the low rate of return on investment, which was 1.8 per cent in 1961—far below a fair return.

With regard to the adequacy of other transportation in the territory served by

Nos. 15 and 16, the Milwaukee stated that the poor patronage of these trains, the increased registration of automobiles, and the expansion of public highway systems indicate public convenience and necessity no longer require the operation of the trains. Investigations show, it said, that many persons drive automobiles substantial distances through the area served by Nos. 15 and 16 to use other passenger service, including planes.

As stated in the notice, many of the communities in the area between Aberdeen and Deer Lodge get all or part of their mail service by other railroads, star route, highway post office or air, and upon the discontinuance of Nos. 15 and 16 the post office department will provide equal service.

If you've given up on trying to get something open, tell a four-year-old not to touch it.

Milwaukee Granted Tax Relief By South Dakota High Court

THE Milwaukee Road's bid for a taxable value in accordance with the statutes of South Dakota was upheld by that state's Supreme Court in a ruling on Dec. 8 that lowered the valuation to the level prescribed by law.

The court held that the Milwaukee's 1962 value in South Dakota was based on a 66 per cent evaluation of its operating properties rather than the 60 per cent of "true and full value" decreed in 1957 for all property in the state. The railroad was represented in the proceedings by Dwight B. Campbell, solicitor for North and South Dakota.

Under the ruling, the 1962 assessed valuation of Milwaukee Road property which had been set at \$20,454,851 for taxes payable in 1963 was reduced to \$18,476,295, with a corresponding decrease in taxes. The decision of the court was unanimous.

State Ratio 47 Per Cent

The ruling, which climaxed extensive hearings, called attention to the practice in South Dakota of basing tax assessments on the budget requirements of taxing units rather than the 60 per cent evaluation specified by law. The South Dakota Department of Revenue has certified the ratio to be 47 per cent of the full value of property. Even on the reduced base, the Road's 1962 taxes will be approximately \$800,000.

ABOUT THAT GOLDEN SPIKE . . .

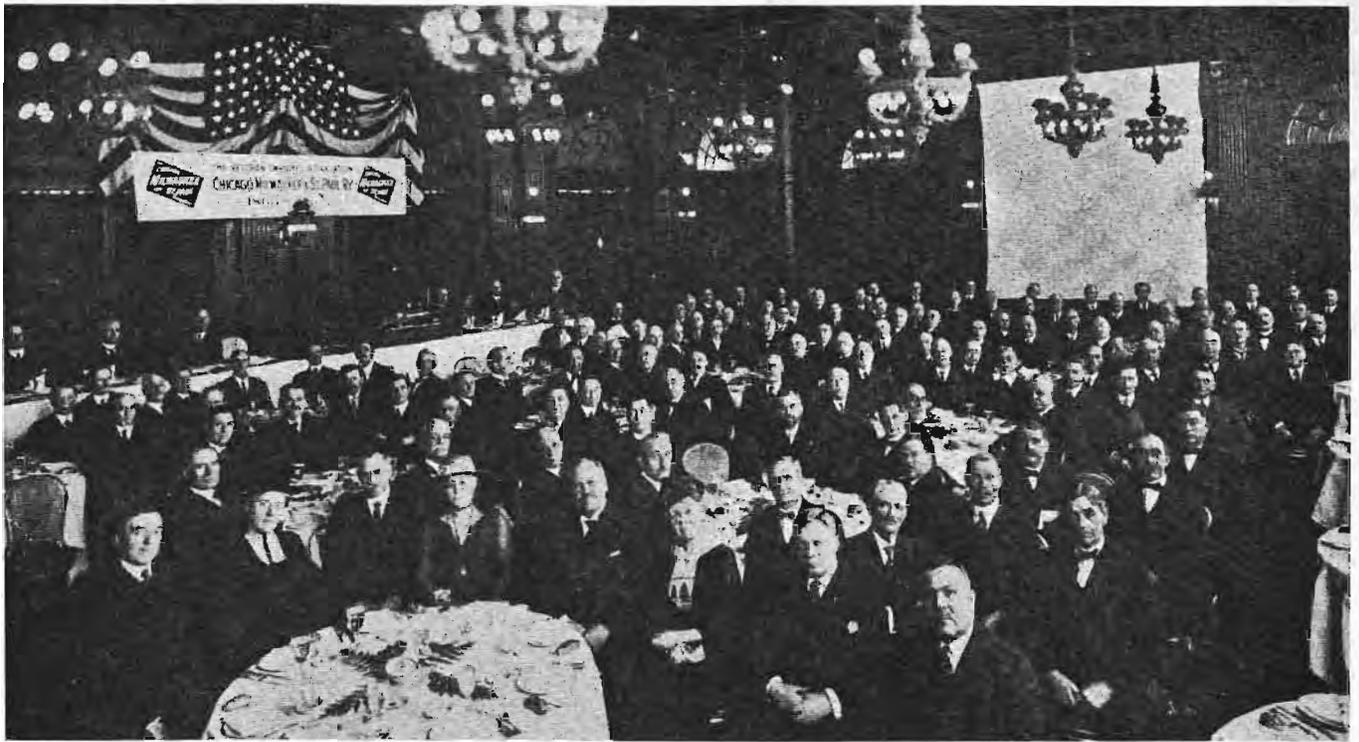


IT ain't necessarily so, says literary editor Robert Cromie writing in the Chicago Tribune about the historic "gold" spike and silver sledge hammer ceremony at Promontory, Utah, on May 10, 1869 which marked the completion of the first transcontinental rail line. He said he had learned from Robert West Howard, authority on the Old West and author of the just published "Great Iron Trail", that what actually happened was this:

President Leland Stanford of the Central Pacific rolled up in his private car at Promontory Summit, bringing with him four spikes—two of gold, one of silver, and one of a gold alloy—together with a polished California laurel tie. West pointed out that the golden spikes, preserved today at Stanford University, show no signs of having been whacked with a silver sledge hammer, or anything else. Judging by contemporary newspaper reports, he said, they were dropped momentarily into some pre-bored holes and then returned, with the laurel tie, to Stanford's car.

The *real* tie was then put in place and a section hand tapped a regular iron spike in far enough to stand upright, after which Stanford tried to drive it home—and missed. Thomas C. Durant, vice president of the Union Pacific, then took a mighty swing, and missed also. The spike was finally anchored, after successive wallops, by James Strobridge, the Central Pacific's construction superintendent, and Samuel Reed, his opposite number on the Union Pacific.

And if you're going to tamper with history, cautions Cromie, don't do it where Robert West Howard can find it.



An early reunion of the Veteran Employees Association at the La Salle Hotel in Chicago.

Veterans' Association Opens Membership Drive

20-YEAR EMPLOYEES INVITED TO JOIN

WHEN the Veteran Employees Association adopted its bylaws, everyone came out strong against letting in the "whippersnappers". You had to have at least 25 years of service or you couldn't be one of the bunch.

But things have changed, and because people now retire at an earlier age, the members voted at their 1962 reunion to reconsider the service requirement. As a result, every Milwaukee Road employe whose service totals 20 years became eligible to join.

All this leads up to the fact that starting in January the Veterans Association launched a system-wide membership drive under the direction of Vice President-Operation F. G. McGinn, the organization's president. The golden jubilee of the Association will be celebrated this year with an all-out reunion, and the objective of the drive is to make it a real homecoming for young old timers of the railroad as well as seasoned Vets.

J. T. Hayes, assistant to vice president-operation, is general chairman of the membership drive, which is being progressed on each division of the railroad by a committee headed by the di-

vision superintendent. As an accommodation to both old and new members, provisions were made to pay membership fees through a payroll deduction in January.

A great deal of enthusiasm has been manifested in signing up. For instance, 825 employes subscribed to the "join now, pay later" plan, and another 225 availed themselves of it to pay annual dues. As this magazine went to press, the growing list of new members included engineers, firemen, conductors, clerks, officers — employes in every branch of service.

The activities of the Veteran Employees Association require no explanation, but newcomers to the organization may arrive at a better conception of what underlies them through the following review of its history:

The "Vets" was formed by a group of older employes whose work had taken them far from the scenes of their early years with the railroad and who decided to organize a club for the purpose of getting together periodically with their old friends at other locations. As P. C. Hart, general manager at that time, expressed it, "There are many of us work-

ing for the company all these years whose interests were once identical but who are now practically strangers. Take fellows who started in together years ago—some have always stayed on the home division, many have drifted to other divisions. As time goes by, we like to look back on these friendships of other days, and an association of this kind will bring together men who have not met in years.

" . . . It seems to me no small distinction for a man to have been on the payroll of one railroad for a quarter of a century, and we have a large number who have signed their names to the company's rolls many years in excess of that. Doesn't such a record prove that we have qualities which made us desirable as employes and that we haven't misplaced our efforts? I believe congratulations are in order for every employe whose faithfulness and ability qualify him for membership."

The movement gained support quickly, for at that time the railroad had a large percentage of employes who, it might be said, were born into the service or grew up in it. Many had inherited their jobs, the sons stepping into the

footsteps of the fathers. In a call-up of prospective charter members, the first name on the list was that of President A. J. Earling, who had a service date of 1864.

According to the Association's records, procedures got under way in 1913 at a meeting in Chicago conducted by the late Grant Williams, chief clerk to President Earling (later assistant general freight agent). A name and bylaws were adopted, and Charles W. Mitchell, a Chicago & Milwaukee Division conductor, was elected president. The objective of the fledgling association: "To create and promote a helpful and fraternal feeling among members; to afford an opportunity for the discussion of subjects of mutual interest; to inspire and maintain a spirit of loyalty, mutual respect and confidence between those engaged in railroad service; and to cherish the memories and traditions of past association."

Mr. Mitchell served as president until his death in 1932, and was succeeded by the late J. T. Gillick, retired operating vice president, who turned over the office in 1953 to Larry J. Benson, then superintendent of safety and police. Mr. McGinn was elected president following Mr. Benson's death on Mar. 29, 1961.

From the outset the Association has had an appeal for thousands of employes who cherished the periodic reunions as exciting opportunities to reestablish fraternal ties, to reminisce

of other times, and to make new friends; as a chance to mingle with people known perhaps only through correspondence, in all manner of jobs and positions, but united by the bond of Veteran railroad service.

The 1963 reunion—the golden jubilee celebration—will be a gala affair in the old time tradition. Arrangements have been completed to hold it at the Hotel Schroeder in Milwaukee June 15.

In formulating the plans consideration was given to holding the celebration in Minneapolis, some of the Veterans having expressed a desire to meet there.



However, from the standpoint of transportation arrangements and accommodations available for the larger attendance expected this year, it was found advisable to select Milwaukee as suiting the convenience of the majority.

The membership form appearing in this issue of the Magazine is designed primarily for the use of the Road's retired employes, but active employes may use it also. More information about the homecoming event—hotel reservations, travel arrangements, and so on—together with a reservation form, will appear in the next Magazine.



Application for Membership in the VETERAN EMPLOYEES' ASSOCIATION OF THE MILWAUKEE ROAD

FLORENCE M. WALSH, Secretary and Treasurer
Veteran Employes' Association • The Milwaukee Road
383 Union Station • Chicago 6, Ill.

I hereby apply for membership in the above Association. I have been in the service of The Milwaukee Road for 20 years in the aggregate.

NAME _____

HOME ADDRESS _____

OCCUPATION _____ DEPT. _____

ENTERED SERVICE _____

RECOMMENDED BY VETERAN _____

I enclose (please do not send currency)

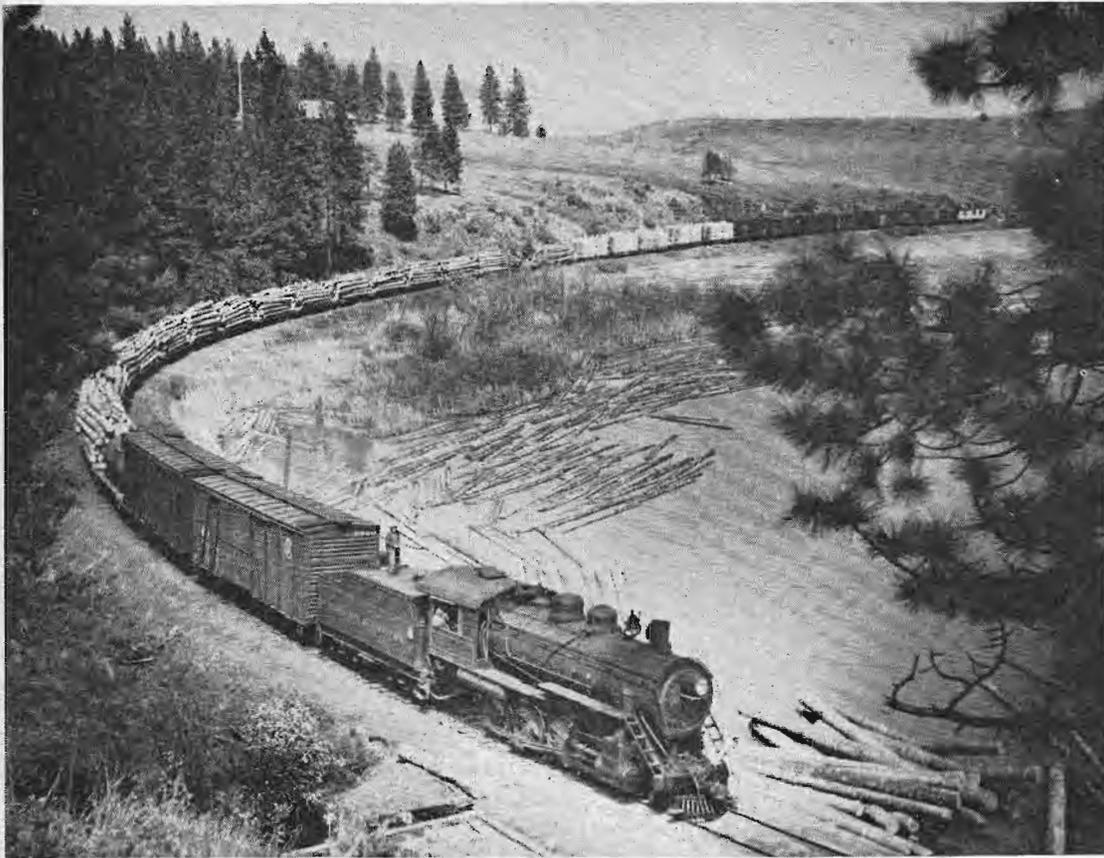
- CHECK
 MONEY ORDER

payable to The Veteran Employes' Association of The Milwaukee Road

AMOUNT (check one)

- New Member \$3.00
Renewal \$2.00

Date Signed _____



Timetable of the W I & M Ry. Co.

Mls	STATIONS.
0	Lairds.....
1	Palouse ²
5	Wellesley.....
8	Kennedy Ford ..
12	Potlatch.....
15	Princeton.....
21	Harvard.....
26	Yale.....
30	Stanford.....
32	Vassar.....
35	Deary.....
40	Cornell.....
48	Bovill ¹
50	Purdue.....

Scene in the days of steam power on the WI&M, showing a trainload of logs rounding a bend of the Palouse River westbound from Bovill to Potlatch, Ida. (Philip C. Johnson photo)

The Washington, Idaho & Montana Railway . . .

The Railroad With the "Higher Education" Timetable

FROM time to time the 50-mile Washington, Idaho & Montana Railway crops up in headlines as the line on which you can travel from Wellesley to Princeton, Harvard, Yale, Stanford, Vassar, Cornell and Purdue without changing cars. The late Bob Ripley of "Believe It Or Not" fame made capital of the station name oddity, as has The New Yorker magazine, among others.

So it was not surprising that this curious fact was again brought into focus when ownership of the WI&M passed recently from its parent firm, Potlatch Forests, Inc., to the Milwaukee Land Company, a Milwaukee Road subsidiary. The railroad, operating between Palouse, Wash., and Purdue, Ida., connects with the Milwaukee's Elk River branch at Bovill, Ida., and with Great Northern and Northern Pacific branch lines at Palouse.

The explanation of the collegiate names of some of the intermediate points is simple—they were selected by alumni of eastern schools in the surveying crew employed to lay out the line.



Present day diesel operated on the Washington, Idaho & Montana Railway.

Because it is doubtful that Wellesley and Vassar were represented, consensus has them included for good measure to please some wife or sweetheart.

The name of genuine significance on the timetable, however, is Deary, that of the station listed between Vassar and Cornell. Although more than half a century has passed, old timers in the area still recall William Deary and the role he played in opening the frontier to railroading.

The chronicle goes back to 1905 when the Potlatch Lumber Company decided to construct a new mill at Potlatch, Ida. Deary, one of the West's pioneer lumbermen, tried to interest a railroad operating in the area to build into the tim-

ber country, and contract to haul out logs and lumber from the new mill.

But the project fell through, and so the young company decided to do the job itself. By the end of the year 20 miles of track had been laid between Lairds, Wash., and Harvard, Ida., and by 1908 the road was completed to Purdue, Ida., for a total of 50 miles. The project required the building of 17 bridges.

Originally the plan called for extending the railroad into Montana, which accounts for the name, but it was terminated several miles short of the Montana border. In 1910 the Milwaukee Road completed its branch line from St. Maries, Ida., to Elk River, Ida., thus es-



The "Potlatcher", custom built to handle passengers, mail and express.

tablishing the connection at Bovill.

The first passenger trip over the track occurred on Sept. 30, 1905 when Frederick Weyerhaeuser, a founder of the Potlatch Lumber Company, had his private car transferred onto the WI&M at Palouse for an inspection tour of the new mill site. Service was opened formally on Nov. 12 by Deary, who took 500 guests on an excursion from Palouse to Potlatch. On Dec. 9 of that year the first scheduled service was started, ex-

tending to Princeton.

The new railroad proved to be a boon not only to the lumber industry, but also renewed interest in the area's mining potential and in property which had been abandoned because of the distance to shipping points. As the railroad provided the means for transporting stock and produce to market, cut-over timberland gradually became productive farmland.

During the boom years the WI&M

operated five steam locomotives, 300 flat cars, 15 box cars and two passenger coaches, in addition to miscellaneous work equipment. In 1933, to reduce expenses, the steam-operated passenger train was replaced by a Studebaker automobile rebuilt for track use and christened "The Bug". When time took its toll of that unit it was replaced by the custom built "Potlatcher", a streamlined passenger, mail and express motored car. The discontinuance by the government of the company's mail contract, coupled with a reduction in passenger patronage, precipitated the end of passenger service in 1955.

Significantly, when construction of the railroad began in 1905, logging operations at Potlatch were only a mile from the townsite. Today that distance has increased to 37 miles.

The railroad, dieselized since 1950, remains at approximately 50 miles of track, with 14½ miles of passing and industry trackage. In addition to handling traffic from Potlatch Forests' big mill at Potlatch, it serves smaller lumber operations at Princeton and Harvard and carries logs to the Potlatch lumber mill from Latah and Clearwater Counties.

Also served are a number of grain and pea elevators in the rich agricultural regions between Potlatch and Palouse, and also near Deary, the station identified with the man whose "do it yourself" ideas started it rolling.



Gasoline powered tractors replace horses for hauling logs to the railroad. Pictured is an early model tractor and a high wheeled logging arch used in the operation.

Method of loading logs on the WI&M today.



BENO, THE SAFETY STEER

Where tales are told of safety motivation, Beno, the safety steer, stands out as a unique performer.

He was purchased by the Twin Feathers unit of Potlatch Forests, Inc., at Kamiah, Ida., to spark the interest of employes in accident prevention by avoiding the job of being his caretaker. In a case of accident, the foreman of the department in which it occurred had to care for him one week. After the week was up, and if there were no other accidents, the safety director took over the job. If no accidents occurred for one month, Beno's care, including two meals a day



and cleaning his quarters, became the responsibility of the superintendent and the mill manager.

Beno filled his role without a beef and gave his life to the success of Kamiah's annual Barbeque Days.

President Quinn Reviews Progress in '62; Outlines Improvement Plans for 1963

In evaluating the Milwaukee Road's prospects as it headed into 1963, President William J. Quinn said that if predictions of increased business activity hold up, they are considerably better than at this time a year ago.

Among factors forming the basis for this outlook, he cited the steady expansion of various operations which contributed substantially to the Milwaukee's revenues in 1962, notably an increase of 147 per cent in multi-level loads of automobiles and 35 per cent in piggy-back traffic, together with last year's 7 per cent increase in grain carloadings. All of these trends are expected to continue through 1963, he noted.

Aside from generally good prospects for carload gains, his attitude took into consideration the promise carrying over into the new year of long-awaited relief from some of the railroads' most troublesome and persistent problems. The Milwaukee, he said, shares the hope of the industry that 1963 will witness Congressional action on President Kennedy's recommendations for changes in the federal transportation laws. Progress must necessarily be paced to developments in this area, he stated.

Remarking that action on these reforms will give impetus to advances the

railroads have been steadily adopting to help themselves, he pointed out significant improvements which the Milwaukee effected in 1962. Highlights of this year-end review included the following:

Data Processing: In 1962 utilization of the IBM 7070 and 1401 computers increased approximately to a full single-shift operation on productive work. Emphasis was placed on gathering complete data at source to serve multiple requirements. As a tool for inventory management, the computer application was expanded to encompass the railroad's entire stock of material, with all stock catalogued, renumbered and identified in a magnetic tape master file on an item-by-item basis by location. A system for the automatic generation of purchase orders reached the final planning stage.

New Equipment: A fleet of 655 new freight cars was placed in service at a cost of approximately \$8½ million. Included were 500 all-purpose wide door box cars, 50 air slide hopper cars, 70 insulated box cars and 25 jumbo covered hoppers, all of 70-ton capacity and equipped with roller bearings.

The trailer-on-flatcar fleet was expanded with the acquisition of 38 multi-



At the 1962 meeting of the A.A.R. Accounting Division, which featured a closed circuit television demonstration of the Milwaukee Road's electronic data processing operations in Chicago, President William J. Quinn (right) is presented with a miniature 7070 computer by IBM's Chicago district manager, J. D. Byrnes.

level rack cars for hauling new autos, and 20 new side door Flexi-Van refrigerated containers. New TOFC terminals were opened in Dubuque, Mason City and Spencer, Ia., and Mankato, Minn.

Car and Locomotive Modernization: In addition to maintaining a schedule of heavy and medium repairs to the existing car fleet, 50 covered gondola cars were fabricated and assembled at Milwaukee Shops and 128 automobile bi-level and tri-level cars were modified to accommodate diversified loading. Upgrading included design changes in 150 refrigerator cars. Four mail and express cars were converted to full length R.P.O. cars.

Some of the Road's older electric locomotives were modified to operate with diesel booster power, and air brake systems were altered to provide ready compatibility when different models are coupled. Work was progressed on modernizing six Fairbanks-Morse road freight units under a joint program with the Fairbanks-Morse Company. Modernization of the wheel shop in Milwaukee was advanced to include automatic handling of wheels and axles plus an automatic wheel sizing station.

Engineering Projects: One mile of new track and necessary facilities were installed in the Western Avenue Yard in Chicago to improve handling of suburban passenger equipment, and two tracks connecting with the North Western were installed at Madison, Wis., to provide better service on each railroad in

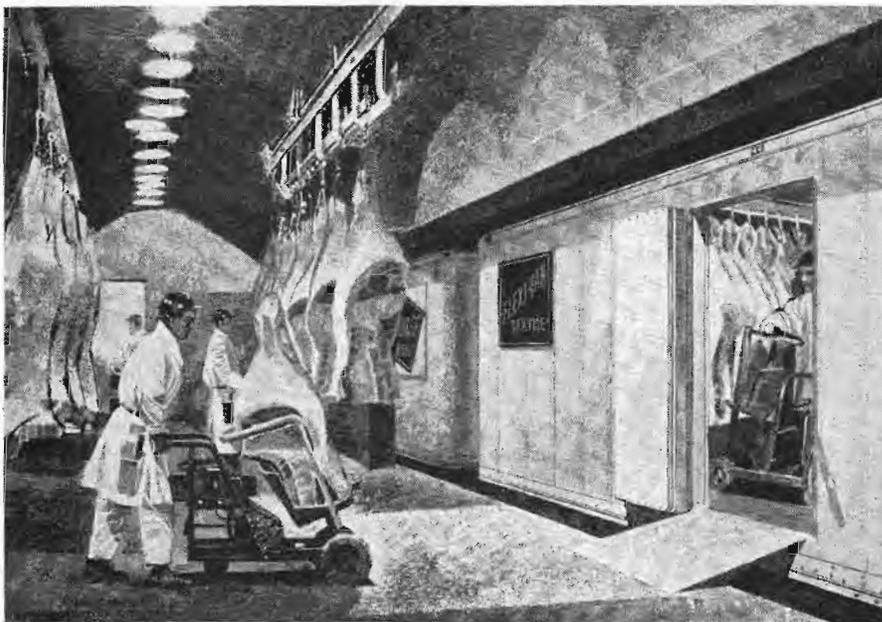


Illustration for a 1962 "creative crews" advertisement showing the use by the packing industry of the Milwaukee's refrigerated Flexi-Vans featuring side as well as end doors. In the expansion of TOFC operations last year, 20 of these containers were placed in service.

case of detours of trains. A major expenditure was made for work at Dedham and Manning, Ia., involving the sloping of cuts to improve drainage and expedite train operations. A 187-foot pile trestle over the Menomonee River in Milwaukee and several similar trestles at other locations were replaced by steel bridges. A combination freight house and office building was constructed at Lewistown, Mont., and a warehouse and an office and welfare building at Spokane, Wash. The main retarder at Bensenville Yard was replaced, and hot box detectors were installed along the line between Chicago and Savanna, Ill.

Sales and Service: The sales control program was climaxed in 1962 through the appointment of nine regional traffic managers with direct supervision of 56 sales offices in the United States and Canada, creating a close liaison between salesmen and management. These officers are located in Chicago, Milwaukee, Minneapolis, Seattle, Kansas City, San Francisco, New York, St. Louis and Detroit.

Industrial Development: Major expansions among industries located in districts owned or served by the Milwaukee, or on its lines, included, among others, the Morgan-Wightman Supply Company, the Fleetwood Paper Division of the Georgia Pacific Corporation, and the Plywood Division of the Weyerhaeuser Corporation in Franklin Park, Ill.; Kitchens of Sara Lee, Deerfield, Ill.; Union Carbide Corporation, Bartlett, Ill.; California Packing Company and Swift & Co., Rochelle, Ill.; and Nitrin, Inc., in the Quad City area. Companies locating facilities in the Andover development near Seattle included General Electric, Abbott Laboratories, Parke Davis & Company and the Minnesota Mining and Manufacturing Company. Continental Can located in the TRI-VUE district in Sioux City, Ia., and Nash-Finch in the Milwaukee Land Company district at Cedar Rapids, Ia.

The Milwaukee acquired 128 acres of land in Rosemount, Minn., for industrial development and sold acreage to Greif Brothers Cooperage Corporation for construction of a new plant.

Awards: Cited by the National Safety Council for a 1961 Public Safety Activities Award, the Milwaukee was praised for attention to off the job safety of employes, trespassing prevention, safety education of school children, and effective methods of communication in keeping employes safety conscious.

For the second consecutive year the Road received a special citation from the

January-February, 1963



Modernized look of the rebuilt refrigerator cars, showing the 8-foot plug replacement for the old style four-foot door.

STARTING early this year, Hiawatha box cars involved in the 3,000-car heavy repair program for 1963 began rolling off the assembly line at Milwaukee Shops at the rate of 14 per day. The work underway includes reinforcing the steel underframes with heavy diagonal braces and angle iron type end sills, relining the interiors, installing new flooring where required, and applying modern side doors where doors are found to be worn out or obsolete. All of the cars are being freshly painted, and stenciled to show the Milwaukee Road name and rectangle trade-mark in the new enlarged size. These good-as-new cars meet all Class A service requirements.

In another modernization program scheduled for completion early this year, 150 of the Road's RB type of refrigerator cars are being rebuilt at the rate of two per day. Included in this project are the replacement of old style four-foot doors with modern 8-foot plug door openings, upgrading the trucks with new type bearings, increasing the interior width 6 inches for the accommodation of mechanized and palletized loading, complete repainting, and applying long travel and snubber springs to give commodities an easy ride. The program was undertaken to meet heavy shipper demands for this type of equipment.

A "new look" is evident, too, in the Milwaukee's modern steel road and terminal cabooses, which are being repaired or repainted at the rate of two per week on the regular maintenance schedule for cars in general service. The units are painted in the standard orange, with the number which was formerly located below the jutting bay now above the window for easier identification. Under the bay the cabooses now carry the tilted rectangle trade-mark, applied in reflectorized paint.

The "new look" in cabooses, with the number above the bay for easier identification and the trademark below.



Department of Health, Education and Welfare for maintaining an exemplary standard of sanitation in all aspects of dining car service.

In explaining the company's goals for 1963, Mr. Quinn said that the improvement budget for this year, totaling more than \$19½ million, is aimed primarily at giving shippers access to a large fleet of high quality equipment in the shortest possible period of time.

To accomplish this, approximately \$5 million will be spent for a stepped up program of major repairs to 3,000 of the Road's 40 and 50-foot box cars, to put them in Class A condition. In terms of the number of units involved, this is one of the heaviest repair programs undertaken in recent years.

The Road will also purchase 16 new turbo-charged diesel locomotives for road haul and heavy switching service, 50 insulated box cars of 50-foot length equipped with damage prevention devices, and 50 covered hopper cars of 4,000 cubic foot capacity equipped with pneumatic outlets. The expenditure for new locomotives and cars will exceed \$4½ million. As is customary in such investment programs, the new equipment represents the employment of credit in various ways and commitments against further earnings.

In addition to this program, 30 freight diesel locomotives are scheduled to be repowered, and a large number of gondola, refrigerator and other types of freight cars to be rebuilt, repaired, or equipped with loading devices.

Other major expenditures proposed include approximately \$6,750,000 for improvements to fixed properties. In this program are the replacement and renewal of bridges, the laying of new and relay rail, additional communications and signaling installations, and an enlargement of the Bensenville freight classification yard for handling Flexi-Van and piggyback traffic.

Among major items in the signals and communications plan are the completion of the 8-channel telephone dialing system between Chicago and Minneapolis, the installation of hot box detectors along the main line between Savanna, Ill., and Council Bluffs, Ia., and a 3½-mile extension of existing centralized traffic control signaling in the Red Wing, Minn., area.

Mr. Quinn said that the improvement program reflects the rising tide of confidence in the new year and trends in it which are almost certain to be beneficial to the railroads.

Aerial view of an important industrial development of 1962 on the Milwaukee's right of way—construction going forward on the new Zenith Radio Corporation plant in Chicago, on a 28-acre site west of Galewood Yard. The site includes air and underground rights for constructing underpasses and bridges to connect the existing plant directly north of the main line track with various buildings contemplated in the over-all plan.



Milwaukee Road 4-H Scholarships Awarded to Agricultural Students

A SENIOR in agricultural economics at the University of Illinois and a University of Idaho sophomore student majoring in agronomy were awarded the two scholarships of \$400 each donated by the Milwaukee Road to the 4-H grain marketing-transportation scholarship program for 1962.

The scholarships were offered to current or former members of 4-H clubs in the 12-state area served by the Milwaukee who are enrolled in an accredited college or university. The purpose of the program is to help 4-H youth learn more about transportation, the profitable marketing of grain, and moving commodities from farm to industries and

ultimately to the consumer.

The winner from Illinois is 21-year-old Emil Pischel, a former "outstanding 4-H'er" of his county and winner of a national swine award. His scholarship award was based on a study of grain transportation rates.

Jerry Howard of Potlatch, Ida., who was awarded the other \$400 scholarship, has been in 4-H Club work for 10 years. In 1959 he was a trip winner to the national 4-H Congress in Chicago, and in 1961 to the conference in Washington, D. C. A research project in the field of grain marketing and transportation led to his being declared the scholarship winner.

Govert A. Dyke, the Milwaukee Road's agricultural agent in Spokane, Wash. (left), studies with Jerry Howard the report that helped the University of Idaho student from Potlatch win the Milwaukee Road grain marketing-transportation scholarship valued at \$400. Looking on is Maurice Johnson, Idaho state 4-H Club leader.



The Milwaukee Road Magazine

Cuban Crisis Triggered Rail Lift



WITH security wraps now removed, the story can be told of how President Kennedy's historic challenge to the Soviet missile build-up in Cuba triggered an unprecedented alert for the nation's railroads to move thousands of troops and vast quantities of armament and supplies to staging areas in the southeastern United States.

Information released recently by the Defense Department shows that just 15 minutes before the President's address to the nation on Oct. 22, 1962, the railroads were put on alert. The Pentagon wanted, on short order, 375 flat cars and other units to move troops and heavy military equipment to Florida bases. The Milwaukee Road was among railroads that responded to the overnight call for rolling stock.

The first train in the military movement cleared Fort Hood, Tex., the next day, carrying units of the 1st Armored Division to Fort Stewart, Ga. In this initial operation of the Cuban crisis a fleet of 3,600 flat cars, 190 gondolas, 50 box cars and 200 passenger cars was pressed into service to move some 8,000 troops and numerous armored vehicles.

Another phase of the military build-up by railroads included the expedited movement of Army Air Defense battalions equipped with Hawk and Hercules missiles from Fort Meade, Md., Fort Bliss, Tex., and as far away as Fort Lewis, Wash., into the Opa-Locka and

Homestead Air Force Bases in Florida.

Supplies were shipped by rail from all parts of the country. Special movements of liquid oxygen were routed by rail to Minuteman missile bases where crews were on a 24-hour vigil. Food rations came from such distant inland storage depots as Bonner Springs, Kans., where emergency supplies are kept in underground caves.

Working around the clock, staff members of the Military Transportation Section of the Association of American Railroads' Car Service Section in Washington, D. C., maintained close liaison between the railroads and the traffic management segment of the Defense Supply Agency throughout the crisis. Established emergency procedures enabled railroad personnel to locate needed equipment and facilities quickly, and to route priority shipments with a minimum of delay.

Put into effect during the logistical operation was a standard simplified rate adopted recently by the railroad industry for the movement of military tactical units. These and other preparedness measures, formulated through joint efforts of the railroads and the nation's Defense Traffic Management Service prior to the Cuban emergency, enabled the railroads to move with top speed to meet the demands placed upon them.

The major portion of the emergency transportation was handled by rail, and with but a minimum effect on regular passenger and freight service. Describing the railroads' cooperation with defense officials, Major General I. Sewell Morris, commander of the DTMS, said, "Despite short deadlines and frequent adjustments in our military requirements, those involved responded magnificently . . . demonstrating again, and

most forcibly, that the railroads are a vital part of the transport of military preparedness."

*

The role of the railroads in the Cuban crisis was repeated just two months later when the industry played a major part in moving the second mercy shipments of food, drugs and medical equipment used to ransom prisoners captured by the Castro regime in the Bay of Pigs invasion attempt. The Milwaukee Road assisted with this rail-lift also, among 43 railroads that handled more than 200 freight cars moved to the Port of Baltimore free of charge, as part of a cooperative effort between the carriers and the American Red Cross.

In the initial exchange of goods three weeks earlier, the railroads moved 39 freight cars—two thirds of the first mercy ship's tonnage—to Florida. The average distance traveled by these cars was more than 1,200 miles, and shipments originated in 15 states. In some instances freight cars were coupled to passenger trains for overnight handling.

Heads National Tax Group



M. L. Boydston

Max L. Boydston, the Road's tax commissioner with headquarters in Chicago, was recently elected chairman of the National Committee of Railroad and Public Utility Tax

Representatives. He had previously served the organization as secretary and treasurer, and most recently as vice chairman.



Miss Lindskog Ends Women's Club Career; Succeeded by Mrs. Ralph X. Vannella



Miss Etta N. Lindskog



Mrs. Ralph X. Vannella

A CAREER which has been unique on the Milwaukee Road and among women in railroading as well came to a close on Dec. 31 when Miss Etta N. Lindskog retired as secretary general of The Milwaukee Road Women's Club, an office she had filled since the club was organized in 1924.

Mrs. Ralph X. Vannella, treasurer general of the club, has been appointed to succeed her, with headquarters in the Chicago-Fullerton Avenue general office building.

Miss Lindskog is a native Chicagoan who started her career prior to World War I as secretary to the Road's freight auditor. Subsequently she served at various times as secretary to the assistant general auditor and to the auditor of station accounts.

She was a stenographer in the office of President Harry E. Byram when the club was formed on July 12, 1924 "for the better acquaintance and mutual benefit" of the women of the railroad

and women members of employes' families. Miss Lindskog became a charter member of Chicago Chapter and at the second meeting on Aug. 23 was elected to her administrative office with the title of corresponding secretary general. That title was changed later to secretary general as her duties expanded with the club's growth.

Through her activities in the organization of chapters in other cities and towns, Miss Lindskog gradually became a familiar figure at club meetings throughout the system and a friend to many Milwaukee Road families. She is the only officer who has served under all of the presidents—Mrs. Byram, Mrs. Carpenter Kendall, Mrs. George W. Loderhose and Mrs. C. C. Steed.

Upon retiring after more than 50 years of service, her long and loyal devotion to the interests of the railroad was climaxed with the presentation of a Gold Pass. She will continue to be active in the Women's Club as treasurer general.

Mrs. Ralph X. (Ruth) Vannella, who has been appointed secretary general by Mrs. Steed, is the wife of a veteran of 42 years of service currently employed as an electrician helper at the Bensenville, Ill., diesel house. She was reared in Aberdeen, S. D., and married there while Mr. Vannella was serving at that point as a boilermaker. For many years she was a member of Aberdeen Chapter of the Women's Club.

She brings to her new position the experience of having been president of Bensenville Chapter, a member of the club's general governing board since 1948 and treasurer general since 1950.

The Vannellas, who live in Bensenville, are the parents of three daughters, Mrs. Joseph (Ruthanne) Kratochvil of Bensenville, whose husband is a former Chicago Terminals fireman; Mrs. Bernard (Patricia) Helgesen of Franklin Park, Ill., wife of a D&I Division conductor; and Mrs. Robert (Jean) Murdy, of Los Angeles, Calif. They have 11 grandchildren.

Heads Rail Committee of Midwest Shippers Advisory Board



D. P. Valentine

D. P. VALENTINE, general superintendent of transportation, was appointed chairman of the Railroad Contact Committee of the Midwest Shippers Advisory Board at a meeting of

that group on Dec. 18. He has been active in the organization for five years.



A TRIBUTE TO FRANK W. BUNCE. The special event pictured here is a luncheon held at the Chicago Club Jan. 14 to pay tribute to Frank W. Bunce, who retired recently from the position of chief mechanical officer. The occasion brought together many of his former associates and other retired members of the official

family. Seated at the head table are, left to right: J. P. Kiley, retired president of the railroad; Leo T. Crowley, chairman of the board of directors; Mr. Bunce; President William J. Quinn; and F. G. McGinn, vice president-operation.

Harry Ruud Retires; Honored By Traffic Fraternity Friends

Harry Ruud, assistant freight traffic manager-rates and divisions, was the guest of the traffic fraternity at a gathering in Art's Grill in Chicago Jan. 9 which marked his retirement at the end of 1962. A large number of his Milwaukee Road friends and others in the transportation industry took this occasion to pay tribute to his 43 years of service and to wish him a long and happy future.

All of Mr. Ruud's service was in Chicago, starting in the accounting department in 1920 after being briefly in the employ of the Illinois Central. In 1924 he transferred to the traffic department where he became chief clerk to assistant general freight agent in 1927 and was promoted to chief clerk to freight traffic manager in 1940. He was appointed assistant general freight agent in 1951, advanced to general freight agent in 1958, and to his last position in December, 1961.

He and Mrs. Ruud will continue to make Franklin Park, Ill., their home.



Harry Ruud

District Adjuster H. J. McLaughlin Retires in Des Moines

A SERVICE record of 43 years with the Milwaukee was highlighted recently when H. J. McLaughlin, district adjuster in Des Moines, Ia., was honored by fellow employes and friends at a retirement luncheon in the University Club, Chicago. He was presented with a gift of golfing equipment.

Mr. McLaughlin started his railroad career on Oct. 1, 1919 as a stenographer in the claim department at Minneapolis and subsequently was advanced to adjuster at Mason City, Ia. After serving in turn at Sioux City and Des Moines, he was appointed district adjuster of territory covering parts of the IM&D, the Iowa and the D&I Divisions, with headquarters in Des Moines, on Oct. 1, 1956.



H. J. McLaughlin

A P P O I N T M E N T S

Traffic Department

Effective Jan. 1, 1963:

Oliver R. Anderson, traffic manager of the Illinois Region, Chicago, is appointed traffic manager, Seattle, following the death of E. C. Derr.

P. A. Larson, assistant freight traffic manager, Chicago, is appointed traffic manager of the Illinois Region with headquarters in Chicago.

W. H. Wait, special assistant to vice president-traffic, Chicago, is appointed assistant freight traffic manager, rates and divisions, Chicago, following the retirement of H. Ruud.

R. E. Bennett, special rate officer, Chicago, is appointed assistant general freight agent, rates and divisions, Chicago.

E. S. Rogers, assistant district representative-rail highway sales, Chicago, is appointed assistant to general freight traffic manager-sales and service, Chicago.

G. F. Flynn, chief clerk to traffic manager, Seattle, is appointed assistant general agent, Seattle.

E. J. Murphy, foreign freight agent, New York City, is appointed assistant general agent, New York.

W. B. Alexander, general agent, Winston-Salem, N. C., is appointed general agent, Buffalo, N. Y., following the retirement of R. B. Birchard.

W. R. Hayghe, chief clerk, Boston, Mass., is appointed city freight and passenger agent, Boston.

N. G. Johnson, city freight agent, St. Paul, is appointed assistant grain agent, Minneapolis.

Engineering Department

Effective Jan. 1, 1963:

J. L. Frohmader, signal inspector, Chicago, is appointed supervisor-signals and communications with headquarters at Ottumwa, Ia., following the retirement of R. C. Dueland.

Operating Department

Effective Jan. 1, 1963:

D. H. Orr, trainmaster of the Milwaukee Terminals, is appointed trainmaster of the Iowa, Minnesota & Dakota Division with headquarters at Austin, Minn., following the assignment of W. K. Peterson to other duties.

Milwaukee-Kansas City Southern Joint Agency

Effective Jan. 1, 1963, all Joint Agency matters will be under the jurisdiction of D. F. Nicola, who is appointed general superintendent with headquarters at Second and Main Streets, Kansas City, Mo. He succeeds R. D. Fretwell, who has been promoted to assistant general manager of the Kansas City Southern Railway.

Railroads and Suppliers to Sponsor Mammoth Equipment Exposition

CHICAGO will be the scene this fall of the biggest railroad exhibit and the largest assembly of railroad people ever staged in the United States.

The American Railway Progress Exposition, sponsored jointly by railroad suppliers and the railroads, will be held Oct. 9-16 in McCormick Place and various hotels, and will include an outside exhibit on a mile of track at the Illinois Central's 31st Street yards.

Some 300 supply companies will display \$40 million worth of the latest railroad equipment ranging from rail fasteners to locomotives. At the same time, about 20 railroad, industry supply and shipper organizations will convene in Chicago.

Among organizations which will hold their annual meetings during this period are the Association of American Railroads, the Railway Progress Institute

and the National Association of Shippers Advisory Boards. The A.A.R. groups which will participate include the Communication and Signal Section and the Engineering, Mechanical, and Purchases and Stores Divisions. Other organizations which have scheduled sessions are the Air Brake Association, the American Railway Bridge and Building Association, the Car Department Officers Association, the Locomotive Maintenance Officers Association, the Railway Fuel and Operating Officers Association, and the Roadmasters and Maintenance of Way Association of America.

The supply organizations which have combined to present the exhibit are the Association of Track and Structure Suppliers, the National Railway Appliances Association, the Railway Supply Association and the Railway Signal and Communications Suppliers Association.

RETIREMENT

during November-December, 1962

General Office & System Employees

Anderson, A. M. Clerk . . . Chicago, Ill.
 Bredfeldt, C. Chief Draftsman . . . " "
 Bruner, R. Z. Clerk . . . " "
 Cleveland, L. F. Bureau Head . . . " "
 Druba, F. H. Lt. of Police . . . " "
 Florus, H. A. Chief Clerk . . . " "
 Freese, M. A. Clerk . . . " "
 Gaulock, J. C. Asst. Engineer . . . " "
 Kero, J. W. Telegrapher . . . " "
 Krizek, J. F. Chief Rate Analysis Clerk . . . " "
 Larsen, G. M. Clerk . . . " "
 Leigh, K. W. Asst. to Gen. Supt. Transportation . . . " "
 Lindskog, E. N. Secy. of Women's Club . . . " "
 Littwin, A. J. Clerk . . . " "
 Martell, E. E. Clerk . . . " "
 Montgomery, I. W. Clerk . . . " "
 Phipps, E. H. Janitor . . . " "
 Renfro, W. C. Walter . . . " "
 Ruud, H. Gen. Frt. Agt. " "
 Schuster, H. M. Secy. to Supt. " "
 Sykes, J. W. Porter . . . " "
 Ugglia, E. L. Clerk . . . " "
 West, R. H. Clerk . . . " "
 Winkler Jr., F. A. Asst. Statistician . . . " "

Chicago Terminals

Bergh, C. Electrician . . . Chicago, Ill.
 Burton, E. L. Engineer . . . Bensenville, "
 Cangelosi, C. Stevedore . . . Chicago, "
 Fox, C. Coach-Cleaner . . . " "
 Jackson, R. A. Snow Shoveler . . . " "
 Lyghts, E. Car Cleaner . . . " "
 Mark, D. L. Track Laborer . . . Mannheim, "
 Mc Carron, E. P. Switchman . . . Chicago, "
 Mickow, J. H. Electrician . . . " "
 Neuman, W. H. Helper . . . Bensenville, "
 Pellegrino, V. Section Laborer . . . Chicago, "
 Phillips, F. W. Reconsigning Clerk . . . " "
 Schmitz, J. F. Pipefitter . . . Bensenville, "
 Smith, B. M. Agent . . . Chicago, "
 Williams, R. W. Stower . . . " "
 Witte, J. M. Check Clerk . . . " "

Aberdeen Division

Dietel, G. W. Agt.-Operator . . . Norwood, Minn.
 Gulbranson, H. G. Storekeeper . . . Aberdeen, S. D.
 Hofer, J. Sec. Laborer . . . Bowdle, "
 Humphrey, H. C. Train Baggage . . . Minneapolis, Minn.
 Kiefer, J. V. Sec. Laborer . . . Zealand, N. D.
 Lee, J. W. Conductor . . . Aberdeen, S. D.
 Neiffer, E. A. Sec. Laborer . . . Miles City, Mont.
 Patterson, P. L. Conductor . . . Aberdeen, S. D.
 Virvay, J. Sec. Laborer . . . Wolsey, "

Coast Division

Casad, F. M. Operator . . . Tacoma, Wash.
 Coyne, J. M. Machinist . . . " "
 Ingalls, C. B. Clerk . . . Seattle, "
 Krutz, F. J. Yardman . . . Tacoma, "
 Markham, L. E. Carman Helper . . . " "
 Mc Kee, C. C. Conductor . . . " "
 Robinson, R. L. Yardmaster . . . " "
 Tucker, R. N. Sec. Laborer . . . " "
 Warren, W. L. Laborer . . . " "
 White, R. L. Janitor . . . " "

Dubuque & Illinois Division

Bogue, R. J. Engineer . . . Dubuque, Ia.
 Bowen, N. P. Secretary . . . Ottumwa, "
 Chadwick, L. J. Brakeman . . . Kansas City, Mo.
 Doherty, W. C. Machinist . . . Savanna, Ill.
 Dueland, R. C. Supervisor . . . Ottumwa, Ia.
 Gilligan, G. Conductor . . . Bensenville, Ill.
 Hobbe, M. D. Policeman . . . Dubuque, Ia.
 James, L. G. Conductor . . . Savanna, Ill.
 Lancey, C. E. Fireman . . . Ottumwa, Ia.
 Lein, C. R. Track Laborer . . . Laredo, Mo.
 Ludovissy, J. Lampman . . . Dubuque, Ia.
 Meland, P. O. Sec. Laborer . . . Postville, "
 Noffs, C. E. Pass. & Frt. Agt. . . Elgin, Ill.
 Radke, O. A. Switchman . . . Savanna, "
 Schrader, C. E. Sec. Foreman . . . Charles City, Ia.

Iowa Division

Broussard, R. L. Fireman . . . Cedar Rapids, Ia.

Evanoff, D. Sec. Foreman . . . Coon Rapids, Ia.
 Fichter, F. G. Carman Helper . . . Council Bluffs, "
 Hannum, E. L. Yardmaster . . . " "
 Moen, A. I. Car Inspector . . . " "
 Myers, W. M. Sec. Laborer . . . Perry, "
 Riedmiller, V. E. Custodian . . . Lavlnia, "

Iowa, Minnesota & Dakota Division

Barrett, H. R. Sec. Laborer . . . Mankato, Minn.
 Betsinger, H. R. Sec. Foreman . . . Mabel, "
 Golden, A. E. Sec. Foreman . . . Austin, "
 Hoff, H. S. Agent . . . Lanesboro, "
 Hoffman, A. J. Warehouse Foreman . . . Austin, "
 Johnson, J. I. Carpenter . . . Elk Point, S. D.
 Kelsey, L. J. Hostler-Treating Plant Operator . . . Jackson, Minn.
 Okre, L. H. Clerk . . . Albert Lea, "
 Pavlosky, J. A. Engineer . . . Mitchell S. D.

La Crosse Division

Berger, H. G. Conductor . . . Milwaukee, Wis.
 Burgess, C. C. Fireman . . . Minneapolis, Minn.
 Falter, L. B. Night Rndhse. Foreman . . . Janesville, Wis.
 Green, K. M. Fireman . . . Minneapolis, Minn.
 Komiskey, M. J. Mail & Baggage Handler . . . New Lisbon, Wis.
 LaFore, H. E. Mach. Helper . . . LaCrosse, "
 Lang, H. J. Pass. Conductor . . . Minneapolis, Minn.
 Mc Dermott, T. Warehouse-Foreman . . . Madison, Wis.
 Murphy, E. F. Switchman . . . Janesville, "
 Noe, H. D. Conductor . . . Madison, "
 Pliifka, O. A. Sec. Laborer . . . Red Wing, Minn.
 Reidel, R. J. Engineer . . . St. Paul, "
 Schuenke, W. A. Sec. Laborer . . . Watertown, Wis.
 Weidenhamer, H. D. Pass. Brakeman . . . Minneapolis, Minn.

Milwaukee Division

Anderson, J. H. Agent . . . Marinette, Wis.
 Cieslewicz, S. A. Carman . . . Green Bay, "
 Grivetti, J. A. Conductor . . . Ladd, Ill.
 Jeske, H. F. Conductor . . . Oshkosh, Wis.
 Karsten, F. E. Sec. Laborer . . . Hartford, "
 Kryzaniak, A. J. Brakeman . . . Waupun, "
 Luepke, C. A. Engineer . . . Milwaukee, "
 Taylor, J. B. Sec. Laborer . . . Freeport, Ill.
 Ziebell, E. F. Carman Helper . . . Green Bay, Wis.

Milwaukee Terminals & Shops

Bellows, G. W. Engineer . . . Milwaukee, Wis.
 Bloomquist, J. E. Pricing Clerk . . . " "
 Braun, C. C. Switchman . . . " "
 Buchholz, G. A. Steamfitter . . . " "
 Butler, S. A. Telegrapher . . . " "
 Coyne, J. J. Crossingman . . . " "
 Cunningham, W. Shop Laborer . . . " "
 Dashner, C. G. Chauffeur . . . " "
 Duty, J. W. Asst. Foreman . . . " "
 Gau, E. E. Blacksmith . . . " "
 Ghoston, G. Laborer . . . " "
 Ireland, G. V. Gen. Storekeeper . . . " "

Oral G. Claflin

ORAL G. CLAFLIN, 56, agricultural agent with headquarters in Aberdeen, S. D., died there unexpectedly on Dec. 8. His death was caused by a heart seizure while hunting.

"Ole" Claflin was a native of Alma, Wis., and a graduate of the River Falls State Teachers College in River Falls, Wis. After his graduation he taught vocational agriculture in the Alma and Lodi, Wis., high schools and later became a county agricultural agent in Wisconsin. He entered the service of the

Janke, H. J. Chauffeur . . . Milwaukee, Wis.
 Kleser, C. C. Hostler . . . " "
 Kurth, I. A. Train Dispatcher . . . " "
 Meyers, A. T. Welder . . . " "
 Millionzi, F. F. Foreman . . . " "
 O'Connors, G. D. Check Clerk . . . " "
 Pfeffer, J. P. Yard Conductor . . . North Milwaukee, "

Reinhardt, E. O. Yard Clerk . . . Milwaukee, "
 Rogutich, J. Crane Operator . . . " "
 Sampson, A. J. Chauffeur . . . " "
 Sorrem, A. J. Switchman . . . " "
 Stachowiak, R. E. Crew Caller . . . " "
 Tasse, C. A. Engineer . . . " "
 Wegner, K. H. Chemist . . . " "
 Wilkinson, J. D. Switchman . . . " "

Off Line

Gore, A. G. Trav. Frt. & Pass. Agt. . . New York, N.Y.
 Keane, L. W. Chief Clerk . . . Dallas, Tex.

Rocky Mountain Division

Ashley, A. T. Brakeman . . . Miles City, Mont.
 Beaver, L. K. Engineer . . . Deer Lodge, "
 Gunther, C. Conductor . . . Moberg, S. D.
 Hilderman, J. Carman . . . Miles City, Mont.
 Kelm, A. M. Carman . . . " "
 Kvamme, G. J. Rndhse. Laborer . . . Harlowton, "

Terre Haute Division

Clark, W. L. Conductor . . . Terre Haute, Ind.
 Deal, C. L. Conductor . . . " "
 Fish, C. C. Agt-Telegrapher . . . Bedford, "
 Matthews, A. G. Agt-Operator . . . Odon, "
 Pound, R. D. Switchman . . . Terre Haute, "
 Singleton, G. Sec. Laborer . . . Faithorn, Ill.

Twin City Terminals

Buss, G. J. Mail-Handler . . . St. Paul, Minn.
 Draves, R. L. Towerman . . . Minneapolis, "
 Hageman, C. M. Carman . . . St. Paul, "
 Jewett, O. S. Asst. Foreman . . . " "
 Lemay, A. M. Dist. Storekeeper . . . " "
 O'Brien, M. R. Chief Yard Clerk . . . Minneapolis, "

Chairman of TOFC Association



W. L. Sarakenoff

At a meeting on Jan. 8, W. L. Sarakenoff, assistant to general superintendent of transportation, was elected chairman of the TOFC Association of Chicago. The organization's membership consists

of the major Chicago area railroads and their subsidiaries or cartage companies that handle trailer on flat car shipments in the Chicago area.

Milwaukee Road as agricultural agent at Aberdeen on Jan. 1, 1947, handling agricultural matters in North and South Dakota and in Montana east of Butte.

Mr. Claflin was active in soil conservation work, and was instrumental in establishing soil conservation districts in South Dakota. He was one of the original members of the agricultural advisory committee to South Dakota State College, and continued in that capacity until his death.

He is survived by his wife, Cleo, a daughter, Alice, sons Joseph and Thomas, and four brothers.

Mom and Dad to 20

Foster Parents Who Love Kids Always Find Room For More

WHEN the Douglas B. Dalls were married 22 years ago they wanted a family, and today they have one of which any parents might be proud.

Childless themselves, in the past 20 years the Dalls have been Mom and Dad to a brood of 20 foster children, including one they adopted. Right now their home in the Edison Park district of Chicago is filled with the activities of four growing youngsters, but there's always room for more.

What happened in between is that Doug Dall, an IBM machine operator for the Road's new electronic accounting operation in Chicago, and his wife Valerie tried early in their marriage to adopt a child, but were told it would require a long time. For a while, then, they took care of children in need of a temporary home, but finding it hard to part with them, decided to contact agencies that wanted to place foster children more or less permanently.

The arrangement has worked wonderfully for the Dalls. Their home, with 14 rooms, three bathrooms and a big yard, is ideal for rearing a large family, and because the agencies pay expenses they can have more children and help those with special problems.

Child welfare agencies like it also. Due to Mrs. Dall's 15 years of experience as a trained nurse, the children they send them invariably have emotional problems requiring sympathetic care. But the response to affection and normal family living is such that by the time a child leaves (the Dalls still take children temporarily, can't turn one away) or stays and grows up, it is a happy, well adjusted individual.

The Dalls' way of handling children sounds simple enough—a combination of understanding, enthusiasm, firmness, and a lot of love. And it works, for though there are occasional rebellions among them—what the Dalls call "outbursts of normal independence"—everyone gets along surprisingly well. And this among a racial mixture that has included Russian, Hungarian, French, Scottish, English, Irish, Polish, American Indian and a few others.

The youngsters attend a progressive public school equipped to handle emotional adjustment problems. Deportment is an important word on their report



The Dall family enjoys a sing-along as Mrs. Dall plays the organ. Starting with Mike, the dog, they are Mary, 6 (left), Laura Mae, 17, Richard, 12, Mr. Dall, and Susan, 5. Susan and Mary are sisters.

cards, and they come out pretty well. Perhaps the best judges are the Dalls' neighbors, who keep telling them, "Your children are so polite."

The household is set up so the youngsters have privacy and room for recreation. Boys and girls are on separate floors, and each child has its own room and is trained to take care of it. The yard once had flower beds, but the Dalls decided the children needed a play ground more than they needed flowers.

Everyone lends a hand with the housework. In their present family, for instance, five-year-old Susan and Mary, 6, help with the dishes. Richard, 12, has a newspaper route—he must bank a third of his earnings, but may keep the rest—and helps Mary and Susan. Laura

Mae, 17, gets an allowance like the others, but is excused from some chores to concentrate on her studies at Carl Schurz High School.

Mr. Dall, who works on a 3 P.M. shift, helps to care for the children so as to free his wife for her own studies toward a medical degree at Northwestern University. With his help she also served recently as chairman of the fund appeal of the Illinois Council for Mentally Retarded Children in Jefferson Park.

Laura Mae helped, too, by recruiting a group of her classmates to baby sit for the area's 296 door-to-door marchers. Entirely her own idea, it was an example of the pleasant rewards that come to people who just plain love kids.

Eric B. Gehrke

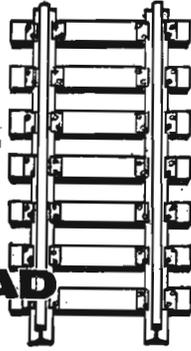
ERIC B. GEHRKE, former auditor of expenditure who had been acting in a consulting capacity recently, died in Chicago Jan. 15. Funeral and burial services were held in Wausau, Wis.

Mr. Gehrke entered service with the Road in 1919 after two years in the Army during World War I, starting as a clerk in division headquarters at Wausau. He was promoted to division accountant at Green Bay, Wis., in 1926 and advanced to bureau head of the

Northern Accounting District in Minneapolis in 1932. Transferring to Chicago in 1938 as traveling accountant for the auditor of expenditure department, he became chief clerk in 1955, chief disbursement accountant in 1959, and assistant auditor of expenditure in August, 1960. He was appointed auditor of expenditure in November, 1961, and served in that capacity until Dec. 1, 1962.

Surviving are his wife, Esther, two daughters, Lorraine and Mrs. Joan Schnell, and four grandchildren.

ABOUT PEOPLE OF THE RAILROAD



Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Randy Gilmore, son of Switchman Ralph Gilmore, who played end on the undefeated and untied Milwaukee Lutheran "Knights" the past season, was one of five players from that school picked by football coaches for the first team of the Midwest Prep Conference. The all-star line averaged 183 pounds, with Randy, at 210 pounds and 6 feet 3 inches, the largest player.



An article in a recent issue of a chemical and engineering paper dealt at considerable length with a valuable finding in biochemistry by Dr. Robert M. Bock, son of Switchman Glenn Bock. As a member of a two-man research team at the University of Wisconsin, Doctor Bock was credited with helping to carry out studies that shed new light on characteristics in structural concepts of protein.

The deer hunters are home—Switchman George Apostoloff and Steve Moniza with a four point buck each; Switchman Charles Kuchan's son, Junior, with a three point buck; Yardmaster Fred Curd's son with an 8 pointer, and Gordon Gerbing's son with a doe, while Yardmaster Norv Wolf had a 7 point buck to show for his marksmanship. There was one casualty among our fellows. Don Cieszynski was shot in both legs and will be in casts for about six months.

Mr. and Mrs. Robert Kaine announced the birth of a baby daughter Oct. 12. She has been named Mary Aroon.

Les Gutknecht's daughter was married Nov. 25 to James Kotter, the ceremony taking place at Ascension Lutheran Church and reception following at the Saratoga Lounge.

Stationmaster Paul Merten recently announced an addition to his family, a son born Nov. 27.

Switchman Al Sorremm retired Dec. 11 and Joe Pfeffer Nov. 30.

Baby Dennis Dean arrived Dec. 13 to bring special Christmas joy to the Dennis Klingler family. Bernie and Mrs. Larsen also have a baby son, Daniel,

born Dec. 12.

Hats off to Engineer George Pulaski who ran up a 300 as his match game bowling score at the Parkway Recreation Lanes Dec. 13.

Twin girls arrived Dec. 17 for the Ken Bol family. They were so certain a boy was coming that they had no name chosen for a girl, to say nothing of two!

It was a baby daughter, Deborah, for the Tim Caveys on Nov. 30, and also for the Howard Hansas family, Jeanne Marie, born Dec. 26. Howard is the assistant wire chief in the "GO" office in the Milwaukee depot.

Retired Switchman Max Wenkman, 83, passed away Dec. 15 after several months illness. The Wenkmans have lived at 1010 Church Street, Wisconsin Dells, since Max retired in 1944.

Mr. and Mrs. Freddie Grieb held their annual open house at their home in Pewaukee New Year's Day. Many of their railroad friends were present including Retired Stationmaster John Crowley and wife.

FOWLER STREET STATION

Pearl Freund, Correspondent

Lowell Wait, outbound rate department, is taking seriously his duties as Cub Master of Pack 223, Hawthorne Public School. At an award ceremony in November his pack was awarded three meritorious ribbons for the following: increasing pack membership by more than 10 percent, submitting charter request ahead of schedule, and attendance

at the annual campout. This was a "first" for a pack to be a triple winner in the southeastern district of Milwaukee County Council. The ribbons will be displayed from the pack flag standard. For their Christmas activity, the pack went caroling. The enthusiasm Lowell holds for this civic activity is also shared by his two sons, David and Dale, who not only met the original 12 requirements to earn their badges of rank, but also repeated these requirements to merit gold arrows.

Henry Nehrbass, who has been stationed with the Army at Fort Campbell, Ky., has returned to service. In 1957 Henry was drafted, and after serving the required two years chose to re-enlist. He is employed as auto messenger and yard clerk.

Mr. and Mrs. Charles Miotke have announced the engagement of their daughter, Carol Lynn, to Gary Gerald Moschea. Both are sophomores at the University of Wisconsin, Milwaukee. Mr. Miotke is employed at House 7 as a check clerk.

The annual Christmas party of the NARBW was held at the Wisconsin Hotel. A voluntary contribution for the Southern Colony at Union Grove was voted upon in lieu of a gift exchange. A chapter of the "Sweet Adelines" entertained the group with their singing, barbershop style. Two NARBW members belong to the group, Grace Johnson, secretary to general superintendent, and Clara Ness, C&NW switchboard operator. Buhl Johnson, Grace's husband, directs the Sweet Adelines, who provided some mighty fine harmonizing.



Coast Division "Outstanding Apprentice"

Electrician Lawrence M. Petroski of the roundhouse force in Tacoma, Wash., was notified recently that he had been chosen to receive an "Outstanding Apprentice" award from the International Brotherhood of Electrical Workers. As pictured here, he is being awarded the certificate and lapel pin by District Master Mechanic G. J. Johnston as Earl S. Brickell, the electrical workers committeeman, stands by.

Mr. Petroski, whose father, Zygmunt, is a retired Tacoma roundhouse machinist; started his apprenticeship on June 5, 1957. He served in the Army from June 1960 to June 1962, and is now working as a journeyman electrician.



GOOD DEED PROJECT

of the Milwaukee, Wis., Chapter of the National Association of Railway Business Women is carried out by Elvira Wurch, secretary in the district surgeon's office, shown selling a holiday fruit cake to Fireman H. Cummisford of the Milwaukee Division while Engineer W. Kaddatz looks on. The NARBW effort supported the service and rehabilitation fund drive of the Multiple Sclerosis Society of Milwaukee. (Milwaukee Journal photo)



First Ladies of the Order of St. Christopher

THE Order of St. Christopher for Catholic Railroadmen, which voted a change of name at its 1962 convention in order to admit railroad women, recently gained these new members. The picture above, taken at St. Rose Church in Milwaukee, shows the first railroad women to enroll in Milwaukee Chapter of the Order of St. Christopher for Railroad Employees. Accepting symbolic roses from President Sal Balistreri, employed at Milwaukee Shops, are from left: Mrs. McDermott, wife of a railroad man; Catherine McConville of the Road's Davies Yard force; Pearl Freund, rate clerk at Fowler Street station; Hortense Bouchard, a C&NW employe; Cicilia Russell, Milwaukee Shops dispensary nurse; Julia Schoenleber, C&NW; and Olive Daley, nurse at the Milwaukee Shops dispensary.

Milwaukee Chapter of the society named for the patron saint of travelers was organized at St. Rose Church with the pastor, Monsignor Clark, serving as chaplain. Officers include, in addition to Mr. Balistreri, Henry Koehler of the Milwaukee Motor Transportation Company force as recording secretary, and Arthur Remus, freight carman welder at Milwaukee Shops, as treasurer.



◀ **HOME WEDDING** in Elgin, Ill., Dec. 8 united Carol Sue, daughter of City Passenger Agent W. M. Van Buren, Chicago, and Lloyd Kellenberger. For details, see the Chicago traffic department news.

RECEIVES SILVER PASS.

G. W. Larson, traveling freight and passenger agent at Boise, Ida. (second from right), receives his 45-year service pass with the congratulations of V. E. Straus, freight traffic manager-sales and service, Chicago. Looking on are D. H. Parker, general agent in Salt Lake City (left), and George Neu, traffic manager in San Francisco. Mr. Larson, who started as an office boy at Minneapolis in 1917, has served as city freight agent in Minneapolis and was traveling freight and passenger agent in Salt Lake City from 1940 until he was appointed to his present position on Nov. 1, 1957.



MARKING 45 YEARS OF SERVICE in a Milwaukee Road career of wide experience, Clair W. Capron (left) is presented with his Silver Pass by W. E. Fuhr, assistant chief engineer signals and communications. Starting at Portage, Wis., in 1917 as a crew caller, Mr. Capron has served as assistant timekeeper, assistant division accountant, traveling time inspector, district safety engineer, and on various other accounting and operating department positions. Since 1959 he has been chief clerk to communications engineer in Chicago.

Brothers Work Side by Side 50 Years; Honored With Gold Passes



Climaxing the presentation of their Gold Passes, Ray (seated) and Clarence Kranz pose with their well-wishers. From left: G. J. Barry, assistant superintendent of the Milwaukee Division; Agent F. B. Piche of Rondout, Ill., and Clerk R. J. Owens; Roadmaster L. W. Cole; Alfred Kranz, Clarence's son, and Division Engineer H. C. Minter.

A LIFETIME practice of doing things in unison was brought to light recently when the brother team of Raymond E. and Clarence A. Kranz was honored with Gold Passes in recognition of 50-year service records with our railroad.

The passes were presented by Assistant Superintendent G. J. Barry of the Milwaukee Division in an informal ceremony at Rondout, Ill., where the brothers

spell each other on the position of yard clerk.

The "togetherness" trait goes back to the Kranzes' boyhood when their father, Adam, moved the family from Rock Valley, Ia., Ray's birthplace, and took a job as section foreman at Rondout. The senior Mr. Kranz had more than 40 years of service when he retired.

Clarence was born in Deerfield, Ill.,

and the brothers learned their three "Rs" in the old one-room Bradley district school. After finishing there Ray worked briefly for the Elgin, Joliet and Eastern, but he counts his start in railroading from 1910 when he entered the Road's service at Rondout as a yard clerk. Clarence signed up for the same type of work in 1912.

The brothers worked side by side until World War I, when they joined the Army. Both saw service with the American Expeditionary Forces in France, Ray with the Infantry and Clarence with a Headquarters company. At the war's close their jobs at Rondout were waiting, and they have continued to fill them continuously, all of their service being at that point.

The personal lives of the brothers have also been similar in many ways. For instance, both are long-time residents of Lake Bluff, Ill. Clarence, a widower, lives in the old Kranz homestead, and Ray and his wife Celia have a home nearby. Also, each became the father of two children and lost a son in World War II. And again, their surviving children have made them the grandparents of two—Ray's daughter, Evelyn, has a girl and a boy, and Clarence's son, Alfred, is the father of two girls.

Both of the brothers have also enjoyed unusually good health, and during their 50 years of railroading have seldom missed a day's work. Ray is currently on the 11 P.M. shift at Rondout, with Clarence taking over at 7 A.M. for the day shift. For the present, retirement is not in the cards—just something to talk about.

Robert T., son of Anthony Stollenwerk, revising clerk in the regional office, was elected to membership in the Milwaukee chapter of the National Association of Accountants Nov. 5. Robert is assistant controller of the fittings division of the Ladish Company.

The deer hunting season went by almost unnoticed until Moe Draeger, freight service inspector, had his usual good luck. He says it was a young forked horn deer this time.

Sympathy was extended to Barbara Dominguez whose father died Nov. 23. Barbara was in St. Francis Hospital seriously ill for five weeks and it was during this time that her father was stricken with pneumonia and brought there so she was unable to visit him in the hospital or attend the funeral. At this writing Barbara is recuperating and stopped in for a brief visit to extend holiday greetings to her fellow workers in the regional office.

Penelope Dresden has ended her service with the Road and forsaken Wisconsin for a home in Hawaii. She left Nov. 30 and after visiting friends in Los An-

geles will embark on her trip to a new job and new home in Hawaii.

We learn from NOIBN, the magazine published by the Transportation Club of Milwaukee, Inc., that "Hot Shot" Franco is really trying to show up the league. He has recently added a 617, 566, 594, 553 and 559 to his bowling scores. Franco is Enrico J. of the outbound rate department and he has been holding out on his co-workers.

Margaret Hagberg, lead machine operator, had our sympathy when her father died suddenly Nov. 3 in the family home at Cedar Grove, Wis.

Minnie Walters, OS&D, Susan Kissell and Mary Boyland, expense clerks, Carol Dombrowski, C&O clerk, and your correspondent attended the Christmas party at Gallagher's, planned for the women in the Terminal.

An exceptionally nice Christmas party was held at Kalt's for the regional employees and agency, their family and friends. The new addition at Kalt's was colorfully decorated and everyone in holiday attire lent a party atmosphere. Santa Claus Keller of the revising de-

partment distributed fun gifts and delivered the Christmas oration, "Twas the Night before Christmas" a la beatnik style. The younger guests entertained with the Twist and the Limbo while older folks clung to the more conventional dances. Had prizes been awarded for the exhibition, they might have gone to Evelyn Swanson, key punch operator, and Nakleh Tawil, auto messenger, for the Twist, and to Gene Wagner, yard clerk, and Kathy Grabowski, Soo Line, for the Limbo.

Gordonna Gruber, expense clerk, on a leave from the regional office, has returned to Europe for a visit with her mother who has been ailing.

Henry L. Schmitt Sr., better known as Butch, took his pension Jan. 2 after 42 years' service. He started work as a delivery clerk in House 7 where he later served as foreman until his retirement. He will continue to live in Milwaukee and will no doubt follow his favorite sport, baseball. He has two married children, a son Henry Jr., chief engineer of Sinclair Oil and Refining at Jones Island, Milwaukee, and a daughter Mrs.



BOSSES' NIGHT dinner party of the Women's Traffic and Transportation Club of Seattle was well attended by Milwaukee Road personnel. Those seated above are, from left: H. A. Sauter, foreign freight agent; G. M. Williamson, general freight agent; Kay Miller, freight department stenographer; and W. S. McKee, assistant traffic manager, Seattle. Standing are G. F. Flynn, assistant general agent, and Agnes Horak, clerk in the general freight department. One of the fun features was the skit pictured below in which Laretta Burchard, secretary in the industrial department, went safari-ing with (from left) Industrial Engineers P. W. Davis and R. D. Argue and Assistant Industrial Engineer Bruce Solly.



RETIREMENT HONORS accorded Conductor Lewis James (center), who made his last trip on the Chicago-Elgin suburban run Nov. 30, included congratulations to him and Mrs. James of this group of co-workers gathered in the Chicago Union Station. At the left is F. G. McGinn, vice president-operation, who presented him with an Elgin wrist watch and a cash gift from his well-wishers. Conductor James worked for the EJ&E and the Wabash before joining the Milwaukee, with which he had 42 years of service, as a conductor since 1926. He and his wife will continue to live in Elgin, which is convenient for visiting their daughter in Bensenville, Ill., and another in Arlington Heights, Minn., and their eight grandchildren.



◀ **SUPER SERVICE** commendation was conferred recently on Mrs. Fred Alesi, wife of tractor operator at the Chicago-Division Street freight house, by the management of the Carson Pirie Scott & Company department store, where she is in charge of the cosmetic and bristle goods department. To accommodate a customer who wanted to buy a \$250 hair brush manufactured by an English firm, Mrs. Alesi contacted the company's London office, which advised her where the only one in Chicago could be purchased.



◀ **THE WHOLE CREW** posed with Jesse F. Smith (right) when he retired recently as a switchman at Bensenville Yard. Reading from left they are Engineer C. Yourkovich, Fireman J. Turney, and Switchmen J. J. McCluskey and William Boroni. The photographer was Switchman Smith's son Orville, who is also a switchman at Bensenville.



OFF LINE CHURCH WEDDING. Anthony S. Dybicz, secretary in our road's Philadelphia traffic office, and Miss Rosemarie Gogol, who were married recently in St. Hedwig's Roman Catholic Church in Chester, Pa. They spent their honeymoon at Cove Haven Lodge in the Poconos.

Silas Farmer, whose husband is a recent graduate of the Marquette School of Medicine.

Ray Lemke, delivery clerk at House 7, has also retired. He began work Sept. 22, 1920 and all his service was in House 7. Ray has a son and a daughter married, and an unmarried son still living at home.

Word has been received of the death of William S. Bryden, former janitor and fireman at Fowler Street. He passed away Nov. 16 in San Diego, Calif., where his wife and daughter Sheila survive. Mr. Bryden took leave in 1954 as a victim of multiple sclerosis.

Coast Division

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Assistant General Adjuster Harold J. Barry and wife Rosamond spent the holiday season with their daughter, Mrs. Tom Marston and family at Memphis, Tenn. The two grandsons, John and Michael, were the main attraction . . . In November, Mrs. H. J. Barry, who is president of the North Central Deanery of the Archdiocesan Council of Catholic Women, attended the biennial convention of the Council in Detroit. As national chairman of the libraries-and-literature committee, she presided at a workshop and presented a paper to this group.

FREIGHT CLAIM DEPARTMENT: A daughter, Michele Marie, arrived for the H. O. Emels Oct. 31, 1962 . . . Carol Minard spent her vacation in California and Scottsdale, Ariz. . . . Craig, son of T. M. Hermann, chief clerk, received the Inspirational Award and was elected team captain of the West Seattle football team Nov. 20. He also received honorable mention on the All City teams selected by local newspapers. Craig, a high school senior, hopes to attend the University of Washington.

GENERAL: The Milwaukee family's annual Christmas luncheon was held in the Roosevelt Hotel and 102 persons attended. Master of Ceremonies B. E. Luterma introduced Mr. Joshua Green Sr., the Road's western director, who extended greetings to the group. Santa Gene Porter distributed hams and other gifts to all good boys and girls. Arrangements for the party were made by Lauretta Burchard and Bruce Solly of the real estate department. The Rev. Claude C. Collins of Grace Baptist Church delivered a holiday message and the group singing was accompanied by Bob Brinkley at the piano.

LOCAL FREIGHT OFFICE: Mary A. Webb, chief car clerk, retired Sept. 28 after 25 years' service. She first worked for the Road from 1918 to 1923 and then returned in 1942 and remained until retirement. She was honored at a luncheon given by the ladies of the freight office, and later at a social hour attended by employes of the freight office and other departments, as well as retired personnel and friends from other roads. She and her husband plan many motor trips on

Wagner, S. D., Agent Honored as "Scouter"



J. D. Mullen

ACTIVITIES in the Boy Scout movement of J. D. Mullen, agent at Wagner, S. D., were recognized Nov. 29 when the biennial "Scouter" banquet at Mitchell, S. D., was known as "Jim Mullen Night". Agent Mullen was the guest of honor at the banquet, which also recognized the service of other Scout leaders.

He has been active in Scouting for

seven years, starting with the organization of Cub Pack 126 in Wagner, which he has served as Cubmaster and Assistant Committeeman. He also helped organize Explorer Post 126 at Wagner, the Cub den at Dante, S. D., and the Scout troop at Greenwood.

The banquet at which he was honored was held at the Masonic Temple in Mitchell and attended by Scouters throughout the district extending from Chamberlain to Salem and south to the Missouri River. State Senator Robert Hirsch, a Scoutmaster and former Eagle Scout, was the speaker.

Agent Mullen, born in Valley Junction, Ia., and reared in Armour, S. D., has worked for the railroad at Corsica, Tripp, Lesterville and Geddes. He has been stationed at Wagner since 1956. In addition to his interest in Scouting, he is active in the Izaak Walton League and is a member of the Chamber of Commerce. His son James is active in Scouting also, as a member of Explorer Post 126.

which she will use the set of luggage presented to her.

TRAFFIC—GENERAL FREIGHT DEPARTMENT: Friends of W. Z. McElwain were shocked to learn of his death Dec. 18 following a stroke on Dec. 9. "Steve" retired as chief ticket clerk in the Seattle city office in June, 1959, after 47 years' service which began in the Union Station. His wife, Edith, died in March, 1962. Surviving are three brothers and two sisters in New York and Quebec. Services were held in the Bonney Watson parlors and burial was in Cedar Lawn Memorial Park, Redmond, Wash. . . . Late 1962 was a lucky time for Laura K. Bahl. She won the mink stole given away at the holiday party held by the Women's Traffic and Transportation Club. Then, after Christmas, she displayed a beautiful diamond on the proper finger of her left hand.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Old timers will recall Jim Martin, who retired in 1942 as chief waybill clerk at the Local Freight after 41 years' service. He is now living in the Sunlite Nursing Home, 1201 Walnut Avenue, Long Beach, Calif.

The annual Christmas luncheon for active and retired employes was held Dec. 20. Among the retired folks present were A. C. Andersen, Fred Johnson, Florence McCauley, Henry Rudd and E. S. Davies. Also among the familiar

faces were Milton Kutz and D. C. Sutton. Fred Dafoe missed the party for the first time since his retirement in 1947. A severe cold kept him at home.

Sympathy was extended to Bill Head whose wife died recently after a long illness, and to Harold Williams, traveling freight agent, on the recent death of his mother.

TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Norman Wood and his children visited in Los Angeles in mid-November and Steamfitter H. Preston and his wife vacationed there in December.

Magnus Peterson Furu, 79, passed away Nov. 19. He was a car inspector at the time of his retirement Nov. 1, 1948 . . . Frank W. Krzyska, former electrician at Minneapolis Coach Yard, suffered a fatal heart attack Nov. 12 at the age of 47.

Lamont Wood, who was a steamfitter apprentice at the Coach Yard until called to military service, sent Season's Greetings from Germany to his former co-workers.

Jobe Francis, retired carman, died Dec. 7 after a two-year illness. Funeral services were held in Holy Trinity Lutheran Church, St. Paul. Survivors include his wife Mary; three daughters, Mrs. Martin Gruis and Mrs. Anton Gruis of Hastings, and Mrs. Louis Anderson, St. Paul; a son, James, of Spokane, and five brothers.

The best way for a housewife to have a few minutes to herself at the close of the day is to start doing the dishes.

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Distributing gifts at the annual Christmas luncheon of the railroad family in Seattle (read the Coast Division news) is Secretary Madge Dougherty, with J. F. Grier, western director of industrial and real estate development, on the receiving end.



Santa's arrival at Oconomowoc, Wis., on a Milwaukee Road train opens the Christmas shopping season in that city. (R. J. Higgins photo)



L. H. Dugan, vice president and western counsel, being presented with a gift at the Seattle party. Seated beside him is Joshua Green, western director of the railroad.

COMPLIMENTS OF THE SEASON

THE spirit of the holidays is still with us in these scenes of good fellowship—reminders of a Christmas replete with entertainment, feasting, music, personal appearances of Santa Clauses, and other treats shared by the Milwaukee Road family while toasting the old year out and welcoming the new.



Enjoying the traditional open house of Minneapolis freight and data office employes are R. H. Harding, freight traffic manager (left), and General Agent J. H. Mitcham.

◀ Group taking in the fun at the Seattle luncheon includes at far left R. C. "Doc" Sanders, retired Seattle general freight agent.

At the Seattle Christmas luncheon a demonstration of what the well dressed Santa Claus should wear by City Freight Agent G. L. Porter is appreciated by Foreign Freight Agent H. A. Sauter.

Christmas open house committee of the Chicago reservation bureau and others who helped to arrange a smorgasbord served to co-workers in the Union Station. Seated is Manager A. M. Schirp.

Carving the turkey at the Minneapolis Christmas luncheon is L. J. Nyberg, senior regional data revisor, assisted by Lola Kane, expense clerk. Hosts were freight traffic and data office employes.



here's how we're doing



	DECEMBER		TWELVE MONTHS	
	1962	1961	1962	1961
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$18,990,284	\$19,046,254	\$230,981,637	\$225,009,310
PAID OUT IN WAGES				
8,357,346	8,669,694	106,172,117	105,948,284	
PER DOLLAR RECEIVED				
(cents)	44.0	45.5	46.0	47.1
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	762,155	727,826	9,407,264	9,099,691
PER DOLLAR RECEIVED				
(cents)	4.0	3.8	4.1	4.0
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,255,496	8,118,342	112,746,813	104,633,163
PER DOLLAR RECEIVED				
(cents)	43.5	42.6	48.8	46.5
NET INCOME	1,615,287	1,530,392	2,655,443	5,328,172
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	78,095	81,341	1,108,386	1,072,369
Increase 1962 over 1961 ..	—	—	+36,017	—
Decrease 1962 under 1961 ..	—3,246	—	—	—

Chicago General Offices

OPERATING DEPARTMENT

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

Howard A. Florus, assistant chief clerk to vice president-operation, was honored by a large group of his friends and fellow employees in the Union Station at a luncheon held Dec. 20 in the Fred Harvey Canterbury Room marking his retirement at the end of the year. F. G. McGinn, vice president-operation, was the principal spokesman for the group, which included many of the Road's supervisors.

Mr. Florus, a native of Bloomfield, N. J., left a job with the Omaha World Herald to enter railroading in 1922 as secretary to H. A. Scandrett, then vice president of the Union Pacific. He came to the Milwaukee in 1928 when Mr. Scandrett became president of our railroad and later served as secretary to his successor, C. H. Buford. Subsequently he served in the same capacity to Leo T. Crowley, chairman of the board of directors. Since 1955 he had been secretary to assistant to vice president-operation, chief clerk to assistant to president, and had served on his last position since Jan. 1, 1962. He and Mrs. Florus will continue to live in Northbrook, Ill. Their daughter, who has four children, lives nearby in Deerfield, and they have a son with one child who lives in Franklin, Ohio.



H. A. Florus



K. W. Leigh

Fred Harvey's Canterbury Room was the scene also of a retirement luncheon given on Dec. 21 in honor of K. W. "Ken" Leigh, assistant to general superintendent of transportation. The affair was highlighted by the presentation of his Silver Pass and a gift from his co-workers. Ken started his service on July 6, 1916 in the agent's office at Galewood and transferred to the transportation department in 1923. Advancing through various positions in the department, he was appointed assistant to general superintendent in 1956. The Leighs will continue to live in Elgin. They have a daughter, Barbara, who is married to Warren Carbary, an Elgin attorney, and three grandchildren.

Harriet Schuster, secretary to superintendent of transportation, resigned Dec. 1 to keep house for her brother whose wife died recently. Harriet entered the service in December, 1926 as a stenographer in the office of claim prevention, refrigerator and merchandise service

Selected by Army for Professional Officer Training

For activities in Army Reserve affairs, William T. Bieze of the office of traffic manager - Illinois Region has been selected to undergo training in the Army's Associate Transportation Career Course being conducted at Ft. Eustis, Va., Feb. 5 through May 15. At the conclusion of the professional officer training course he will be subject to a two-year period of service at the option of the Army.



W. T. Bieze

Mr. Bieze, who has been with the freight traffic-sales and service department in Chicago in various capacities since 1941, saw three years of military duty during World War II, of which two years were in the European Theater of Operations. Toward the close of the war he served with the 744th Transportation Railway Operating Battalion sponsored by the Milwaukee Road, and at the finish was with the 709th Transportation Railway Grand Division.

He became active in the Army Reserve during the Berlin blockade of 1948-49, being promoted to captain in 1954, and has been on the active reserve service list continuously since 1960. The professional officer course he is taking at Ft. Eustis is conducted semiannually for a limited number of personnel who are chosen, for the most part, from the Army's regular establishment.

where she worked until July, 1937 when she resigned to take care of her mother. In March, 1942 she returned to the road in the typing bureau and on May 31, 1946 she transferred to the transportation department where she remained until she resigned.

Gloria P. Adams, daughter of chief clerk to the general manager, was married Dec. 29 in the Church of the Holy Ghost, Wood Dale, Ill., to Peter M. Mills of Riverside. A reception followed at the River Forest Country Club. Miss Adams is employed as a literature chemist by the Universal Oil Corporation of Des Plaines, and Mr. Mills works for the Guarantee Rental Corporation of Oak Park. Following a honeymoon trip to Jamaica, the couple will live in Melrose Park.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Paul Heppert and wife Sarah announced the birth of a son Mark on Nov. 30. Also, Maryellen Assay, former typist who now lives in Colorado, announced

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RETIRING FROM ACCOUNTING SERVICE on Nov. 30, Anne Littwin, clerk in the reclaim department of the auditor of equipment accounts office in Chicago, poses with Bureau Head Joseph Votova. Co-workers and other retired accounting department employes honored her at a dinner held in the Orphei Club.

J. F. Krizek, chief clerk to the freight traffic manager, and J. F. O'Brien, chief clerk to assistant general freight agent, retired Dec. 31 and Oct. 31 respectively, Mr. Krizek completing 42 and Mr. O'Brien 48 years of service.

Another vacancy was created when Mrs. Ella Brown left on maternity leave Dec. 5. She expects to return to her position as secretary to the general commerce agent after the birth of her baby in February.

A. P. Hedin fell from a ladder while on vacation and suffered a broken leg.

Clarence P. Schwarz, retired coal freight agent, is now at home, 2936 N. 76th Court, Elmwood Park, and doing nicely after surgery.

City Passenger Agent Bob Chermak has been elected second vice president of the City Passenger Agents' Association, so the Milwaukee Road is well represented among the officers of that group.

City Passenger Agent Wallace Van Buren gave his only daughter, Carol Sue, in marriage to Lloyd Kellenberger of Elgin in a pretty home wedding Dec. 8. Dinner was served for the immediate family and then other relatives and friends joined in reception festivities to

wish Carol and Lloyd happiness. Van's son, Tom, was married to Doris Norcross last summer in Long Beach, Calif., and is making his home there.

Heinz Reupert, traveling passenger agent, is the man to see for your ski trip reservations. Folders are available in Room 275 Union Station. They feature all the areas served by our line—Brule Mountain, Cliffs Ridge, Birch Haven, Pine Mountain, Cascade Mountain, Mt. La Crosse, Rib Mountain, Ripley Hill, Sun Valley and Colorado points.

Albert Tansley, retired district passenger agent of San Francisco, died recently. Funeral services were held in the Drechsler Funeral Home in Oak Park Dec. 19.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Retired Division Engineer Fred M. Sloane passed away Jan. 12 at his home, 7130 W. Chambers Street, Milwaukee. He was born in McGregor, Ia., June 26, 1884, and was graduated from Iowa State College with a B.S. degree in civil engineering in 1906. His career on the Milwaukee began in September, 1907 as a rod-

the arrival of Danny Nov. 19. Jean Stitz is at home awaiting the stork.

Florence Swanson is recovering from surgery at this writing.

Clarence Johnson, Marie Horatt and Hattie Kosen all celebrated their 45th anniversary of service in December. Co-workers served cake and coffee and presented them with gifts.

Retired employes who came in during the holiday season to extend greetings included M. B. Mortensen, John Hamm, Anna Nasheim, Andy Anderson and Bill Norton.

AUDITOR OF EQUIPMENT ACCOUNTS

Sympathy was extended to Madeline Koehler on the sudden death of her sister, Mrs. Hattie MacMurray of Los Angeles.

Julia Feindt, at this writing, is recuperating at home after a stay in the hospital.

Good wishes were tendered to Melanie Fergon at the Orphei Club Nov. 13, preceding her Thanksgiving Day marriage to William Nielson of McHenry.

FREIGHT TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

The new 914 office copier, made by the Xerox Corporation, appeared in our office Dec. 12 and is the pride and joy of the general freight department. It is in constant demand and consistently living up to the expectations of its custodians. This fantastic duplicator will make single or multiple—up to seven per minute—copies; reproduce from any original, written, typed, printed, stamped or drawn, and deliver dry copies ready for immediate, permanent use, sometimes better than the original.

January-February, 1963

Carloadings

JANUARY 1963 compared with same period in 1962

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		JANUARY		INCREASE	
	INCREASED in 1963 over 1962	1963	1962	1963 over 1962	% of increase
10.8%	Forest Prod. (Excl. Logs and Pulpwood)	5,164	5,066	+ 98	+ 1.9%
5.4	Automobiles and Parts	4,183	3,995	+ 188	+ 4.7
2.4	Grain Products	4,445	4,375	+ 70	+ 1.6
2.3	Agri. Impl. Machinery and Parts	1,409	1,397	+ 12	+ .9
2.0	All Other Animals and Products	1,158	1,126	+ 32	+ 2.8
1.9	All Other Products of Mines	1,190	1,144	+ 46	+ 4.0
1.5	All Other Products of Agriculture	2,362	1,762	+ 600	+34.1
1.4	Logs and Pulpwood	3,228	2,936	+ 292	+ 9.9
1.2	Fruits and Vegetables (Fresh)	1,573	1,424	+ 149	+10.5
30.0	All Other Mfgs. & Miscellaneous	22,043	21,226	+ 817	+ 3.8
58.9%		46,755	44,451	+2,304	+ 5.2%
	loading of these commodities	JANUARY		DECREASE	
	DECREASED in 1963 under 1962	1963	1962	1963 under 1962	% of decrease
14.9%	Grain and Soya Beans	7,207	9,643	-2,436	-25.3%
7.5	Coal and Coke	10,080	10,597	- 517	- 4.9
5.6	Iron and Steel	3,444	4,107	- 663	-16.1
3.6	Meat and Packing House Products	2,730	3,091	- 361	-11.7
2.9	Oil and Gasoline	3,369	3,917	- 548	-14.0
1.8	Gravel, Sand and Stone	1,867	2,613	- 746	-28.5
1.5	Forwarder Traffic	2,223	2,250	- 27	- 1.2
1.3	Liquors, Malt	1,083	1,220	- 137	-11.2
.8	Merchandise	2,272	2,864	- 592	-20.7
.6	Cement, Lime, Plaster and Stucco	496	549	- 53	- 9.7
.6	Live Stock	544	842	- 298	-35.4
41.1%		35,315	41,693	-6,378	-15.3%
100.00%		82,070	86,144	-4,074	- 4.7%



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man at Marion, Ia., from which point he moved on to assistant engineer, Milwaukee; general foreman on the H&D Division; field engineer at Minneapolis and Chicago; district engineer at Butte, Mont.; division engineer at Spokane, Wash.; district engineer and then division engineer at Milwaukee, from which position he retired July 15, 1950.

Funeral services were conducted at the Ritter Funeral Home in Milwaukee and interment was in Wisconsin Memorial Park. Mr. Sloane is survived by his widow Marie, a son William J., a daughter, Mrs. Virginia Marie High of Chicago, and three grandchildren.

A belated report has been received of the death of Clarence F. Prescott in Minneapolis on Aug. 20, 1962, at the age of 75. Mr. Prescott was a native of Ashby, Minn., whose entire railroad service, from 1906 until he retired on Jan. 31, 1958, was in our department at Minneapolis. During his career he had filled the positions of rodman, draftsman, chief clerk and instrumentman. He is survived by his wife, Jessie, to whom he had been married 55 years.

SIGNALS AND COMMUNICATIONS

Ray C. Dueland, supervisor of signals and communications with headquarters in Ottumwa, Ia., who retired on Dec. 31, was honored at a dinner party held Dec. 15 at the Illinois Athletic Club in Chicago at which some 75 fellow employees and guests wished him well. Principal speaker at the affair was W. E. Fuhr, assistant chief engineer signals and communications.

Mr. Dueland's service with the railroad goes back to 1919, and until his retirement he had held various positions in the signal department. His future plans center around some serious fishing, and he was presented with the necessary equipment for it. Insofar as a place of residence is concerned, he and Mrs. Dueland will continue to call Ottumwa their home.

**MILWAUKEE MOTOR TRANSPORTATION
COMPANY**

Marian Petersen, Correspondent

The death of Anton S. Ratagick, 70, occurred Dec. 16 in Kelly's Home for the Aged, Tusculumbia, Ala. Tony was the first driver hired by the Milwaukee Mo-



R. C. Dueland, who retired recently as supervisor of signals and communications for the third district of the Du-buque & Illinois Division (left), is congratulated by W. E. Fuhr, assistant chief engineer signals and communications, at a dinner party held in his honor at the Illinois Athletic Club, Chicago. For details of the affair, see news of the Chicago general offices—engineering department.

tor Transportation Company, his date being Apr. 3, 1943. On Mar. 31, 1955 he retired at Green Bay, Wis., on disability. Survivors include his wife Helen, two daughters, a son, nine grandchildren and one great grandchild.

Patrick J. Walsh, MMTC safety supervisor, has been conducting safety meetings at MMTC terminals throughout the system. In December, meetings were held at Chamberlain and Rapid City, S.D., Billings and Great Falls, Mont., and Council Bluffs, Ia. In 1963 meetings were held in January at Minneapolis-St. Paul, Milwaukee, and Chicago for the Bensenville terminal. M. R. Jensen, MMTC vice president, Robert Drummond, safety engineer from the Denver office, and Gordon Rogers, safety engineer from the Chicago office of Transport Indemnity Company, have attended all meetings. A film, Signal 30, has been shown at each meeting and it is believed that anyone—truck or passenger car driver—will be more careful on the highway after viewing this. A representative of the local police or highway patrol has been present each time to discuss local laws and traffic regulations. The aim, of course, is to make our drivers the safest truck operators in the country.

The Council Bluffs terminal was cited for an outstanding record—only one accident in 46 months and many hundred thousand miles on the road. Mr. Walsh said that "this record has been equaled by only one other of our 15 terminals across the country." Iowa Highway Patrolman Larry Torrey attended this meeting Dec. 10 and discussed state road laws. Sixteen transportation company employees attended the dinner at the Hotel Chieftan.

We feel that Kenneth Keenan, termi-

The Milwaukee Road Magazine

Wisconsin Bearing Co.

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GOLD "LIFETIME" PASS for 50 years of service is presented to Conductor C. A. Hoffstater of Farmington, Minn., by Assistant Superintendent R. F. Fairfield of the IM&D Division. Starting as a crossing flagman in 1912, Mr. Hoffstater became a brakeman operating out of Austin, Minn., the following year. He has been in conductor service since 1922.

nal manager at La Crosse, and his crew are to be congratulated for the efficient and accident free manner in which they handle the interchange of mail which is a daily operation and was especially heavy during the Christmas season.

The Milwaukee terminal is breaking in a new clerk, Mike Webb, who is getting along well despite the ribbing from old timers.

Milwaukee Terminal Manager Goldsmith's new car has a bucket seat for his dachshund, Brandy, and, because of Brandy's popularity, Driver Sylvester Ebert purchased a black dachshund which he named Liebschen. Another dog lover is Driver Tony Del Pozzo who talks to his pooch over the phone. To top that, Driver Casey brought a Chihuahua from Glenview to Chicago in the cab of his unit one night, and claims he couldn't get a word in edgewise.

Sympathy was extended to William J. Walsh, director of sales co-ordination, whose mother, Florence, died Christmas Eve.

Your correspondent is looking with mixed emotions on the new snow tires on her car. On Oct. 27 she bought a pair and on Dec. 28 while her car was parked at the Ingleside depot the two rear wheels were removed, presumably for the snow tires. She is now waiting to hear from her insurance company.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Braunels, Correspondent

Grace Larsen, comptometer operator in the statistical bureau, retired Nov. 30 after 40 years' service. Her co-workers gave her a wonderful send off, at which time they presented her with a purse and money tree. Grace was also guest of honor at a dinner party Nov. 27 at Biasseti's Restaurant.

John Cortese, head of the shop time-keeping bureau, and wife became proud

January-February, 1963

parents of Michael Joseph Nov. 6.

Anne Poplawski was showered with many lovely baby gifts Nov. 30 before she took leave of absence from the station timekeeping bureau to await the stork.

Mabel Klug of the A.F.E. bureau surprised her co-workers recently when she appeared with a beautiful diamond on her left hand. Ted Granger is the lucky man.

Sympathy was extended to Clara and Delia Cush, retired employes of the bill and voucher and general bureau respectively, when it was learned that their mother had passed away recently in Savanna, Ill.

E. O. Forster, retired assistant head of the material bureau, passed away in Milwaukee Nov. 12. Gene, or "Butch" as he was known to many of his friends, retired Sept. 30, 1961 after 47 years' service.

When Ernest Ugglia, clerk in the material bureau, brought 45 years' service to an end Dec. 31 he was presented with a gift of money by his co-workers.

Hans Jess, clerk in the train and engine bureau, ended 45 years' service Jan. 4. The cornucopia presented to him proved to hold a substantial amount of money contributed by fellow workers. Hans and his wife Barbara plan to become missionaries.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

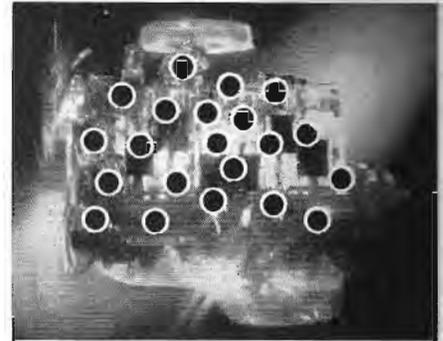
Rose Brezinski announced the birth of a son Nov. 28. Daddy John Donald, on leave from the freight auditor's office to serve in the Army in Korea, was expected home in January.

The marriage of Dorothy Schirmer and Charles Shaley took place in Chicago Dec. 3.

Walter H. Steinle and Colleen A. Deverell of the freight auditor's office

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A. O. Smith INTERNATIONAL S. A.,
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were married recently in St. Teresa's Church.

Evelyn Gunnell, while bowling with No. 4 team of the Ladies League Nov. 19 at the Bowlers' Club of Forest Park, Ill., shot a series of 520, 130 pins over her average. She received "Bowler of the Week Award" for her performance.

Bowling Champ John Diversey recently shot a series of 602.

Sympathy was extended to the families of Bess Gryzbeck, who passed away Nov. 14, and Ralph Erickson, who died Dec. 11.

Evelyn McBride is on leave as a "lady in waiting."

A variety of lovely gifts added to the retirement pleasure of Elmeare Martell, assistant bureau head of conductor accounts, who terminated 47 years' service Dec. 31.

AUDITOR OF CAPITAL EXPENDITURE'S OFFICE

Mary Lou Burke, Correspondent

Joseph C. Gaulock, assistant engineer, retired Dec. 14. He was born in Calumet City, Ill., and served with the Chicago and North Western before joining the Milwaukee. In May, 1957 he came to the auditor of capital expenditure's office as an assistant engineer in the A.F.E. bureau. On his last day in office he was presented with a billfold. Joe and his wife plan to remain in Chicago where he will be able to devote more time to his hobby, painting, perhaps do some tax work, and also seek a manufacturer for his gas turbine engine on which he holds patents here and abroad.

It's another boy for Joe Kirchen, assistant engineer. The family announced the arrival of their third, Daniel August, Nov. 30.

Roy A. Johnson, assistant auditor valuation, and his wife Betty celebrated their 35th wedding anniversary Dec. 2.

"Some of you pedestrians walk as if you owned the streets".

"Some of you motorists drive around just as if you owned your cars."



TAKING LIFE EASY after more than 52 years of service is Chicago Terminals Engineer Elmer Burton who retired from the Western Avenue-Mannheim run Dec. 8. After a vacation trip to Los Angeles he and Mrs. Burton will take life easy in the new home they built several years ago in Hanover Park, the new real estate development east of Elgin, Ill.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

Engineer Edward A. Walter and wife of Mason City, Ia., observed their 50th wedding anniversary in December. Mass was read in St. Joseph Catholic Church, followed by a noon dinner. Open house was held for relatives and friends.

Sympathy was extended to the Gribben family upon the death of J. P. (Pete) Gribben, retired switchman at Mason City—and to Mr. Alex Meurs, engineer, whose daughter, Mrs. LaVerne Larson, was killed in an automobile accident in Los Angeles.

John I. Johnson, B&B foreman, Canton, S.D., retired Dec. 16. He began his rail-

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Bert M. Smith (second from right), retiring as agent for the Union-Kinzie-Division Street district in Chicago, is the man of the hour at a dinner party held Nov. 24 in the Lions Club. Others are, from left: Agent F. H. Joynt, Galewood, R. R. Brown, general superintendent of the Chicago Terminal-Terre Haute Division, and A. M. Detuno, who succeeds Mr. Smith.

road career Aug. 25, 1920 and during his 42 years service earned the respect and friendship of many people. Fellow workers presented him with a gift at a coffee party in Canton.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Patricia, daughter of Ed Myers, clerk, was fourth in a class of 192 graduating from Schurz High School in January. Besides being class secretary and active in various committees, she was named to the National Honor Society and was a semi-finalist in the Illinois State Scholarship examinations.



Bert M. Smith ended a long railroad career with his retirement Nov. 15 as agent for the Union-Kinzie-Division Street district after 42 years' service. Mr. and Mrs. Smith were honored at a party in the Lions Club Nov. 24 where he was presented with a portable TV and a purse. General Superintendent R. R. Brown was M.C. and Anthony Detuno, Bert's successor, was one of the speakers. The Freight Agents' Association was also host at a "B. M. Smith Day" at the Midland Hotel Dec. 6. Mr. Smith's service began at Aberdeen, S.D., in the express department, from which he was transferred to train baggage messenger service and worked at various points between Aberdeen and the Twin Cities until 1940 when he came to Chicago as general foreman in the Union Street district. In 1953 he was appointed agent of the Union-Kinzie district and in 1955 his territory was extended to include Division Street. The Smiths have two daughters, Donna, Mrs. G. Roloff of Bloomingdale, and Marilyn, Mrs. L. Thompson of Torrance, Calif., and nine grandchildren.

Hugh P. Gallagher, general foreman at Division Street, was appointed assistant agent at Galewood Nov. 16, and Frank Lewinski was appointed to the vacancy at Division Street.

George Searles, 80, retired cashier, died Dec. 7 in Lutheran General Hospital in Park Ridge after a long illness.

January-February, 1963



CALLING IT A DAY after nearly 46 years of service, all at Austin, Minn., Warehouse Foreman Arnold J. Hoffman was congratulated on Oct. 31 by Agent Ed Applebury. A trucker and checker for 41 years, he became foreman five years ago. Fellow employes held a coffee party in his honor, at which he was presented with a retirement purse. He and Mrs. Hoffman have purchased a trailer home in which they left Austin Nov. 4.

BENSENVILLE

Delores Barton, Correspondent

We're glad to have Switchman Larry Kling back on duty after hospitalization; also Crew Caller Harold Eppley, who was on sick leave about six months.

Sympathy was extended to Car Wrecking Foreman W. Thurman on the death of his wife Nov. 29; to Steno-Clerk Ivy Bolton on the death of her daughter Nov. 15, and to the family of Ike T. Fitzgerald, former locomotive engineer, who passed away Nov. 22 at the home of his son in Roselle, Ill. Mr. Fitzgerald had 25 years' service in the Chicago Terminal.

Signal Maintainer Loren Sandstrom and wife Barbara announced the birth of a son, Mark, Nov. 21. Barbara was secretary to D. L. Wylie of the communications department.

On Dec. 21 Engineer John Kirchens retired with 53 years of service. Mr. Kirchens worked for many years at the east end of Bensenville Yard.

Contributed by Dorothy Lee Camp

The mother of First Train Clerk Wally Grosnick passed away in Watertown, Wis., Christmas Day.

Clerk Jack Verstege was released from the hospital in time to celebrate Christ-

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mas with his family. At this writing he is beginning to feel much better.

Ted Wojcie, electrician, who lost not only clothing but money in a fire shortly before Christmas, is grateful for the helping hands extended by his co-workers to help make the holidays merry.

Richard Wehle, former air conditioning man for the Road, and wife Grace had their daughter Wanda and granddaughter Ginger with them for Christmas. They flew in from South Carolina and planned to make an extended visit.

Mrs. Parth, the former Margaret Goodman and now wife of Yardmaster Julius, who worked in the office of the assistant superintendent at Galewood before her marriage, tells us that her mother is ill.

GALEWOOD

Ray Bishop, Correspondent

Jack Witte, a veteran of 37 years service at the Galewood freight house, retired Nov. 30. He was employed in various capacities on the freight dock during the years and was working in the cooper shop and garage when he retired. A party honoring him was attended by many friends and co-workers.

C. Congelose of the freight house forces also retired Nov. 30. He had been employed since Apr. 14, 1941.

The Women's Club provided coffee and cake for the Christmas luncheon which was served at Galewood Dec. 18. Attending employes also contributed to make this annual event possible.

The Ray Bishops became grandparents for the first time Nov. 26 when son Bob and wife Daun presented them with a grandson.

Peter Greenlimb, chief rate clerk in the Galewood regional data processing office, died suddenly Dec. 31. Pete started working for the Road in November, 1940.



45-YEAR ABERDEEN DIVISION MEN presented with Silver Passes in a ceremony held recently at division headquarters included, from left: W. H. Hohensee, check clerk-baggageman; J. P. Herzog, warehouse foreman; P. A. Bruers, chief clerk to agent; and Stower M. G. Schock. Also Freight Inspector F. L. Bender who is shown below (second from right) receiving his "lifetime" pass from Superintendent R. H. Love as Agent R. M. Gordon of Aberdeen (left) and Trainmaster W. J. Peta stand by. The five were honored at a cake and coffee party.



Aberdeen Division

EAST END

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

When the McKeown brothers discuss their children, Engineer Phil McKeown can now join in because his first child arrived Nov. 23. It's a boy and his name is Shawn Joseph.

Malinda, the wife of Ed Stuedeman who is a member of Quammen's B&B crew, died suddenly Nov. 25 at her home in Glencoe.

After being operator at Glencoe for the past year, Barney Azarski is now the agent at Norwood-Plato. John Mullen-

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in the new 1963 railroad calendar



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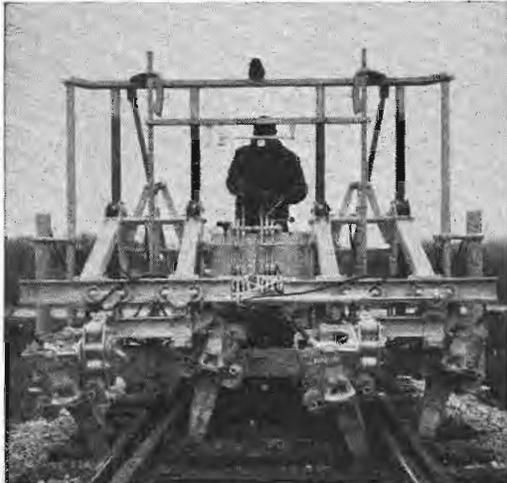
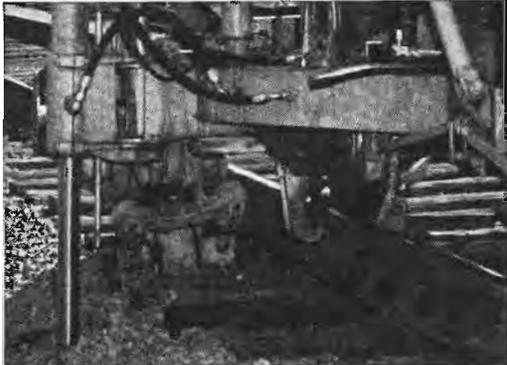
berg, formerly at Tower E-14, is the new operator at Glencoe.

A number of rails called on Mrs. Len Momeny when she had open house for her friends on her 80th birthday Dec. 12. She is the widow of a former engineer. Instead of 80 candles on the cake, her daughter Ellen provided 80 roses which made the home a bower.

Dale, son of Agent Art Gilhoi of Gran-

returned home to Ortonville following treatment at Rochester. He lost a bit of weight but feels fine, he reports. Retired Engineer John Krum is quite ill, having suffered a series of strokes recently which have left him without his speech.

Retired Engineer Anton Ore, who lives in St. Petersburg, Fla., reports that he and his wife won a prize in the Christmas lighting contest last year.



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ite Falls, is a member of the Madrigal Singers of Minneapolis who recently put on their ninth annual concert, one of the outstanding musical events of the city. Dale is a senior seminarian and will soon be ordained in the Lutheran ministry.

Retired Conductor Ed Martinson, who is the mayor of Ortonville, recently underwent surgery but is back home and feeling fine. Conductor Carl Oswood has

Stanley Hagemeyer, one of our "summer brakemen", was married recently at Holland, Mich., where he is a senior in the seminary.

Charles M. Oleson, 62, a prominent resident of Lemmon, S.D., died suddenly Dec. 7. He began working for the Milwaukee at the age of 14 and after many years as operator at Lemmon and relay operator and part time dispatcher at

3

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R2-11A

Mobridge had been agent at Lemmon for the past 10 years. Masonic services were recited in the Spencer Memorial Presbyterian Church and interment was in Greenhill Cemetery. Among many others, Trainmaster J. F. Elder and Roadmaster Vince Perrone of Mobridge attended the funeral. His wife Rose; two daughters, Carol, Mrs. John Noel of Indian Head Manor, Md., and June, Mrs. Robert Sandvig of Rapid City; one son, James of Missoula, Mont.; six grandchildren, and two brothers survive. Mr. Oleson was born in Leroy, Minn., and came to South Dakota in 1907 when the line was being built toward the Coast. His father was operator and agent for the Road at Haynes, Morrystown, Wakpala and also at Lemmon.

FATHER OF THE LARGEST MILWAUKEE ROAD FAMILY? Here's a new claimant to that title we bestowed on Engineer Tom Quinn of Minneapolis when we recently published the picture of him and Mrs. Quinn with their 15 children. Both Agent R. L. Chase of McIntosh, S. D., and Trainmaster F. J. Elder took time to let us know that Pete Blotsky, section laborer at McIntosh, has 16 !!! —Ed.

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Sympathy was expressed to the family of Switchman J. C. Rittal who passed away Dec. 20. Burial was in St. Mary's Cemetery, Aberdeen. Jake had worked for the Road periodically since 1929.

Assistant Chief Operator Merv Nimbar was rushed to a local hospital recently for surgery and at this writing is convalescing.

Charles Oleson, agent at Lemmon, S.D., died unexpectedly Dec. 7, following a heart seizure.

La Crosse Division

EAST END

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

When Clerk C. S. Resop opened the door of the freight house at Oconomowoc Nov. 5 he first ran for air, then he and Patrolman Koloske stalked the enemy—a skunk—and vanquished him with moth balls.

Section Laborer W. L. Scheel, Poyette, suffered a heart attack Oct. 30. He is recovering, but at this writing has not yet returned to work.

Engineer G. K. Ives retired last fall and continues to live in Portage where he has established a cabinet making business which keeps him very busy. He had a seniority date as fireman of Nov. 16, 1923.

Retired Conductor Otto Dengel died Nov. 5 in the Oconomowoc Hospital. Mr. Dengel lived in Oconomowoc following his retirement in 1958 after 49 years of service. He is survived by two daughters.

Engineer Aldon H. (Ole) Hanson, 46, passed away in a hospital at Rochester,

The Milwaukee Road Magazine



SERVICE DATE 1912 earns a Gold Pass for Engineer E. W. Miller of the Aberdeen Division shown with Mrs. Miller as he was presented with it by Trainmaster J. F. Elder. Engineer Miller started with the Road in 1912 as an engine watchman and has a firing date of 1914.

Minn., Nov. 9. He had been living at LaCrescent, Minn., and working in passenger service between LaCrosse and Milwaukee.

Retired Freight Service Inspector Walter C. Scott, 72, died suddenly in his home Nov. 26. He had been in poor health for some time. Mr. Scott is survived by his wife, two sons, Howard of Wausau and Switchman Robert of Wauertown, a daughter June, Mrs. Allan Hanson of Portage, and ten grandchildren.

Roger Hilliker, 59, agent at Sparta, passed away Dec. 11 following a heart attack. Mr. Hilliker began working for the Road in 1923 at Tunnel City, then served at Tomah and finally as agent at Sparta. He was past Worshipful Master of the Sparta Masonic Lodge. Survivors are his wife, a son Robert with the Tennessee Oil Company in South America, a daughter Betty, Mrs. Jack Dunn of Wallingford, Conn., six grandchildren, and a brother Louis of Chicago.

Retired Switchman Max Wenkman, 83, passed away Dec. 15 in his home at Wisconsin Dells following a long illness. He is survived by his wife and two brothers.

Conductor and Mrs. Roger Trachsler spent the holidays with their daughter in New Jersey and enjoyed the first Christmas with their grandson, Paul Jr.

WISCONSIN VALLEY

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

Mrs. Herbert Hintze, wife of clerk at Wausau, was a first place winner in the character doll classification of the Dress-A-Doll contest sponsored by the First American State Bank of Wausau. Her Little-Bo-Peep was among 204 dolls entered in the contest. The dolls were distributed to needy children.

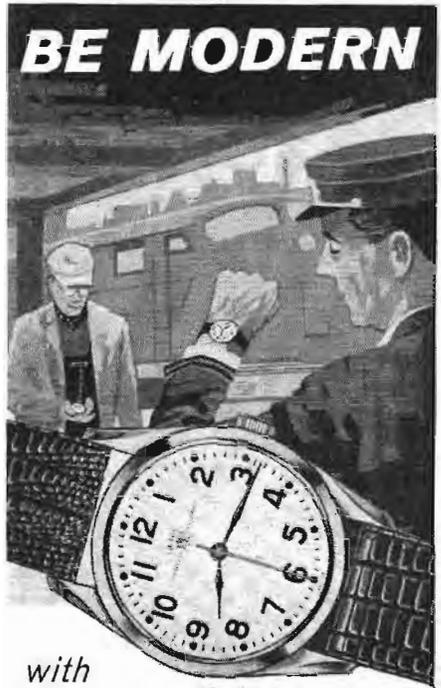
Frank Voeltzke, 73, former warehouse foreman at Wausau who retired in 1955, passed away Nov. 24. Survivors include his widow, two sons, and one daughter. One of his sons, William, is the warehouse foreman at Wausau. A grandson, Phillip, is employed by the Milwaukee as a clerk in Madison. Funeral services and burial were at Wausau, where Frank had been a life long resident.

Mrs. John Whaley, 73, wife of the agent at Port Edwards, passed away Dec. 23 in Rochester, Minn., after having been ill a month. Funeral services were held in Tomah. Survivors include the widow, a son and a daughter.

Mrs. Louis Schulz, wife of retired engineer, passed away in November. Burial



RETIRING WITH 52 YEARS OF SERVICE on Dec. 31, Switchman Harold W. Hilbert of La Crosse, Wis., is congratulated by Trainmaster N. D. Owen (right) and Agent F. E. Daley. He started as a fire-builder, and worked as a switchtender and on the section before becoming a switchman in 1923. For a while he served as yardmaster at La Crosse. Currently he is a city alderman.



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was at Tomahawk, where Mr. and Mrs. Schulz resided over a long period of years.

Mrs. Ralph Chamberlain has been chosen president of the Women's Club at Wausau. Other officers elected were: Mesdames Harold Brostrom, first vice president; Martha Ziebell, second vice president; Norman Krueger, treasurer; and Marie Callahan, secretary. The annual potluck luncheon was held in December, as was the children's party at which Santa Claus distributed candy and fruit to approximately 75 children of railroad employees.

MADISON AREA

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

Thomas McDermott, warehouse foreman at Madison, retired in November after 52 years of service. He is in excellent health and enjoying the leisurely life, he reports.



The thrill of taking a train ride to meet Santa lured 6,400 children and adults on Dec. 1 to the Madison depot to board the Santa Claus Special for the trip to Stoughton where Santa had parked his reindeer. Eight of the new bi-level cars were used and five round trips were made to accommodate everyone. Santa boarded the train for each of the trips to Madison, shook hands with each girl and boy, and the two elves accompanying him handed a box of candy to each child.

Mrs. John Rommelfanger, wife of retired yard clerk, and mother of Ty Rommelfanger of the regional office, passed away Nov. 18 after a long illness.

Cash M. Allemang, retired engineer, died Nov. 10 after a brief illness. Mr. Allemang had 48 years' service when he retired, and was a member of the B. of L.F.&E. His widow is a very active member of the Women's Club.

Before you borrow money from a friend, decide which you need more.



FERRIER'S TERRIER. Since Jack Ferrier, a retired La Crosse Division conductor, acquired Mitzie he no longer has to pick up his newspapers when Hiawatha train crews toss them off at Reeds Landing, Minn., his home town. Instead, when the engineer sounds the horn, the smart little terrier races from the house to wait for the train and retrieve the morning and evening papers tossed off by the head end brakeman. Mr. Ferrier retired in 1960 after 50 years of service.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Darrel Robert Eggen, 16 months old grandson of Chief Clerk Dan Smith, died suddenly in LaCrosse Nov. 11. Burial was in the Catholic Cemetery there.

Engineer Alden Hanson, 47, La Crosse, Minn., died in a Rochester, Minn., hospital Nov. 9. He is survived by his wife and four children. Mr. Hanson had worked 26 years for the road. Interment was in the Stone Church Cemetery, Houston, Minn.

Engineer Joseph Chalupsky passed away suddenly in St. Paul Nov. 28. He had 20 years' service with the Road.

After a long illness, Mrs. Charles H. Chace (Pauline) died at her home Dec. 6. She is survived by her husband and her son Charles, yardmaster at LaCrosse.

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RETIRING WITH 48 YEARS OF SERVICE, Conductor Harry Berger was congratulated by Assistant Superintendent R. L. Hicks of the La Crosse Division as he left Portage, Wis., recently for his last trip on No. 58. He started with the Road in 1914 as a call boy, became a brakeman in 1917 and a conductor in 1921. A resident of Swan Lake, Wis., he proposes to do a lot of fishing and pursue other hobbies. (Portage Daily Register photo)

Engineer Severin H. Anderson retired Dec. 30 when he brought the Hiawatha into Minneapolis. He had service covering 55 years and for many of these was an engineer on the Hiawathas. Immediate plans call for a world tour.

Retired Machinist Helper Charles D. Jones, who worked at the LaCrosse roundhouse for many years, passed away in LaCrosse Nov. 30. He is survived by his widow Selma and two children, Robert L. of Milwaukee and Mrs. Beverly Bartholomew of Phoenix, Ariz. Interment was in the Onalaska Cemetery.

Mr. and Mrs. C. R. (Chub) Newberry welcomed a baby son recently. He has been named Thomas Jeffrey and was welcomed at home by two brothers and two sisters. Daddy is electronics engineer at LaCrosse.

Frank Poeschl, 72, resident of Wabasha, Minn., for 44 years, suffered a stroke and was found dead in his home Dec. 2 by his brother. He retired as ticket agent at Wabasha in 1953. Burial was in St. Mary's Cemetery, Durand. Besides his brother George of Wabasha, he leaves one sister Alice, Mrs. Ralph Bonell of Kenosha.

Harold B. (Skinny) Rendler, 51, died suddenly in his home Dec. 23. His service years were 32 and at the time of death he was a crew caller at LaCrosse. His widow, Doris, survives. Burial was in the Oak Grove Cemetery.

Train Dispatcher Carl Swan and wife recently moved from LaCrosse to Marinette, Wis., where Carl has taken the agency work and is sure he will be very happy—checking shows several nice golf courses in the vicinity!

D. N. Dumas, our agent at Winona, Minn., was elected president of the Kiwanis Club of Winona for 1963.

A. F. Lakman, retired traveling freight

agent, Minneapolis, sends word that Mrs. Gertrude Sites of that city died recently and was buried at Woonsocket, S. D. She was a station service employe, and had served as agent at Afton, Minn., and on the Stillwater line of this division. Survivors include three sons, Clair D. of Minneapolis, Donald P., New York City, and Edward M., St. Paul, a sister and a brother.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Switchman E. E. Foley, Savanna Yard, died in the City Hospital Dec. 26 after a long illness. Mr. Foley's yard service began in January, 1948 and was continuous until his final illness. Burial was in the Catholic Cemetery. Surviving are his widow, a daughter, Mrs. K. Sites, a son, James, switchman in Savanna Yard, two brothers and two sisters.

Claude E. Clark, cashier at East Moline, who heads the list of clerical employes on the D&I seniority district No. 2 with a



DUBUQUE & ILLINOIS DIVISION RETIREMENT after 46 years of service shows Engineer R. J. Bogue posed with his wife beside No. 75 as he made his last run from Savanna, Ill., to Marquette, Ia., Dec. 16. The Bogues will continue to live in Guttenberg, Ia., but spent the holiday season in Florida visiting Mr. Bogue's sister in Jacksonville. (Felder photo)

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date of 1900, was feted at a get-together of railroad friends in December to mark his 62 years with the Road. As of this writing, Mr. Clark says he has no plans to retire.

Belated news: S. B. Wickler, agent at Davis Junction, who started his career of railroading at the age of 17 in February, 1909 brought to a close 53 years' service July 6, 1962 when he was the honored guest at a retirement party at Maxson Manor, Oregon, Ill., where many of his friends gathered to wish him well and present a gift. The Wicklers will continue to live in Davis Junction. Mrs. Wickler was a Milwaukee employe at various stations on the D&I First District for about 12 years, and their two sons, Paul of Kirkland and Laurence of Byron, are conductors on the same district.

Your correspondent acknowledges with appreciation the help given her by Marie Clifford-Fitz of Savanna, now retired, Retired Conductor Tanner of Dubuque, and Agent Felder of Guttenberg, and hopes they will continue to send in news items as they have in the past.

The thanks of the office force are extended to the "Boys in Blue" who were most thoughtful about bringing candy to them during the holiday season; also to Conductor Loibl for his gift of candy at Christmas.

Martin A. Galvin, retired D&I Second District conductor, passed away in the Dubuque County Nursing Home, Dubuque, Nov. 19. Funeral services were

held in Sacred Heart Church and interment was in Mount Calvary Cemetery. A daughter, a son, two sisters and a brother, F. E. Galvin of Terre Haute, survive.



H. E. Schoech

H. E. Schoech, roadmaster on the Third District of the old Kansas City Division, took his pension Nov. 1, 1962. A retirement party honoring him was given at the Strand Hotel, Chillicothe, Mo., Nov. 2 and was attended by

friends, co-workers and officers of the Road. A gift of money was presented him with the best wishes of his Milwaukee friends. Mr. and Mrs. Schoech will continue to live in Chillicothe.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Members of the Marion Chapter of the Women's Club enjoyed a turkey dinner at the Suburban Restaurant Dec. 13. Tables were beautifully decorated in a Christmas motif, but instead of a gift exchange a special collection was taken and the proceeds used to send Christmas baskets and fruit plates to shut ins. Plans were also made to decorate the Marion depot for the holiday season. Officers for 1963 are: Mesdames Richard Bristol, president; Gail Dunlap, first vice president; Paul Rion, second vice president; Robert Emerson, secretary; Wilbur Cooper, treasurer, and E. E. Godwin, historian.

MIDDLE AND WEST

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

Section Foreman W. M. Myers retired recently. He started his railroad career at the age of 14 with the Rock Island at Eldon, Ia., and worked for them about 30 years. In 1942 he came to the Milwaukee as foreman of the section gang at Weston, Ia., and later at Bayard. Upon abolishment of that gang he joined the Perry section gang with which he worked about a year. His retired days will not be idle ones as he plans to help his son Jack in the paint store he operates in Perry.

W. S. (Wes) Leonard, retired engineer, fell at his home in Perry on Nov. 9 and broke his right arm.

Retired Conductor Frank Johnson celebrated his 87th birthday Nov. 19 with a number of his friends in Perry. This has been an annual get together for a number of years and his many close friends look forward to it eagerly.

M. A. DeVoe, a former agent at Olin, Ia., who retired after 67 years of service, took up residence at the Lutheran Home in Perry during November, and in December was admitted to the Dallas County Hospital, Perry.

Glen Linn, 71, died Nov. 30 in the Dallas County Hospital where he had been

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

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

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

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

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

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

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

The beneficiary is to beRelationship Amount of monthly premium \$.....
 POLICY FOR DEPENDENT WIFE } Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
 Wife's 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
.....
.....
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The Employees Mutual Benefit Association of St. Paul, Minnesota, is hereby authorized to make deductions in the amount of the Total Monthly Premium shown through my employer THE MILWAUKEE ROAD. I hereby certify that each applicant is in good health and has had no medical attention or disability of any kind the past three years, except as follows:.....

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Date.....

Signature of applicant



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a patient only a few days following a stroke. He retired as an engineer on the Iowa Division last Oct. 18. He was a member of the B. of L.E., the Retired Veterans organization, and the Masonic Lodge. During World War I he served with the Merchant Marine. Burial was in Violet Hill Cemetery. His wife and one son survive.

Yardmaster and Mrs. Jack Snyder of Perry became grandparents when a baby girl was born Dec. 2 to Chuck and Mrs. Snyder of Sioux Falls, S.D. She was named Cynthia Ann.

Mrs. Thomas Cate, wife of brakeman, was a patient in the Dallas County Hospital during December after she fell and broke a hip. She is making satisfactory progress at this writing.

Mr. and Mrs. Russell Wilcox of Adel, Ia., have announced the engagement of their daughter, Charlotte Eileen, to Richard C. Dueland, son of Signal Maintainer and Mrs. Carl Dueland of Jamaica, Ia. Miss Wilcox attended both the American Institute of Business and Drake University at Des Moines and is a member of Sigma Alpha Iota, a professional music sorority. She is employed by a Des Moines attorney and Richard is a civil engineering senior at Iowa State University, Ames. The wedding was planned to take place Feb. 23.

Retired Engineer E. C. Hullerman and his sister-in-law, both former residents of Perry and now living in Algona, were hospitalized there in December, Mr. Hullerman suffering from a heart attack and Mrs. A. C. Hullerman as the result of a



A LONG SHORT STORY. Proving that it takes all sizes of people to run a railroad are Francis "Tiny" Byrnes, crane operator in the forge shop at Milwaukee Shops, and General Foreman Raymond E. Baum. Operator Byrnes stands about five feet on tip-toe and General Foreman Baum is four inches over six feet.

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WED 50 YEARS on Nov. 12 last, Mr. and Mrs. Sam E. McReynolds of Reseda, Calif., renewed their vows in a religious ceremony and were feted at a reception in the Canoga Park Women's Club. A dinner was also held at their home. Taking part in the festivities were their sons Darwin of Van Nuys, Calif., and Charles of New York, together with numerous other members of the family circle. Mr. McReynolds, a former Terre Haute Division conductor, has been living in Reseda since he retired in 1956. (McCauley photo)

stroke. At this writing, Mr. Hullerman is showing improvement, but there is little change in Mrs. Hullerman's condition.

Chief Clerk and Mrs. W. E. Failor of Perry left Dec. 28 for a vacation during which they will visit their daughter, Mrs. Joel Herbst, and family in Canoga Park, Calif.

The Boone, Ia., High School band, the first one from Iowa invited to participate in the Rose Bowl Parade at Pasadena, left Perry Dec. 26 on the City of Los Angeles. Prior to departure, a party was held at Boone for the 92 band members and their bandmaster, Gordon McLean. They were met at the city limits of Perry by Iowa Highway Patrolmen who escorted them to the Redwood Lounge where a party had been arranged for them by the Perry Chamber of Commerce, with dance music by the Perry High School dance band. Various money-making projects had been carried out by the school since July, 1962 to raise the \$21,000 expense money needed.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Sympathy was expressed to Superintendent K. R. Schwartz, whose mother, Margaret, passed away Dec. 20 at the age of 84.

Mrs. G. R. Antonnen, wife of our Libertyville agent, died Dec. 15.

Engineer Carl Schneider, who completed 50 years of engine service, retired when he brought No. 1 into Milwaukee Dec. 29.

Congratulations were extended to Time Revisor Peter Larson upon the birth of his son, Peter Jr., Dec. 22.

Conductor J. W. (Casey) Jones recently bowled 595 in the 840 league at Kuglitsches. When you consider that this is his first year of league bowling it sounds pretty good.

C&M Engineer Harvey Reiss proudly showed a 17 point, 214 pound buck shot during the Wisconsin deer season at Sand Lake. At the time, this was the largest deer registered in the state for 1962.

SECOND DISTRICT

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

Best wishes were extended to Albert Bukowski, section laborer at Green Bay, who was married Oct. 27 last in Chicago.

Retired Engineer John Desmond passed away Nov. 12. He is survived by his wife, two sons and a daughter.

Tony Ratagick passed away recently at a nursing home in Alabama. He retired from the Milwaukee Motor Transportation Company several years ago.

Robert Beardsley, yard clerk at Green Bay for many years, resigned Dec. 31 to start a new business venture. We wish him good luck.

Terre Haute Division

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

The annual Christmas party for the Women's Club on the Terre Haute Division was held Dec. 13 at the William Penn Lodge in Terre Haute. A delicious dinner was served by the ladies of the Lodge, followed by a reading by Miss Leeanna Hehman, accordion solos by Teco Goda, grandson of Mr. and Mrs. M.

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A. Wilkinson, a "sing-a-long" led by John Mahalek, and much visiting between old friends and new.

Mr. and Mrs. C. A. Grigsby celebrated their golden wedding anniversary with an open house at their home on Oct. 14. Mr. Grigsby was yardmaster at Hulman Street Yards before his retirement in 1961 after 33 years of service.

George F. Cox, retired engineer, recently passed away. Mr. Cox retired in 1953 after 36 years of service. He is survived by his widow at Terre Haute,

one son, James R. of Phoenix, Ariz., two brothers, two sisters, two grandchildren and four great-grandchildren.

Former Engineer T. S. Springer passed away in Tucson, Ariz., Dec. 9. He is survived by a daughter, Mrs. Rosemary Isaac of Terre Haute, and a brother, James of Chicago. The body was returned to Terre Haute for burial. Mr. Springer retired in 1956 after 40 years of service.

Henry L. Wright, former section foreman, passed away Dec. 23 at his home in Milford, Ill. He retired in 1946 with 44

years of service.

Ralph L. Hunt, retired dispatcher, recently passed away at Terre Haute. Mr. Hunt was operator and dispatcher on the Terre Haute Division from 1917 until 1947.

Sympathy was extended to Clerk H. F. Nichols on the recent death of his brother.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

PASSENGER SHOP: Three of our retired painters passed away recently . . . Anthony Woida, 69, died Nov. 22. He had been with the Road 42 years when he retired . . . Carmelo (Emil) Rigano, 68, passed away Nov. 23. When he retired in 1960 his service years numbered 37 . . . Walter P. Brown, who had 44 years service when he retired, died Dec. 18 at the age of 67 . . . Retired Tinsmith Foreman Herman Joseph Glaub, 68, passed away Dec. 12. His service dated from 1912 when he began as a tinsmith helper. He was promoted to assistant foreman in 1945, and to tinsmith foreman in 1951, from which position he retired at the age of 60 . . . Edmund M. Wroblewski, cabinetmaker, died Dec. 19 at the age of 56. He had been on sick leave since April, 1962.

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Bowling Tournament Apr. 20-21; Make Your Plans Now

Attention, Milwaukee Road bowlers! The committee arranging the annual employe bowling tournament to be held at Aberdeen, S. D., Saturday and Sunday, Apr. 20-21, says "Come prepared for a good time". Action will be at the Village Bowl about a mile north of the depot, using 24 alleys, and a dinner dance is planned for Saturday evening. For details, see your local committee.

Rocky Mountain Division

EAST END

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

Gayle Hodgson and William D. Sturdevant, son of Mr. and Mrs. L. L. Sturdevant, were married recently in the First Methodist Church in Miles City.

Word has been received of the death of Harry J. McMahon in Tacoma, where he had lived since his retirement. A long time employe of the Road, Mr. McMahon served as chief clerk to the superintendent and later as safety engineer on the old Trans-Missouri Division.

Mr. and Mrs. Harry Wood attended the

The Milwaukee Road Magazine

SCHOOL PROJECT RADIO OPERATOR.

A student of electronics since age 7, Peter Redes, the 15-year-old son of R. G. Redes, of our New York City traffic office, has his own ham radio station—call letters WA2YAJ. Already the holder of a technician's license, he recently applied for a general operator's license. A general operator must be familiar with FCC regulations, know radio circuitry, phonetic courtesy, and be able to send 13 words a minute in Morse Code.

His special interest is the Radio Club of the new high school opened recently in Pearl River, N. Y., which is equipped with a short wave radio station tuned to Civil Defense frequency. As president of the club, Peter heads a group of 15 boys who are being trained to send and receive messages in times of emergency or disaster. During school hours the equipment is used to teach students how to operate electronic devices, and after school the club may use it to talk with other ham operators. The station is backed by the local office of Civil Defense, which helped to get it



Peter Redes examining electronic short wave equipment for the high school radio station. At left is Donald Risley, vice president of the Radio Club.

The station is backed by the local office of Civil Defense, which helped to get it going.

10th national convention of the Veterans of World War I and auxiliary in Buffalo, N.Y. Mr. Wood, who has been national Americanism director for the past year, was reappointed to the office.

Wayne, son of Mr. and Mrs. L. V. Hinrichs, recently passed the examinations for certified public accountant. He is associated with the Haskell and Selles accounting firm in San Francisco.

Mrs. Susan R. Palmatier, 79, passed away recently in the hospital at St. Ignatius, Mont. Funeral services were held in Miles City and interment was in Calvary Cemetery. She is survived by her husband Loren and two daughters.

Mr. and Mrs. A. B. Danielson were honored on their golden wedding anniversary with an afternoon open house held at the Range Riders Memorial Hall Oct. 14. The couple were married in Wainwright, Canada, and came to Miles City in 1942. Dan was custodian of the stockyards until his retirement in 1959.

James H. Essex, 75, retired brakeman, passed away Oct. 31 in a Miles City hos-

pital following a heart attack. He was born in Marshalltown, Ia., and came to Miles City in 1915. Mr. Essex retired from service in 1952. He is survived by his wife, Amyleigh, two stepsons, a sister and a brother. Requiem Mass was said in the Sacred Heart Church and burial was in Calvary Cemetery.

Mrs. Norman Anderson (Ann) is recuperating at home following surgery after being struck by an automobile at a street crossing.

Funeral services for Mrs. Frank W. Spear were held at the Presbyterian Church in Miles City Nov. 13 with burial in Custer County Cemetery. A resident of Miles City since 1900, Mrs. Spear was active in business, church and community activities. She is survived by her husband, a son, a daughter and seven grandchildren.

Robert E. Owens, 73, retired B&B carpenter, died in a Miles City hospital Nov. 12 after a brief illness. He was born at Athol, S.D., and came to Montana in 1914 where the family ranched and operated



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GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Berez, William B.,
car inspector -----Red Granite, Wis.
Bruss, Elmer F., loco. engineer---Milwaukee, Wis.
Edwards, J. E., loco. engineer---Kirkland, Ill.
Gallagher, Patrick, loco. engineer---Milwaukee, Wis.
Hoffstater, C. A., conductor---Farmington, Minn.
Jarvis, Matthew G.,
loco. engineer -----Minneapolis, Minn.
Kranz, Clarence A., yard clerk---Lake Bluff, Ill.
Kranz, Raymond E., yard clerk---Lake Bluff, Ill.

Lindskog, Etta N., secretary-----Chicago, Ill.
Maronn, Walter H., A.F.E. clerk---Elm Grove, Wis.
McDermott, R. V., loco. fireman---Farmington, Minn.
McDermott, Thomas,
warehouse foreman -----Madison, Wis.
McGrath, Ellen F., cashier-----Kansas City, Mo.
Miller, E. W., loco. engineer---Moberg, S. D.
Sutton, A. D., loco. engineer---Minneapolis, Minn.
Undine, C. H., loco. engineer---Sioux City, Ia.
Wacker, H. M., loco. engineer---Marquette, Ia.

Silver-45-Year-Passes

Abts, W. W., brakeman-----Elgin, Ill.
Bornitzke, O. A., signal maintainer---Columbus, Wis.
Bruers, P. A., chief clerk-----Aberdeen, S. D.
Burns, Michael W.,
crossing flagman -----Lake City, Minn.
Davis, H. O., conductor-----Rapid City, S. D.
Delehanty, Edward J., machinist---Milwaukee, Wis.
Fowler, E. F., signal maintainer---LaCrescent, Minn.
Gasell, A. J., passenger brakeman---Aberdeen, S. D.
Gitzinger, John R.,
assistant bureau head -----Chicago, Ill.
Goodrich, J. W., foreman-----St. Paul, Minn.
Grebins, E. J., loco. engineer-----Dubuque, Ia.
Hart, C. E., chief yard clerk-----Davenport, Ia.
Herzog, J. P., warehouse foreman---Aberdeen, S. D.
Hoffman, G. W., brakeman-----Wauwatosa, Wis.
Hohensee, W. H.,
check clerk-baggageman-----Aberdeen, S. D.
Horatt, Marie,
head clerk-typing bureau -----Oak Park, Ill.
Johnson, Clarence O., sales agent---Park Ridge, Ill.
Johnson, G. A., chief yard clerk---Chicago, Ill.
Johnson, H. H., baggageman-----Mason City, Ia.
Kizer, P. Lester, loco. engineer---Ottumwa, Ia.
Kosen, Hattie, mileage clerk-----Chicago, Ill.
Kraus, George,
triple valve repairman -----Wauwatosa, Wis.

Kronfeldt, William J.,
loco. engineer -----Dubuque, Ia.
Kvevil, H. E., loco. engineer-----Bensenville, Ill.
Larsen, A. C., section foreman-----Egan, S. D.
Larson, George W.,
trav. frt. and pass. agt. -----Boise, Idaho
Light, Ralph, frt. house foreman---Hampton, Ill.
Longley, Clarence, machinist---Minneapolis, Minn.
Luepke, Carl A., loco. engineer---Hales Corners, Wis.
Marek, Peter, cashier-----Owatonna, Minn.
McGrath, S. M., clerk-----Madison, Wis.
McGraw, F. J., loco. engineer---Wabasha, Minn.
Mitchell, A. E., conductor-----Steger, Ill.
Newton, L. E., loco. engineer---St. Bernice, Ind.
Olinger, J. J., conductor-----Ottumwa, Ia.
Olson, B. H., loco. engineer-----Perry, Ia.
Quandahl, H. I., chief clerk-----Mason City, Ia.
Rost, Rudolph, loco. engineer-----Portage, Wis.
Ruckman, E. E., conductor-----Crete, Ill.
Sanke, James J., loco. engineer---Chicago, Ill.
Schloss, Philip A., industrial engineer---Chicago, Ill.
Schock, M. G., stower-----Aberdeen, S. D.
Schueler, Ervin, foreman-----Moberg, S. D.
Shattuck, F. S., brakeman-----Genoa, Ill.
Vaughan, H. R., roundhouse clerk---Ottumwa, Ia.
White, V. C., conductor-----Des Moines, Ia.
Whited, E. C., loco. engineer---Ottumwa, Ia.
Woeffl, Max L., cashier-----Milwaukee, Wis.

the Kinsey store. Survivors are his wife Lizzie, two sons, a daughter and 14 grandchildren. Requiem Mass was said in Sacred Heart Church and burial was in Calvary Cemetery.

Mary Pat, daughter of Mr. and Mrs. Joseph A. Brady, was recently married to Kenneth L. Young, who is serving in the USAF at Miles City where they will make their home.

Funeral services were held in Miles City Nov. 27 for Nancy, 25 year old daughter of Mr. and Mrs. Cassio Hashisaki, who died unexpectedly in a Great Falls, Mont., hospital where she was employed as a registered nurse.

Services for several of our friends have recently been held in the chapel of Graves Funeral Home . . . Thomas S. Morgan, 85, retired shop foreman, passed away in a Miles City Hospital Nov. 16 after a brief illness. He was born in Altoona, Pa., and came to Miles City in 1921 as shop foreman. In 1931 he moved to Great Falls, but returned to Miles City in 1936, and retired in 1947. An ardent sportsman, Mr. Morgan served for a number of years as a member of the Montana State Fish and Game Commission. He is survived by one son. Burial was in Custer County Cemetery. . . Edward A. Neiffer, 60, section laborer, passed away Dec. 3 in a Miles City Hospital after a long illness. He was born in Parkston, S.D., and the family later moved to Montana, where he began service with the Road in 1939. Survivors are his wife Adeline, a daughter, five brothers and three sisters. Interment was

in Sunset Memorial Gardens . . . Mrs. Lillian Wirzfeld was interred in Sunset Memorial Gardens Dec. 4. She is survived by her husband and two brothers . . . Mrs. Gertrude Holm, 81, who had been a resident of Miles City since 1913, died there in December. She is survived by her husband Helmer and two sons. Interment was in Custer County Cemetery . . . Mrs. Cecillie Jensen, 82, died suddenly in her trailer home Dec. 15. Four children survive, including a son, Ralph, of Baker, Mont.

A recent news item in the Missoulian Sentinel brought to attention that A. C. Kohlhase, retired superintendent of this division, was chosen "Courteous Driver of the Week" during the third annual courteous driver campaign conducted by Missoula Barracks 835 of Veterans of World War I. The incident for which he was cited involved two children riding bicycles with a total disregard of traffic rules, and his "defensive" driving in the event that they should stop abruptly. Mr. Kohlhase, who lives in Missoula, retired in 1952 after 42 years of service.

The Milwaukee Road Women's Club of Miles City held its annual Christmas party Dec. 10. Plans for sunshine work during the holidays were made. The Colleens, a vocal group from Sacred Heart High School, entertained. Following the gift exchange, lunch was served from a table decorated in the holiday theme. Hostesses were Mesdames George Meier,



45-YEAR SERVICE ANNIVERSARIES of Elmer A. Keller, chief revising clerk in the regional data office in Milwaukee, and Max Woelfl, cashier in that office, were observed with the presentation of their Silver Passes. Shown on the occasion are, from left: Agent L. E. Martin; Mr. Keller; D. C. Fish, manager of the Milwaukee office; Mr. Woelfl; and Assistant Manager F. E. Groves.

Henry Sandman and L. G. McDonald.

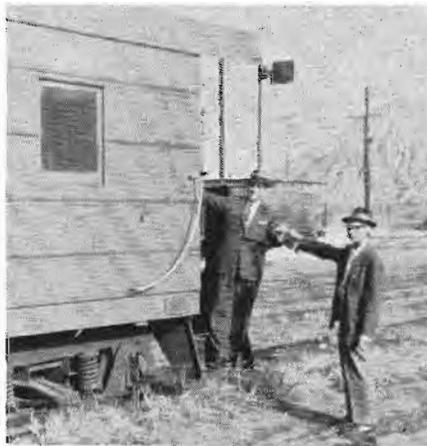
Conductor Daniel P. Brady, 45, succumbed to an apparent heart attack at his home Dec. 13. He was a prominent figure in local athletic circles, having been a member of championship football and basketball teams in high school and later in American Legion baseball. Service as a brakeman started in 1936 and he was promoted to conductor in 1942. Requiem Mass was said in Sacred Heart Church and burial was in Calvary Cemetery. His wife survives, also a son, two daughters, three brothers and four sisters.

Navy Ensign George Childers was promoted to naval aviator in ceremonies held at the Naval Air Station in Corpus Christi, Tex., Nov. 27.

Mr. and Mrs. J. H. Trafton celebrated their 50th wedding anniversary with an open house in the parlor of the First Methodist Church Dec. 16. They were married at Summerside, P.E.I., Canada, and arrived in Miles City on Christmas Day, 1912 to make their home. Mr. Trafton was employed in the mechanical department until his retirement in 1954. They have a son, a daughter, and five grandchildren.

Retired Engineer William C. Cook, 76, passed away in his home at Miles City Dec. 11. He was a native of Marion, Ia., and came to Miles City in 1910 as an engineer from the Kansas City Division. In 1959 he retired after more than 50 years' service. A nephew and two nieces survive. Interment was in Custer County Cemetery.

Mrs. E. B. Haughawaut has been in failing health for some time, but she was able to get around Christmas Day and enjoy visiting with three daughters, two sons and their families who came to celebrate her 90th birthday. Three other sons and a grandson who could not be present visited by telephone. Mrs. Haughawaut has lived in Miles City 53 years, having come a year after her late husband who supervised the building of a number of bridges on the old Trans-Missouri Division when the line was extended to the Coast.



LAST TRIP ORDERS are delivered to Conductor John A. Grivetti of the Milwaukee Division, boarding the caboose of No. 475 for his final run from Ladd, Ill., to Oglesby. Handing them over is S. M. Kern, joint Milwaukee Road-New York Central agent-operator. Mr. Grivetti, who started as a call boy at Ladd on June 14, 1907, had been in conductor service since 1914, the year Mr. Kern entered railroad service, also at Ladd.



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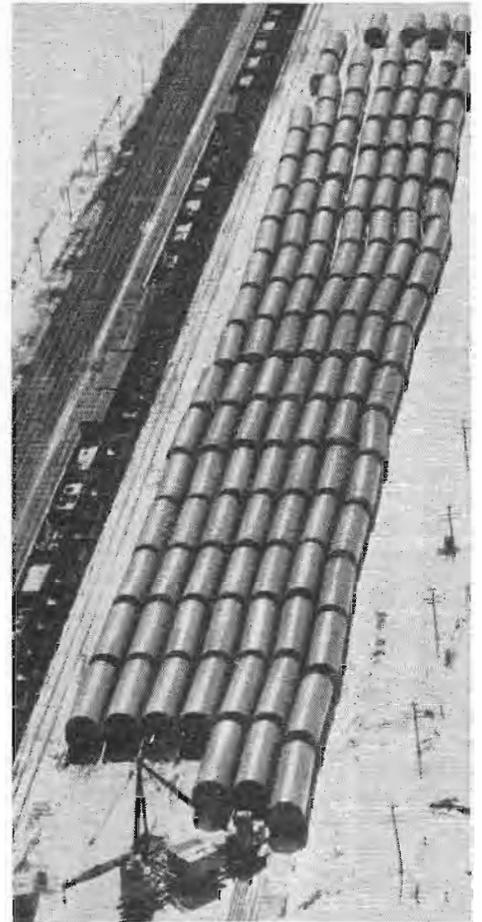
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REPRESENTING THE MILWAUKEE ROAD IN MADISON, WIS. This picture was featured in the special January Business Review edition of the Madison Capital Times and the Wisconsin State Journal in connection with an article about the 109-year history of our railroad in that city. From left are: B. F. Larson, freight rate clerk; Trainmaster F. J. Love; Assistant Agent J. T. Conway; W. E. McGrew, traveling auditor; D. J. DiLoreto, chief clerk in the freight office; W. H. Robinson, assistant to general superintendent of transportation; General Agent R. K. Hurlbut; E. W. Garrity, freight office OS&D clerk; and on the tractor, Driver Howard Behnke of the Milwaukee Motor Transportation Company. In terms of revenue, Madison is the second largest Milwaukee Road station in Wisconsin, and from the standpoint of passenger business, the fifth largest on the railroad.



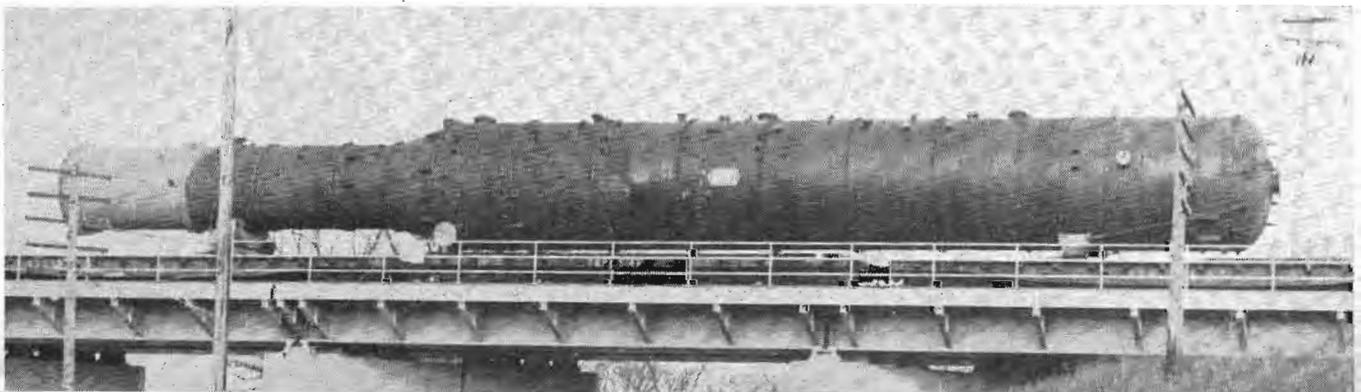
HERE'S LOOKING AT YOU 124 glass-fused-to-steel brewery tanks moved by the Milwaukee Road from the Process Division plant of the A. O. Smith Corporation in Milwaukee, as a total of 156 were accumulating at Lake, Wis., for shipment via the Milwaukee to an A. O. Smith customer. The huge glass lined containers are 13 feet in diameter by 52 feet in length and have a capacity of 1,600 barrels of beer.

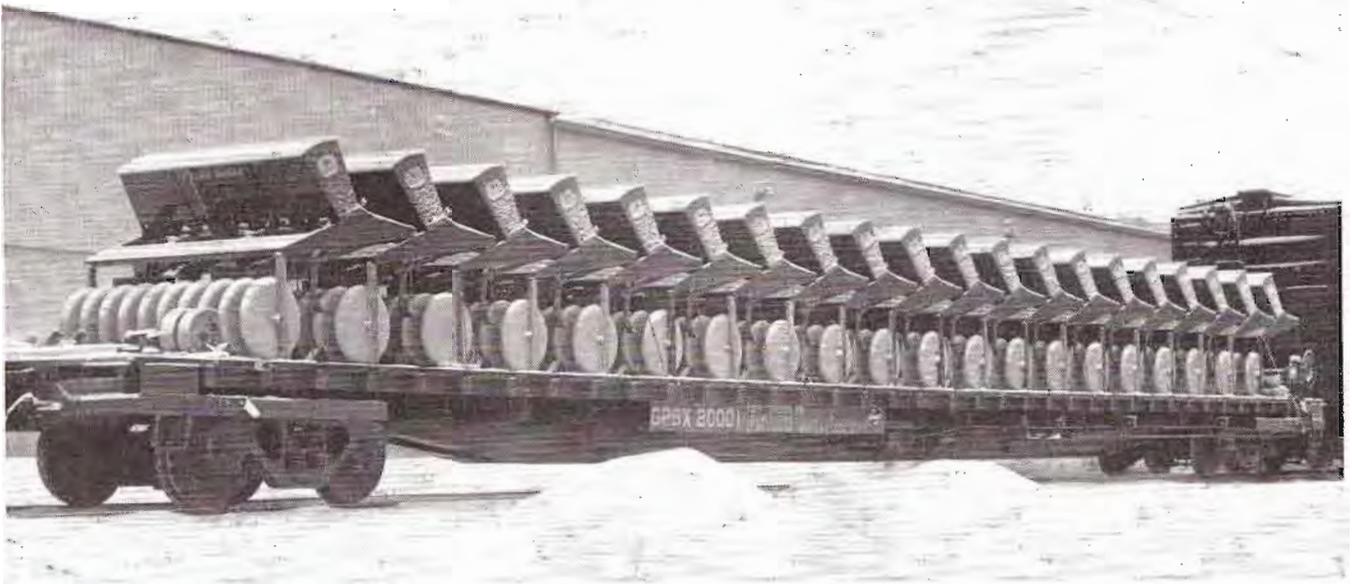


ANNUAL "MOOSE MILK" LUNCHEON of the City Passenger Agents Association of Chicago held in the Union Station at the close of 1962 featured a powwow of the Hiawatha Tribe conducted by William Wallace, general passenger traffic manager (standing right), and G. W. Hyett, general agent passenger department. A star performer at the ceremony was H. C. Reupert, traveling passenger agent, Chicago, shown here (right) being assisted into costume by Chiefs Wallace and Hyett. The annual induction of new members into the Milwaukee Road's tribal group is a holiday tradition of the Chicago travel fraternity.



LONGEST AND WIDEST LOAD ever handled by the Milwaukee Road was this oil tank, 120 feet long and 14 feet in diameter, shipped recently on three flat cars from Eagle Ford, Tex., to the Great Northern Oil Company at Roseport, Minn., which the Milwaukee moved from Kansas City to its Austin, Minn., junction with the Chicago Great Western. The Milwaukee has handled longer and wider loads, but in combined dimensions this was the record.



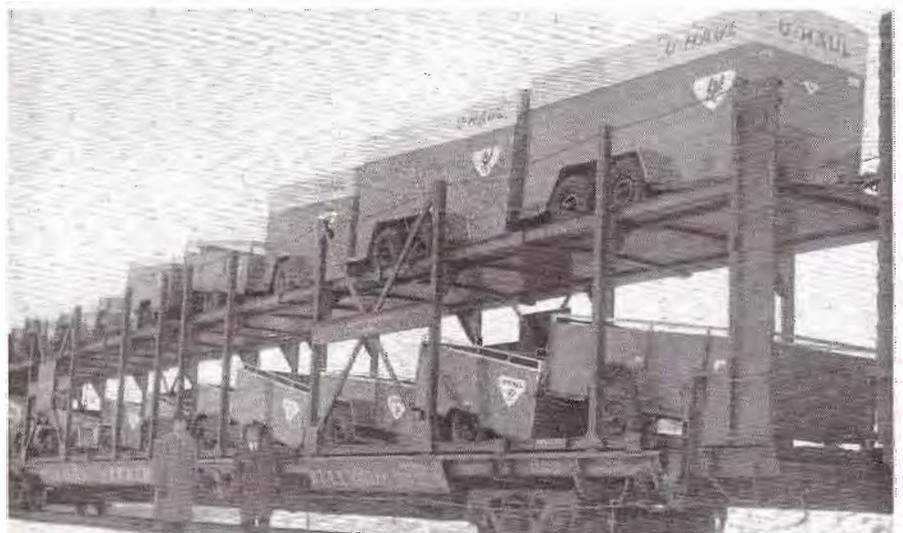


THINKING BIG Mounted on the longest conventional flat car in the United States, a consignment of seeder machines from the John Deere plant at Horicon, Wis., is pictured ready to move from that point Jan. 10 and head for Chester, Mont. The car, leased by the Milwaukee from the General American Transportation Corporation, is a standard Clejan piggyback unit custom fitted with a full wood deck and tie downs. On hand to watch the departure are from left: John N. Garfield, regional sales manager of the General American Transportation Corporation; Trainmaster W. F. Weiland, Milwaukee Division; Agent C. F. Patterson of Horicon; D. A. Frank, traveling freight agent, Milwaukee; Harald Heft and Lynn Osborne, traffic manager and general foreman, respectively, of John Deere's

Horicon works; and Herbert C. Paschen Jr., regional sales representative of General American Transportation's piggyback division, Chicago.

The Milwaukee Road and the General American Transportation company cooperated in adapting the piggyback unit to this service, together with H. A. Stephens, general traffic manager of Deere & Company at Moline, Ill., who designed the modification equipment. This concept of specialized standardization illustrates the growing trend to think in terms of longer and extra capacity cars as a solution to new transportation requirements. As a case in point, the 20 machines on this 80-foot flat car compare with 13 which could be accommodated on a 60-foot car.

TURNABOUT TRAFFIC. At Mobridge, S. D., Trainmaster J. F. Elder of the Aberdeen Division (right) and Earl Peters, Rocky Mountain Division trainmaster-traveling engineer, inspect a bi-level load of empty trailer units being returned recently from Tacoma, Wash., to the U-Haul Company in Milwaukee, Wis., on time freight 264. This is one of the ways in which the Milwaukee Road utilizes special equipment used for westbound movements of new automobiles to handle other revenue traffic on return movements east.



THE
MILWAUKEE
ROAD

MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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BIGGEST BUILDING IN MONTANA, the Anaconda Forest Products plant nearing completion at Bonner, will be served by the Milwaukee Road and Northern Pacific from a 10-car siding. The huge structure—seven acres under one roof—is equipped with a complete electronic operating system. This view from a mountain-side shows Mt. Jumbo in the background. (R. V. Nixon photo)

