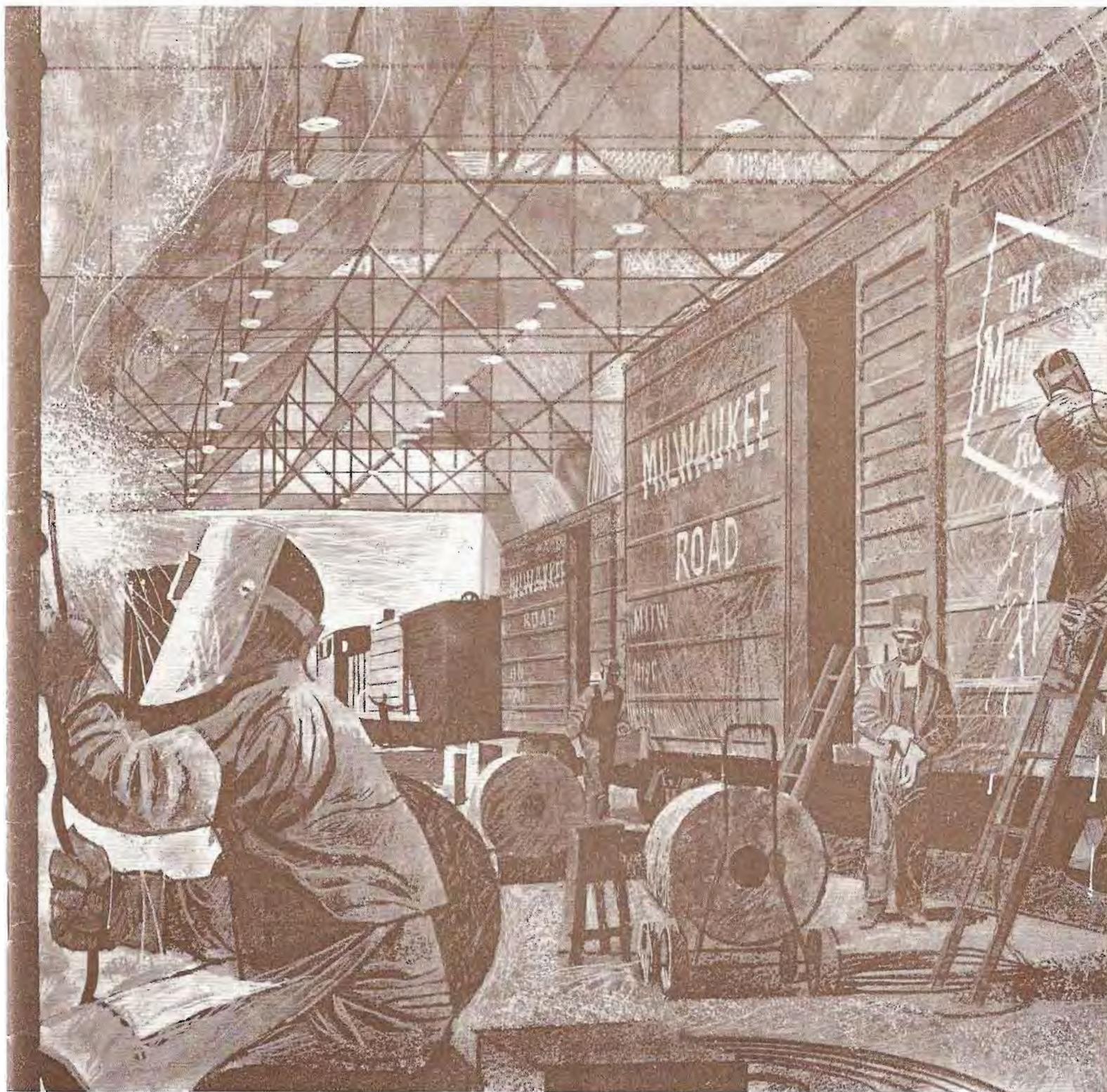


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july
•
august
1963



Big Upgrading Program Rolls at Milwaukee Shops . . . see page 4

MARIE HOTTON
Managing Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

The Milwaukee Road Magazine is published for active and retired employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employes may continue to receive it without cost by sending their addresses to the circulation department, 824 Union Station, Chicago 6, Ill.

contents

Big Upgrading Program Rolls at Milwaukee Shops	4
J. T. Gillick and Women's Club Scholarship Winners Selected	7
The Veterans' Golden Jubilee	8
Aerial Survey Documents New Industrial Expansion	12
Our Shipper-Gram Contest Winner!	14
Appointments	16
"Hey Mister, Shake Hands!"	17
Retirements	18
About People of the Railroad	19



BULLETINS

AIR CONDITIONED BUS SERVICE was scheduled recently by the Wisconsin Northern Transportation Company to make direct connections with Hiawatha trains 2 and 5 at the Milwaukee Road passenger station in La Crosse, Wis. The operation was started for the convenience of travelers to or from Eau Claire, Spooner and Superior, Wis., and Duluth, Minn., and intermediate points.



HUMANITARIAN SERVICE CITATION has been conferred on The Milwaukee Road as a token of appreciation from the American Red

Cross for sharing the transportation task of the Cuban Prisoner Exchange Project. In the shipment of ransom goods completed recently, 51 railroads moved 624 carloads—totaling 22,528 tons—free of charge to Atlantic and Gulf Coast ports. The movements accounted for more than 77 per cent of the total tonnage hauled by all common carriers in cooperation with the Red Cross.

AMERICAN RAILWAY PROGRESS EXPOSITION in Chicago Oct. 9-16 will feature the largest display of railroad equipment ever held in the world. More than 300 supply companies will sponsor exhibits at McCormick Place and the Illinois Central yard nearby. Officers of foreign railroads in some 60 countries have been invited to attend, and about 25 railroad, rail supply and shipper organizations will meet in Chicago while it is underway. The attendance of foreign rail officials is being progressed with the assistance of the Department of Commerce, the Railway Equipment Division of the Business

and Defense Services Administration, and the U. S. Agency for International Development.

CARLOADING REPORT UPDATED. One of the oldest economic barometers in the financial world—the weekly report on the number of freight cars loaded—is now considered potentially misleading, with the result that the Association of American Railroads recently initiated the reporting of traffic volume in terms of ton-miles of revenue freight as well as carloadings. The additional statistics are expected to reflect the continuing increase in freight car capacities, coupled with heavier loading and average length of haul. Average car capacity is now 56 tons compared with 51 at the end of World War II.

PIGGYBACK STRIDES. Cumulative piggyback loadings reported by the Association of American Railroads for the first 25 weeks of 1963 totaled 374,066 cars. The volume represented an increase of 44,448 cars, or 13.5 per cent, above the corresponding period of 1962, and 99,686 cars, or 36.3 per cent, above the corresponding period of 1961. Introducing a new service, The National Railways of Mexico will begin piggybacking bananas to the United States this year, heretofore a near-exclusive maritime operation.

THE PUBLIC—NOT THE RAILROADS—SHOULD PAY, said the National Hay Association, Inc., recently in urging Secretary of Agriculture Freeman to ask Congress for a standby aid program to supply hay for drought disaster areas. In requesting that appropriated funds be used to reimburse farmers for one half of the freight on hay during drought periods,

The Cover

Welding torches sending out a sputter of sparks set the "you are there" mood for a visualization of the \$10 million freight car modernization program now underway at Milwaukee Shops. This is a reproduction of the original art work for our latest "creative crew" advertisement in the series based on the creative approach to solving specific railroad problems, in this instance, the industry-wide car shortage. The artist is Everett McNear, one of the country's top rank commercial illustrators.



Milwaukee's New Post Office to Occupy A Historic Milwaukee Road Site

THE Milwaukee Road became a partner in a multi-million dollar civic improvement program July 18 when it granted the federal government a three-year option on the purchase of 14 acres of railroad property in Milwaukee, Wis., for a post office site.

The transaction signed by the postmaster general embraces the tract between West Fowler Street and the Menomonee River extending from North 2nd Street to North 5th Street. Projects involved in it include a \$20 million post office and the construction of an elevated expressway. Also included is the razing of the railroad's historical passenger station, a famous Milwaukee landmark since 1886, and its replacement with a terminal of the latest design.

The program calls for extensive relocation of track and the facilities of Fowler Street yard. The railroad's plans for the yard area involve removing the track, together with the Fowler Street freight house and other existing structures, and replacing them with new track and facilities in the present Reed Street Yard across the Menomonee River.

The Milwaukee's participation in the renewal program is based on agreements with various city, county, state and federal agencies which reimburse it for part of the relocation costs. Changes contemplated by the railroad will form a major contribution to the city's program of modernization and beautification in the central business dis-

trict, and to easier movement of traffic on downtown streets.

The razing of the passenger station on West Everett Street will simplify the construction of the county's East-West Expressway from North 8th Street to North Van Buren Street, and also save construction costs. The new station will occupy a site fronting on Fowler Street east of the 6th Street viaduct which will be served by trackage running through the lower level of the post office building.

The new post office will be one of the largest in the country, second in size and cost only to the new post office in Detroit and one planned for New York City. The structure will cover approximately 420,000 square feet of the 14-acre tract on Fowler Street, extending from 250 feet east of the 6th Street viaduct to North 2nd Street and south to the riverfront. In selecting the location, the post office department cited it as being economically advantageous from the viewpoint of land and construction costs, as well as estimated taxes and estimated costs of operation. Construction is scheduled to start in the summer of 1965.

As a single civic enterprise, the post office-station-expressway development is the largest ever undertaken in Milwaukee. Negotiations on the projects were in progress for about two years and represent a cooperative effort by the public agencies, the railroad and many private citizens.



Gary Jensen and his mother in front of the Administration Building of the Massachusetts Institute of Technology.

J. T. Gillick Scholarship Student Graduates From M.I.T.

THE scholastic record of a J. T. Gillick Scholarship student was highlighted May 14 when Gary R. Jensen of Miles City, Mont., was graduated by the Massachusetts Institute of Technology with honors. Gary, the son of the late Trainmaster H. J. Jensen of the Rocky Mountain Division, was awarded a full tuition scholarship to M. I. T. in 1959. His mother attended the graduation exercises in Cambridge.

Gary received a B. S. degree in mathematics, graduating with a grade point average of 4.6 out of a possible 5 for the four year course. He was on the Dean's List throughout all eight semesters, was elected to the Society of Sigma Xi, and participated in intramural sports. To continue his studies toward a Ph. D. in mathematics, he has been granted a teaching assistantship at the University of California. He hopes to teach and do research in that field.

the association noted that railroads provide relief in the form of reduced rates. It concluded that any relief given because of natural disaster in the future "should be paid by the taxpayers in general, rather than by any one segment of the economy."

OF MICE AND MEN. A campaign was started recently in England to slash rail fares—for mice. Sparked by the president of the National Mouse Club, people who exhibit prize mice all over Britain complained that the high cost of transporting the rodents is pricing them out of a hobby; that on short distances it costs more to send a mouse than a man. The mouse club was seeking support from rabbit and guinea pig clubs whose members also ship their pets by rail for exhibition.

July-August, 1963

Fingers Can't Be Replaced—Protect Them

While a shop employe was installing a reverser in a diesel engine recently he used his left index finger to feel if a bolt hole was lined up when the reverser was moved, and the finger was caught and lacerated. Immediately the lesson was brought home that had he probed just a little bit farther the entire tip of his finger would have been lost. Hereafter he intends to use the right tool for the job. Fingers can be put to better use, and much safer use, too.—*The Milwaukee Road Safety Department.*



"Work's piling up . . . I'm going to need a new hand soon!"



Lines of completely reconditioned 40 and 50-foot box cars stand outside of the freight car shop in Milwaukee, ready to go back to work on the railroad.

Newly rebuilt and freshly painted, a box car rolls from the car shop at a signal from Freight Shop Foreman R. C. Midgeley.

THE pace has quickened in the Milwaukee Road's program aimed at building greater value into its equipment fleet.

Consistent with the current need for rolling stock to accommodate high grade loadings, the extensive car repair program launched early this year at Mil-



Big Upgrading Program Rolls at Milwaukee Shops

waukee Shops has been expanded to include a total of 5,300 freight cars. In addition, 30 diesel locomotives are being completely reconditioned and equipped with new power plants.

The Road is investing approximately 10 million dollars in the car program, which involves 3,000 of its older 40 and 50 foot box cars, as well as freight cars of various other types. Work is now in the maximum activity stage, with cars being released in Class A condition at the rate of 23 each day. Since June 15, box cars are also being repaired at the Tacoma shops, where the output is 3 per day. The schedule is geared to repairing 3,300 box cars and 1,000 cars of other types by the end of 1963 and

having all of the cars back on the railroad by March of 1964.

The project, which is being directed by F. A. Upton, chief mechanical officer, and G. L. Wood, general superintendent of the car department, benefits shippers and the railroad alike through increased operating efficiency. Moreover, the like-new cars will reduce substantially the Road's per diem rental costs and help ease the car shortage which has plagued the entire industry.

The hub of the car program is the semi-automated production line in the Milwaukee shops complex where most of the box cars were built in the 1930s and early 1940s. In the step-by-step process, cars entering the yard area are

inspected for reworking, marked for replacements or repairs, and stripped of interior plywood walls and flooring. They are then rolled into the seven-track shop building where overhead cranes lift the bodies to permit the removal of trucks. The bodies are lowered onto metal horses, and while the trucks are being renovated, the stripping of wood and steel continues.

New steel doors are hung and welded, and rusted areas of steel siding, removed by flame cutting, are replaced with new sections welded into place. Heavy 2 $\frac{3}{4}$ inch wood flooring is installed over the basic steel floor structures, air brakes are cleaned and tested, the bodies are replaced on the trucks, and the rebuilt

cars are rolled to the paint shop. There they are sprayed with a special rust-resistant paint, the Milwaukee's name, trademark and other identification are stenciled on, and they are ready to go back to work.

By Aug. 1, a total of 2,190 of the cars in the program had been repaired, repainted and returned to service.

While the workhorse freight cars are being reconditioned, passenger cars are receiving much the same treatment. In addition, the interiors are repainted and the seats reupholstered.

On the continuous maintenance program for cars in general service, coaches going through the assembly line are receiving medium repairs at the rate of two each month, along with one mail or baggage car during the same period. In addition, trucks for three passenger cars undergo heavy overhaul each week. Light coach repairs, including painting, slip covering, replacing arm rests and renewing floor covering, are being carried out at the rate of four cars a week, two in the Milwaukee shops, and two at the Western Avenue shops in Chicago. Two of the Road's fleet of 456 all-steel cabooses are also being repaired and upgraded each week.

Wheel Shop in High Gear

Backing up the car and locomotive production lines, the wheel shop in Milwaukee is running full tilt. Each day more than three carloads of new and used wheels—or 36,000 a year—are processed. Axles and wheels are machined, calibrated and assembled almost completely by automation. The modern wheel shop is one of only three in the world equipped to turn out work in this manner.

The 30 diesel electrics in the reconditioning program—6 road freight diesels and 24 switching locomotives—are being equipped with newly reconditioned engines. This project includes upgrading horsepower, cooling system improvements, body repairs, and installing multiple unit controls to permit more flexible utilization.

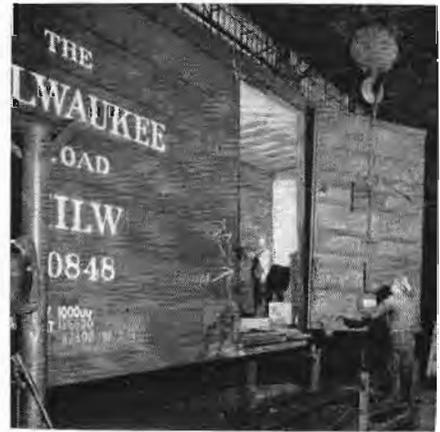
In the coordination of assembly line operations, the trucks are lowered into a drop pit in the locomotive shop by a hydraulic jack, and cranes remove the old engines, main generators and other parts. At this stage, while the body is virtually a shell, it is repaired and painted.

The traction motors are removed from the wheel sets and placed on specially designed stands which stay with them throughout the repair cycle. The pro-

July-August, 1963



Welder Louis Beno works on one of the box cars lined up for assembly line repairs.



Painters Joseph Biksacky (left) and Lawrence Schulte stencil the Milwaukee Road insignia on a newly upgraded box car.

A new steel door is swung into position for hanging, guided by Carman Carl Szafranek. Working on the interior of the car is Carman Ivan Ischko.

A group of newsmen watch activities of the upgrading program during a tour of Milwaukee Shops facilities conducted recently by F. A. Upton, chief mechanical officer (right rear), and G. L. Wood, general superintendent of the car department (second from left). Applying the stencil to the box car are Painter Gerald Janiak (left) and Painter Helper Joseph Biksacky.



cedure involves blacksmith, boiler shop and electrical repairs, and cleaning the frames by a process which includes blasting with ground corn cobs. In the final steps before reassembly, all component parts are cleaned and renovated.

Armatures removed on the stripping line are also corn-cob blasted and then moved by forklift truck to the armature room where repairs include complete re-winding. They are then dipped in a protective varnish, baked until dry, and sent to the assembly line.

In a further move to keep service competitively attractive, the railroad has taken delivery this year of 16 new turbo-charged GP diesel electric locomotives for road and heavy switching service, along with 100 new freight cars of special types. The locomotives are of the 2,250 horsepower class capable of speeds up to 71 miles per hour. Special body and maintenance characteristics enhance their usefulness over those of earlier general purpose models.

Feature Special Devices

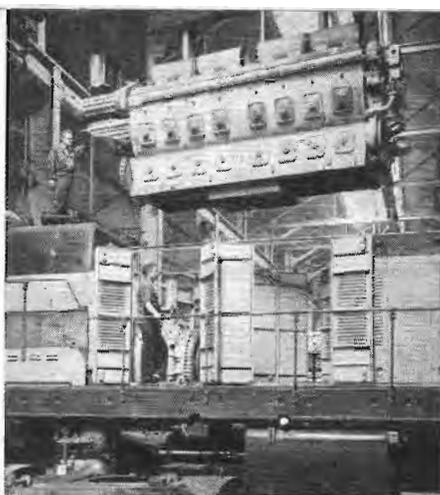
The freight car purchase includes 50 insulated box cars equipped with damage prevention devices and 50 covered hoppers of 4,000 cubic foot capacity with pneumatic outlets. Some of the hoppers feature a new trough-type loading principle that makes it possible to load the car at an elevator without stopping. It moves under the bin at a low roll and is filled as it passes.

To accommodate the needs of shippers of automobile parts, the Road is also acquiring at the present time 25 new type box cars 66 feet 3 inches over the couplers, with a load carrying capacity of 100 tons. Both of these figures set new records for box cars on the Milwaukee and reflect its alertness to the needs of the shipping public.

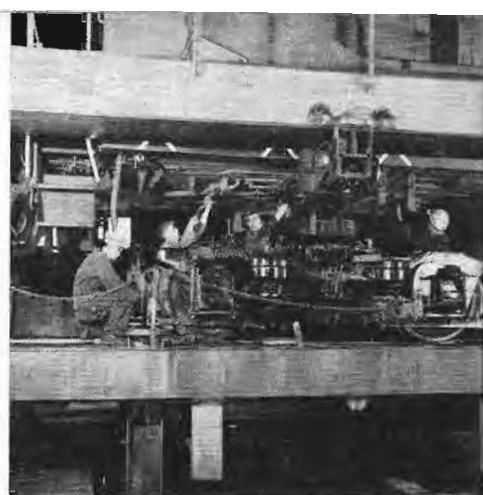
Above left: In the wheel shop, Machinist Helper A. V. Drew (left) and Wheel Press Operator N. M. Ingvaldson place new freight car wheels on axles.

Above right: An axle hole is bored in a freight car wheel to the exact diameter determined by the automatic calibrating device. The operator is Machinist G. T. Demitros.

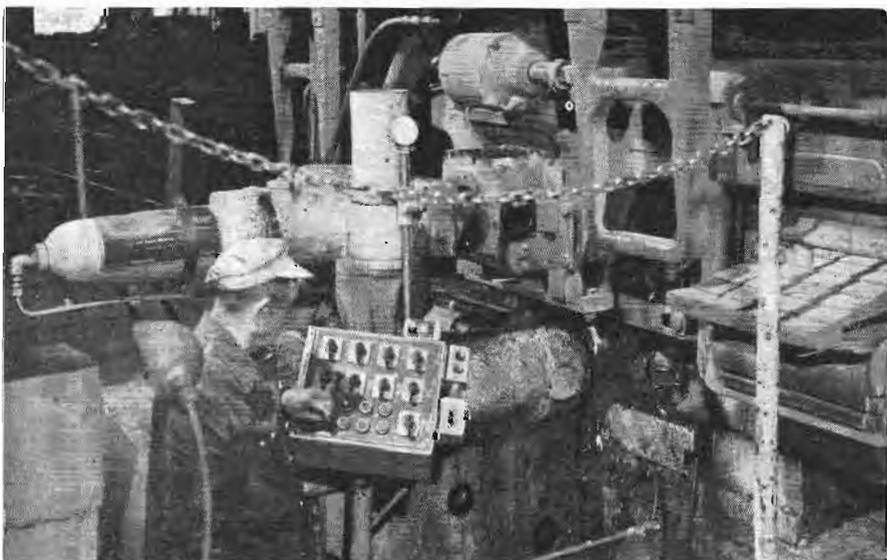
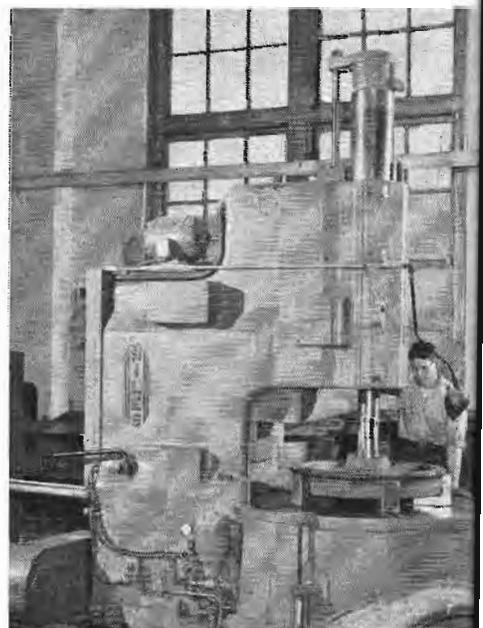
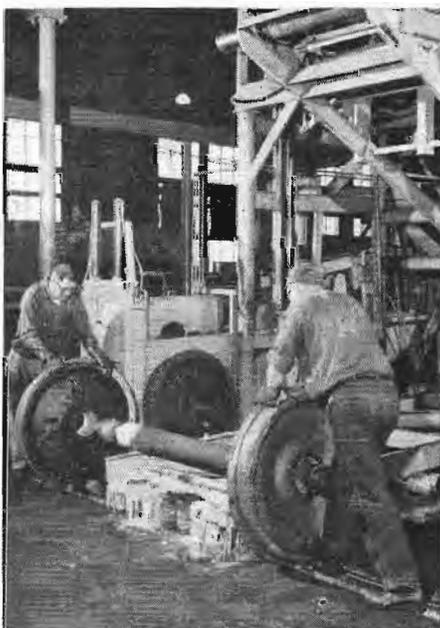
Right: Diesel locomotive wheels which have developed flat spots or flange wear are milled back into proper contour on the wheel truing machine by Machinist W. J. Hulse.



A new 1,500 horsepower diesel engine is lowered into a locomotive car body. Directing the placement are Machinists M. J. Nelson (left) and E. J. Werner.



Shop men position a rebuilt truck under a 1,200 horsepower diesel switch engine standing over the drop pit in the roundhouse. From left: Pipefitter T. H. Dunn Jr., Electrician G. T. Heun, Machinist H. J. Stroede and Electrician C. L. Bennett.



J. T. Gillick and Women's Club Scholarship Winners Selected

A BIG question among Milwaukee Road high school students was answered in June when the J. T. Gillick Scholarship committee announced the successful candidates for the annual awards conferred by the railroad on sons and daughters of employes planning to enter college.

The top winners for 1963 were Harold L. Berglund of Minneapolis, a son of Machinist J. N. Berglund of the St. Paul shops, and Roger D. Kokemuller of Miles, Ia., a son of K. H. Kokemuller, an Iowa Division fireman and

president of the student council, president of the Swedish Club, a member of the orchestra, and of the football, baseball, swimming and tennis teams. Aside from school activities, he held a part time job as a dishwasher in a hospital.

It is Harold's intention to become a medical doctor or a teacher of biology, and he has enrolled in the University of Minnesota College of Science, Literature and Arts to study in that general field.

Roger Kokemuller was graduated as salutatorian of his class at the Miles

he was a member of the student council, of the Science, Toastmasters and Key Clubs, a four-letter athlete, winner of the school's popularity poll, principal NROTC candidate, and Boys' State Lieutenant Governor.

Since Tim was a fifth-grader he has wanted to become a doctor, and with that goal in mind he has taken nearly every science course offered in high school. To help himself through college he has also worked at odd jobs and with section crews on the railroad. To study toward a medical degree, he will attend the University of South Dakota.

Jacquiline Nelson, who won the Women's Club scholarship, is a June graduate of the Bloomington Senior



Harold Berglund



Roger Kokemuller



Jacquiline Nelson



Timothy Hopkins

engineer. Both were awarded annual scholarships of \$600 for four years, or their full tuition, should it exceed that amount.

The secondary \$600 annual scholarship for four years went to Timothy B. Hopkins, a son of Conductor F. L. Hopkins of the IM&D Division.

At the same time, The Milwaukee Road Women's Club announced the awarding of a four-year \$600 annual scholarship. The winner was Jacquiline Louise Nelson of Bloomington, Minn., a daughter of Conductor W. H. Nelson of the Aberdeen Division.

Harold Berglund, who ranked third in a graduating class of 314 at South High School in Minneapolis, is a brother of Erwin Berglund, the winner of a J. T. Gillick Scholarship in 1961 who now attends the University of Minnesota College of Agriculture, Forestry and Home Economics. In Harold's high school transcript he was rated "superior" in all of the characteristics for which provisions are made. A leader in both academic and extra curricular activities, he was a member of the National Honor Society, Boys' State representative, vice

Community School where he had consistently taken more subjects than were required and maintained an "A" average in all. Last summer he also took courses in biology and finite mathematics at the State University of Iowa. In addition to his fine school record, he was a member of the Hawkeye Boys' State, a letter man in baseball, basketball and track, a member of the band and the glee club, and of the Methodist Youth Fellowship. To earn money, he did farm work in the summer and shoveled snow for the city in the winter.

Roger's college entrance tests gave evidence of superior mathematical qualifications, and he plans to be an electrical engineer. He has been accepted for the engineering program of the General Motors Institute in Flint, Mich., which is designed to equip young men with an educational background for engineering and management.

Timothy Hopkins, the winner of the secondary scholarship, is a graduate of the Huron Senior High School and National Honor Society member who also maintained an "A" average for four years. Outside of the academic program

High School where she participated in a college preparatory program which featured advanced courses in English, science and mathematics. She was a member of the Varsity debate team, the student council and the Yearbook staff, president of Y-Teens, director of the class play, choir accompanist, editorial writer for the school magazine and feature editor of the newspaper, and a member of the concert band.

In addition she had been elected to the National Honor Society, National Forensic League, National Thespians, and Quill and Scroll, and had won two Science Fair "firsts," the *Minneapolis Star and Tribune* Teen-Topper Award, two YWCA service citations, and first place in the 1963 Minnesota District Extemporaneous Speaking Contest.

Outside of school hours Jackie served as a hospital volunteer worker, and was employed as a church choir accompanist, baby sitter, and piano teacher for children of neighborhood families. She intends to be either an instructor in a school of nursing or supervisor in a hospital, and will train toward that end at St. Olaf College, Northfield, Minn.



Banquet scene in the Crystal Ballroom showing President William J. Quinn addressing the Veterans.

THE VETERANS' GOLDEN JUBILEE



8



Speakers of the evening were (left to right) E. O. Schiewe, vice president and general counsel, Vice President-Operation F. G. McGinn, the Veterans' president, and President William J. Quinn.

ANY organization that is celebrating its 50th birthday is entitled to whoop it up a little, and it is no exaggeration to say that the Golden Jubilee Reunion of the Veteran Employees' Association will live long in memory as one of the best ever held—a real jamboree.

To begin with, the Veterans again found Milwaukee to be a warm and friendly host city, and even the weather cooperated on June 15 with an ideal Saturday for their gala get-together. And

The Milwaukee Road Magazine



Friends of many years meeting at the depot in Milwaukee are (from left) G. C. Harder, operating department statistician, F. W. Lippert, retired assistant to comptroller, and Walter Vantine, retired Milwaukee Division trainman.



Chicago area Veterans arriving in Milwaukee to stay for the week end include, from left: Ashley Wilhite, chief clerk to vice president operation, and Mrs. Wilhite; C. J. Winandy, retired assistant auditor of joint facility accounts; Mrs. F. L. Freeman, wife of special representative to vice president-operation; Mrs. L. M. Walch, wife of assistant to general manager; Mr. Freeman and Mr. Walch.

thanks to a superb job by dedicated committee workers, the festivity-packed program held something for everyone, from Veterans attending their first reunion to old timers for which it is tinged with nostalgia.

The special significance of the celebration was reflected in an air of excitement at official headquarters in the Schroeder Hotel. Approximately 800 Veterans and members of their families attended, many coming from distant points on the system and off line retirement locations, as well as from surround-

ing states. The railroad went all out for the occasion, providing the Chicago area Vets with extra accommodations on the train to Milwaukee, and a special train for their convenience on the trip home.

Pleasure was the password, starting with registration at 7:30 A.M. for "early birds" anxious to get the most out of the day. Enthusiasm mounted throughout the morning as others arrived and sought out their friends at the registration desk or in the "Switch Shanty", the traditional hospitality center for refreshments. A seven piece Dixieland band, the Fantastic

Windjammers, enlivened the atmosphere with toe-tapping music for those who wanted to dance (and many of them did), as well as a jam session for others content to look on and listen. In addition, Veterans who felt inclined to sing were accommodated by a strolling accordionist.

Music also added to the gaiety of the joint luncheon for men and women—a new arrangement for the Vets—held in the spacious Crystal Ballroom. The meal, served buffet style, featured an array of food of the type that keeps people going back for more.

A lull in the afternoon provided the members with free time to use as they wished, and some seized the opportunity to shop (a hit with the ladies), see a ball game (Braves vs. Phillies), go sightseeing, or do the many other things which visitors to a city enjoy. Meanwhile, back at the hotel, card games and socializing occupied the attention of Veterans to whom the reunion is about the only time when they can get together with some of their friends at other places on the railroad.

The banquet in the Crystal Ballroom which climaxed the event-packed day was keyed to the golden jubilee theme, including "gold" souvenir programs and a touch of gold on gifts of perfume for the ladies and pen and pencil sets for

Vice President-Operation F. G. McGinn congratulates committee members who were responsible for planning the reunion. From left: Matt Medinger, Mr. McGinn, and W. D. Sunter, who was in charge of entertainment; W. C. Lummer, vice president of the Vets; Secretary-Treasurer Florence M. Walsh; E. G. Tyckoson; and J. A. Jakubec, who served as general chairman on arrangements.





"Continental Varieties" entertainer Eddie Burnette demonstrates that the hand is quicker than the eye.

men. E. O. Schiewe, vice president and general counsel, served as toastmaster for the fast moving program, which was sparked by the music of the Stephen Swedish Orchestra, one of Milwaukee's best.

Oratory was brief, but to the point. On the speaking agenda, President Wil-

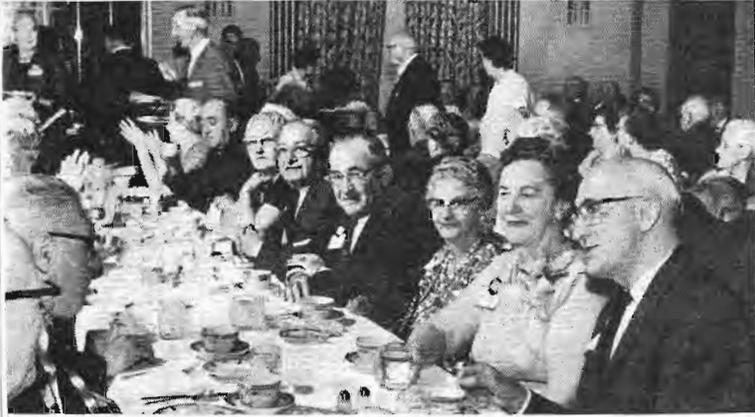
liam J. Quinn told the Veterans about plans being progressed to keep the Milwaukee in the forefront of the industry and urged them to continue their efforts to promote its interests. Informing them about recent developments in the industry, including the call to national defense during the Cuban crisis, he said, "The

railroads—and that includes the Milwaukee—are here to stay for a long time. I hope all of you are experiencing a thrill from being here with your friends, and in recognizing once again that we are all associated with a great industry and a great railroad."

The keynote speech by Vice President-Operation F. G. McGinn, the president of the Vets, reviewed events leading up to the founding of the Association, "now 50 years old but younger than ever, and with a growing membership." Mr. McGinn reported that since the Veterans elected last year to lower the service requirement from 25 years to 20, in keeping with younger retirement ages and the trend toward youth in other undertakings, the membership has grown by 1,163 and now includes approximately



Mr. and Mrs. partners step out to the music of The Fantastic Windjammers. The Veterans are, from left: W. D. Sunter, general freight traffic manager-sales and service; R. T. White, traffic manager, Wisconsin Region; LaDue Harrison, crane supervisor at Bensenville, Ill.; and A. J. Berry, assistant to general freight traffic manager-sales and service.



Family groups enjoy the food and the company at the buffet luncheon.



The afternoon was all too short for these Veterans, all retired shops men. From left and clockwise are O. C. Hartwig, William Piek, R. M. Dale, Ben Katzlinger, and Mr. and Mrs. John Freitag.



The Bell Chords give out with a little close harmony. Leader of the barbershop quartette is Grace Johnson, secretary to general superintendent, Milwaukee (second from right).



Singing what everybody sings who attends the Veterans' reunion.

5,500 active and retired employees.

Remarking that the history of the Vets is a record of men and women devoted to the best interests of the railroad, Mr. McGinn paid tribute to those who had served as presidents in the course of its half century of existence—Charles W. Mitchell, J. T. Gillick and Larry J. Benson—and to the late Mrs. Grant Williams, remembered with affection as its secretary and treasurer for almost 25 years. He also thanked Mrs. Williams' successor, Miss Florence M. Walsh, for

her efforts on behalf of the Veterans, particularly in connection with the Golden Jubilee Reunion. "We all owe a great deal to Florence", he said.

His talk set the mood for the balance of the festivities, which were laced liberally with community singing plus a highly entertaining floor show. In the latter department, the committee did an outstanding job. As a bonus, the Veterans had an impromptu treat when several members in the audience teamed up with one of the professional acts in a

feat of legerdemain. As usual in such circumstances, home talent got a big hand.

Typical of comments about the reunion is "It's the best we ever held, and I'll come back every chance I get." In that connection, Mr. McGinn had good news for the Veterans—another reunion next year, in Minneapolis. This arrangement, by popular demand, will be on the Association's regular biennial reunion schedule, which was altered to mark the golden anniversary.

Land Purchase at Ottumwa, Ia. Increases Industrial Holdings

ON its continuous program for providing shippers with advantageous plant sites, The Milwaukee Road has purchased 31 acres of land at Ottumwa, Ia., suitable for industrial development. The transaction, negotiated on July 10, involves a tract just outside the north city limits.

Generally triangular in shape, it is located south of the railroad's right of way at Ottumwa, and within a few hundred

feet of U. S. Highway 63. The site is zoned for light industry.

In a joint announcement of the purchase by S. J. Cooley, vice president-real estate and industrial development, and Byff Byrum, executive director of the Ottumwa Area Development Corporation, Mr. Cooley said that the railroad has been impressed by the city's program of civic and industrial development, and that its decision to become an active worker in the program represents an affirmation of faith in Ottumwa's future.

13 WARNINGS NOT ENOUGH

At Olathe, Kans., 13 warning signs were installed recently at an intersection of US 56 and US 169 where three persons had been killed in accidents. Seven warn of the four-way stop, two call attention to the 30-mile speed limit, and four are extra large stop signs, one of which has a flashing warning light.

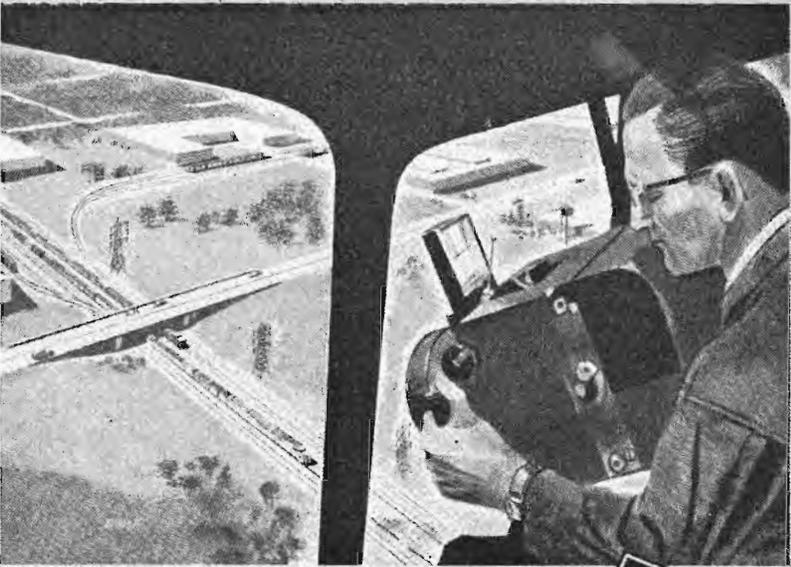
After the work was done 12 vehicles failed to heed the stop signs in a 15-minute period.

Aerial Survey Documents New Industrial Expansion

AERIAL surveys continue to play a leading role in the Milwaukee Road's program of inventorying railroad property and other land suitable for the use of industries seeking desirable plant sites. Among evidence of their effectiveness are these views of important industrial growth which has occurred recently at various locations. The activities were photographed during a survey made on June 18 by E. J. Stoll, director of real estate and industrial development, for the purpose of documenting opportunities that exist in industrial districts established by the Road itself as well as on property having access to Milwaukee Road services. The pictorial records are invaluable to both the department's field engineers and industrial builders in studying the general character of proposed plant sites and locating facilities.

Right: Creative Crew advertisement points out the advantage of aerial survey service to industries looking for choice plant sites.

Your plant site "super market!"



Our 13-state aerial survey puts hundreds of sites in focus for you

A UNIQUE SERVICE DEVELOPED BY OUR
CREATIVE CREWS

THE MILWAUKEE ROAD

America's resourceful railroad

ZENITH RADIO CORPORATION —Construction moves into the final stage on a new manufacturing-warehouse-office building complex erected in Chicago on a 28-acre site purchased from the Road immediately south of the Chicago-Omaha right of way. The property, shown here in a northerly direction, extends one half mile from Austin to Narragansett Avenues, directly west of Galewood Yard and south of Zenith's former main plant (building with parking lot on roof). Included in the site are air and underground rights to provide bridges and tunnels between the older plant and the new and between other buildings contemplated in a future expansion plan. The facility pictured here contains 762,000 square feet of space and features the world's largest poured gypsum concrete roof. The section nearing completion will be used as Zenith's general offices.

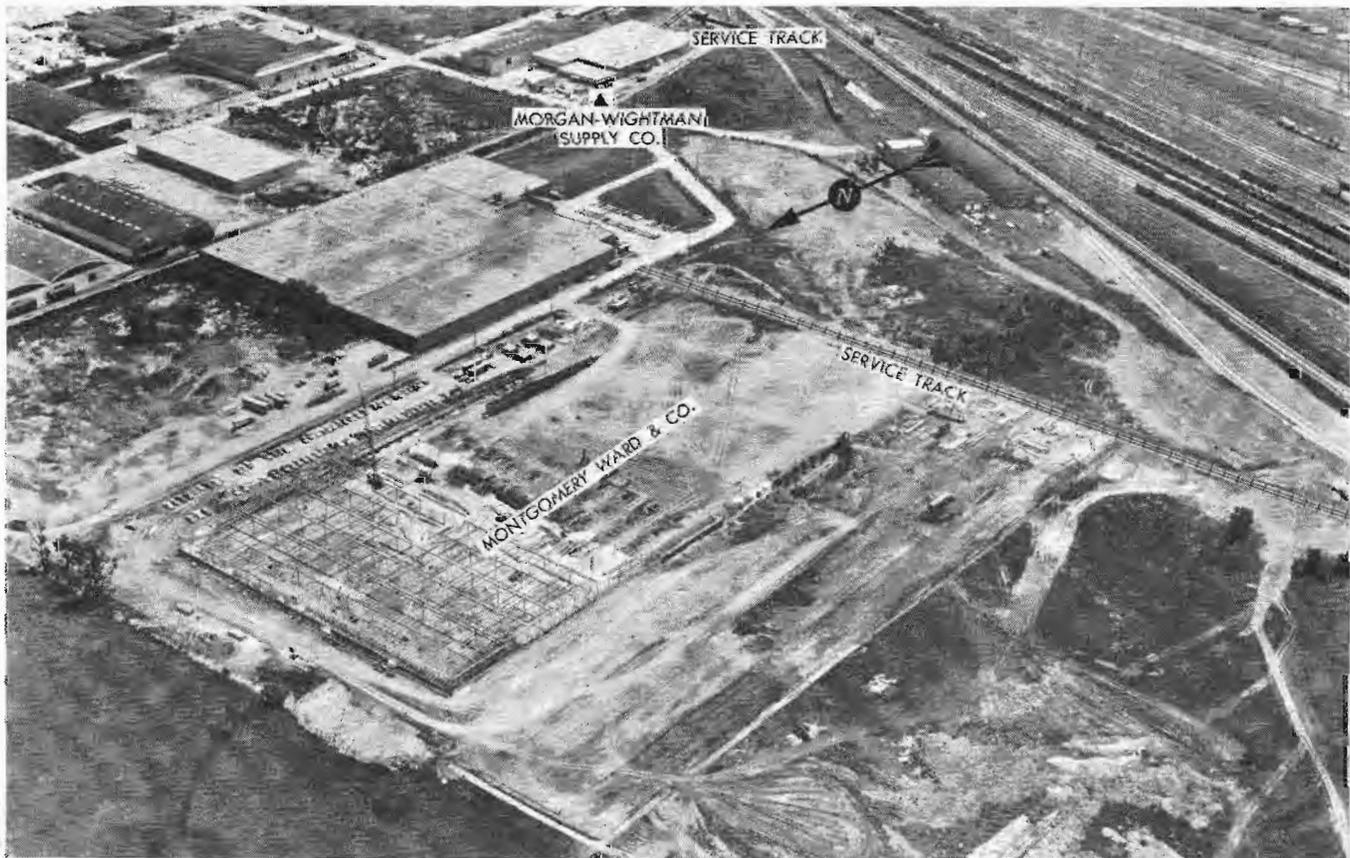


KITCHENS OF SARA LEE, INC.

—Construction proceeds on a \$22 million bakery started last summer on a 52-acre site near Deerfield, Ill., which will be served by trackage off the Chicago-Milwaukee main line south of Central Avenue. This picture, taken from the east, shows two inbound spurs completed at the south end of the 500,000 square foot building and an outbound spur at the north end. On the right, facing U.S. highway 42A, work is progressing on the main entrance and office section. At the southwest corner is a storage building with a capacity of 36 million pounds for flour and sugar, and at the northwest a freezer warehouse 180 by 300 feet and 40 feet high. The plant, the largest and most modern bakery in the world, will be the first to use electronic processing for quality control. Production will go direct from the ovens to the deep freeze, and be withdrawn by EDP machines on a "first in, first out" basis.



MONTGOMERY WARD & COMPANY —Framework goes up for a 440,000 square foot warehouse on a 36.5 acre site acquired in the Road's industrial district at Franklin Park, Ill. This view, looking southeast, shows its proximity to the Bensenville automatic classification yard with the service track already in place at the south end. The facility will be ready for occupancy in December . . . The **MORGAN-WIGHTMAN SUPPLY COMPANY**, distributor of building materials and millwork with headquarters in St. Louis, is constructing the warehouse centered at the upper edge of the picture, shown as it was nearing completion. The 50,000 square foot structure occupies a 124,453 square foot site which will be served by a spur track about 600 feet long with a 2-car spot inside the building.



Our Shipper-Gram Contest Winner!

FOR an example of the soft sell backed by a core of hard common sense, the judges of our railroad's Shipper-gram contest gave their vote unanimously to the following:

"We're on the move, we're careful, too. We'd like to move your freight for you."

It is the brain child of Robert A. Sturm, agent-operator at Sun Prairie, Wis., who submitted two Shipper-grams in the contest. For the one quoted here he has been awarded a total of \$125 in United States Savings Bonds, a \$25 Bond for the best entry by a La Crosse Division employe, plus a \$100 Bond for the best on the entire railroad.

He now becomes a contender for the grand prize of \$1,000 offered by the American Railway Magazine Editors Association for the best Shipper-gram by an employe of a North American railroad. The winner of the industry-wide competition will be announced in September.

The Milwaukee Road's contest, which closed July 1, was judged by a panel representing both railroad and shipper interest in damage-free freight handling,

Agent Robert A. Sturm of Sun Prairie, Wis., is notified of his achievement by F. J. Love, trainmaster of the La Crosse Division at Madison, Wis.



namely, W. D. Sunter, general freight traffic manager-sales and service; R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; E. C. Madden, general traffic manager of the Zenith Corporation; W. J. Marshall, executive director of the Chicago Candy Association; and A. J. Carr, manager of the traffic department of the Quaker Oats Company. In their opinion, Agent Sturm hit the nail on the head in expressing the main point of a Shipper-gram—merchandising the advantages of rail transportation through a message to shippers which conveys the idea that the railroads are at their service and that the service will be good.

Our railroad's representative in the

industry-wide contest is a third generation Milwaukee Roader who was born at Guttenberg, Ia., on Apr. 18, 1922. His grandfather, Charles Sturm, held a Gold Pass in recognition of more than 50 years of service as section foreman at Guttenberg, and his father, Arnold Sturm, was an agent and operator at many stations on the old Dubuque and the La Crosse Divisions before his death in 1945. A brother, Charles, is currently an operator at Duplainville, Wis.

Robert Sturm came to the railroad after graduating from the Tomah, Wis., high school, having learned telegraphy from his father and the operator at Tomah. He applied for a job on his 18th birthday, and his first assignment was as operator at Mauston, Wis., on June 15, 1940. In the next two years he worked at many locations on the La Crosse Division, including Sparta, Tunnel City, New Lisbon and Watertown, and at several in the Milwaukee Terminals.

During World War II he served briefly with the Army Signal Corps, but upon hearing that the Military Railway Service was looking for experienced men he arranged for a transfer, and saw action as an operator and train dispatcher with various units in Algeria, Italy, France and Germany. Most of this period was with the 759th Railway Operating Battalion, which he likes to think of as "my outfit".

After being discharged from the Army in 1946, Mr. Sturm returned to the railroad as operator at Watertown, Wis., where he was married the following year to Miss Lois Schroeder. They now have three sons, Arnold, 15, David, 12; and Joel, 7. He was assigned to his



Judges of the Shipper-gram contest exchange ideas about one with an amusing slant. Left to right: A. J. Carr, manager of the traffic department of the Quaker Oats Company; W. D. Sunter, Milwaukee Road general freight traffic manager-sales and service; W. J. Marshall, executive director of the Chicago Candy Association; E. C. Madden, general traffic manager of the Zenith Corporation; and R. J. Kemp, the Milwaukee Road's assistant to vice president-claim prevention, refrigerator and merchandise service.

present position in 1953.

The Sturms like Sun Prairie, which in the years they have lived there has grown in population from 2,300 to more than 5,000 persons. Mr. Sturm is treasurer of the Calvary Baptist Church, just started the past year, and his wife teaches a Bible class. Both are interested in nature and the outdoors, and devote much of their leisure time to gardening. In addition to raising flowers and vegetables, they are especially fond of evergreens, of which they have planted 10 varieties.

The Milwaukee Road's business at Sun Prairie consists mainly of inbound carloads of bagged ground clay and other minerals, lumber, cement and various building materials, plus feed, seed and fertilizer. In the line of forwarded freight, the largest single items are canned vegetables and porcelain insulators, both of which require careful handling. That they get it, too, is reflected in the fact that claims on shipments moving through this station are negligible, in fact, just about minimum. But let Agent Sturm talk about this in his own words:

"Because the railroad has been a large part of my life, its prosperity has always been of personal interest to me, and I have sometimes had the unhappy task of dealing with a shipper who was disappointed because his shipment was damaged or delayed. At that point it is too late to make things completely right for him—I know, first hand, that the only way to avoid disappointing a customer is to eliminate the cause.

"It is a real pleasure to me that my Shipper-gram may play a role in bringing our railroad to the attention of the shipping public. However, for a Shipper-gram to be really effective, it must be an accurate reflection of our service and of us. For that reason, I suggest that we railroaders always keep the shipper's viewpoint in mind when we perform our particular part of the shipping task."

* * *

In Our Next Issue

The fact that the closing date of the Shipper-gram contest—July 1—coincided with the deadline for the July-August issue of *The Milwaukee Road Magazine* imposed a time limit on developing information about the other employees of the railroad who were declared the winners on their individual divisions. Read all about them—their names, their Shipper-grams, and their ideas about handling freight—in the *Magazine for September-October*.

Attorney Honored for Veteran Service



On hand for the presentation of a Gold Pass to W. C. Fraser, the Road's law representative in Omaha, Neb., are, from left: W. H. Applegate, district claim adjuster, Omaha; R. K. Merrill, general solicitor; M. L. Bluhm, retired vice president and general counsel; Mr. Fraser and his son, Robert G.; E. R. Morrison of the Kansas City firm of Morrison, Hecker, Cozad & Morrison, solicitors in the state of Missouri; E. O. Schiewe, vice president and general counsel; and C. L. Taylor, retired vice president and general counsel. Present also was F. J. Melia, vice president and western general counsel of the Union Pacific.

IN recognition of a relationship which has spanned 50 years of service to the Milwaukee Road, a Gold Pass was presented on June 18 to William C. Fraser of the Omaha, Neb., law firm of Fraser, Stryker, Marshall & Veach. E. O. Schiewe, vice president and general counsel, conferred the pass at a ceremony in Omaha witnessed by a group of Mr. Fraser's longtime associates in railroad affairs, and his son Robert G., a partner in the father's law firm.

The tribute harked back to 1913 when Mr. Fraser, recently graduated from Creighton Law School, became a member of the firm of Crofoot & Scott, the Milwaukee's attorneys in Nebraska, and handled his first case for the railroad. The association formed at that time has remained constant through several changes in the firm's name and membership.

Mr. Fraser is a member of the Omaha, the Nebraska State and the American Bar Associations and his career has encompassed a wide range of civic, political and professional interests. Activities with which he has been identified include the Boy Scout movement, the Nebraska Republican Party, the Chamber of Commerce, the Omaha Community Chest, the Symphony Orchestra Association and the Public Library, and numerous national defense organizations and fund raising drives.

In working for civic improvement he has served as a member of the Nebraska Development Committee, the Agricultural Research Foundation and the Nebraska and National Reclamation Associations. For many years he has been a member of the board of directors of the Fawn Lake Ranch Company and the Musser-Mosler Cattle Company, which operate ranches totaling 100,000 acres of land and six to seven thousand head of cattle.

With his wife Mabel, Mr. Fraser observed 50 years of marriage in 1959. They have four children, 13 grandchildren and six great grandchildren.



"What is the fare for one horse from Chicago to Omaha?"

APPOINTMENTS

Traffic Department

Effective June 16, 1963:

G. Thomas Bond is appointed agricultural agent in the agricultural and mineral development department with headquarters in the Union Station, Chicago. He will serve our territory in Illinois, Indiana, Upper Michigan and Wisconsin and have other duties as assigned. Mr. Bond, a native of Indiana and graduate of Purdue University, formerly taught agriculture and supervised the better living program in Clinton County, Ind. Since 1957 he has been director of distribution for feed, seed and fertilizer for the Clinton County Farm Bureau Cooperative Association Inc.



G. Thomas Bond

Effective July 16, 1963:

G. A. Sansverie, assistant district representative rail-highway sales, Detroit, Mich., is appointed district representative rail-highway sales, Minneapolis.

J. Lucchesi, assistant district representative rail-highway sales, Minneapolis, is appointed commercial agent, Kansas City, Mo.

E. W. Mastin, city freight agent, Minneapolis, is appointed traveling freight and passenger agent, Aberdeen, S. D.

H. V. Page, traveling freight and passenger agent, Aberdeen, S. D., is appointed city freight agent, Chicago.

B. V. Gulley, chief clerk, Atlanta, Ga., is appointed city freight agent, Milwaukee.

G. W. Gunder, chief clerk, Portland, Ore., is appointed city freight agent, Minneapolis.

Operating Department

Effective June 1, 1963:

T. B. Kirk, assistant electrical engineer, Tacoma, is appointed electrical engineer with headquarters in Tacoma, following the retirement of H. R. Morgan.

Mechanical Department

Effective July 1, 1963:

J. V. Sands, district general car foreman, Tacoma, is appointed assistant shop superintendent, freight car shop, Milwaukee.

W. C. Mauer, district general car foreman, Bensenville, Ill., is appointed district general car foreman, Tacoma.

V. L. Waterworth, district general car foreman, St. Paul, is appointed district

general car foreman, Bensenville.

H. R. Anderson, district general car foreman, Milwaukee, is appointed district general car foreman, St. Paul.

H. F. Shannon, district general car foreman, Savanna, Ill., is appointed district general car foreman, Milwaukee.

L. A. Lindemer, assistant district general car foreman, Milwaukee, is appointed district general car foreman, Savanna.

L. P. Barry, general car foreman, Bensenville, Ill., is appointed general foreman, Milwaukee freight car shop.

T. E. Schmidt, car foreman, St. Paul, is appointed assistant general foreman Milwaukee freight car shop.

C. A. Borgh, district general car foreman, Western Avenue, Chicago, is appointed assistant engineer train lighting with headquarters in Milwaukee.

L. L. Lentz, general foreman freight car shop, Milwaukee, is appointed engineer of car design, mechanical engineer's office, Milwaukee Shops.

W. C. Gage, master mechanic, Bensenville, Ill., is appointed district master mechanic with headquarters at Western Avenue-Chicago, with jurisdiction over locomotive matters at Western Avenue; also car department activities, including all passenger and freight car operations at Western Avenue and Division Street. The position of district general car fore-



Hole-In-One!

NO wonder John P. Kiley, the Road's retired president, looks rather pleased with himself. Did you ever get a hole in one? The spectacular wallop, which occurred June 14 on the second hole of the South Shore Country Club course in Chicago, was a 148-yard shot played against the wind with a No. 6 iron. He and Mrs. Kiley are shown here aboard the City of Portland a few days later as they were leaving Chicago for a visit in Seattle with their daughter and son-in-law, Mr. and Mrs. Ralph Morrison, and the five Morrison children.

man is abolished.

E. J. Mueller, master mechanic at Western Avenue-Chicago, is appointed master mechanic, Bensenville, Ill.

A Diamond Jubilee Salute to The Milwaukee Road



THE farm community of Lind, Wash., celebrating its Diamond Jubilee June 7-9 in the good old-fashioned beard-growing tradition, saluted the Milwaukee Road for helping to put it on the map.

Looking back over a span of 75 years, the community noted that in 1888 the area around Lind had been written off as unsuitable for farming—"a desolation where even the most hopeful can find nothing in its future prospects to cheer". At that time the townsite consisted of a water tower and a railroad section house. Records show that a few hardy cattlemen ranged the area, and in 1889 the town got a school and a post office, but that growth was slow and unsteady until the Milwaukee arrived.

The Road's coast extension reached Lind in 1909, pushing east and toward Puget Sound at the same time. In its wake came homesteaders with a know-how for wheat, and Lind quickly became a boom town. Six years later it received another economic boost when a dry land experiment station was established there, largely through the efforts of the Milwaukee Road and Spokane and county business men.

Today Lind has shaken down into a service community and shipping point for an agricultural area of 1,500 population. In a bragging mood for the diamond jubilee, achievements it celebrated included modern utility systems, paved streets, fine schools and churches, a health clinic, an award-winning newspaper, and the largest wheat farm in the state (22,000 acres). Last year the community raised about 2,800,000 bushels of wheat, plus 1,400,000 bushels of barley, oats and rye. For the difference in its history between the present and the prospects of 1888, the Milwaukee Road received a tip of the hat.

"Hey Mister, Shake Hands!"

handicapped children enjoy railroad outing just like other kids

To celebrate the end of the school year in June, 47 children from the combined Bonaparte and Lincoln schools of Bensenville, Ill., with 10 parents and teachers, took a Milwaukee Road suburban train ride 19 miles to Elgin. Aboard the train the youngsters were entertained by a clown, and upon leaving it they hiked to Elgin's Riverside Park where they rested and enjoyed soft drinks.

On the return trip the train carried a tired but happy group of boys and girls, many of whom had experienced their first ride on a railroad. Obviously, they loved it.

What set this excursion apart from the routine school outing was that all of these children are mentally handicapped. Its success emphasized a fact for which parents and teachers of retarded young people are seeking greater public appreciation—that exceptional children, when educated up to their total capacities, are not very much different from those who are more fortunate.

But that parents of retarded children need educating also was pointed out by a member of the parent-teacher group. "The hardest part of being the parent of a retarded child is facing up to the truth of the situation", said B. M. Fischer of Elmhurst, Ill., whose eight-year-old son

When the train was stopped in the Elgin, Ill., depot some of the children took a turn at the controls. From left are Thomas Carr, Bensenville; Engineer Dave Potter; Karen Kulpaka, Elmhurst, Ill.; and Fireman John Schreiber.



Mark attends the Lincoln school. "But once it is faced, fathers and mothers learn by working together that their problem is not so difficult after all."

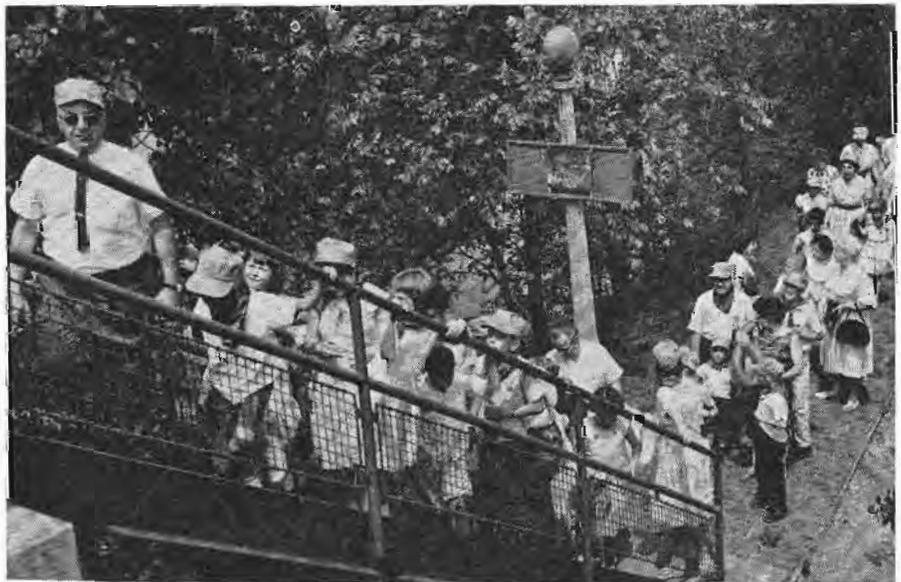
Mr. Fischer, who is vice president of the Lincoln PTA and active in Community Welfare for the Mentally Retarded, named compassion, patience and united action as three factors necessary in an effective program of help for the retarded child. For instance, he and other parents were influential in the merging of the one-room Bonaparte school, which is parent sponsored, with the Lincoln school for retarded youngsters operated by the public school system. Through the use of the larger building, the two schools are able to offer broader facilities for serving the needs of the different types of trainable retarded children. Both draw students from a wide suburban area.

The Lincoln-Bonaparte program includes helping parents when they first learn they have a retarded child. According to Mr. Fischer, this is when help is needed most. These parents are visited by others facing the same problem, who explain what they are doing about it and how the schools can assist them in providing the education to which retarded children are entitled.

That compassion and patience are effective in working with retarded children was demonstrated on the railroad outing. A Milwaukee Road passenger representative who tried to make friends with one by offering him an engineer's cap and bandana was firmly rejected. Later, while hiking through the park, the same child approached him and said, smiling shyly, "Hey mister, shake hands!"



The excursion was the first train ride for many of the youngsters. A clown entertained them on the 35 minute ride.



In Elgin the group hiked to Riverside Park where the clown continued his entertainment. Leading the parade is B. M. Fischer of Elmhurst, Ill., vice president of the Lincoln School's Parent Teacher Association.

RETIREMENT

during May-June, 1963

General Office & System Employees

Almen, F. O. Asst. Bureau Head. . . Chicago, Ill.
 Aston, W. B. Coach Porter. . . " "
 Bartlett, E. W. Asst. Engineer. . . " "
 Carruthers, O. M., Comptometer Oper. . . " "
 Dougar, S. E. Cook. . . Milwaukee, Wis.
 Graser, S. J. Chief Clerk. . . Chicago, Ill.
 Gumz, M. B. Clerk. . . " "
 Hermes, A. H. Clerk. . . " "
 Hibbard, R. E. . . . Gen. Frt. Traf. Mgr. . . " "
 Highland, A. E. . . . Head Accountant. . . " "
 Hockenbury, D. R. . . . Conductor. . . " "
 Hutchings, J. O. . . . Secretary. . . Seattle, Wash.
 Jones, M. J. Bureau Head. . . Chicago, Ill.
 Kough, E. H. Asst. Engineer. . . " "
 Mohr, H. E. Bureau Head. . . " "

Chicago Terminals

Barton, J. Laborer. . . Chicago, Ill.
 Belsky, M. J. Caller. . . Galewood, "
 Bogacki, J. I. Stower. . . Chicago, "
 Costante, J. P. Carman. . . Bensenville, "
 Cviba, J. A. Electrician. . . Chicago, "
 Gierlasienski, A. . . . Crossing Watchman. . . "
 Kujala, F. C. Laborer. . . Bensenville, "
 Roberts, E. C. Chauffeur. . . " "
 Snyder, R. C. Engineer. . . Chicago, "
 Stiles, H. J. Lift Truck Driver. . . "
 Tietz Jr., N. Check Clerk. . . " "

Aberdeen Division

Bismarck, A. J. Conductor. . . Aberdeen, S. D.
 Jarvis, M. G. Engineer. . . Minneapolis, Minn.
 Kuhn, R. L. Sec. Laborer. . . Edgely, N. D.
 Kunze, F. A. Carman Helper. . . Montevideo, Minn.
 Lecoe, M. L. Sec. Foreman. . . Plevna, Mont.
 Miller, W. F. Rndhse. Foreman. . . Aberdeen, S. D.
 Walsh, P. J. Agent. . . Andover, "

Coast Division

Adcock, J. P. Electrician. . . Tacoma, Wash.
 Diviny, N. Sec. Laborer. . . Newport, "
 Morgan, H. R. Electrical Engineer. . . Tacoma, "
 Parker, B. C. Rndhse. Foreman. . . Port Angeles, "
 Reynolds, H. A. Carman. . . Othello, "

Dubuque & Illinois Division

Abts, W. W. Brakeman. . . Elgin, Ill.
 Croghan, O. A. Engineer. . . Savanna, "
 Dulen, C. J. Brakeman. . . Elgin, "
 Hanchett, H. J. . . . Crossing Watchman. . . " "
 Macha, H. E. Sec. Foreman. . . Farmersburg, Ia.
 Olinger, J. J. Conductor. . . Ottumwa, "
 Pumroy, T. C. Engineer. . . " "
 Soots, C. U. Conductor. . . " "
 Washburn, H. A. Commercial Agent. . . Kansas City, Mo.
 Wolf, C. W. Engineer. . . Savanna, Ill.

Iowa Division

Gorman, N. J. Asst. Trainmaster. . . Marion, Ia.
 Kime, G. W. Switchman. . . Cedar Rapids, "

Iowa, Minnesota & Dakota Division

Bastemeyer, J. L. Sec. Foreman. . . Dell Rapids, S. D.
 Bolmgren, C. R. Agent. . . Decorah, Ia.
 Dubaski, J. H. Sec. Laborer. . . Algona, "
 Hoffstater, C. A. . . . Conductor. . . Farmington, Minn.
 Meurs, A. Engineer. . . Mason City, Ia.
 Mitchell, G. A. Carman. . . Sioux City, "
 Munson, M. R., Sec. Foreman. . . Lake Preston, S. D.
 Snere, C. E. Cashier. . . Spencer, Ia.

La Crosse Division

Blasezyk, A. V. Carman. . . La Crosse, Wis.
 Cooper, A. M. Engineer. . . Minneapolis, Minn.
 Cunningham, M. H. . . . Trucker. . . Wisconsin Dells, Wis.
 Dow, L. B. Sec. Laborer. . . New Lisbon, "
 Gabower, A. E. Sec. Stockman. . . Tomah, "
 Harnish, H. Crew Caller. . . La Crosse, "
 Jorgensen, H. Engineer. . . Minneapolis, Minn.
 Mills, C. T. Engineer. . . " "
 Moran, H. E. Car Foreman. . . New Lisbon, Wis.
 Ritter, J. R. Rndhse Laborer. . . La Crosse, "

Sackmaster, H. C. Sec. Foreman. . . Camp Douglas, Wis.
 Schandelmeyer, W. J., Brakeman. . . Milwaukee, "
 Scheel, W. L. Sec. Laborer. . . Poynette, "
 Sowle, K. H. Storehelper. . . Tomah, "

Milwaukee Division

Bishop, R. H. Sec. Laborer. . . Hilbert, Wis.
 Card, E. W. Agent. . . Fairwater, "
 Dedow, A. L. Frt. Handler. . . Green Bay, "
 Havlik, P. Train Baggage Man. . . Milwaukee, "
 Kraemer, R. R. Engineer. . . Fond du Lac, "
 Krueger, K. E. Conductor. . . Freeport, Ill.
 Peterson, E. C., Crossingman. . . Iron Mountain, Mich.
 Stadler, H. J. Sec. Foreman. . . Fond du Lac, Wis.
 Vandeloigt, H. W. . . . Trainman. . . Milwaukee, "

Milwaukee Terminals & Shops

Boda, S. Blacksmith Helper. . . Milwaukee, Wis.
 Hammernik Sr., J., Truck Driver. . . " "
 Higgins, C. J., City Freight Agent. . . " "
 Johnson, L. H. Laborer. . . " "
 Michalski, E. Clerk. . . " "
 Tylicki, J. G. Red Cap. . . " "
 Van Loan, A. J. Train-Clerk. . . " "
 Wahleitner, J. F. Engineer. . . " "
 Zobernig, J. Carman. . . " "

Rocky Mountain Division

Adams, C. C. Engineer. . . Three Forks, Mont.
 Benjamin, T. A. Sub-Station Operator. . . Butte, "
 Holman, L. V. Conductor. . . Harlowton, "
 Metully, C. J. Crane-Operator. . . Deer Lodge, "
 Sherman, E. A. Machinist. . . Miles City, "
 Slaughter, W. Electrician. . . Deer Lodge, "

Terre Haute Division

Grote, A. Brakeman. . . Chicago Heights, Ill.
 Murray Sr., P. K. Track Foreman. . . Humrick, "
 Myers, A. C. Carman. . . Terre Haute, Ind.

Twin City Terminals

Anderson, C. H. Flagman. . . Minneapolis, Minn.
 Christoph, E. J. Carman. . . St. Paul, "
 Jannette, F. J. Mail Handler. . . " "
 Mahoney, E. F. Sec. Laborer. . . Minneapolis, "
 Wething, C. Carman. . . St. Paul, "

Death Claims Seattle Surgeons

DR. WILLIAM C. SPEIDEL, 80, a retired member of the Milwaukee Hospital Association, died in Seattle of a heart ailment on June 17. Death also claimed Dr. E. DeMar Anderson, a member of the association since 1941, in Seattle on June 26.

Doctor Speidel, a native of Inglewood, Cal., was a graduate of the University of Washington and the University of Chicago Medical School who had practiced medicine in Seattle 54 years. Well known as an athlete and sportsman, he was captain of the University of Washington's Pacific Coast championship football team in 1903 and had won many awards in golf, tennis and handball. He became a member of the railroad's hospital association in 1917 and retired in 1961.

Survivors are a son, William C. Jr., two daughters, Mrs. D. H. Lundin and Mrs. John Hollopetre, eight grandchildren and one great grandchild.

Doctor Anderson, an eye, ear, nose and throat specialist, died after a long illness. He was a graduate of Washington University, St. Louis, and Northwestern University Medical School and had also attended the University of Washington Medical School. He was a past president of the Puget Sound Academy of Ophthalmology and Otolaryngology, a member of the Pacific Coast Academy of the same organization, and of the board of the American Medical Association section on eye, ear, nose and throat ailments.

Surviving are his wife, Florence, a daughter, Mrs. Jerry Batschi, and a son, Robert, and five grandchildren.

Doctor Arthur R. Metz

DR. ARTHUR R. METZ, who retired as chief surgeon for the Milwaukee Road on Jan. 31, 1952, died June 14 at Wesley Memorial Hospital in Chicago. He had suffered a heart attack while on a train en route to New York City, and was returned to Chicago by ambulance.

Doctor Metz was born in South Whitley, Ind., on Jan. 17, 1887 and educated at Indiana University and Rush Medical College. He entered the Road's service in 1913 as assistant chief surgeon and served in that capacity until 1926, during which period he was also assistant surgeon for the Pennsylvania Railroad. He was appointed chief surgeon in 1927. Upon retiring in 1952 he became a medical advisor to the railroad and continued the private practice of medicine and surgery, remaining on the senior staff at Wesley Memorial Hospital in

Chicago.

Doctor Metz was formerly an associate professor of surgery at Northwestern University medical school, and vice chairman of the medical and surgical section of the Association of American Railroads. He was a fellow of the American College of Surgeons, a past president of the Chicago Surgical Society, the Western Surgical Society, and the American Association of Surgery Trauma, a member of the Chicago Roentgen Ray Society, and former chairman of the executive committee of the American Association of Railway Surgeons. In 1953 he was awarded Indiana University's distinguished alumni service award.

A bachelor, Doctor Metz had no survivors. He leaves as a legacy the Arthur R. Metz Foundation, which provides financial assistance to medical students.

Rocky Mountain Division

WEST END

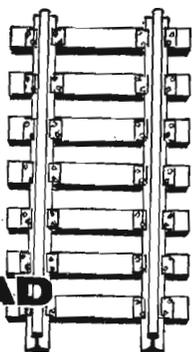
L. C. McKinnon, Correspondent
Locomotive Engineer, Three Forks

We are sorry to report the tragic death of Joseph Edward Barry, 20, who was drowned in the gravel pit east of Three Forks in a boating accident. Joe was born in Butte, but had lived in Three Forks for a number of years. He was a graduate of the local high school, attended NMCE at Havre and the fall quarter at Montana State College. His father, J. W. Barry, engineer on the Milwaukee, his mother, Mrs. Tony Lutkie, and stepfather survive.

Bob Ranney, son of Boardman and Mrs. James Ranney, had the honor of being president and valedictorian of the 1963 graduating class of the Three Forks High School. Bob transferred here from Powell County High School at Deer Lodge.

Retired Conductor Henry Kilpatrick died May 17 in the Townsend Hospital following a brief illness. Mr. Kilpatrick worked for many years on the old trouble shooter. His widow survives.

ABOUT PEOPLE OF THE RAILROAD



Retired Engineer Bill Thompson of San Diego was a recent visitor in Three Forks on his way to Chicago.

Retired Engineer Andrew Torgrimson was recently called to Thompson Falls by the serious illness of his brother Adolph.

David Levesque, son of Engineer Hayden Levesque, was one of 16 seniors at Carroll College, Helena, given honorable mention and chosen for listing in "Who's Who in American Colleges and Universities" at the academic awards banquet recently.

La Crosse Division

EAST END

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

Retired Conductor R. C. Curtis, 97, died in Tampa, Fla., June 10. He is survived by a son Charles and two grandchildren living in Tampa. Mr. Curtis made his home in Portage for many years before moving to Tampa.

At a lovely wedding in St. Mary's Church at Portage on June 22, Gale, daughter of Conductor and Mrs. J. J. Janda, was married to Donald Roecker. A reception was held in St. Mary's School Auditorium where a large wedding cake and an anniversary candle decorated one



Chicago Golfers Play Sizzling Match

THESE slightly wilted golfers were among a field of 40 devoted practitioners of the game who played the St. Andrews course in West Chicago June 29 at the invitation of our Chicago law department force. R. K. Merrill, general solicitor, was chairman of the tournament, which took place on a blistering hot Saturday. Pictured above are, from left: R. G. Simmons, general roadmaster; R. H. Kocher, assistant manager mail, baggage and express; B. J. Ornburn, assistant chief engineer-structures; V. E. Glosup, assistant vice president-operation, chief engineer; and R. F. Munsell, assistant general solicitor. Below, same order, are: J. T. Hayes, assistant to vice president-operation, who finished with seventh low net (the dice were cold); V. P. Bunyan, assistant general fuel

agent, official scorekeeper; and E. W. Chesterman, director of automotive and rail-highway traffic, who shot second low net. Our photographer was Betty Montgomery, the law department's docket clerk.

A low gross of 84 turned in by J. P. Reedy, assistant general counsel, was tops for the event. J. P. Stuckey, serving currently as superintendent of the Indiana Harbor Belt railroad, had first low net, and C. E. Lee, assistant engineer in the auditor of capital expenditures department, scored second low gross. The putting championship was won by W. E. Nelson, chief clerk to director of automotive and rail-highway traffic. Playing precision golf, Bill used his greens club only 27 times.



table. The young couple had a wedding trip to the Black Hills and Yellowstone National Park and are now living in Portage.

With the regional mail center moved to Portage July 1, the baggageroom yard area has completely changed to handle the mail trucks and flexi-vans carrying mail. The "old timer rails" especially notice the change and Retired Conductor G. L. Hull mentioned it as he walked in the depot area.

WISCONSIN VALLEY

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

Gerald Neuendorf of Racine and Margot McGinley were married in St. James Catholic Church at Wausau June 1. A reception followed in the Hotel Wausau. The bridegroom, a graduate of Wausau Technical Institute, is service manager for the Dictaphone Corporation at

(Continued on Page 22)



Aberdeen Division Employees Cited for Bond Sales

IN the recent system-wide drive to encourage the purchase of United States Savings Bonds through the payroll deduction plan, the Aberdeen Division accounted for 118 new subscribers. As a result, a General Certificate of Recognition signed by Secretary of the Treasury Douglas Dillon was presented to all employees on the division, and individual certificates were awarded to employees whose efforts had accounted for the drive's success. Shown here are those who received individual citations. Seated, from left: Roadmaster Vincent Perrone, Trainmaster G. C. Groves and Assistant Division Engineer E. C. Wheeler. Standing, from left: R. M. Gordon, agent at Aberdeen, S. D.; Signal Supervisor P. G. Ness; Roadmasters E. F. Boettcher and William Fuller; Giles Anderson of Aberdeen, local chairman of the United States Savings Bond Division, U. S. Treasury Department, who presented the certificates; Superintendent R. H. Love; Trainmaster E. J. Lynam; Chief Clerk P. D. Burns (reading citation); Trainmaster W. J. Peta and Chief Dispatcher R. D. Mathis.



A SILVER PASS VETERAN as of this summer, L. M. Wolch, assistant to general manager in Chicago (left), is presented with his token of 45 years of service by L. V. Anderson, general manager-system. Mr. Wolch started in 1918 as a stenographer in the Chicago-Fullerton Avenue accounting department, where he became a joint facility accountant in 1921. In 1956 he transferred to the general manager's office as contract assistant, from which position he was promoted to his present one in April of this year.



FOURTH OF JULY PARADERS. Accenting youth on the float which represented the Milwaukee Road in the July 4th celebration at Perry, Ia., are Car Foreman Jack Bell's daughters Pomela Ann (left), Jolene Koy (center) and Deborah Sue. The float, which was entered in the parade by all departments at Perry, won third place in the commercial division.

OTTO-PAWLIK. St. Walter's Catholic Church in Roselle, Ill., was the scene of the wedding on June 1 which united Patricia Jeon Otto and Joseph P. Pawlik Jr., an IBM operator in the assistant agent's office at Bensenville, Ill. Mr. Pawlik has been an employe of the Road for three years, and his wife works for the Pure Oil Company in suburban Palatine. They are making their home in Roselle.



SILVER PASS CEREMONY shows G. A. Vetter, chief telegraph operator in the Minneapolis relay office, being presented with his "lifetime" pass in recognition of 45 years of service. From left: R. N. Hettrick, assistant communications engineer; Mr. Vetter, W. C. Kelly, system relay office supervisor; and H. J. Dunn, supervisor of signals and communications, Twin City Terminals.





GRANDPA TAKES THE 45TH. When Frank Skola, file clerk in the general superintendent car department office at Milwaukee Shops, was presented recently with a Silver Pass for 45 years of service, his anniversary was marked at home with the presentation of a second "pass". The homemade certificate was in the form of a cake decorated with a train and railroad emblem and signed with the congratulations of his six grandchildren. Those shown here with grandpa are (from left) Peter, Philip and Paul.



NEW RAILROAD COMMENCES OPERATIONS at the Children's Municipal Tuberculosis Sanitarium in Chicago, under the sponsorship of the National Association of Railway Business Women. The layout, valued at \$131, was one of 33 which local chapters of the NARBW presented to children's institutions and hospitals during National Transportation Week. Shown here at the inauguration of service are Hazelle Collins Anderson of the Milwaukee Road's vice president-traffic office, who is president of Chicago Chapter, M. F. Webber, first vice president of the Southern Express Company (right), representing the Traffic Club of Chicago, and Dr. E. Lee Strohl, president of the sanitarium's board of directors. The presentation ceremony was followed by a treat of ice cream and soft drinks for the children.



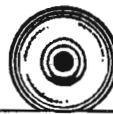
45 YEARS ON THE JOB, Frank Ciskowski is congratulated upon receiving his Silver Pass by R. E. Chalifoux, agent at the Fowler Street freight station in Milwaukee. At the right is Assistant Agent V. F. Schleisman. For the greater part of his service, Mr. Ciskowski has been a check clerk at House 7.

COMER IN THE 10-OUNCE GLOVE CLASS. At the St. Paul Athletic Club, Steve Desens (second from left), son of General Agent B. H. Desens of St. Paul, receives a trophy as the "most improved" student in the club's boxing class for members' sons. Awarding it is Coach Walter Zielinski. Mr. Desens is presenting a trophy for all around boxing ability to student Joe Bisanz.



RETIREMENT OF CHIEF DINING CAR INSPECTOR Thomas W. Triggs (center) was the occasion for this open house gathering in the Chicago-Western Avenue Commissary Building June 27. Mr. Triggs, who was employed by the Santa Fe and the North Western before starting his service with the Milwaukee in 1924, had advanced through the positions of chef, steward, conductor and dining car inspector to chief inspector in 1952.





	JUNE		SIX MONTHS	
	1963	1962	1963	1962
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$18,085,643	\$18,840,225	\$107,630,908	\$107,690,082
PAID OUT IN WAGES	8,575,019	8,791,498	50,828,897	52,425,827
PER DOLLAR RECEIVED (cents)	47.4	46.7	47.2	48.7
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	778,043	777,288	4,550,213	4,656,175
PER DOLLAR RECEIVED (cents)	4.3	4.1	4.2	4.3
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	8,669,603	9,218,977	54,014,505	54,818,644
PER DOLLAR RECEIVED (cents)	47.9	48.9	50.2	50.9
NET INCOME	62,978	52,462	—	—
NET LOSS	—	—	1,762,707	4,210,564
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	84,228	88,276	520,380	523,729
Decrease 1963 under 1962 ..	—4,048		—3,349	

(Continued from Page 19)

Racine. The bride, a daughter of Clerk Franklin McGinley, is a graduate of St. Mary's School of X-ray Technology, Wausau, and has been working at St. Michael's Hospital, Stevens Point. Pre-nuptial parties at Stevens Point and Wausau included the rehearsal dinner at the home of Miss Margaret McGinley, aunt of the bride and a former cashier at the Wausau freight house.

The Presbyterian Church in Wausau was the scene of another June wedding when Suanne Shrake, daughter of Trainman and Mrs. T. J. Shrake, and Ensign John William Pearson exchanged vows. A reception held in the church parlors was followed by a buffet supper at the Shrake residence. Parents of the groom entertained at a rehearsal dinner in the Wausau Club. The newlyweds traveled to Nassau, the Bahamas, and through Florida, after which they settled in Pensacola, Fla. Pearson's B.S. degree from the Naval Academy was in social science and his bride, a graduate of Madison Business College, had been a secretary for the U.S. Food and Drug Administration in Washington, D.C.

Engineer George W. Schubring retired upon completion of his assignment on the Wausau yard engine June 29. He carries with him the good wishes of all his associates.

Retired Carman and Mrs. Otto Zander were recently honored when they observed their 63rd wedding anniversary.

The couple, Wausau residents for 57 years, now live with a daughter in Appleton.

Trudy Conklin, daughter of Engineer Kenneth Conklin, was presented with the Crisco Award as the outstanding home economics student of the senior class of Neuman High School, Wausau. She was also honored for having served as vice president of the student council.

A ceremony in June in Grace Evangelical and Reformed Church, Wausau, united Roberta Hintze in marriage with Stuart Lee Hackbarth. Roberta is the daughter of Engineer and Mrs. Ralph R. Hintze. A reception and lunch for over 200 guests followed at the Holiday Inn. Honored at the wedding were Retired Engineer and Mrs. Ralph E. Hintze, grandparents of the bride. The bride is employed at Wausau Paper Mills, Brokaw, and her husband is with Mosinee Paper Mills Co., Mosinee. He was graduated from Wisconsin State College, Stevens Point, this year.

Emmett P. Little, who was the agent at Irma, Wis., for many years prior to his retirement in 1951, passed away May 16 at the age of 78. Funeral services and burial were at Merrill. Immediate survivor is his widow.

Retired Engineer James H. O'Brien, 70, died May 2. Funeral services were held in the Pilgrim Lutheran Church, burial following in Restlawn Memorial Park. He was a member of the Veterans of World War I, the Eagles Lodge, and the B. of

Kenneth K. Taylor

KENNETH K. TAYLOR, 60, district adjuster with headquarters in Des Moines, Ia., died in Iowa Methodist Hospital June 4 following surgery performed there on May 22. Funeral services were held in Des Moines and burial was in Perry, Ia.

Mr. Taylor was a native of Perry and a graduate of Perry High School who attended the former Des Moines University and started with the railroad in 1922 as a clerk at the Perry yard. Thereafter he worked in Cedar Rapids, and later in Des Moines as chief clerk to the division freight and passenger agent. He entered the personal injury claim department at Des Moines in 1945 and served as an adjuster in the Iowa territory until his promotion to district adjuster on Nov. 1, 1962.

Surviving are his widow, Juanita, a daughter, Susan, and sons David, Don and Richard, all at home; a son, Philip, also of Des Moines; three brothers, a sister and two grandchildren.

R.E. He is survived by his widow, four daughters, a son and 17 grandchildren.

Retired Agent Art Schulz, who has become a member of many garden clubs, received three first place ribbons and three honorable mentions for the flowers grown and displayed by him at a flower show held in Rothschild. A bowl of clematis, which was given a first place award, carried a special card from the judges complimenting his arrangement.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Carl Hilbert, 68, retired machinist, died in La Crosse June 10. He is survived by his wife Anna, a daughter Bernice, Mrs. Arthur Anderson, and two sons, Wyman and Donald, all of La Crosse; two brothers, Harold of La Crosse and Russell of Milwaukee, and three sisters, Mrs. Herbert Walsh of Portage, Mrs. Al Griepentrog of Milwaukee and Mrs. Carl Bolgrin of El Monte, Calif. Burial was in the Catholic Cemetery at La Crosse.

Retired Train Baggage Man Dell C. Claffin, 67, died Mar. 27. He is survived by his wife Mary, a daughter, Ann Taylor, and a son Dell Jr. Burial was in Wisconsin Memorial Park, Milwaukee. Dell was a member of the B. of R. T. and had 45 years service when he retired.

Kathleen Ann Ryan, daughter of Superintendent and Mrs. F. H. Ryan, became the bride of Edward Meyer May 11 in the Cathedral at La Crosse. The young people will reside in Union Grove, Wis.

Retired Conductor John Howard Lang, 70, passed away suddenly May 2 in Minneapolis. Mr. Lang was local chairman for the O. R. C. for a number of years. He is survived by his wife Ethel; four



WINS HONORS. F. H. Joynt, agent at the Galewood freight office in Chicago, with his son Jack, who was recently commissioned as a second lieutenant in the Air Force, having passed with honors. Jack, who is a vacation relief clerk at Cragin station, has a bachelor's degree in accounting and his C.P.A. license. His goal now is three years of law study.

sisters, Mrs. George Myers, Mrs. George M. Riley, Mrs. William Allard, all of Minneapolis, and Mrs. William A. Sherman of Santa Monica, Calif.; and two brothers, Gordon of Portland, Ore., and George of Eugene, Ore. Burial was in the National Cemetery, Minneapolis.

Retired Operator Carl S. Schroeder, 64, passed away at Prairie du Chien, Wis., May 20. He worked in the AD office, La Crosse, for a number of years. His wife Myrtle; a stepdaughter, Mrs. Bettie Murphy; a brother John, agent at Columbus; and three sisters, Mrs. Ruth Champplain of Lyndon Station, Mrs. Esther Neustadtler of Mauston, and Mrs. Henry Ninneman of Columbus survive. Burial was in St. Mary's Cemetery at Lyndon Station.

Chicago Terminals

GALEWOOD

Ray Bishop, Correspondent

Sympathy was extended to William E. Dalton, clerk at Grayland station, when his mother passed away, also to Mrs. F. H. Joynt whose brother died recently.

Ray Emerick, platform timekeeper, entered Wesley Memorial Hospital for surgery. He thanks all for the many lovely cards received.

John Socha, general foreman on the platform, was welcomed back to work after a stay in the hospital.

A lovely letter was received from Charles Schultheiss, now living in California, and in response a chain letter was written by several of the clerks.

Mike Komar, IBM machine operator clerk, is recuperating at home at this writing. Among his recent visitors were Chief Clerk R. C. Stark and George F. Werembecki.

Robert E. Parsons, son of Dorothy and Irvin Parsons, both Galewood employes, received his Bachelor of Laws degree from John Marshall Law School Feb. 16 and was awarded the American Juris-

prudence prize for attaining the highest grades in his class on the subject of Municipal Corporations. He was admitted to the Illinois Bar in Springfield May 23.

BENSENVILLE

Delores Barton, Correspondent

Janitor William Daggett and his wife combined their vacation with a trip to Bainbridge, Ga., for the marriage of their son Dennis of Los Angeles to Phyllis M. Grollman June 15. Dennis is with the American Broadcasting Company, TV Division, and the couple will live in Los Angeles. They were honored at a patio party, a bridal luncheon and a rehearsal party prior to the ceremony.

Engineer A. B. Simmons who began work for the Road in 1923 retired May 29 and will make his future home in Mt. Home, Ark.

Janitor Gus Ruppert retired June 23 after 15 years' service. He and Mrs. Ruppert plan to do a lot of fishing, but otherwise "take life easy".

Janet, daughter of Clerk Jack Verstege, recently was graduated with honors from the John Greenleaf Whittier elementary

school in Northlake, and Dorothy, daughter of Trainmaster Albert O'Hara was graduated from high school in June. She plans to attend the University of Illinois at Champaign-Urbana this fall.

Sympathy was extended to Mrs. Fred Schuller whose husband, a switchman, died suddenly at the age of 39. His service date was made in 1949. Mrs. Schuller, who lives in Bensenville, has one daughter.

Chief Clerk Irene Scheele underwent surgery at St. Luke's Hospital in Chicago, and at this writing is recovering at her home in Elgin. Sandra Hammond is helping out in the division engineer's office during Irene's absence.

Steno-Clerk Eunice Chadwick is on a leave of absence and Mary Price was welcomed back to her former position to help out while Eunice is away.

W. C. Gage was promoted July 1 and moved to Western Avenue. Filling his place as master mechanic is E. J. Mueller.

V. L. Waterworth was appointed district general car supervisor at Bensenville to fill the position vacated by W. C. Mauer, who was transferred to Tacoma, Wash. A party was given by the office and supervisory forces at the car depart-

Carloadings



JANUARY-JULY 1963 compared with the same period in 1962

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASED		DECREASED	
		1963	1962	1963 over 1962	% of increase
	loading of these commodities	INCREASE			
	INCREASED	SEVEN MONTHS		INCREASE	
	in 1963 over 1962	1963	1962	1963 over 1962	% of increase
12.9%	Grain and Soya Beans.....	58,070	52,283	+ 5,787	+11.1%
12.9	Forest Prod. (Excl. Logs & Pulpwood).....	45,733	45,698	+ 35	+ .1
2.5	All Other Products of Mines.....	12,514	12,073	+ 441	+ 3.7
2.3	Grain Products.....	30,029	28,611	+ 1,418	+ 5.0
2.3	Agri. Impl. Machinery & Parts.....	12,268	10,697	+ 1,571	+14.7
1.8	Forwarder Traffic.....	17,602	16,760	+ 842	+ 5.0
1.7	Liquors, Malt.....	11,577	11,459	+ 118	+ 1.0
1.2	All Other Products of Agriculture.....	12,424	10,788	+ 1,636	+15.2
30.0	All Other Mfgs. & Miscellaneous.....	165,014	157,106	+ 7,908	+ 5.0
67.6%		365,231	345,475	+19,756	+5.7%
	loading of these commodities	DECREASE			
	DECREASED	SEVEN MONTHS		DECREASE	
	in 1963 under 1962	1963	1962	1963 under 1962	% of decrease
6.3%	Iron and Steel.....	30,545	30,912	- 367	- 1.2%
5.1	Coal and Coke.....	46,960	50,405	- 3,445	- 6.8
5.1	Automobiles and Parts.....	28,607	28,726	- 119	- .4
3.0	Meat and Packing House Products.....	18,379	19,865	- 1,486	- 7.5
2.6	Gravel, Sand and Stone.....	27,320	29,882	- 2,562	- 8.6
2.3	Oil and Gasoline.....	18,690	21,132	- 2,442	-11.6
2.0	All Other Animals and Products.....	7,570	8,005	- 435	- 5.4
1.6	Logs and Pulpwood.....	23,766	27,116	- 3,350	-12.4
1.5	Cement, Lime, Plaster & Stucco.....	8,267	9,262	- 995	-10.7
1.4	Fruits and Vegetables (Fresh).....	12,190	12,632	- 442	- 3.5
1.1	Merchandise.....	17,098	20,911	- 3,813	-18.2
.4	Live Stock.....	3,054	4,466	- 1,412	-31.6
32.4%		242,446	263,314	-20,868	-7.9%
100.0%		607,677	608,789	-1,112	-.2%



General Office:
PEABODY PLAZA
ST. LOUIS 2, MO.
Operating AIRLINE,
CHIEFTAIN
Mines on the
MILWAUKEE ROAD

SYMINGTON WAYNE CORPORATION

Symington Division
 Designers & Manufacturers
 Of Steel Castings For
RAILWAY EQUIPMENT
 Truck Side Frames & Bolsters
 Couplers - Yokes
 Journal Box Lids
 Truck Spring Snubbers
 Car Castings
 Railway Division Depew, N. Y.

*Analysis, Procurement and Management of Industrial
 and Personal Insurance Programs*

LANNAN & Co.

INSURANCE

WA bash 2-7187

• CHICAGO •

MINNEAPOLIS • PITTSBURGH • NEW YORK

BAXTER-WYCKOFF COMPANY

formerly West Coast Wood Preserving Co.

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

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

Plants: Eagle Harbor and West Seattle

ment July 5 honoring Mr. Mauer, and a gift of luggage was presented to him.

Jim Wilbur was transferred from Savannah to replace L. W. Stuebner as car foreman.

Millie at the repair track has another grandchild—a little girl born to her son George and wife Apr. 16.

DIVISION STREET

Carolyn DiCicco, Correspondent

Thomas, son of Assistant Superintendent K. O. Schoeneck, will enroll in the University of Wisconsin this fall on a four year athletic scholarship.

Mathilde Nauheimer, demurrage clerk, and her husband George were the house guests of Mr. and Mrs. Emmett J. Culligan—the soft water man—at San Bernardino, Calif., when their son, Father Kevin, Discaiced Carmelite, celebrated his first solemn mass.

John Dahlin, general clerk, was released from Wesley Memorial Hospital after undergoing surgery, and is doing well at this writing.

Hary Ohls, retired engineer, died May 19 as the result of an automobile accident in Florida. Funeral services were held in Chicago.

George Meros, retired stower, passed away suddenly in May, and Kye Reck, retired switchman who has been ill for some time, died in June.

Sympathy was extended to Clifford Lund, stower, and to Switchman Thomas Pavlovich, whose wives died recently.

Retired Yardmaster William (Solly) Ruleman died June 18 at the age of 80.



JUNE WEDDING. Mr. and Mrs. Daniel W. Grosse pictured June 1 following their marriage at the Evangelical Lutheran Church of St. Luke in Chicago. A reception for 200 was held at Constellation Temple. Mrs. Grosse was formerly Charlene Ann Burkhardt, stenographer to agent at the Galewood freight office, and Mr. Grosse, a graduate of the DeVry Technical Institute, is employed by the Grand Trunk Western as a communications equipment maintainer.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

K. J. Wencl, new regional manager, has taken up residence in Milwaukee with his family of four, his wife, Kim aged 8, Mike 6 and Kenneth Jr. 4. Their former home was in Madison.

L. Fossum, assistant regional data manager from Minneapolis, has also located his family here. He has three boys, John aged 9, Jeffrey 7 and Joel 5.

Milton Straka, cashier, decided to take his pension July 31 after completing 51 years service. He began work as an advance and prepay clerk, moved up to window cashier, then assistant cashier. During depression days he worked as a demurrage clerk, but before long returned to the position of assistant cashier, then cashier. All of his service was at Fowler Street. He says he has a fix-up, paint-up program ready to fill his working moments and the leisure time just comes naturally. Milton does plan to visit his son Jerry in Houston, Tex., where he is assistant professor of history at Rice University in charge of research. Jerry



STARS AND STRIPES FOREVER. In the interest of encouraging the display of our country's flag and building good American citizens, Mr. and Mrs. Buhl S. Johnson (Grace M., secretary to general superintendent, Milwaukee) observed Memorial Day by inviting neighborhood children to participate in a patriotic program at their home in Waukesha, Wis. The program included singing the national anthem to organ accompaniment by Mrs. Johnson, the presentation of flags and flag lapel pins, and refreshments for both the youngsters and their parents. The Johnsons are pictured with their young guests during the pledge of allegiance ceremony which concluded with singing "America, the Beautiful".

just finished four years of teaching at Michigan University. As a student he was offered a Fulbright scholarship which he had to decline because Uncle Sam called him to service. When he resumed his studies the scholarship was offered a second time and this time he was able to accept it for study in London. Milton has another son, Richard, who lives in Milwaukee and is an engineer with Pabst Brewing Company. There are also several grandchildren.

Otto Kettner Jr., assistant cashier, left June 9 for Lackland Air Force Base, Tex., to spend a six months tour of duty. During his absence Darwin Pelosa will fill his position.

Sympathy was extended to Barbara McPhee, assistant cashier, on the death of her mother, Mrs. Christina Piefer, Manitowoc, Wis. Mrs. Piefer had been caring for two granddaughters who are the adopted nieces of Barbara and James McPhee. The girls, Myra and Jolene, will now live in Milwaukee with the McPhees.

Lois Scott, revising clerk, is on leave because of illness.

Mary Bartelt, secretary and time-keeper, is convalescing at this writing after surgery in St. Joseph's Hospital.

A newcomer to the IBM is Key punch Operator Barbara Cody . . . Kathleen Novak ended her service June 28 . . . Anthony Stollenwerk has been assigned to the position formerly held by Ed Heckler . . . Geraldine Hartner was the successful bidder for the revising position vacated by Mr. Stollenwerk . . . Gordonna Pavlovic, who had been visiting her mother in Europe, has returned to her position as expense clerk.

Oldtimers who may remember Frank Thielke, 84, will be sorry to learn of his death May 17. He was formerly employed at the old Chestnut Street Station.

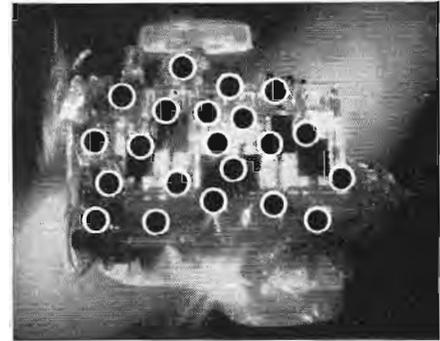
Art Francke, yard clerk and auto messenger, left our service to learn well drilling. He is an apprentice with the Milager Well and Pump Company, says he enjoys his work and finds it very interesting.

Vernon E. Schleisman, assistant agent, has his family comfortably established in Milwaukee, the first to make the move here in the series of stepped up positions. Son Terry is breaking in on the messenger desk the hard way, by foot and by bus. At home are Marilyn aged 15, Jean 14, Linda 10 and Becky 6.

Agent R. E. Chalifoux plans to locate in Milwaukee. One daughter, Laurel aged 17 and a senior in high school, is still at

Don't Judge Gasoline Quality By Octane Alone!

A Megatane rating measures 21 of your motor's needs



Get Mobil high Megatane Rated gasolines

THE HIGHER THE MEGATANE RATING THE BETTER YOUR MOTOR WILL RUN



Mile after mile, your motor will know the difference when it's Mobil.

Present Day SAFETY Requirements DEMAND the Best Equipment

LAKESIDE FUSEES

Fill the Bill

Safe Dependable Efficient

LAKESIDE RAILWAY FUSEE COMPANY

Beloit, Wisconsin

SIGNODE SERVES THE MILWAUKEE ROAD

Signode One-Piece Grain Doors • Carload Bracing Methods • Steel Strapping for Recoopering • Car Doorway Bracing and Signode Retaining Strips

For latest methods and equipment, write Signode Steel Strapping Co., Dept. MR, 2600 N. Western Ave., Chicago 47, Ill.

THIS SEAL MEANS

SIGNODE

SECURITY IN SHIPPING

YOUNG & GREENAWALT CO.

Manufacturers of

- Corrugated Metal Pipe Culverts.
- Corrugated Metal Perforated Pipe.
- Structural Plate Pipe.
- Tunnel Liner Plates.
and ALLIED PRODUCTS

1011 E. 148th Street
East Chicago, Indiana

MECHANICAL RUBBER GOODS

V Belts and Sheaves
Transmission Belting
Diesel Fueling Hose
Fire Hose

*Hose and Belting For All
Purposes*

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

VIERLING STEEL WORKS

Chicago, Ill.



BURKHARDT STEEL CO.

Denver, Colo.

FABRICATORS
Structural Steel Buildings
and Bridges



SILVER PASS ANNIVERSARY of Edward Heckler, chief revising clerk in the regional data office in Milwaukee (center), is marked by congratulations from K. J. Wencl, regional data office manager (right), and Assistant Manager L. J. Fossom. Mr. Heckler's 45 years of service have covered a varied career, starting as a clerk on the former Superior Division, positions at Iron Mountain, Green Bay, Neenah, and 24 years at Plymouth and four years in the Milwaukee traffic office before joining the regional data force.

home. Two older daughters, now married, Adrienne Crudele and Diane Cynowa, were formerly employed at Galewood, Chicago.

George H. Roessger, chief clerk, surprised us by deciding to take his pension July 1. To honor him and our other 50-year employe, Milton P. Straka, a party was held June 29 at Kalt's Restaurant attended by 75 fellow employes and friends. R. E. Chalifoux was M. C. and other close friends had an opportunity to express their pleasure over past associations. Mrs. Bette Whitford, Lowell Wait and your correspondent were the committee in charge.

Jack Regan, yard clerk at Lower Fowler, and a party of friends plan to vacation at Clearwater Lakes, Emo, Ont., Canada, as they did in 1962. They drive to Emo and from there fly into the undeveloped territory of Clearwater Lakes where the fishing is unexcelled. They hope to bring back a large quantity in the frozen state.

Walter Geisinger has been promoted to chief clerk and his position of assistant chief clerk has been assigned to J. M.

Hoerl, former head outbound rate clerk.

Your correspondent was a delegate to the recent national convention of the NARBW at Hollywood, Fla. Milwaukee Road women who took the post-convention tour to San Juan, P. R., were Ramona Kopitsch, locomotive department; Josephine Benz, test department; Eleanor Francey, Union depot retiree, and Olive Daley, nurse at the dispensary. San Juan has a great deal of old world charm and the group particularly enjoyed the reception tendered them by Senora Felisa Ricon de Gautier, mayor-ess. From San Juan the group flew to St. Thomas, Virgin Islands, a free port and a shopper's paradise. One of the important acts of the convention was the passing of a resolution unanimously endorsed by the 7,000 members of NARBW to support S. B. 1061 and H. R. 4700. A copy of the resolution was sent to President Kennedy.

Governor Reynolds, Mayor Maier and County Executive Doyle proclaimed May 15 "Railroad Women's Day". In keeping with a nationwide movement of the NARBW, train accessories were presented to Lakeside Children's Center for the train which was given them last year. Donald F. Ebarp, director of cottage



SILVER SERVICE HANDSHAKE is extended to Al Krohn, chief yard clerk at the Stowell District in Milwaukee, by R. E. Chalifoux, agent at Fowler Street, who presented him with a Silver Pass. Mr. Krohn's 45 years with the Road include service at Air Line and Muskego Yards, in the Fowler Street office, and in the yards at Menominee Belt before transferring to his present job five years ago.

AMBER JACKET

Originating on
The Milwaukee Road

WASHED
Capacity 3,500 Tons
Daily

INDIANA'S MODERN COAL MINE & WASHERY

QUALITY COAL

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" ——— 3/4" x 3/8"

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

Sterling-Midland Coal Co. 8 So. Michigan Ave., Chicago, Ill.

recently underwent surgery at Providence Hospital in Seattle. At this writing she is at home and recovering satisfactorily.

LAW DEPARTMENT: Ruth Walla, secretary to General Attorney B. E. Lutterman until her retirement in June 1962, suffered a stroke in her home at Indianola recently. After a few weeks hospitalization she went to the home of friends near Mt. Rainier where she is convalescing. Her address is c/o Mr. and Mrs. Norman

TELEGRAPH AND RELAY DEPARTMENT: Nels Peter Hansen, 77, died June 1 in a Tacoma nursing home and funeral services were held in the Selene and Eros Funeral Home, Olympia, Wash. Mr. Hansen came to this country from Denmark as a youth and lived first in St. Paul, Minn., coming to Seattle in 1915. He retired in 1956 as chief telegraph operator for the Road. He was a member of the Elks for many years. Survivors include two sons, Robert P. of Olympia, and Wil-

ported breathtaking scenery.

TRAFFIC AND RATE DEPARTMENTS: Frances, daughter of Harold and Mrs. Chivers, Seattle, was married in Christ Episcopal Church, Tacoma, June 21 to Franklin Hinkle of Miami, Fla. The couple will live in Tacoma. Mr. Chivers is assistant chief clerk to traffic manager . . . At this writing Mrs. Laura Schaub is doing nicely in Providence Hospital after surgery for a back injury . . . Jessie Hutchins, secretary to assistant traffic manager, retired July 1 after 18 years' service . . . Kay Miller was appointed secretary to succeed Miss Hutchins . . . Lynn O'Leary is the new stenographer in the general freight department . . . Your correspondent enjoyed seeing Alaska via railroad, new Alaskan ferries, and bus in May. Skagway, Whitehorse, the Yukon Territory, Fairbanks, Mt. McKinley, Anchorage, Sitka and Juneau were visited.

Chicago General Offices

TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

Mr. and Mrs. Hans Chlapaty announced the engagement of their daughter Elizabeth to Michael A. McCoy of Wheaton, Ill., on June 7. Betty and Mike are planning a spring 1964 wedding. Betty is secretary to Ward Wait, freight traffic manager-R&D (grain).



Another engagement was announced by Mr. and Mrs. John Reuther. Their daughter, Rose, your correspondent, plans a spring wedding to Kenneth Kuhlman.

Wedding bells rang June 1 for Sylvia Lisowski and Nick Cicinelli at St. Stanislaus Bishop and Martyr Church. An evening reception was held at Andrew House after which the couple honeymooned at the Americana Hotel in Miami Beach, Fla. They are now living on the north side of Chicago.

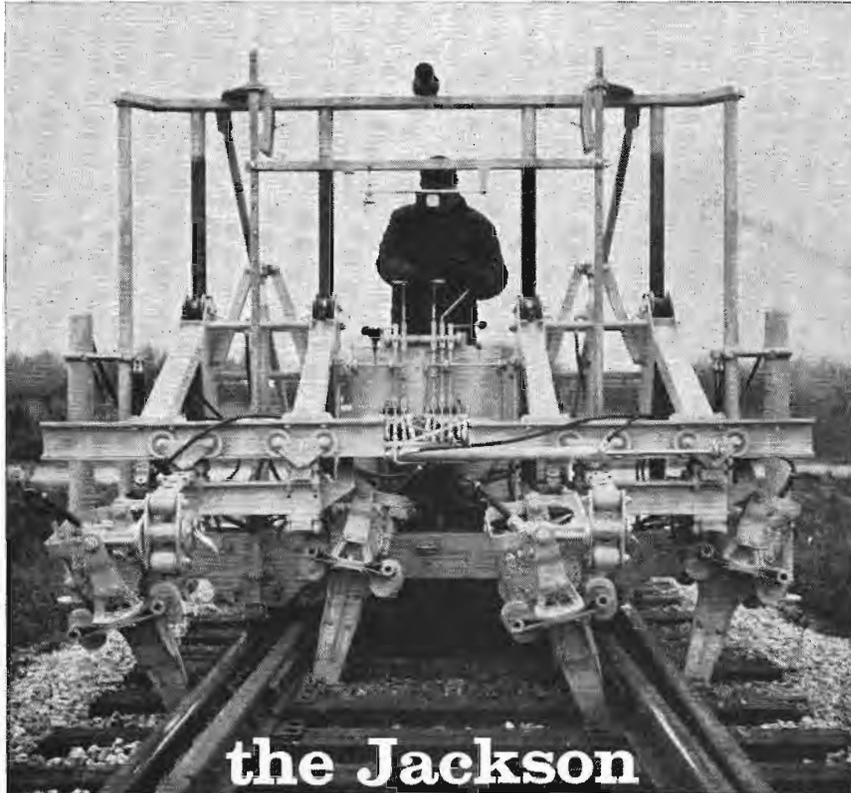
Amy Louise arrived June 26, the third child for Margery and Tom Desnoyers, director of traffic research, who are also proud parents of Paul and Nan.

Their first child, a son to be christened Timothy Anthony, was born June 24 to Ray and Marcella Manning Marth. Marcy is a former stenographer of our division department.

Sympathy was expressed to Ruth Wilson on the death of her mother, Mrs. Dagny Wilson, May 8. Services and interment were held in Elmhurst, Ill.

Mrs. Agnes Larson Stark, mother of Everett and Howard Larson, died June 26. Services were held at Schmidt's Funeral Home, Elgin, and burial was in Lake Street Memorial Cemetery there.

Alan, son of Bob Johnson of our commerce department, was recently graduated from Northwestern Law School, and John, son of John Burke, special



the Jackson multi-purpose tie tamper

a tremendously valuable machine on any railroad!

YARD WORK: It will do 90% of all requirements faster and better than can be done by any other method and cut costs to a new low minimum. Tamping units are laterally adjustable by hydraulic rams for positioning in any desired location . . . excellent for tamping turn-outs as well as yard work.

JACK TAMPING: It's powerful, fast, efficient—easily keeps ahead of production tampers.

SPOTTING AND SMOOTHING: The great power and speed of the tamping units make it ideal for spotting and smoothing in any ballast in any condition.

PRODUCTION TAMPING: An excellent machine for moderate to high raise work. Produces complete consolidation of ballast in out-of-face raises, with maximum stability right under the rail.

No other machine offers such a wide range of usefulness. It can be most profitably utilized every working day in the year. Let us furnish complete details.

**JACKSON
VIBRATORS, INC.**
LUDINGTON, MICHIGAN, U.S.A.

R3-2A

Jasmer, Ashford, Wash.

REGIONAL DATA OFFICE: Mr. and Mrs. George Jurich welcomed Michael Craig on June 4. He has an older brother, Christopher . . . Joyce Goldie spent the week of June 10 in northern Montana and Yellowstone Park . . . Ray Kester visited his home town of Lewistown, Mont., in June.

liam C. of Seattle, and seven grandchildren.

TELEPHONE DEPARTMENT: Leona Murphy, telephone operator, has returned from a vacation spent motoring through Canada, visiting in Calgary, Lake Louise and Banff. She drove over the recently opened section of the Trans-Canada Highway known as Rogers Pass and re-



Florence Almen, assistant bureau head of the statistical department in the auditor of expenditure's office, who retired June 14 after 48 years of service, poses with F. H. Miller, auditor of expenditures (right), and Assistant Auditor R. E. Risberg. For details of this occasion, see the Chicago general offices news of Magazine Correspondent Ruth D. Brauneis.

rate officer, from Quigley Preparatory Seminary. The senior John Burke and his wife celebrated their 25th wedding anniversary June 11.

G. Thomas Bond was recently welcomed as the new agricultural agent in charge of our territory in Illinois, Indiana, Upper Michigan, and Wisconsin, as well as other assigned duties. He, his wife and three daughters will live in Bartlett, Ill.

We hear from the East that W. J. "Bill" Smith, city freight agent in Philadelphia, was injured recently in an auto accident and may be laid up for some time. "Get well" cards will reach him at Montgomery Hospital in Norristown, Pa.

And from the West comes word that Dick Graham, general agent in Oakland, Calif., has added to his collection of golf trophies by winning the Northern-Southern California Passenger Association match. He shot an even par 72 for low gross.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

Geraldine C. Doherty, Correspondent

Three of our employes retired in June—Earl H. Kough, Art E. Highland and Earl W. Bartlett. On their last day in office each was joined by his family at a party given by friends and co-workers and in each case a cash gift was presented.

Earl H. Kough ended 45 years of railroad service with his retirement May 31. He was employed by the Rock Island in the office of valuation engineer and engineer of capital expenditures for 35 years, then came to the Milwaukee in January 1952 as assistant engineer. For the past six years he was in charge of the AFE bureau. Earl and his wife intend to continue living in Blue Island, Ill.

Art E. Highland, head accountant, retired June 7 after 48 years' service. He started work at the Western Avenue of-

fice and in 1918 he left to serve in the Navy, but returned to the Road in 1919. He held various positions in the accounting department until 1960 when he became head accountant in the investment bureau. He and his wife have moved to Albany, Ill., on the banks of the Mississippi where he plans to do some fishing and, perhaps, some tax work.

Railroading began for Earl W. Bartlett in 1925 in the engineering department of the Illinois Central. In 1927 he went to work for the Chicago and Great Western, also in the engineering department, and in 1950 he came to the Milwaukee as an assistant engineer.

Jack Fraser, assistant engineer, and his wife Lillian, who is a stock clerk in the office of auditor of passenger accounts, were congratulated recently when their son Ronald received a B. A. degree with a major in mathematics from Blackburn College.

R. F. Gross has been appointed supervisor in charge of our AFE bureau, vice E. H. Kough retired.

E. C. Gourley, assistant engineer, was proud father of the bride as he led his daughter Cheryl Lea down the aisle of the First Methodist Church in Savanna, Ill., June 22, to marry Robert Tack.

W. J. Bowe became a member of the "Young Grandfathers' Club" June 20 when his daughter, Ellen Bowe Neal, gave birth to a boy. Ellen formerly was in the typing bureau of the office of chief disbursement accountant.

A. R. BARNES & CO. PRINTERS

8111 N. St. Louis Ave.
SKOKIE, ILL.

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS

Republic Creosoting
Minneapolis



PRODUCTS OF PROGRESS

POOR & COMPANY

Railway Products Division
80 E. Jackson Blvd., Chicago 4, Ill.

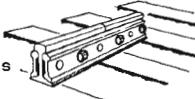


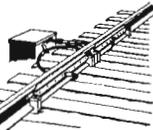
P. & M. PRODUCTS

- IMPROVED FAIR Rail Anchors

RAIL JOINT PRODUCTS

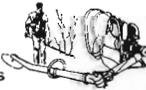
- Rail Joints
- Insulated Joints
- Compromise Joints
- Fibre





MAINTENANCE EQUIPMENT PRODUCTS

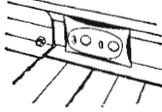
- Meco Rail and Flange Lubricators
- Meco Rail Layers
- Meco Brush Cutters
- MACK Reversible Switch Point Protectors





PEERLESS EQUIPMENT PRODUCTS

- Draft Gears





552R

3/4 OF A CENTURY OF... RAILROAD APPROVAL!



NOW!

Be modern with the **BALL**

Trainmaster WRIST WATCH

OFFICIALLY APPROVED BY 44 AMERICAN RAILROADS

The same accepted, tested and approved standard of accuracy established by Webb C. Ball in the late 1890's... Still your assurance of accuracy in the NEW, MODERN Trainmaster® WRIST WATCH.

21 JEWELS

- Synchronized second-hand setting
 - Complete shield protection against magnetism
 - Inca-bloc shockproof
 - Unbreakable mainspring
 - Water resistant and dustproof
 - Available in Stainless Steel or all Yellow Gold-filled case.
- ® Registered U.S. Pat. Office

For particulars, see your watch inspector or the AUTHORIZED BALL WATCH AGENCY nearest you.

(Or, write the Ball Co.)



THE BALL COMPANY
7101 North Lincoln Ave
Chicago 46, Illinois



FETED ON HER FIFTIETH, Grace Doyle, the senior woman employe of the treasurer's office, is presented with a Gold Pass along with the congratulations of C. E. Crippen, vice president-finance and accounting (right), and Treasurer C. T. Lannon. The occasion was marked by gifts from the force, and a cake and coffee party given by Mr. Lannon at which she was honored by many of her Chicago-Union Station co-workers. Pictured with her at the party are her brother, W. E. Doyle, retired general car supervisor of Bensenville Yard, and his wife Isabelle, formerly of the treasurer's force, also. Miss Doyle's half century of service includes 46 years in the treasurer's office.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Joe Manzella, Correspondent

Mary O'Connor Fleming, former key-punch operator, announced the birth of her first baby, Mary Christine, June 25.

Word has also been received of the birth of a son, Robert, to Cathy and Bob Rose.

Wedding bells rang June 15 for Carol Bonini and Bill Falkowski, both of the estimated earnings bureau. The couple honeymooned in Nassau.

Mary Fleming and Emmett McCauley were married in Holy Name Cathedral May 30, after which a reception was held in the Webster Hotel.

After 14 years' service as a clerk in the statistical bureau, Mae Gumz retired June 14 to enjoy the better things of life... Alma Van Der Loch completed 46 years of service and retired July 5 as assistant bureau head of the statistical bureau... Hank Mohr ended 53 years' service when he retired June 28... Margaret Jones retired as bureau head of the Keypunch after 47 years service.

Dolores Niebow and Charlotte Schafer

have left their positions to await the arrival of the stork.

Bill Rosenka is recuperating from surgery and we hope he will be back at work in time to read this issue.

Sympathy was extended to Monica Schmalz of the estimated earnings bureau upon the death of her mother.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Retired Division Engineer E. W. Bolmgren died July 4 in the Swedish Hospital at Minneapolis where he was taken in June following a heart attack. Mr. Bolmgren was born in Minneapolis Jan. 21, 1888 and started work as a rodman in April 1912 prior to his graduation from the University of Minnesota. He returned to school in September 1913 and was granted a B. S. degree in civil engineering in June 1914. He then returned to work as a rodman and was advanced through various positions to division engineer at Minneapolis in January 1929. In November 1937 his headquarters were changed to LaCrosse, Wis., and in July

UNION SPRING & MANUFACTURING CO.

Springs - Journal Box Lids
Wear Plates - Pedestal Liners
Spring Plates

General Office and Works
New Kensington, Penna.



BEST WISHES OF THE OFFICE GANG accompanied Industrial Engineer D. C. Miller (front, third from left) resigning recently from the industrial and real estate development department in Chicago to take a position with Bekins Inc. at Calgary, Canada. Affairs in his honor included a family picnic at Wing Park, Elgin, Ill., a coffee party at the home of Industrial Engineer B. H. Bobbitt, and a luncheon in the Gold Lion restaurant in the Union Station. In this farewell gathering, S. J. Cooley, vice president-real estate and industrial development, is at Mr. Miller's left.

1945 back to Minneapolis at which point he retired Jan. 31, 1953. Not satisfied to be idle, Mr. Bolmgren joined the Minnesota Department of Highways as an assistant to the engineer of railway negotiations, helping with highway crossing protection problems. Ernie is survived by his wife Beulah of 1507 North Penn Avenue, Minneapolis; two sons, Charles of Bethel Park, Pa., and Warren of Minneapolis; one daughter Mrs. Doris Barber of Arlington, Va., and two grandchildren.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

The wedding of Barbara Smith and Howard Simon took place June 9 in the Crystal Ballroom of the Sheraton-Blackstone Hotel which had been transformed into a floral fairyland. The bride is a graduate of the University of Illinois and a teacher in Glencoe, Ill. Howard, son of Harry Simon, is in his senior year in the University of Illinois School of Medicine. Their honeymoon was spent in Bermuda. Incidentally, their wedding date was the 28th anniversary for the Harry Simons.

Marion Hayden and Frank Bednarczyk are making plans at this writing for a July 27 marriage in St. Priscilla Church.

Genevieve Wiak vacationed in Warsaw, Poland, where she met her mother-in-law for the first time.

Gertrude Walsh and Irene Barry attended the NARBW convention in Hollywood, Fla., as did Stella Murphy, Mary Kelly, Juanita Chambers and Agnes McGrath. While in Florida they visited with retirees Lucille Shuxteau, Jule Croake and Art Dryer. The spell of the sea lured them to extend their trip to San Juan and the Virgin Islands before returning home.

The smallest bowling tournament in

the world is being conducted with great frenzy by Ann Gibbons and Dorothy Griffith at the Belmont Bowl on Tuesday evenings.

Your correspondent is the proud grandmother of a baby boy born June 7 at Fort Riley, Kans.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

Don Nega of the MMTTC office in the Union Station, Chicago, and his wife Urte welcomed twins June 11. First to be born was Keith Donald who weighed 6 pounds 15 ounces; next was Karen Marie who weighed 6 pounds 10 ounces. The twins are now at home with their proud parents and big sister Robin.

James M. (Merle) Miskimins, youngest of the three sons of Roy R. Miskimins, assistant vice president of the MMTTC, was graduated from the Officer Training School at Lackland Air Force Base, Tex.

YOU'RE WORTH A FORTUNE, IF . . .

You are able to continue producing a regular income. For example, if you are age 40 and make \$500 a month you will earn \$150,000 by the time you are 65. The big "IF" is an accident or sickness which can take you off the payroll for months, years, or forever. A Provident income replacement plan will assure you and your family the things you meant to have even if disability or death stops your earning power.

Your Provident agent will be glad to tell you about these plans.

Write
Railroad Division

PROVIDENT LIFE AND ACCIDENT INSURANCE COMPANY

Chattanooga

MILWAUKEE NEW COMMUTER CARS



26 Valve

Cobra Shoe

GB Unit

MOST MODERN BRAKE EQUIPMENT

From the air supply to the friction on the wheels—WESTINGHOUSE AIR BRAKE COMPANY enhances its position as the leader in the Best In Braking! We are proud that our equipment was specified on the new Double Deck cars for this important function
SAFE BRAKING!

Lieutenant Miskimins has been re-assigned to Wright-Patterson AFB, Ohio, as a mechanical engineer. He was graduated from General Motors Institute in Flint, Mich., before joining the Air Force, and is a member of Beta Alpha Epsilon fraternity.

The annual Safety Award meeting and luncheon was held at Portage, Wis., May 18. It was attended by approximately 90 people, including the 46 drivers from Wisconsin and Minnesota who received National Safety Council Awards, and, in the case of the Wisconsin drivers, State

of Wisconsin Safety Awards; MMTC staff, insurance company representatives, railroad officials, the Portage chief of police, wives of the drivers, and other guests. After the luncheon Mrs. Roy Miskimins was surprised by the presentation of a birthday cake while everyone sang "Happy Birthday".

On June 8 National Safety Council Awards were presented to drivers in the Iowa-Missouri area by P. L. Cowling, vice president of the MMTC. The awards ranged from one for 13 years to those for one year of driving with no accidents.

Employees and their wives from Council Bluffs, Kansas City, Sioux City and Sioux Falls were present, as well as insurance company representatives and staff members from the Chicago office and guests.

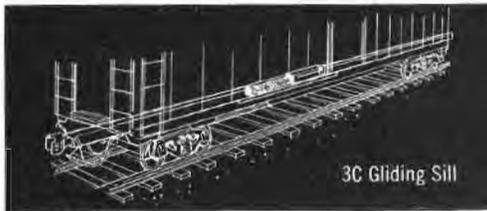
At this writing, additional Safety Award dinners are being held in Montana and South Dakota by P. J. Walsh, MMTC safety supervisor, and insurance company representatives. An award dinner will also be held at Bensenville, Ill., but the date has not yet been determined.

Unfortunately, while our staff from Chicago was in Council Bluffs, the car in which they were riding was hit from the rear by a moving car which failed to stop for a red light. We are happy to report that no serious injuries were reported, although the car owned by Kenneth Nordstrom, MMTC terminal manager at Council Bluffs, was demolished.

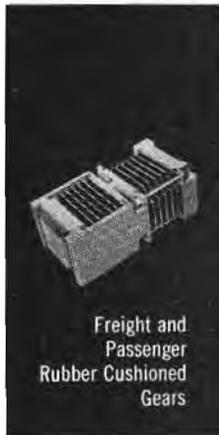
Sympathy was extended to MMTC Clerk John Yates and his wife, Milwaukee, on the death of their infant daughter.

Research *has made—and kept—* National First *in railroad specialties*

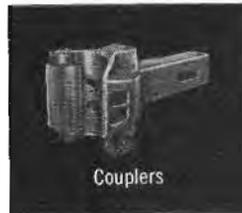
■ Dependability of National's specialties has been established over the years through a planned program of applied engineering development — backed by quality controlled production and precision testing. National's great research, development and production facilities will continue to be dedicated to achieving even greater standards of performance, safety and service for America's Railroads.



3C Gliding Sill



Freight and
Passenger
Rubber Cushioned
Gears



Couplers



Diesel Rubber
Cushioned Gears



Freight
Car Trucks

Transportation Products Division



COUPLERS • YOKES • DRAFT
GEARS • FREIGHT TRUCKS •
JOURNAL BOXES • ROLLER
BEARING ADAPTERS • NAT-
IONAL SPEEDLOADER CON-
TAINER HANDLING SYSTEM

**NATIONAL
CASTINGS
COMPANY**

Cleveland 6, Ohio

A-7099A



RETIRING FROM CHICAGO-FULLERTON AVENUE ACCOUNTING DEPARTMENT, Oma Carruthers, statement clerk in the auditor of equipment accounts office (second from right), was honored with a gift shower and a dinner given by railroad and personal friends. Shown with her at the office fete are C. P. Richardson, auditor of equipment accounts (right), Marie Streiber, statistical bureau head, and D. B. Chandler, assistant to auditor of equipment accounts. Oma had 34 years of service, including three years in the ticket auditor's office before transferring to the equipment accounts force.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Howard Balow, claim adjuster, 43, died June 8 at his home in Grayslake after an extended illness. Howard started with the railroad in 1945. He is survived by his wife Marion and sons Brian and Steven. Interment was at Memory Gardens in Arlington Heights.

Ethel Haynes celebrated 45 years service in May. Co-workers served cake and coffee and presented gifts.

On May 31 Herman Grell, claim investigator, was married to Lois Patmore. The couple honeymooned in Crivitz, Wis.



RETIREMENT OF S. J. "SID" GRASER, chief clerk to general superintendent of transportation (center, cutting cake), on May 31 was observed by his co-workers and friends in the Chicago Union Station with an office party and gift shower. Many retired employes were present. Mr. Graser had been with the Road 46 years, starting as a clerk at Galewood Yard and transferring in 1929 to the transportation department, where his various duties had included those of car distributor, traveling car agent and the special assignment "clearance" job before being appointed chief clerk in 1956. A resident of Roselle, Ill., for 35 years, he will continue to live there.

**AMERICAN
STEEL FOUNDRIES
INCORPORATED**

The World's Leader in
Development and Production
of Freight Car Trucks

ONE OF THE **Amsted**
INDUSTRIES

**SIDE FRAMES
AND BOLSTERS
ASF RIDE CONTROL®
FREIGHT CAR TRUCKS
COUPLERS AND YOKES
DRAFT SILL END CASTINGS
CAST STEEL BRAKE BEAMS
UNIFRATE* BRAKES
ASF RIDE CONTROL® PACKAGES
SIMPLEX® UNIT SNUBBERS**

*The trademark "Unifrate" is the property of American Steel Foundries Incorporated

Incidentally, Herman recently turned his interest from boating to airplanes and is now working toward a private pilot's license. His logbook shows a total of seven hours air work on J-3 Trainers at Palwaukee and on Piper Pilot, Cherokee and Aztec at Tufts-Edgumbe, Inc., Elgin, Ill.

Dictaphone Operator Florence Swanson's son Robert was married Mar. 31 in Fayetteville, Ark.

Mrs. Jake Mathiesen was a recent hospital patient for surgery.

Recent promotions included those of Elmer Dancy to adjuster and Mike Kalter to a higher adjuster position. New employees are Tom Andersen and Peter Hunt.

AUDITOR OF EQUIPMENT ACCOUNTS

Sympathy was extended to Clara Raupp on the sudden death of her husband.

The office was saddened by the recent death of Marie Simpson, a 38-year employee. Her generosity and willingness to help others were well known and she will be greatly missed.

OPERATING DEPARTMENT

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

Marlin Schilling, recently appointed secretary to general manager, has been inducted into the armed forces. During his leave the position will be filled by R. L. Tisdall who transferred from the engineer's office at Aberdeen, S. D.

Donald L. Youngs, freight service inspector, working out of the office of R. J.

Kemp, assistant to vice president, died unexpectedly of a heart attack at his home in Elgin on May 22. He had been an employe of the road for 36 years. Mr. Youngs was born in Elgin June 18, 1909 and had lived in the area all of his life. He was governor of Elgin Lodge 799, LOOM, vice president of District 2 of the Illinois Moose, a member of the Legion Moose, and held a Fellowship in the Moose association. Surviving are his widow, Leila, and his mother, Mrs. Laura Youngs, also of Elgin. Funeral services were held there, with the pastor of the First Baptist Church officiating.

Leo LaFontaine, manager mail, baggage and express department, and Mrs. Marie Cross Cole were married in Washington, D. C., June 22. Immediately after the wedding ceremony they departed on an extensive trip through Canada, making stops at Montreal and Quebec.

K. W. Miller, secretary to the assistant general manager, has accepted the position of perishable merchandise clerk in the office of R. J. Kemp, assistant to vice president.

Margaret Brandt of the transportation department underwent surgery in the Lutheran General Hospital, Park Ridge. At this writing she is home recuperating.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

There was a "hot time in the old town" of Bensenville at the Firemen's Hall on May 5—the occasion being the Golden Wedding anniversary celebration of H. G. (Hank) Russell and his wife Emma. Many friends and associates

Nalco®

- Diesel Cooling System and Steam Generator Water Treatments
- Combustion Catalysts
- Fuel Oil Stabilizers
- Weed, Grass & Brush Control Chemicals
- Wheel Flange Lubricators Applying Dry Molybdenum Disulfide Stick Lubricant

NALCO CHEMICAL COMPANY

6216 W. 66th Place • Chicago 38, Illinois

KERITE CABLE

For dependability in actual use, no other cable matches Kerite. We believe you will be impressed by the evidence. Write.

THE KERITE COMPANY

General Office—30 Church Street, New York 7, N. Y.

SALES OFFICES: Albuquerque, Ardmore, Pa., Birmingham, Boston, Chicago, Cleveland, Denver, Glendale, Cal., Houston, Lake Wales, Fla., Portland, Ore., St. Louis, Salt Lake City, San Francisco, Seattle.



it's the KERITE insulation that makes the difference



attended and Mr. Russell and his wife received some beautiful gifts.

The auditor of expenditure's typing bureau welcomed Joyce Ross, daughter of W. E. Ross, assistant comptroller, to their force recently.

Bob Thull, timekeeper in the T&E miscellaneous timekeeping bureau, left June 14 to serve in Uncle Sam's Army.

Florence Almen, assistant bureau head of the statistical bureau, retired June 14 after 48 years of faithful service. She started her railroad career at the storekeeper's office in Minneapolis. In 1931 she transferred to the district accountant's office in that city and remained there until 1940 when she was transferred to the chief disbursement accountant's office at Chicago. A dinner was held in her honor at the Orphei Singing Club which was attended by her many friends. Among the guests was Florence's mom who is 92 years "young". Florence plans to stay home and take care of her mother and keep busy as a bee with her housekeeping chores. Ione DeCamp, retired timekeeper, dropped in on her way home from a Florida vacation to attend the dinner.

Pete Dietrich visited the office enroute from his home in Clearwater, Fla., to visit his mother in Wisconsin.

Paymaster E. H. Sowle and wife became the proud grandparents of their 4th little red-headed grandchild who has been named Shelly Ann.

Ed Jaskowski of the machine room and his wife Loretta of the paymaster's bureau became grandparents for the second time when their daughter Joan Ludick presented them with a grandson who has been named Matthew Robert.

Sympathy was extended to Lydia Wedekind, retired from the bill and voucher bureau, on the loss of a second sister five weeks after the death of another sister, to Carl Johnson of the T&E miscellaneous timekeeping bureau on the loss of his father, and to Adelaide Schultz



45 YEARS WITH THE MILWAUKEE, H. M. Warner, manager of claim prevention, refrigerator and merchandise service (right), is presented with a Silver Pass by L. V. Anderson, general manager system. Mr. Warner started as a station helper at Cambridge, Ia., and after serving as a cashier and claim clerk became a freight service inspector in 1941, first at Kansas City and later in Milwaukee. He was advanced to chief merchandise inspector in 1950 and appointed manager CPR&MS in 1957. His father, the late F. A. Warner, was a veteran of 53 years of service—48 as agent-operator at Cambridge—and passed along the railroading tradition to six sons, all of whom have worked for the Road at some time.

"Treated Products for Life"

RAILROAD
Cross and Switch Ties

PILING

POLES

LUMBER

INDIANA WOOD PRESERVING CO.

Terre Haute
Indiana

STRETCH THE WORK-LIFE OF YOUR ROLLING STOCK WITH...



GRIFFIN

Cast Steel Wheels

... for better balance ...
longer wear ...
tougher flange
and tread ...
only two tape sizes.



ANCHOR® Composition

Tread Brake Shoes

... for lower replacement cost...
lower braking force required ...
stable friction at all speeds ...
lower maintenance costs
per train operation mile.

GRIFFIN EQS®
ELECTRIC QUALITY STEEL

GRIFFIN WHEEL COMPANY

445 North Sacramento Boulevard, Chicago 12, Illinois
Chicago • Colton • Muncie • Bensenville • Tacoma

ALEXANDRIA VIRGINIA SALES OFFICE
200 River Towers Drive



ONE OF THE **Amsted**
INDUSTRIES

of the AFE bureau on the loss of her mother.

Margaret Jones, a bureau head in the EDPC, retired June 12 after 47 years of dedicated service. Most of this time was spent as supervisor of the key-punch department in the office of freight auditor. On the day of her retirement she received countless congratulations and good wishes at a party in the office where she was presented with many lovely gifts. In the evening a dinner was given in her honor at which one of her old time friends, Ben Reinert, officiated as master of ceremonies and all of the 67 co-workers and friends present joined in speech and song to wish Margaret good luck and good health in her retirement.



I M & D Division

AUSTIN-SIOUX CITY AREA

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

Sympathy was extended to the family of Engineer Walter T. Lynberg, Sioux City, who died May 19. He had been in service since 1916. His widow, five sons, a daughter, 16 grandchildren and a great grandchild survive.

The Milwaukee Road Magazine

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

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

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

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

MONTHLY INCOME OF \$300.00

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

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

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

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

SPECIAL OPTIONS

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

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

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

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

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

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

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

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

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

POLICY FOR DEPENDENT WIFE } The beneficiary is to beRelationship
Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
Wife's nameDate of birth
Amount of monthly premium for wife's policy \$.....
(See rate above according to age)

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant



WHATEVER YOU DO,
**BANK AT THE
 FIRST
 WISCONSIN**



Wisconsin's largest
 bank

Next-door neighbor to
 all Milwaukee

**FIRST
 WISCONSIN
 NATIONAL
 BANK
 OF MILWAUKEE**

Member
 Federal Deposit
 Insurance
 Corporation

Death Claims O. B. Tripp, Pioneer Agent

OSCAR B. TRIPP, the Road's agent at Hettinger, N. D., from the time the station was opened in 1907 until he retired in 1946, died June 26 in Midway Hospital, St. Paul, Minn., at the age of 83. His death followed a stroke.

Mr. Tripp was born on Jan. 22, 1880 in Butler, Mo., and after completing his education went to Aberdeen, S. D., to take a position as chief clerk and dispatcher. Later he served as agent at Eureka, Wolsey and Frederick, S. D. When the railroad was extended westward he became the agent at Hettinger, opening the station on Oct. 23, 1907 in a boxcar that served until the present station was built. He was the only agent from that time until his retirement on Jan. 3, 1946. During this period he was also the local townsite agent.

Interested in civic and community

affairs, Mr. Tripp had served on the Hettinger school board, as a trustee of the Congregational Church and an organizer of the Boy Scout movement. He had held many Masonic offices, for which he was awarded a life membership by the Hettinger lodge, and, active in sports, had presented the city with land for tennis courts. At the time of death he was a member of the Hettinger Pioneer Business and Professional Men's Club.

Surviving Mr. Tripp are a daughter, Mrs. Arthur (Dorothy) Eneberg, a widow who lived with her father in St. Paul; a son, Dean B., vice president of Marsh and McLennan, Inc., of Minneapolis; five grandchildren, a great grandchild, three brothers and two sisters. Funeral services were held in St. Paul, with interment there in Acacia Park.

Colonel John J. (Jack) Burnett Jr., son of Mrs. Margaret Miller, secretary in the regional office, Sioux City, soon will become the U. S. Air Attache in Wellington, New Zealand. He is now taking a six months' course



Col. J. J. Burnett Jr.

in air attache work at Fort Belvoir, Va. At Wellington, he will be the senior Air Force adviser in air and aerospace matters to the U. S. Ambassador, and will assume diplomatic duties within the Embassy there. Colonel Burnett was born in Mason City where he attended Holy Family High School and Mason City Junior College. He started pilot training at the outbreak of World War II and after completion he served in the Pacific Theater of Operations as commander of a B-25 bomb squadron. He took part in 67 bomb missions prior to his return to the U.S. in 1945. Later as-

signments were as base operations officer at Mitchell AFB, N. Y., a 10th Air Force tour of duty, an MAAG assignment to Indo-China and a transfer to Thailand on a similar assignment. Upon return to the U. S. he was associate professor of air science at the University of Omaha for three years, then attended the Air Command Staff School at Maxwell AFB, Ala. From there he went to Loring AFB, Me., as a B-52 commander, thence as deputy commander for operations of SAC's 45th Air Division, where he flew B-52's with the reactivated 42nd bomber group. He was transferred to Lowry AFB, Denver, as executive officer of the 3415th Air Base Group. He and his wife Marjorie and children, John and Jacqueline, have been living in Denver.

Mr. and Mrs. William G. Schrader of Mason City celebrated their golden wedding anniversary June 23 with an open house at the First Baptist Church from 2 to 5 p.m. Present for the occasion was their only daughter, Commander Evelyn L. Lee, USNR, of San Diego. Ruth Hall Maillard, the bridesmaid, and Harry Schrader of Rudd, the best man, were

P. D. Carroll Trucking Co.

CHICAGO, ILLINOIS

ESTABLISHED 1880

Performing Pick-up and Delivery Service

for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding

BUCKEYE

CAST STEEL PRODUCTS

A.A.R. COUPLERS

DRAFT YOKES

TRUCK FRAMES

TRUCK BOLSTERS

CUSHION-RIDE TRUCKS

FREIGHT CAR CASTINGS

UNDERFRAME END CASTINGS

SIX AND EIGHT-WHEEL TRUCKS



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

1929—Superior Service Safety Awards—1963

The following foremen have been presented with 33-year Superior Service Award cards in recognition of having worked that period, as of Dec. 31, 1962, without a reportable injury to themselves or to any employe under their jurisdiction. With the exception of Car Foremen H. E. Moran and J. W. Ackerman, all are track department men.

Ackerman, J. W., car foreman--Cedar Falls, Wash.
 Aleck, C., section foreman----Sioux Falls, S. D.
 Bagaus, T., section foreman-----Summit, S. D.
 Bork, E. A., foreman-----Carpenter, Ia.
 Burris, C. W., section foreman-----Akron, Ia.
 Cave, Edward,
 assistant section foreman-----Sumas, Wash.
 Fielder, J. R., section foreman----Cheneyville, Ill.
 Flom, A. G., section foreman-Iron Mountain, Mich.
 Forte, Joe, section foreman-----Everett, Wash.
 Glasnapp, L. G., section foreman---Oshkosh, Wis.
 Hafemeister, F. E., section foreman--Granville, Wis.
 Hilt, Thomas, section foreman----Zeeland, N. D.
 Houston, J. C., section foreman----Ingomar, Mont.
 Hummel, Z. O., section foreman---Selfridge, N. D.
 King, W. H., foreman-----Emmetsburg, Ia.
 Lehfeldt, R. C., section foreman---Ryegate, Mont.
 McClatchey, J. G.,
 assistant foreman-----Charter Oak, Ia.

McClatchey, J. G.,
 section foreman-----Vermillion, S. D.
 Miller, H. J., section foreman----Yankton, S. D.
 Moran, H. E., car foreman-----New Lisbon, Wis.
 Myers, William, foreman-----Rockwell City, Ia.
 Rankin, George M.,
 section foreman-----Marmarth, N. D.
 Rasmusen, E. L.,
 section foreman-----Albert Lea, Minn.
 Reed, V. F., foreman-----Marathon, Ia.
 Sackmaster, H. C.,
 section foreman-----Camp Douglas, Wis.
 Schroeder, W. J., assistant foreman---Manilla, Ia.
 Stangl, A. G., foreman-----Portsmouth, Ia.
 Stockwell, G. I., foreman-----Algona, Ia.
 Stratton, E. W., section foreman----Worley, Ida.
 Tonsager, G. E., section foreman----Elko, Minn.
 Udell, G., Gang 658 foreman---West Salem, Wis.

also there. The Schraders have been life-long citizens of Mason City where Mr. Schrader retired as a conductor after 52 years of service.

Coffee and cake were served in the ticket office in Sioux City as a farewell party for W. F. (Bill) Flynn, rate and bill clerk, freight office, who was recently appointed freight service inspector at Harlowton, Mont.

that it has a population of only four —themselves. However, to help out with whatever project he had in work, they filled him in on a complete history of the railroad operation at that location, and also on the history of Terre Haute, with special attention to transportation. The historical information was developed with the cooperation of a good friend and railroad enthusiast, Har-

Terre Haute Division

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

Conductor E. E. "Ed" Watson, who is a Scoutmaster at Jasonville, Ind., took a personal interest in President Kennedy's recent observation about 50-mile walkathons and served as hikemaster for Troop 58 of the Jasonville Baptist Church on a 100-mile hike from Indianapolis the week of May 27-June 1. The troop kept in contact with home base by radio "walkie-talkie", and made overnight stops at Scout camps along the way. On the last day, 20 hours were allowed for the final 50-mile leg home. Conductor Watson believes he is the only Silver Beaver recipient to have made such a hike, and is writing national Scout headquarters to extend a challenge to others.

The operators at Springhill tower south of Terre Haute recently received a letter addressed to "Only Citizen" at that point, in which the writer identified himself as Michael Olenick of Easton, Pa., a fifth grade student. He wanted, as soon as possible, full information about Springhill: "Tell me where you shop, how many buildings, the history of the town and, if possible, a map; self-addressed envelope enclosed."

In response, the operators—D. E. Pearson, V. L. Russell, A. G. Price and P. V. Bailey—wrote Mike that Springhill isn't a town but the junction of three railroads (Milwaukee, New York Central and C&E), and

POWER PARTS COMPANY

Distributors for
 United States Rubber Company
 and
 Kaiser Aluminum & Chemical Sales, Inc.

Serving the Railroad Industry 24 hours a day, continuously for over twelve years.

All orders are shipped the same day as received. Our motto is "Fire Wagon Service" on all orders.

POWER PARTS COMPANY

1860 No. Wilmot Avenue, Chicago 47, Illinois
 Telephone SPaulding 2-4600

Emergency service and delivery available any time of day or night.

Our Specialty Is
 Re-Refining Used Diesel Engine Oil

Also

Suppliers of High Quality Re-Refined
 Car Journal Oil

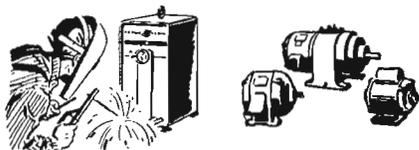
MOTOR OILS REFINING COMPANY

7601 W. 47th St.

Lyons, Ill.

In the shop or on the road
two names to rely on

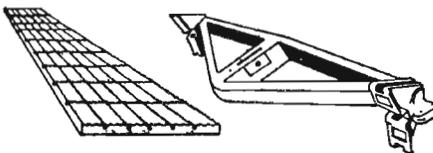
A.O. Smith



for welding supplies
 and electric motors

Producers of welding electrodes, machines and accessories, including a complete line of air and liquid-cooled gas-driven welders. Motors from 1/3 to 800 hp.

APEX



for Running Boards and
 BOXWELD brake beams

High-strength, maximum safety Running Boards plus the first all-steel welded brake beams that exceed A.A.R. specifications by far. Get rugged strength at substantial savings in weight.

If performance is the test of progress... these two companies lead their fields

APEX
 RAILWAY
 PRODUCTS CO.

332 S. Michigan Avenue, Chicago 4, Illinois

Through research  a better way

A.O. Smith
 CORPORATION

MILWAUKEE 1, WISCONSIN
 A. O. Smith International S. A.,
 Milwaukee 1, Wisconsin, U. S. A.

A Mexican Madonna for a Milwaukee Church

By Pearl J. Freund, Rate Clerk
Fowler Street Freight Office, Milwaukee, Wis.

SEVERAL years ago Barney C. Nowicki, a switching clerk at the Fowler Street freight office in Milwaukee, read in *The Milwaukee Journal* about a young art student in Mexico City who had copied the famous painting of Our Lady of Guadalupe. The portrait was not very good, and when her father criticized her work, she hid it in a closet. Then strange things began to happen. The father's business failed and other misfortunes befell the family. They were finally attributed to the hiding of this picture, and when it was brought from the closet and put on display, the miseries ceased and other miraculous things occurred.

Barney kept the newspaper clipping for a while, and one day the thought came to him that if he painted a similar portrait and donated it to a church it might be instrumental in procuring a modern day miracle—possibly help for the crippled or painfully afflicted. In order to do so he had to have an idea of how the Madonna of Miracles had appeared in the vision to the shepherd on the mountain top, and he managed to obtain a picture through the local church of Our Lady of Guadalupe. Barney then undertook to produce a likeness in oils, substituting a flowing garment for the abbreviated knee-length version which, to him, appeared awkward. The painting, dedicated in May, now hangs above the main altar of this Milwaukee parish church.

Painting has been Barney's hobby since he was a youngster. He attended the Layton School of Art in Milwaukee for two years, and has spent many week ends studying the work of the masters in the Chicago Art Institute. He also learned a great deal from the late Professor Vladimar Shamberg, a European portrait artist who spent his retired years in Milwaukee. For a while Barney conducted an art studio in association with Professor Shamberg, and later in his home. In addition to having a ready local market for his paintings, he has sold many outside of the state.



Portrait of the Virgin of Guadalupe painted by Barney C. Nowicki.

ry Steventon, who was born in Terre Haute in 1887 and has witnessed the changes which have taken place. The operators invited Mike to write again, in case he hadn't run out of questions.

Leo C. Huberti, time revisor at Terre Haute, was the guest of honor at a dinner held at Ambrosini's Restaurant June 25. About 40 fellow employes were present and Mr. Huberti was presented with a portable TV. Retirement was scheduled for July 15, after 44 years of service.

Retired brakeman Jess James died in June and Mrs. Mary Hos, mother of B&B employe L. D. Hos, passed away recently.

Aberdeen Division

EAST END

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

If you aren't a grandfather to twins, you just don't rate on this division. The latest to join the club are Mike Kiroff of the section forces whose daughter Pat recently had twin girls, Judy and Jill,

and Trainmaster Jerry Groves, whose daughter Jane Ann gave birth to Gerald and Elizabeth June 27.

Carl Eby of Cedar Rapids, Ia., has taken up residence in Aberdeen, having been appointed freight service inspector in place of Floyd Bender who has gone to Madison, S. D., as agent.

Knowing he's an honest man, we have to believe Conductor Gordon Ganske when he tells us he recently celebrated his silver wedding. The relatives congregated and at one time 150 were milling around the table where the food was set out. It was a cold day so the mob overran the house from basement to attic and everybody had a good time.

Ralph Thornrose died in May after a long illness. He had been an engineer on the division and resigned in 1937. Conductor Carl Oswood died June 9 after an illness of about a year. Mrs. C. D. Abrahamson, wife of our signal maintainer at Summit, died June 9 also, after a lingering illness. Retired Conductor "Red" Hocum died suddenly June 13, and Mrs. Walter Beaty, wife of a retired roundhouse employe, passed away in her

sleep in June.

Retired Engineer Frank Frederickson and his wife have moved from St. Petersburg, Fla., to Largo where they bought a home at 11749 81st Place North.

Timothy Strick and Wesley Anderson are two new firemen on the Aberdeen Division. Wesley is the son of Traveling Engineer Phil Anderson. Don Baerenwald is a new brakeman on the middle division.

Golden weddings have been popular on the division recently. Retired Engineers Walt Ness and Melvin Rear both celebrated the event. The Rears of Santa Cruz were feted before leaving for Minnesota where another "50th" was enjoyed with all the relatives in and around Minneapolis.

Mrs. W. W. Hayes, widow of a former engineer, broke her hip recently but the plucky lady is already back home, doing her regular household duties. She is blind which makes all of us admire her the more. Mrs. Hayes keeps right up to date on the progress of the Minnesota Twins baseball series.

Retired Engineer Oscar Sorby is chuckling over an incident that took place recently when he was out fishing. Along came the game warden, asked to see his fishing license and then looked puzzled when he saw the age on the card. His eyes traveled from card to the youthful-looking Oscar and back. It took a bit of convincing on the part of the angler to make him believe that Oscar really IS 79!

Belated congratulations to Retired Roadmaster Gust Carlson of Aberdeen on his marriage a couple of months ago. The new Mrs. Carlson is the former Mrs. Ann Mohr of Aberdeen.

Agent Jerry Beck writes from Germany that vacations are wonderful, especially when you cruise down the Rhine River with a bottle of beer in your hand. You just can't hardly beat that kind of a vacation!

Stanley Hagemeyer, formerly employed as a brakeman, is vicaring during the summer in Cochrane, Alberta, which is just 65 miles from Banff National Park. Stan has entered the ministry in the Dutch Reformed Church.

More twins! And now word has come through that Police Officer Jim Madden is grandfather to twin boys born to his daughter Patsy at Phoenix, Ariz., on July 10. This is beginning to catch on.

Twin Cities Employes Plan Retirement Reunion Oct. 3

THE traditional party for all employes in the Twin City Terminals area retiring in 1963 will be held Oct. 3 at the Knights of Columbus hall, 2745 Park Avenue, Minneapolis, Minn. Employes who have retired in previous years are invited, also. For details and reservations, see or write W. R. Manion, supervisor of passenger train personnel, at the Minneapolis depot.

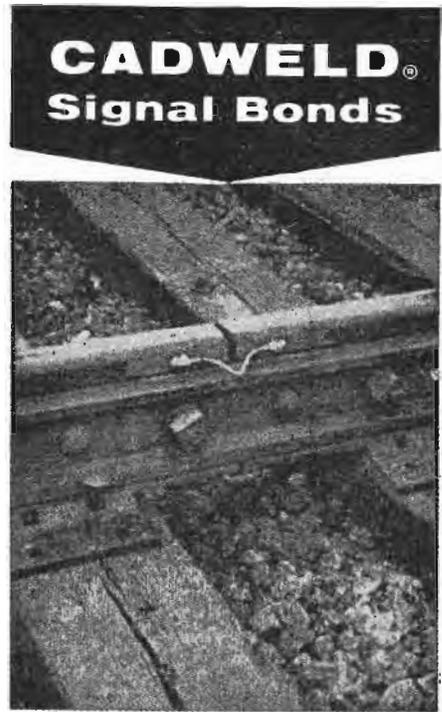
GOLD AND SILVER PASSES AWARDED

Gold—50-Year—Passes

Christensen, W. H., brakeman-----Elgin, Ill.	Martinson, C. C., operator-----Hopkins, Minn.
Fraser, W. C., solicitor-----Omaha, Neb.	Nelson, Oscar, conductor-----Dubuque, Ia.
Gorman, N. J., asst. trainmaster---Cedar Rapids, Ia.	Petrie, U. H., loco. engineer-----Milwaukee, Wis.
Gurrath, Hugo C., electrician---Milwaukee, Wis.	Pronold, E. B., conductor-----Genesee, Wis.
Huberty, A. H., conductor-----Minneapolis, Minn.	Smith, Richard H., switchman-----Savanna, Ill.
Kopp, Henry A., loco. engineer---Lake Villa, Ill.	Snere, C. E., cashier-----Spencer, Ia.

Silver—45-Year—Passes

Barr, R. E., roundhouse foreman---Marquette, Ia.	Martin, L. J., loco. engineer-----Mobridge, S. D.
Barthel, Walter C., bureau head---Chicago, Ill.	McGuire, J. I., agent-----Council Bluffs, Ia.
Beck, Willard-----Olivia, Minn.	Moran, Harry E., car foreman---New Lisbon, Wis.
Ciskowski, Frank T., check clerk---Milwaukee, Wis.	Nelson, H. P., section foreman---Platte, S. D.
Conom, G. G., section foreman---Sun Prairie, Wis.	Neutzel, Herbert T., pipefitter---Milwaukee, Wis.
Devert, F. G., switchman-----Crete, Ill.	Paul, D. M., agent-----Renville, Minn.
Falk, Fred H., conductor-----Minneapolis, Minn.	Powell, S. E., engine watchman---Perry, Ia.
Gaulke, Clarence H., yard clerk---Milwaukee, Wis.	Preston, Ralph E., loco. engineer-----Minneapolis, Minn.
Harrer, Ernestine, clerk-----Morton Grove, Ill.	Sampson, Lyle, general yardmaster-----Carpentersville, Ill.
Harris, Henry E., trav. freight agent-----Spokane, Wash.	Schultz, Leona J., historical record clerk-----Milwaukee, Wis.
Harvey, I. D., loco. engineer---Tacoma, Wash.	Skola, Frank J., file clerk-----Milwaukee, Wis.
Haynes, Ethel, clerk-----Chicago, Ill.	Vetter, G. A., chief operator---Minneapolis, Minn.
Heckler, Edward W., chief revising clerk-----Plymouth, Wis.	Walsh, P. J., agent-operator---Aberdeen, S. D.
Kenney, E. A., agent-----Cedarburg, Wis.	Warner, H. M., manager CPR&MS--Northbrook, Ill.
Kime, G. W., switchman-----Cedar Rapids, Ia.	Wik, J. G., train dispatcher---Aberdeen, S. D.
Kissinger, Mildred-----Chicago, Ill.	Wolf, L. T., agent-----Ellendale, N. D.
Knickerbocker, C. H., engineer---Green Bay, Wis.	
Krohn, Albert C., chief yard clerk---Milwaukee, Wis.	



**Permanent installation
requires no maintenance.**

ERICO PRODUCTS, INC.

2070 E. 61st Place • Cleveland 3, Ohio
IN CANADA: ERICO INCORPORATED
3571 Dundas St., West, Toronto 9, Ontario

AVAILABLE FOR LEASE OR SALE

Railway Freight Cars of All Kinds
For Main Line or Plant Service

Leased Cars Available at Fraction
of Per Diem Rate

UNITED STATES RAILWAY EQUIPMENT COMPANY

231 So. La Salle St.
Chicago 4, Ill. Phone: Dearborn 2-7235

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Agency changes on the First District place Morrie W. Lossman on the third trick at Rondout Tower, and Dale Lothspeich as agent at Morton Grove. Ella Card of the Fairwater agency, Third

District, has retired after 46 years as agent-operator.

Train Dispatcher James Schwantes went on a western vacation as far as Santa Barbara, Calif., with his camping trailer.

Eugene Knol, chief clerk to Division Engineer H. C. Minter, has been promoted to adjuster-chief clerk in the claim department at Seattle, and Ivy Bockhop has taken the chief clerk's position here. Sharon Cox transferred from the traffic department to fill the stenographic opening.



◀ **FISHING'S FINE** at Big Stone Lake, S. D., witness this 17-pound 10-ounce Northern displayed by Clarence Dotson, retired Milbank, S. D., roundhouse employe. He caught it with a Brown Wiggler on a 20-pound test line as he and John Tomek, retired Milbank water inspector, were fishing recently near the Rearing Ponds. (Milbank Herald Advance photo)

BRAKE BEAMS

UNIT TYPE

POSITIVE® TYPE

and

BRAKE BEAM PARTS

CASTINGS

Standard Malleable
Super-Y (Alloy) Malleable
Pearlitic Malleable
Alloy Cast Iron

¼ to 500 lbs. to meet customers'
requirements

CHICAGO MALLEABLE CASTINGS CO.

1225 West 120th Street Chicago 43, Ill.

Grain Doors

Railroad Cross Ties

Hardwood Lumber

Timbers

WEBSTER LUMBER COMPANY

3410 University Avenue S.E.

Minneapolis 14, Minnesota

EDWARD KEOGH PRINTING COMPANY

*Printers and
Planographers*

925 W. Jackson Blvd.

Phone: MO. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

"M - F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.

Still Greater
PROTECTION
for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks
CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

CARDWELL WESTINGHOUSE CO.
CHICAGO
CANADIAN CARDWELL CO., LTD.
MONTREAL

CARTER BLATCHFORD

Division of

**CONTICCA INTERNATIONAL
CORPORATION**

901 Ridgeway Avenue TW 6-6261
Aurora, Illinois

RAIL JOINT REFORMING to
meet new bar specifications.
Also, heavy stampings and
Chemicals.

C&M Division Brakeman Tim Plumb and wife are rejoicing over the birth of Jennifer Lynn June 17.

SECOND DISTRICT

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

Ronald J. Bowman, who was recently employed as vacation relief clerk on the Milwaukee Division, Second District, has moved with his wife and daughter from Cincinnati, Ohio, to Green Bay.

Rolland E. Chalifoux, former agent at Green Bay and now located in Milwaukee, was guest of honor at two dinners prior to his departure. On June 3 the traffic managers of many local industries gathered to wish him success in his new position, and on June 17 fellow employes presented gifts to both Mr. and Mrs. Chalifoux at a dinner at the Holiday Inn Motel.

Our new agent, William W. Kopp, his wife Shirley and children Ken and Joette are getting settled in their new home in the suburb of Preble. Mr. Kopp was formerly in Beloit where, in April, he was elected president of the Southern Wisconsin Traffic Club. He was also president of the Beloit Investment Club.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER
AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

Mr. and Mrs. L. A. McAllister proudly announced the arrival of Robert Lewis Jr. at Orleans, France, May 10. Bob Sr. is a first lieutenant in the Army (MTC) there.

Mrs. Lew Howell, wife of retired steam fitter foreman, died June 27. The former Myrtle Pershing, Mrs. Howell was well known as one of our telephone operators, from which position she retired some time ago.

The board meeting of the Railway Business Women was held at Milwaukee Shops June 6 with Ramona Kopitsch,



STORES DIVISION SERVICE ANNIVERSARY. Rudolf Beier, chief stockman in the stores division at Milwaukee Shops (right), receives his 45-year Silver Pass with the congratulations of General Storekeeper R. K. Baker. Mr. Beier comes from a railroad family consisting of a father and seven sons who have been employed by the Road for a total of 212 years of service. Four sons are still carrying on the record.

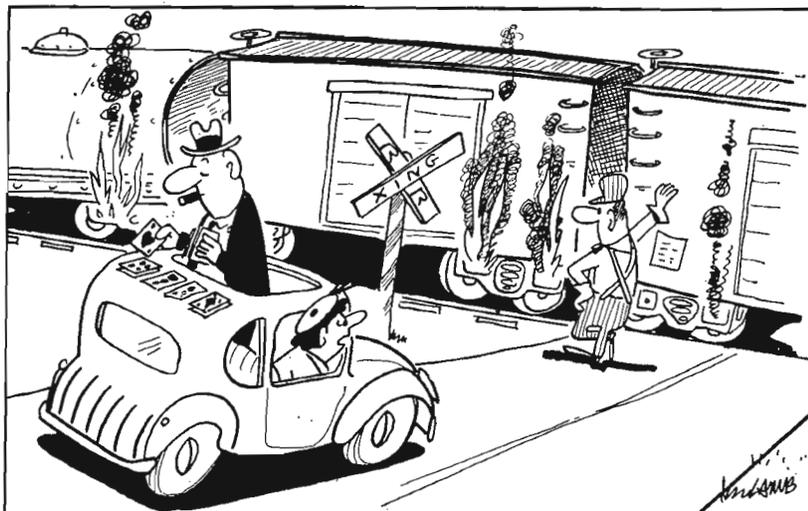
president, presiding. In attendance were: Jo Bentz, Leon Esser, Mildred Leack, Cele Russell, all Milwaukee Shop girls; Dorothy Blask, Grace Johnson and Elvira Wursch of the Union depot; Hortense Bouchard and Julia Schoenleber from the North Western, Natalie Kratz from Children's Court, and Catherine McConville, retired from Davies Yard. After the meeting a tour of the locomotive, car, test, first aid and stores departments including section C, was conducted.

STORES DEPARTMENT

The stores division lost one of its most loyal employes when F. G. Braun, store-helper, died June 13. He had 45 years service.

Mrs. J. C. Hart, wife of retired inspector of stores, recently underwent

UNION REFRIGERATOR TRANSIT LINES
4206 N. GREEN BAY AVE.
Milwaukee 12, Wisconsin



"WHY DOESN'T THIS RAILROAD GO ROLLER FREIGHT" WITH TIMKEN BEARINGS AND SOLVE THE HOT BOX PROBLEM"

(Advertisement)

brain surgery. The Harts live at 4017 West Vliet Street, Milwaukee.

The general storekeeper's office welcomed a new chief clerk in the person of Edwin A. Sieg, formerly chief clerk to the district storekeeper, Western Avenue, Chicago. K. J. Kulk, whose place he is taking, has been promoted to traveling storekeeper.

Charles I. Donnenwirth

Charles I. Donnenwirth, 81, pioneer agent and homesteader, died in Florida on Feb. 3. Funeral services and burial were in Rapid City, S. D.

Mr. Donnenwirth began his railroad service at the age of 15 with the Baltimore & Ohio in Clinton, Ohio. In 1909 he registered for the drawing of Indian Reservation land near Dupree, S. D., and shipped his household goods to the then end of the Milwaukee Road line at Eagle Butte, S. D., where he became a clerk. When the railroad reached Dupree he transferred there, walking five miles to and from his claim every day. In 1911, when the railroad had further expanded, he moved his family to Faith, S. D., and the next year was promoted to agent, a position he held until his retirement in 1947. Since that time he had lived for 13 years in Coeur d'Alene, Ida., and the last 3 years in Nokomis, Fla.

Mr. Donnenwirth is survived by his wife Mary, and by 10 children, namely S. L. "Buzz" Donnenwirth, the Road's agent at Regent, N. D.; Charles, Cataldo, Ida.; Edith Davis, San Gabriel, Calif.; Vernon, Faith, S. D.; Evelyn Hogue, La Puente, Calif.; Elsie Myers and Kenneth, Rapid City; Naomi Bell, Fairbanks, Alaska; Robert, Mineral Wells, Tex.; and Lloyd, Coeur d'Alene.

Iowa Division

MIDDLE AND WEST

D. E. Lee, Correspondent
Agent, Woodward, Ia.

Mrs. Everett Evans, wife of retired water inspector at Perry, was recently in the Lutheran Hospital in Des Moines with a heart ailment. She is now at home and is showing steady improvement.

Engineer David Klein of Perry died May 2 at his home, the result of a heart attack. He worked 21 years for the Road and was a member of the Milwaukee LF&E and of the Perry Moose Lodge. He is survived by his wife, a son and two daughters. Services were conducted at the Fouch Funeral Home by the pastor of St. Patrick's Church, and interment was in Violet Hill Cemetery.

Dorothy Slater, stenographer in the superintendent's office at Perry, underwent surgery recently in Mercy Hospital at Cedar Rapids. At this writing she expects to return to work shortly.

Gloria Jean, daughter of Mr. and Mrs. Nick Gianetto of Marshalltown, Ia., and David Hines, son of Switchman Robert Hines of Perry, were married Apr. 21 in St. Paul's Episcopal Church at Marshalltown. After a honeymoon at a guest ranch at Pender, Neb., the couple went to Waukegan, Ill., where they will live. David is employed by the Philco Company as a field engineer at the Great Lakes Naval Training Center.

Dr. K. W. Diddy, one of the company doctors at Perry, has recovered from surgery and is once again in active practice.

Mrs. Glen Frease, wife of operator, was named the Girl of the Year from Beta Zeta chapter of Beta Sigma Phi at a dinner held recently at the Pattee Hotel when Beta Zeta and Xi Pi chapters observed their 32nd Founder's Day.

A baby girl born May 16 to Fireman and Mrs. Ernest Rumley at Dallas County Hospital has been named Annette

You Get EXTRA Attention Here

Phillips takes pride in operating SERVICE stations . . . not just filling stations. At Phillips stations you can expect . . . and get . . . efficient car care, high quality products, and the kind of friendly attention that helps make driving a pleasure. Drive in soon where you see the familiar Phillips 66 shield and see what we mean.

Have **SUNLIGHT** To-night

BRILLIANT BULL'S EYE LIGHT AHEAD

THE TORCH YOU NEED!

Used by railroad men for 35 years. Creates up to 350% brighter light than ordinary flash—magnified all around by unique lens. Excellent standby signal light. Perfect for home, boat, auto & camping. Money back guarantee. 6" size \$2.80 ppd. Reg. size \$2.95 ppd. Write for quantity discounts. Add 4% sales tax in California. Give one for Christmas!

MAY LIGHTS Dept. C, P.O. Box 211 Carmichael, California

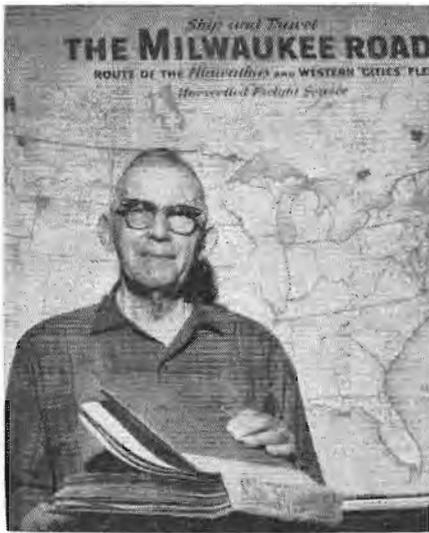
Wisconsin Bearing Co.

1310 So. 43rd St. MILWAUKEE, WIS.

Branch Warehouses
APPLETON, WIS. - RACINE, WIS.
MARQUETTE, MICH.

In Warehouse Stocks
SKF Traction Motor Bearings

also
ALL TYPES OF BALL & ROLLER BEARINGS
for
RAILROAD REQUIREMENTS



58 YEARS WITHOUT MISSING A DAY was the proud service record of Clyde Snere when he retired on June 7 as cashier at Spencer, Ia. It goes back to 1915 when he started as a freight handler at Austin, Minn., where he moved up to clerk and cashier. He was cashier at Sheldon from 1909 to 1932 and worked later at Charles City before going to Spencer in 1932. His son, John, is our agent at Algona, Ia., and there are two grandchildren, boys aged 14 and 12.

Michelle. She has three brothers.

The Little League ball players of Perry awarded Mrs. Bill Whiton the title of First League Mother of the Year for her contribution to the program during the 1962-63 season. Prior to the regular game May 19, a plaque was presented to her by her two sons, Kim and Scott, who are members of the Braves team. Mrs. Whiton is the daughter of late Roundhouse Foreman Augie Kressin.

First Trick Dispatcher Elmer C. Wall of Perry retired May 31 after more than 50 years of service. An office party in his honor was held on his last day of work at which he was presented with a self-winding wrist watch and two pieces of luggage. Mrs. Wall and their daughter Mary Jane were also present.

Conductor and Mrs. Walter Main of Perry have announced the engagement of their daughter Theresa to Paul R. Cushman, son of Carman Orin Cushman. A fall wedding is planned.

Joan, daughter of late Engineer and Mrs. John Schell of Perry, was married June 23 in Trinity Lutheran Church to Dennis Triggs, son of Mr. and Mrs. Clarence Triggs, also of Perry.

Mrs. Edwin Elsasser, widow of retired engineer, attended a convention of the Iowa Braille sight saving group in Vinton, Ia., in June. Mrs. Elsasser returned to Perry last March from Des Moines, where she had attended the Orientation and Rehabilitation Center for about a year following the death of her husband. She is now working for a cosmetic firm.

Sandra Wasson, daughter of Roundhouse Foreman and Mrs. William Wasson of Perry, was graduated from the Mercy Hospital School of Nursing in Des Moines



June 9. She received the Mercy Senior Nurse award for 1963 and a check for \$50. She will remain on the nursing staff at Mercy.

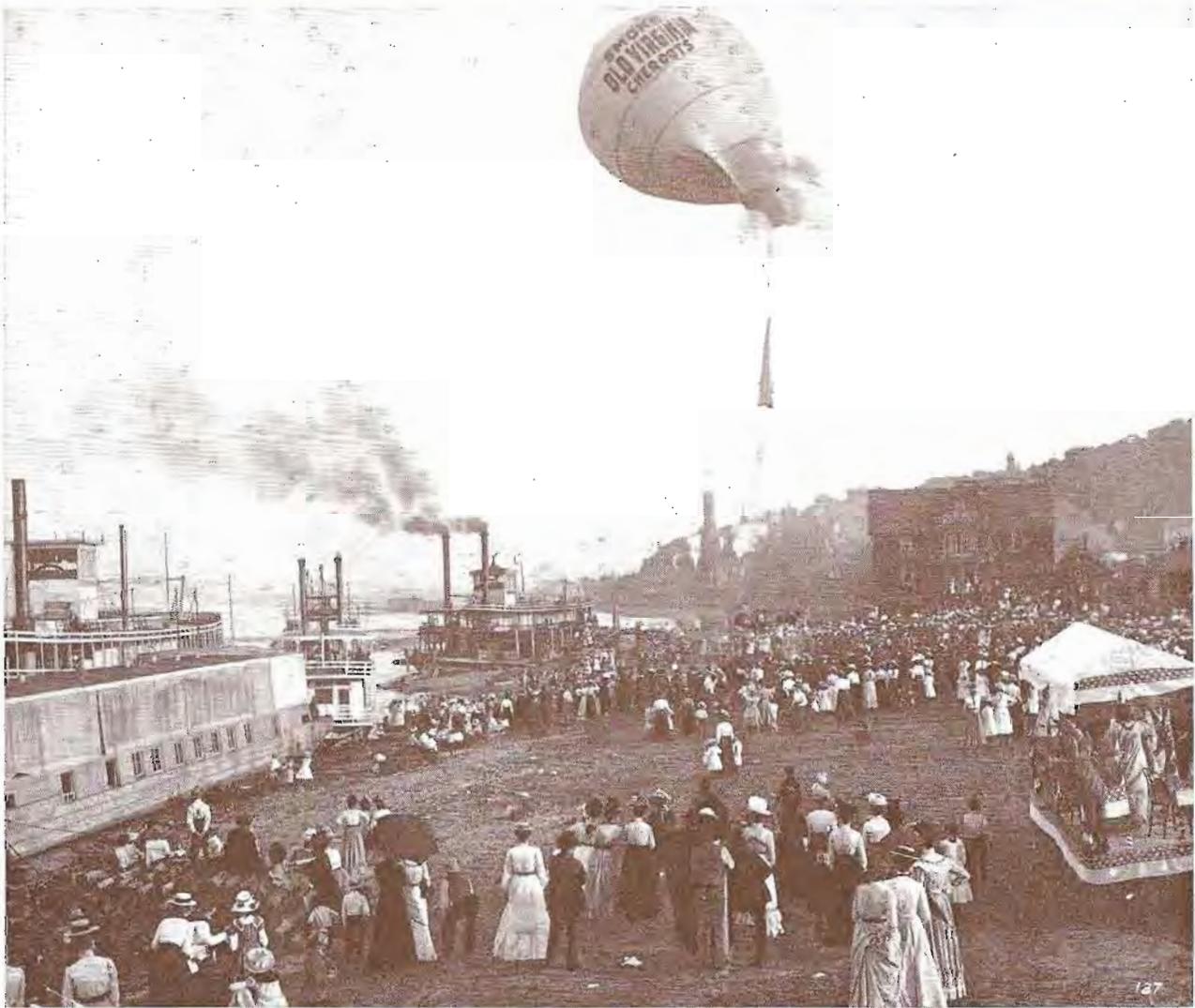
Mr. and Mrs. Edward Morian of Scranton, Ia., announced the engagement of their daughter, Elaine, to Darrel A. Snyder, son of Yardmaster and Mrs. Jack Snyder of Perry. Darrel is a junior at the University of Iowa, Iowa City, and Miss Morian is a graduate of the Iowa Lutheran School of Nursing, presently employed in Des Moines.

Engineer George Tomer of Perry was the subject of a nice article in the Perry Daily Chief recently. The article told of his professional baseball career which extended from 1912 to the early thirties. He began playing with the Three "I" League at Dubuque as an outfielder but after the first year was moved to first base. In 1913 he played part of the season with the St. Louis Browns of the American League, then managed by Branch Rickey. He knew a number of the "greats" of the time and, in his opinion, Ty Cobb was the greatest ball player of all time, Charlie Gehringer the greatest infelder and Ty Cobb and Babe Ruth the most colorful. George says baseball was nothing more than a game to him, that it kept him in good physical

HOEDOWN MUSIC rang out through the Chicago Union Station June 20 as 100 members of the Chicago Metropolitan Association of Square Dancers and the Fiesta Square Dance Association swung their partners in a warm-up for the 12th annual National Square Dance Convention opening that evening in St. Paul. Among the spectators were many Milwaukee Road employes. The warm-up continued aboard the Afternoon Hiawatha during the trip to the Twin Cities, in a special diner lounge car from which the furniture had been removed. Dancing facilities were also available during the return trip on the Hiawatha for those who were still in the mood. The conductor taking in the merrymaking here is John A. Handlos of Milwaukee.

condition and taught him to live a clean life.

Retired Conductor Willard M. Jacobs, 79, died at his home in Des Moines June 9. He was a member of the ORC&B and of Star Masonic Lodge in Madrid. Surviving are two daughters, Mrs. Margaret Anderson of Des Moines and Mrs. Marvin Walker of Scottsdale, Ariz.; a brother, Henry S. Jacobs of Des Moines, a sister, Mrs. Oscar Hatcher of New Virginia, Ia., and two grandchildren.



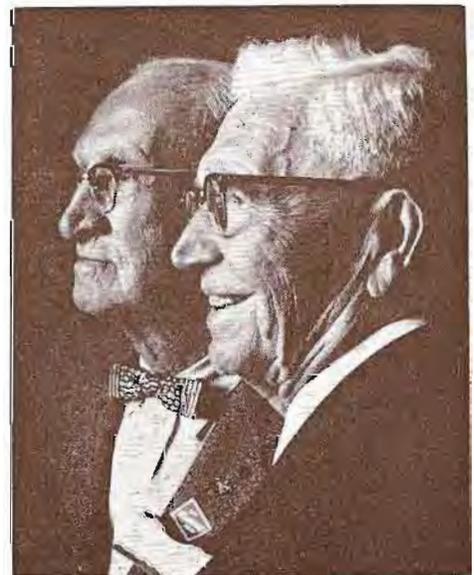
SUMMER PEOPLE. Whatever became of that pioneer astronaut, the balloonist who thrilled the Chatauqua circuit with his derring do? The scene of this ascension, according to the inscription, is "Street Fair at Stillwater" in the lumberjack days. Many tales are told of Stillwater

in the heyday of logging on the St. Croix when it was the center of logging activity and the favorite stopping place for pleasure seeking lumberjacks and river pilots willing to pay extravagantly for entertainment. The Milwaukee Road arrived on the scene in 1882.



HOST TO VICE PRESIDENT JOHNSON during his recent 13-hour visit in Milwaukee, Leonard Wachniak, a checker at the Milwaukee Road depot, offered him a cup of coffee. The Vice President, who was traveling with a motorcade, saw the Wachniaks waving from their porch, and ordering his car to stop, leaped up the steps and shook hands. He spent about 15 minutes chatting with them and their children, Sherry, 9, and Leonard Jr., 2. (Milwaukee Journal photo)

90 YEARS YOUNG, George F. Cobb of Miles City, Mont. (left) and Frank P. Miller of Portage, Wis., were honored at the Veteran Employees' Golden Jubilee Reunion in Milwaukee June 15 (see page 8). Mr. Cobb, a retired passenger conductor, had 60 years of service, and Mr. Miller, a retired master mechanic, 50 years. (Milwaukee Journal photo)



FACES YOU SAW IN THE CROWD at the Golden Jubilee Reunion of the Veteran Employees' Association in Milwaukee, Wis., June 15. For the story of this standout party, see page 8.

