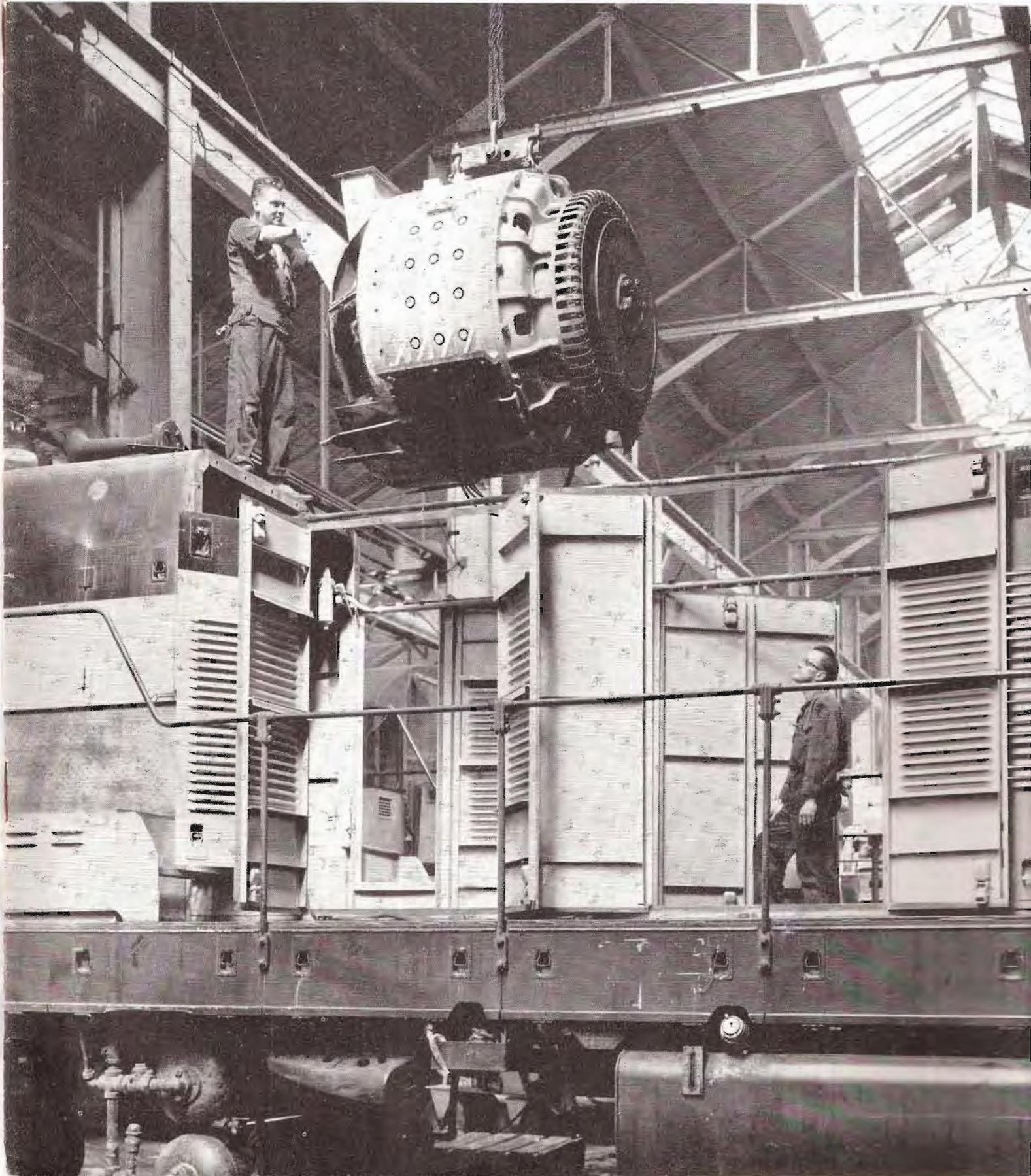


THE MILWAUKEE ROAD MAGAZINE

may
•
june
1963

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



MARIE HOTTON

Managing Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

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BULLETINS

NEW PER DIEM CHARGES for freight cars, ranging from \$2.16 for older cars up to a maximum of \$7.74 for more modern equipment, will become effective Jan. 1, 1964. The graduated scale was adopted after eight months of studies following the expressed concern of many railroads over the failure of per diem rentals to keep pace with the rising costs of freight car ownership. The current daily rate of \$2.88 for all cars set in 1959 was the 17th revision to the first daily charge of 20 cents established in 1902.

HOT BOX COOL-OFF. An average of 954,270 miles per hot box set off between division terminals was recorded in January, according to the latest Association of American Railroads hot box tabulation. This performance compares with the same month in the preceding four years as follows: 1959—275,112; 1960—324,954; 1961—378,508; 1962—728,992.

MERCY MISSION. Freight cars moved free of transportation charge by railroads participating in the Cuban mercy lift recently neared the 600 mark. Altogether, more than 40 railroads have handled without charge a major part of the tonnage of ransom goods being exchanged for prisoners of war released by the Castro regime. Canned baby food, drugs and insecticides constitute the bulk of goods hauled to shipping ports by rail.

AT THE READY. Lessons learned from the Cuban crisis last fall are being applied to new studies aimed at maintaining transport readiness for national emergency, it was revealed as the coun-

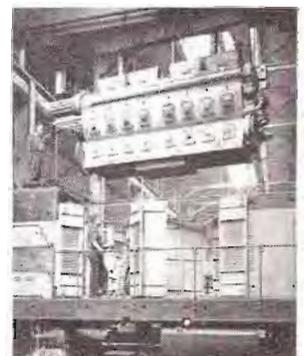
try observed National Defense Transportation Day on May 17. An illustration of the railroads' importance in a military emergency is the creation by the Interstate Commerce Commission of the National Defense Executive Reserve rail unit. This little-known group of some 369 railroad executives located in key centers across the country would be mobilized instantly in the event of war to keep transport supply lines and communications open.

ESPERANTO. A common language for identifying freight commodities, known as the Standard Transportation Commodity Code and intended for use within the railroad industry starting Jan. 1, 1964, is now available. The code is based on the Standard Industrial Classification used almost universally in government and industry for processing production data and statistics. It identifies some 14,000 commodities carried in normal commerce, provides statistics for market research, and is a major step toward mechanized billing and rating.

KING COAL. The fuel of the future for generating electricity is coal, not nuclear power, says J. E. Moody, president of the National Coal Policy Conference, citing that coal consumption by utilities in January reached an all-time monthly record of 20 million tons: "Without massive government subsidy it is doubtful that nuclear power can be developed to a point where it is competitive with coal . . . and constant improvements in coal transportation and coal burning efficiency are significant factors which the Government itself is beginning to recognize." Of the 28.5 million railroad cars moved in 1961, more than 5 million carried coal.

The Cover

A RECONDITIONED main generator is lowered into a locomotive car body at Milwaukee Shops, where the Road's 1963 improvement program is now in high gear. In addition to a \$10 million car rebuilding program underway, work is being progressed on the complete overhaul and modernization of 30 diesel-electrics. The locomotive department program includes upgrading horsepower, cooling system improvements, and standardizing electric control for multiple unit operations.





COMMUTERS ARE TALKING about the "Conductor Charley" lapboards the Milwaukee Road recently put on all of its suburban trains for the benefit of card-playing passengers who like to work in a game or two while traveling to and from work. Multi-colored to simulate a playing card, they feature the smiling symbol of the Road's commuter service as king. The picture above, which advertised the innovation, shows Conductor Ben Nichol of Elgin, Ill., "dealing" out one of the reversible boards to a group of employees from the

Chicago Union Station who posed as a commuter foursome, namely, (left to right) K. E. Miller, secretary to assistant to vice president-operation, W. F. Clemens, chief clerk-advertising department, W. H. Spinks, chief clerk to assistant chief engineer-structures, and Tax Agent E. P. Barnes. Conductor Charley's smiling countenance has become familiar to suburban riders during recent months as the cartoon spokesman for various announcements made by the railroad to its Chicago area patrons.

Diesels Replace Steam on The Klondike Trail

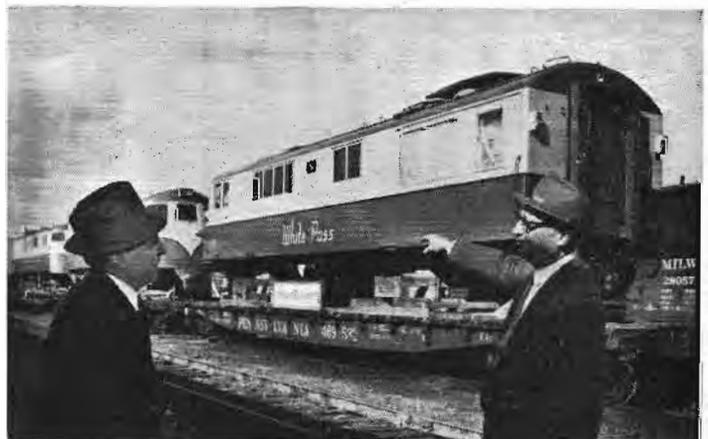
THE unusual shipment shown here, arriving in our Seattle, Wash., yard calls attention to a new frontier opening in the Yukon. It consists of three 1,000 horsepower diesels weighing 460,000 pounds each which were manufactured at the Erie, Pa., plant of the General Electric Company for the narrow gauge White Pass & Yukon railroad. The Milwaukee handled the shipment, which included four flat cars carrying components, from Chicago to Seattle, where it was loaded on an Alaska Steamship Company freighter for delivery at Skagway, Alaska.

The \$750 thousand shipment put into semi-retirement the last three steam locomotives that have been puffing laboriously for many years over the old Klondike gold rush trail of '98. The line, stretching from Skagway to the headwaters of the Yukon at Whitehorse,

serves Canada's vast mineral-rich Yukon Territory.

The new locomotives increased to eight the number of diesel-electrics on the narrow gauge route which was carved through mountains and gorges in 1900 at a cost of \$8,000,000. Steam will be retained in standby service to boost heavy freight up the 2,885-foot climb

H. A. Sauter, foreign freight agent (left), and Freight Agent F. M. Duffy, both of Seattle, discuss the three carloads of diesel locomotives which had just arrived in the Seattle yard from Erie, Pa., en route to Skagway, Alaska.



from Skagway to White Pass 21 miles distant, and to haul summer tourists over the rugged terrain—so rugged that many old time railroad men predicted the line could not be built.

But for 63 years it has carried thousands of prospectors, road builders, soldiers, developers and tourists into the North Country and out; plus thousands of tons of supplies, equipment and ore.

The 110-mile railroad offers year-around freight service from Vancouver, B. C., to points in the Yukon Territory, via sailings every other week from Vancouver to Skagway, and by truck from Whitehorse. Passenger service is provided on summer and winter schedules.

The earnings of the company have been poured back steadily into operation by its persistent English founders, the first dividend having been paid in 1959. Since then there have been additional small payouts, but the investment in the future still continues.

The three powerful little diesels shown here on their way north symbolize that investment. A company spokesman, referring to the Yukon as "the land of eternal optimism", said, "There is more activity going on now in the field of mineral and oil exploration and development than at any time since the gold rush. Canada is looking to the Yukon as a vast source of minerals, forest and agricultural products, tourist gold and jobs, and both government and industry are working at it."

GOT A GRIPE ABOUT THE STATE OF THE NATION?

You can blow off steam by wiring it to Washington at reduced rates—75 cents plus an 8-cent Federal tax. The service is provided by Western Union for "personal opinion messages" sent by people who want to express their views to President Kennedy, Vice President Johnson or any Senator or Representative. Messages can be sent anywhere in the United States except Alaska and Hawaii.



A. H. Ducret, general freight claim agent (right), who supervised the freight claim data processing study, discusses the programming with L. S. Imbery, manager of data operations in the Chicago computer center.

Freight Claim Data Processing —A Milwaukee Road "First"

CAPITALIZING on the use of its new electronic computer equipment, the Milwaukee Road has pioneered a system for handling freight claims which adds a new dimension to loss and damage accounting practices.

The procedure, which utilizes the data processing facilities of the Chicago-Fullerton Avenue computer center, is the first EDP program of this nature in the railroad industry, having been launched on Jan. 1.

The advantages of the new system are

two-fold—furnishing faster and better service to shippers and effecting important savings for the railroad. Its primary accomplishments rest in providing the claimant with a semi-monthly analysis and summary of his account and a check to cover multiple payments, rather than issuing one check for each claim as settlements were made, according to the former practice. The consolidation of paperwork also helps the claimant maintain his own records efficiently.

The program, which is keyed to the



growing use of code numbers for personal identification, was developed by a Milwaukee Road "creative crew" supervised by A. H. Ducret, general freight claim agent, which included S. H. Johnson, assistant data processing manager, and K. D. French, chief clerk of the freight claim department in Chicago. G. A. Kellow, director of data processing, served as adviser to the group.

Under the new system, each claimant is assigned a code number which becomes the permanent identification of his name and address for future claim transactions. These data are maintained on magnetic tape in code sequence. Letters and other media inform the claimant of the use of his number in expediting the processing and payment of claims.

The accounting procedure consists basically of identifying each new claim

Members of the "creative crew" who developed the new system studying the pattern of the flow chart. From left: S. H. Johnson, assistant data processing manager, A. H. Ducret, general freight claim agent, and K. D. French, chief clerk to general freight claim agent.

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with the claimant's code and recording the loss and damage data on a key-punched card. A reproduction of this card is used to produce a daily balance sheet.

At the close of the semi-month period data on the accumulated paid and unpaid cards are transferred to magnetic tape in an IBM 1401 operation. This tape is sorted by the IBM 7070 to produce a tape with all data in claimant code number order, selecting only those claimants having a transaction within the current period. The sorted tape is then used with the master name and address tape to prepare a statement of account for each claimant, and to draft summary cards from which the checks are made.

Before the system was adopted the Milwaukee had consulted many of its shippers to determine their attitude toward the change-over, and found them receptive, especially to receiving a check either monthly or semi-monthly. An indication of its acceptance is the fact that after the first month of operation 52 per cent of all claims received were pre-coded by the claimant, and after three months the percentage had increased to 70 per cent.

Among the major accomplishments of the system are:

- (a) *Producing a statement for the claimant only when a transaction occurs within a given period.*
- (b) *Listing for the claimant all claims received during that period.*
- (c) *Listing all claims being paid, showing the amount of entry and that of payment.*
- (d) *Issuing a check for the total payment, and printing on the statement the draft number involved.*
- (e) *Reducing keypunch operations two-thirds.*
- (f) *Reducing the number of checks issued 75 per cent.*
- (g) *Providing the railroad with daily information on total claim payments, the Milwaukee's proportion, connecting line charges, and other useful accounting data.*
- (h) *Pointing out to the claim department trouble spots that require special attention.*

Additional benefits that will accrue from the system include statistics for claim prevention, and information tying in claim payments with revenues which will be invaluable to the traffic department.

One of the accomplishments of the new system — reducing check writing 75 per cent. Demonstrating the former monthly volume and the average being issued today is E. C. Dancy, clerk in the freight claim record bureau.



Further advantages are anticipated also when information now being produced for accounting and statistical purposes will assist in the preliminary investigation of claims.

As a result of the success of the program, the number of claims settled by the Milwaukee within 30 days is ahead of the national average. Several other railroads have shown interest in it, and have reviewed the Milwaukee's installation with a view to adopting a comparable procedure.

It has also come to the attention of the Association of American Railroads, which is currently exploring the possibility of establishing a National Patron Code that would be compatible for all railroads. The Milwaukee Road is supporting the A.A.R. program, which involves assigning one code number to each shipper for the use of all carriers.

C. E. La Rue of the record bureau checks a claimant's code number in the IBM card file with Clerk Marlene Slovacek.

Wallet-sized "key" cards sent to shippers as a handy reference for their code numbers are typed by Carlene Krumpack.

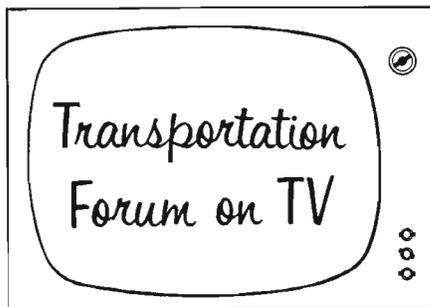




Studio scene during broadcast of "Your Right to Say It". Audio portion was broadcast later over radio.

OUR RIGHT TO SAY IT

President Quinn Speaks for the Railroads . . .



THE importance of National Transportation Week was brought forcefully to the attention of television audiences on Sunday, May 12, when President William J. Quinn appeared on the program, "Your Right to Say It". The show, presented by Station WGN-TV in Chicago and taped for televising in New York on May 18 by Station WPIX-TV, was arranged by the Education Committee of the Traffic Club of Chicago as the kick-off event for the full week's observance. The guests on the panel were, in addition to Mr.

Quinn, J. R. Staley, traffic vice president of the Quaker Oats Company, Chicago, and Donald I. Rogers, business and financial editor of the New York Herald Tribune, New York City.

The program, on which Franklin M. Kreml, vice president for planning and development at Northwestern University, served as guest moderator, was entitled "Does Transportation Cost Too Much?". As is customary on "Your Right to Say It", the discussion was built largely around questions posed by the newsmen. The interview was too extensive to be reported here in full, but these are some of the subjects concerning significant situations in the railroad industry about which the television audience was informed.

Mr. Kreml: All of us today are concerned in one way or another with the cost of transportation . . . from the peo-

ple on Capitol Hill to the presidents of our railroads, truck lines and other forms of transportation, to the housewife. My question, then: "What proportion of the sale price of delivered commodities is attributable to transportation in its various forms—that is, including carriage, warehousing and distribution?"

Mr. Staley: I would like to answer that one . . . that the ratio would depend on the value of the commodity. Now, we're in the grocery business, and I judge that the cost of transportation and distribution of the average merchandise that a housewife picks up in a grocery store will range from 7 to 10 per cent. That would be the average cost.

Mr. Kreml: Are carrier costs as high as they are—at any level, that is—because they are not based on so-called capacity costing, which means calculating an efficient low-priced base that depends upon high utilization of plant in order to encourage more business? Is this one of our basic problems?

Mr. Quinn: In the railroad industry,

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I think it's definitely the case. The railroads, as we all know, are high volume carriers. In order to realize their full potential it's necessary that they have that volume. One of the difficulties the railroads have been experiencing in recent years—for many years, as a matter of fact—is that the regulatory framework under which we are required to operate does not permit us to utilize full capacity. Therefore, we are not able to achieve the unit costs that our potential would permit, and therefore we're not able to pass those savings, or better costs, on to the consuming public.

Mr. Rogers: There is a bill now in Congress, isn't there, which would reduce some of the regulations on rates?

Mr. Quinn: I assume you are talking about the bill that has been recently introduced in both houses of the Congress that would take away the minimum rate jurisdiction of the Interstate Commerce Commission . . .

Mr. Rogers: Yes.

Mr. Quinn: . . . as it applies to bulk and agricultural and fishery commodities? At the present time, under the law, when our competitors, the barge lines and the trucks, are handling that type of commodity, they are unregulated. The railroad industry, on the other hand, when handling such commodities, as indeed *all* commodities, is completely regulated.

Mr. Rogers: If I may be the devil's advocate here a minute, you know what the competitors of the railroads are saying—the barge lines and the small truckers—they're saying that if you are not regulated, it's going to open the field to cutthroat competition. Would you care to comment on that?

Mr. Quinn: Yes, I think that this is a myth that has been propagated well, but it is nothing but a myth. First of all, I think the seed of the myth goes back to a time when the railroad industry was a monopoly—and that time is long since past. The pipelines, the barge lines, the airlines, the trucking firms, in the aggregate, are now handling much more traffic than the railroads are handling. Private carriage in the hands of individual companies who are permitted under the law to exercise their own privilege to carry their own commodities is another significant factor that prevents the railroads, and for that matter, *any* common carrier, from becoming a monopoly. So, I dismiss that type of thinking by saying that it is outmoded—it has reference to a time that has long since passed.

Mr. Staley: Mr. Kreml, you said that we have a marvelous transportation system, but I don't know of any industry

that is more wasteful and extravagant in the way it does business . . . Just take the matter of paperwork. You can go into any stationery store and get a standard form for the presentation of loss and damage claims, and that form calls for an immense amount of information—an attachment which duplicates that information, then another attachment which triplicates the information, and still another which quadruplicates it. Now, last year 2½ million loss and damage claims were filed in the United States against railroads, and in 50 years nothing has been done to improve or modernize that form. Hundreds of thousands of hours of unnecessary work were done last year—by shippers and by railroad people—and in 50 years millions of man hours were wasted. And that's typical of what runs up the cost of transportation.

Mr. Quinn: Mr. Staley has brought up not one, but several questions. First of all, on the Milwaukee railroad we do not like paperwork and we certainly are doing everything we can to eliminate it. We have recently gone to a tremendous expense to introduce the latest electronic equipment to handle the data processing and the bookkeeping functions that formerly were done pretty much manually. In the case of freight claims, I am happy to say that our railroad has been pioneering in simplifying the freight claim procedure through the use of our electronic computer equipment . . . and has very materially simplified the procedures for shippers to make claims on railroads for loss and damage. . . . But I'll admit with you that all of us in American business have a long way to go to get out from under the avalanche of paperwork.

Mr. Rogers: We know that the profit picture, generally, on the railroads is not a happy one. Why? We can't blame it all on the fact that there are obsolete regulations. What's causing it?

Mr. Quinn: I don't want to minimize the role that obsolete regulations plays in the plight that the railroads find themselves in. Of course, there are other factors that have varying importances in the picture. We are plagued in our industry with a set of obsolete work rules. It's not the fault of the men—it's the fault of these rules themselves which have grown up like Topsy over a long period of time. The railroads are the victims, we feel, of inequitable taxation practices, particularly on the state and local level. You put those things all together and you produce the position—the condition—that the railroads find themselves in now. They have obstacles along three, four, or five fronts that have to be overcome. The regulatory, or legis-



Representing the railroad industry on the panel discussion—President William J. Quinn.



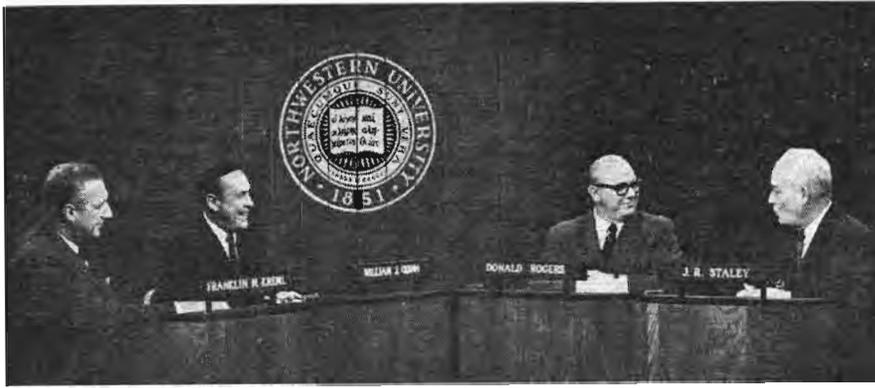
Shippers' representative—J. R. Staley, traffic vice president of the Quaker Oats Company, Chicago.



Newsman interrogator—Donald I. Rogers, business and financial editor, the New York Herald Tribune.



Guest moderator—Franklin M. Kreml, Northwestern University vice president for planning and development.



J. R. Staley, exercising his right to say what he thinks of certain railroading practices injects a humorous note into the discussion.

lative, front is only one of them, though I'll have to say it is a very important one.

Mr. Kreml: But does all this mean, Mr. Quinn, that in the light of technological change—in the light of shifts in population, in light of apparent inflexibility of our legislative and regulatory situation—that the railroads are becoming obsolescent and will soon be obsolete?

Mr. Quinn: Not a bit of it, Mr. Kreml. The railroads—and I think they haven't told this story sufficiently well—have been spending tremendous sums of money, measured by even space-age dollars, since World War II in an effort to modernize their plant. The railroad industry, since the end of World War II, has spent an average of over a billion dollars a year in capital improvements, and there are few industries in this coun-

try that can point to the same sort of accomplishment. I think it's remarkable that they have been able to do as well as they have in the light of obstacles they have to face in attempting to handle their everyday chores.

Mr. Kreml: Short of changes in the regulatory concept, is it possible to substantially reduce costs, and thus prices, for transportation, in your opinion, Mr. Quinn?

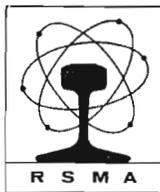
Mr. Quinn: Yes, and I think that improvement along that line is being made every day. The art of railroading is the art of attempting to eradicate useless, unnecessary expense, and that is something that goes on every day in any railroad. We, on our property, are much more efficient, relatively speaking, today than we were this time a year ago. And the same goes for *any* major railroad.

President William J. Quinn Heads Rail Systems and Management Association

The Milwaukee Road's participation in the affairs of the Railway Systems and Management Association attracted notice recently with the election of President William J. Quinn to the office of president of the RSMA for the year May 1963 through April 1964.

Mr. Quinn is the second railroad president selected to serve in that capacity since the RSMA began in 1952 as the Railway Systems and Procedures Association. The present name, which was adopted in 1960, reflects more accurately its activities and service to the railroad industry.

The RSMA, a voluntary non-profit



organization governed by railroad executives, is comprised of representatives of companies throughout the world who have a common interest in the prosperity and growth of rail transport. Functioning independently of the railroad industry, it serves railroad personnel and individuals in allied organizations as a forum in which to exchange ideas regarding subjects of mutual concern. Day-to-day operations are administered by an executive director located at the association's headquarters in Chicago.

The information exchange between the membership is accomplished through a program of educational, publication and research projects, of which the major activity is the sponsorship of seminars. Conducted in a shirt sleeve atmosphere,

these workshop sessions encourage uninhibited discussions of special problems, and afford opportunities to chart courses of management action in the light of existing and anticipated conditions. Milwaukee Road members who participate include several company officers who have served as monitors of discussion groups.

As a service organization, RSMA has participated in research on simplified car repair billing, advanced electronic data processing techniques and marketing economics. The Standard Commodity Code recently adopted by the Association of American Railroads also received its impetus at an RSMA seminar. Currently it is engaged in research on training programs for middle management and freight salesmen, and participating in Project IRIS (Inter-Railroad Information System), the industry-wide program aimed at data transmission compatible for all railroads.

Named to St. Thomas Board; Honored by Speech Fraternity

An announcement on Apr. 17 named Mr. Quinn to the board of trustees of the College of St. Thomas in St. Paul, from which he was graduated *summa cum laude* in 1933.

Mr. Quinn took his A.B. degree there before receiving an LL. B. from the University of Minnesota Law School in 1935, and was presented with an Honorary Doctor of Laws degree by the college in 1959.

In his student years at St. Thomas Mr. Quinn won many honors for intercollegiate debate, a field in which the college excels. The training demanded by this activity served as an excellent foundation for the study of law, and provided the background for his present reputation as a public speaker on behalf of the railroad industry.

His speech activities were highlighted recently when Pi Kappa Delta, the national forensics fraternity, selected him as one of 50 living members who have brought prestige to that organization. The presentation of Distinguished Alumni Awards to the "famous fifty" was made at the fraternity's golden anniversary convention held at the University of Southern Illinois Mar. 19-23.

The recipients of the awards, chosen from a membership of 36,000, were cited for "distinguished contributions in their professional careers for a more worthwhile way of life". Mr. Quinn is a member of Minnesota Epsilon chapter of the fraternity.

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Business Salutes Junior Achievers

BUSINESS and youth shared the spotlight in Chicago May 9 when outstanding members of Junior Achievement and their adult counselors were saluted at the 17th annual "Future Unlimited" banquet in McCormick Place (*Chicago Tribune* photo). Milwaukee Road employees who served as Advisers to the two J.A. firms sponsored by our company were honored guests at the affair, which climaxed the J.A. program year.

The throng of 4,000 included 1,000 teen-age representatives of the more than 8,000 members of J.A. in the Chicago area, and the majority of the 1,200 Advisers to their firms. As a sponsoring organization, the Milwaukee was represented by several company officers, who joined the civic recognition of the work being accomplished through Junior Achievement and the contribution of adult counsel to the development of business enterprise in youth. The banquet is the traditional occasion for presenting scholarships, and leadership and outstanding accomplishment awards to Achievers who display unusual initiative.

In the Junior Achievement formula—young people learning what makes our country's profit system work through operating miniature businesses of their own—results depend to a large extent on the interest and guidance of the counselors. The Milwaukee Road companies, The Semaphores and Achiever 7, turned in excellent year-end reports on sales of wooden cutting boards, wood-based pen sets and gilt wall plaques, and upon liquidation paid a 10 per cent dividend. In the banquet participation pictured here, each Achiever attended as the personal guest of a Milwaukee Road Adviser or company officer, with the principal Advisers listed on a special host roster.

BELOW RIGHT reading from left: Agent F. H. Joynt, Galewood; A. H. Ducret, general freight claim agent, Milton Croasdale, bureau head, auditor of freight accounts office; Elmer Nelson, machinist; and B. J. Worley (front), engineer maintenance of way-track.

BELOW, from left and clockwise: C. W. Capron, chief clerk, signals and communications; H. J. Dronzek, assistant engineer (center); J. P. Kalasmiki, assistant agent, Galewood; W. R. Bickley, city freight agent; and C. A. Borgh, district general car foreman.



▲ The Milwaukee's principal Advisers. In the foreground (left) and reading clockwise: W. O. Refke, city freight agent; R. F. Kratochwill, comptroller; A. J. Berry, assistant to general freight traffic manager-sales and service; E. A. Berry, bureau head, auditor of freight settlements office; L. W. Stuebner, car foreman; and (rear) K. E. Hornung, architect.



▲ Left and clockwise: K. D. French, chief clerk to general freight claim agent; W. F. Wilkinson, chief demurrage inspector; C. E. Crippen, vice president finance and accounting (fourth from left); S. P. Elmslie, assistant to vice president-traffic (right); and Anthony Lagowski, boiler foreman.





Superintendent R. H. Love (center, right) accepts the President's Safety Trophy from L. V. Anderson, general manager-system, on behalf of employees on the Aberdeen Division. Standing by to extend their congratulations are A. W. Shea, superintendent of safety (right), and G. M. Dempsey, assistant superintendent of safety.

Aberdeen Division Wins 1962 Safety Trophy

EMPLOYEES on the Aberdeen Division, who posted the winning score in the 1962 system safety contest, were honored at Aberdeen, S. D., Apr. 17 when Superintendent R. H. Love accepted the President's Safety Trophy from L. V. Anderson, general manager-system.

The occasion was marked by congratulations from A. W. Shea, superintendent of safety, and a contingent of officers from Chicago and Milwaukee who represented various departments of the railroad in which safety is recognized as an important factor. Altogether, 45 officers and supervisors witnessed the ceremony, in connection with a staff meeting at division headquarters.

The award, the 22nd such recognition conferred since the safety contest was started among the operating divisions in 1941, was based on an employe casualty

rate of 4.09 for 1,466,494 man hours worked during the year. In presenting the trophy, Mr. Anderson said that this performance was especially commendable inasmuch as it involved the operation of the Road's second largest division—more than 1,500 miles of railroad.

Mr. Anderson complimented the employes collectively when he observed that the creation of a good safety record puts a tremendous premium on ability, because it represents, in a sense, the exact opposite of what people strive for in other creative efforts; not an attempt to build anything, but to *keep something from taking place*.

Addressing the supervisors he added,

"All of us who watch the safety performance of the railroad appreciate what a difficult thing the creation of a good safety record is, and the role of the supervisor in helping to achieve it. What you have done for safety is certainly a credit to you and the men under your supervision, and I hope each of you will pass along to your forces their measure of the credit due."

Briefly reviewing the record, Mr. Anderson said, "I think you did a fine job last year, and I offer congratulations to all who had a part in making it possible. Both President Quinn and Vice President McGinn have asked me to express their appreciation for your successful

Maintenance Crew No. 618, working at Walker, S. D., poses with the President's Safety Trophy, which was taken on a tour of the Aberdeen Division to show to employes who had a hand in winning it. From left: Sectionman E. L. Peterson, Roadmaster Leo Miller, Superintendent R. H. Love, Sectionmen Ken Sabins and Louis Matz, Assistant Foreman J. G. Flohr, Sectionmen Vance Galbreath, O. T. Thompson and Joe Green, Extra Gang Foreman D. E. Poulos, Trainmaster E. J. Lynam and Roadmaster Vince Peronne.



APPOINTMENTS

Traffic Department

Effective May 16, 1963:

H. J. McKenna, assistant general freight traffic manager-rates and divisions, is appointed general freight traffic manager-rates and divisions, Chicago, following the retirement of R. E. Hibbard.

L. R. Whitehead, freight traffic manager-rates and divisions, is appointed assistant general freight traffic manager-rates and divisions, Chicago.

W. H. Wait, assistant freight traffic manager-rates and divisions, is appointed freight traffic manager-rates and divisions (grain), Chicago.

W. S. McKee, assistant freight traffic manager-rates and divisions, is appointed freight traffic manager-rates and divisions, Chicago.

F. J. Swierenga, general freight agent, Chicago, is appointed assistant freight traffic manager-rates and divisions, Chicago.

Operating Department

Effective Apr. 1, 1963:

W. E. Swingle, assistant general manager, Chicago, is appointed assistant to vice president-operation, with headquarters in Chicago.

D. O. Burke, former superintendent of the central freight service department who has been serving as superintendent of the Indiana Harbor Belt Railroad, is appointed assistant general manager, Chicago, with jurisdiction over all territory east of Miles City, Mont.

G. J. Barry, assistant superintendent of the Milwaukee Division, is appointed superintendent of the Milwaukee Road-Kansas City Joint Agency, with headquarters at Kansas City, Mo.

S. O. Jones, assistant superintendent of the Iowa Division, is appointed assistant superintendent of the Milwaukee Division with headquarters in Milwaukee.

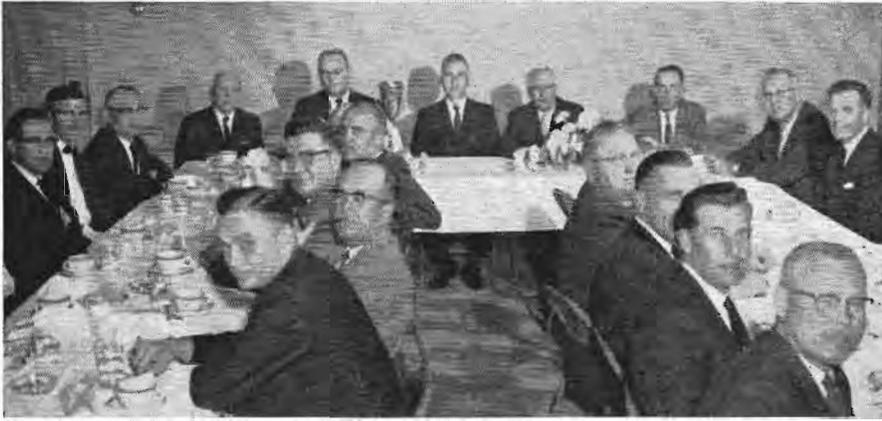
J. F. Elder, trainmaster of the Aberdeen Division, is appointed assistant superintendent of the Iowa Division with headquarters at Marion, Ia.

E. J. Lynam, chief dispatcher of the Rocky Mountain Division, is appointed trainmaster of the Aberdeen Division with headquarters at Mobridge, S. D.

R. L. Hicks, assistant superintendent of the La Crosse Division, is appointed assistant chief train rules examiner-system with headquarters in Milwaukee.

G. W. Riley, trainmaster of the Twin City Terminals, is appointed assistant superintendent of the La Crosse Division with headquarters at Portage, Wis.

(Continued on page 13)



Luncheon group at the Alonzo Ward Hotel in Aberdeen, S. D., showing some of the officers of the Road from Chicago and Milwaukee and members of the Aberdeen Division supervisory force who attended the staff meeting and witnessed the presentation of the safety award.

efforts in keeping this railroad safe."

Mr. Shea also spoke, praising the employes for their cooperation in supporting the safety program to the hilt. He also complimented District Safety Engineers C. O. Post and C. C. Clinker. "To come through with top honors in the contest, a division must work at safety constantly, and I know that a great deal of time and work were behind this accomplishment. To each employe of the division I extend a special commendation", he said.

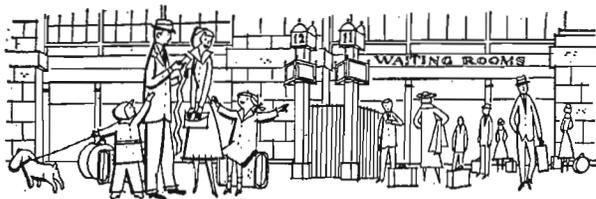
The award ceremony highlighted the fact that the first division to win the safety contest, in 1941, was the former Trans-Missouri, a part of which is now

included in the Aberdeen Division, and that the former Hastings & Dakota Division, which was merged into the Aberdeen, finished first in 1953. Thus some of the men who helped to win the honor in other years had a hand in producing the outstanding record for 1962.

As a memento of the occasion and a token of recognition, each employe on the division was presented with an attractive cigarette lighter inscribed "In appreciation of a job well done" over the signature of President Quinn. The inscription also includes the railroad's emblem in color, the name of the division, and the year in which the trophy was won.

1962 STANDINGS IN PRESIDENT'S SAFETY TROPHY CONTEST				
Rank	Division	CASUALTIES		Casualty Rate
		Fatal	Reportable Injuries	
1	Aberdeen	1	5	4.09
2	Terre Haute	1	3	6.50
3	Milwaukee Terminals (including Milwaukee Shops)	1	29	6.90
4	Rocky Mountain	—	11	6.96
5	Coast	—	18	8.55
6	Iowa, Minnesota & Dakota	—	18	8.78
7	Iowa	1	20	11.81
8	La Crosse	1	34	13.47
9	Chicago Terminals	—	55	13.67
10	Milwaukee	—	32	14.38
11	Dubuque & Illinois	—	47	18.79
12	Twin City Terminals	1	42	19.08
	Others	—	35	5.28
SYSTEM TOTALS		6	349	10.39

Classroom On Wheels



William Wallace, general passenger traffic manager, addressing the school seminar. In the doorway are J. K. Pain, general passenger agent (front), and O. R. Anderson, assistant to general passenger traffic manager, and to their left, Earl B. Padrick, chairman of the Transcontinental Railroad Passenger Association (facing forward), with G. W. Hyett, general agent passenger department.

STUDENTS of the travel business interested in the fundamentals of selling rail travel were treated to a novel experience at a seminar sponsored by the Milwaukee Road in the Chicago Union Station the evening of Apr. 24. Lending emphasis to the pleasurable aspects of traveling by train ("Relax and Watch the Scenery Go By"), the schoolroom was a railroad car.

The program, arranged by Milwaukee Road traffic officers under the supervision of William Wallace, general passenger traffic manager, included a tour of a streamlined train, a visit to the reservation bureau, and lectures by prominent members of the Chicago travel fraternity.

A group of 45 persons, mostly newcomers to the industry, made up the class.

The railroad seminar was the graduating session of a school conducted this spring by the Midwest Chapter of the American Society of Travel Agents for the benefit of people desiring to learn the fine points of travel promotion. The course consisted of six seminars on operations in the industry featuring discussions by officials of railroad, airline, steamship and tourist agencies. It was presented under the over-all direction of Charles M. Bisland, educational chairman of ASTA and Chicago manager of Thos. Cook & Son.

"Railroad Night" started with an inspection of the City of Los Angeles on track in the station, as an example of what tourist people can offer their clients in the way of a luxury train. Led by Milwaukee Road representatives, the group studied the Domeliner's appointments and various types of Pullman accommodations.

Proceeding next to the reservation bureau, they were provided with a demonstration of the Milwaukee's facilities by Manager A. M. Schirp and Night Manager Harold Williamson. The instructions were concentrated on the "lazy susan" operation of the rotating reservation board and the larger capacity advance diagram boards which hold space reservations for months ahead.

The individual groups then assembled in a Milwaukee Road coach, which had been set out in the train shed to serve as a classroom. Following a coffee break aboard the car, the class session opened with a discussion of domestic all-expense



Scene during the buffet supper which concluded the travel seminar, showing William Wallace, general passenger traffic manager (standing, right), with Charles M. Bisland, Chicago manager of Thos. Cook & Son, and seated at right (hand upraised), Larry Rubin, manager of the Rail Travel Promotion Agency of the Western Railroad Passenger Association. Facing the camera at left is Agnes Schubert, secretary to general agent passenger department, who took the course.



Beginners in the travel industry, Mari Ellis (left) and Sharon O'Brien of Custom Travel Service, Inc., take a coffee break.



Talking tourism during the class intermission are, from left: Ray Berry, head of Berry Tours, O. R. Anderson, assistant to general passenger traffic manager, and A. M. Schirp and Harold Williamson, manager and night manager, respectively, of the Milwaukee Road's reservation bureau in Chicago.

rail tours by Ray Berry, head of the Berry Tour Service. As the program progressed, Mr. Bisland covered the work of a travel agency in planning independent and conducted tours in the United States and abroad, and Earl B. Padrick, chairman of the Transcontinental Railroad Passenger Association, together with Larry Rubin, manager of the Rail Travel Promotion Agency of the Western Railroad Passenger Association, outlined various rail promotion procedures.

Mr. Wallace, the Milwaukee's keynote speaker, detailed the primary advantages of rail travel and introduced staff mem-

bers of the passenger traffic department who spoke on basic aspects of trip planning, such as reading timetables, types of tickets and fares, itineraries and routes, and railroad station services. The instructors included E. C. Lange and O. R. Anderson, assistants to general passenger traffic manager; J. K. Pain, general passenger agent, and G. W. Hyett, general agent passenger department.

Upon completion of the class session, feathered headbands were distributed and Mr. Wallace inducted the group into the Hiawatha tribe, the Milwaukee's social organization for travel personnel. At

the conclusion of this ritual, the students adjourned to a dining car attached to the coach, where they were the guests of the Road at a buffet supper.

It was a big night for rail travel promotion—the students learned how it is handled by experts and had fun, as well—and a big night, too, for the people who staged it. Thanking the Milwaukee Road for its cooperation with ASTA Mr. Bisland said, "The entire program was excellent. I can assure you that in the six-week course, the most successful evening of all was the railroad seminar."

APPOINTMENTS. . . .

(Continued from page 11)

R. L. Martin, trainmaster of the Milwaukee Terminals, is appointed assistant superintendent of the Iowa, Minnesota & Dakota Division with headquarters at Sioux City, Ia.

N. R. Meyer, assistant engineer in the engineering department at Minneapolis, is appointed trainmaster of the Twin City Terminals with headquarters at Minneapolis.

P. C. White, assistant division engineer of the Dubuque & Illinois Division, is appointed trainmaster of the Milwaukee Terminals, with headquarters in Milwaukee.

Effective Apr. 16, 1963:

W. J. Hamann, assistant agent, Milwaukee, Wis., is appointed general car supervisor of the Chicago Terminals, with headquarters in Chicago, following the retirement of W. E. Doyle.

V. F. Schleisman, assistant agent, Rockford, Ill., is appointed assistant agent at Milwaukee.

May-June, 1963

R. J. Finnegan, train dispatcher at Deer Lodge, Mont., is appointed assistant agent at Rockford, Ill.

Effective May 1, 1963:

P. F. Ziegler, trainmaster of the Iowa Division, is appointed trainmaster of the Twin City Terminals with headquarters in St. Paul, following the promotion of C. D. Anderson.

T. F. Gallipo, yardmaster at Aberdeen, S. D., is appointed trainmaster of the Iowa Division with headquarters at Council Bluffs, Ia.

Finance and Accounting Department

Effective May 1, 1963:

D. C. Fish, regional data office manager, Milwaukee, Wis., is appointed manager-regional data offices with headquarters in Chicago.

L. S. Imbery, computer operations manager, Chicago, is appointed manager-data operations, with headquarters in Chicago.

K. J. Wencl, regional data office manager, Madison, Wis., is appointed regional data office manager, Milwaukee.

D. A. Dunning, regional data office manager, Sioux City, Ia., is appointed regional data office manager, Madison, Wis.

M. G. Kutz, assistant data processing field instructor, Minneapolis, is appointed regional data office manager, Sioux City.

Purchases and Stores Division

Effective May 1, 1963:

J. G. Waldman Jr. is appointed assistant district storekeeper at Western Avenue-Chicago, following the death of M. J. Hansen.

E. C. Fischbach is appointed assistant district storekeeper at Milwaukee, succeeding J. G. Waldman Jr.

K. J. Kulk is appointed traveling storekeeper with headquarters in Milwaukee.

E. A. Sieg is appointed chief clerk to general storekeeper, succeeding K. J. Kulk.

**Careful Handling is
GOOD BUSINESS**



and makes

BUSINESS GOOD



Medium-sized Shipper-gram—

"We're at Your Service for Freight Handling that Satisfies"

A double-barreled one—

"Consign Your Freight to Our Care and Trust Us to Give It a Swift, Safe and Secure Ride"

The year 1963 is witnessing a renewal of effort to prove that freight *can* be handled more carefully, with the Shipper-gram contest spotlighting the campaign among both railroad people and shippers. So here's a chance for cash and fame. Sharpen a pencil, read the contest rules, and whip up some Shipper-gram ideas. You have until midnight on June 30 to turn in a winner.

THE CONTEST PRIZES

A total of 12 United States \$25 Savings Bonds—one for each of the 11 operating divisions of the railroad and one for all general office, system and off line employees—plus a \$100 Bond for the best slogan on the entire railroad. Also a chance to win a grand prize of \$1,000 offered by the American Railway Magazine Editors Association.

THE CONTEST RULES

1. The contest is open to all active and furloughed employes of The Milwaukee Road.
2. Each Shipper-gram may contain anywhere from 5 to 20 words.
3. Use the entry form at the right. Print clearly or use a typewriter. If

Last Chance to Enter SHIPPER-GRAM Contest

EXCLUSIVE to Milwaukee Road do-it-yourselfers!! Are you interested in making something very useful? Like money? Here's your chance to latch onto something good.

Enter the Shipper-gram Contest kicked off in the March-April issue of this magazine, which is now running strong on the railroad. Word has just come through that the prize money waiting at the finish line has been fattened by the addition of \$1,000!

The American Railway Magazine Editors Association, which is conducting the contest, has announced that this amount, in cold cash, will be awarded for the best Shipper-gram by an employe of a North American railroad.

Thus employes of our railroad have a chance to win *three prizes*. First, there will be a \$25 United States Savings Bond for the best Shipper-gram on your division, and secondly, a \$100 Bond for

the best on the entire system. And finally, the best Shipper-gram on the Milwaukee Road will be entered in competition with the top winners on other railroads for the \$1,000 grand award. That adds up to possible winnings of \$1,125.

The contest closes on July 1, so if you have not entered it, here's opportunity knocking again. Here's your chance to help your railroad and your fellow railroaders, and win a bag of money at the same time.

To help you get going, we'll repeat that a Shipper-gram is a message to shippers asking for their freight business and pledging to give it good care. The message may be as short as 5 words or run up to 20, whatever is required to put it across. For example:

A short Shipper-gram—

"Use Our Road for a Damage-free Load"

you want to submit more than one Shipper-gram, make copies of the entry form and put one Shipper-gram on each.

4. The contest closes July 1. Entries may be mailed beginning now.
5. All entries will become the property of The Milwaukee Road and will not be returned. The decision of the judges will be final.
6. Entries for the contest must be sent in envelopes marked "Shipper-gram Contest" and addressed to R. J. Kemp, Assistant to Vice President-CPR&M Service, The Milwaukee Road, 349 N. Jefferson St., Chicago 6, Ill.
7. If a winning Shipper-gram has been submitted in the same form by more than one person, the one received earliest at the office of R. J. Kemp will win the prize.

MAIL YOUR SHIPPER-GRAMS EARLY!

The Milwaukee Road Magazine



Dining Car Department Cited for Third Consecutive GRADE A Service Award

THE high degree of sanitation displayed consistently in Milwaukee Road food and beverage service has again been recognized by the United States Department of Health, Education and Welfare as an outstanding contribution to public health.

The third consecutive Grade A citation, covering operations in 1962, was presented to L. V. Anderson, general manager-system, by R. J. Van Derwerker, regional program director of the Public Health Service, in Chicago on Apr. 22. Mr. Anderson, in turn, presented the symbolic certificate to W. R. Jones, superintendent of the dining car department, for the employees. The ceremony, in the Union Station, was witnessed by the railroad's personnel immediately in charge of overseeing all aspects of dining car cleanliness, and regional representatives of the Public Health Service who have worked closely with the Road on employe training pro-

grams.

In presenting the citation, Mr. Van Derwerker noted that the rating of the Milwaukee's dining service took into account conditions not only on its own lines but in the area served by trains operated jointly with the Union Pacific. "Winning it is no small achievement", he said, "and the Milwaukee has something to be proud of and boast about. My congratulations extend to every employe on the dining department staff."

Speaking for the railroad, Mr. Anderson pointed out that maintaining excellence in sanitation is a year around goal on the Milwaukee Road, which involves the cooperation of car department employes responsible for its mechanical factors, as well as men in dining service. Mr. Jones, too, cited examples of teamwork in the program, and remarked that as a result of it the railroad anticipates an even better performance this year than in 1962.

L. V. Anderson, general manager-system, accepts the Public Health Service Grade A Certificate for 1962 from R. J. Van Derwerker, regional program director, United States Public Health Service. At the ceremony in the Chicago Union Station are, from left: J. T. Hayes, assistant to vice president-operation; Dining Car Inspector J. A. Corbett; Mr. Van Derwerker; W. R. Fritz, Public Health Service sanitation specialist; Mr. Anderson; W. R. Jones, superintendent of the dining car department; Chief Dining Car Inspector T. T. Triggs, and Inspector John Galloway; Public Health Service Sanitation Specialist H. L. Sisk; and Dining Car Inspector Edward Novak.

The Milwaukee was one of 11 United States railroads honored with the special certificate, which is presented annually to public transportation companies on the basis of federal inspection of food service, equipment and general sanitation. The award to our railroad was based principally on in-service inspection of items in 36 dining cars, dome lounge and buffet cars operated in 1962, each of which was inspected twice during the year.

SHIPPER -GRAM CONTEST

ENTRY FORM ►

My Shipper-gram is: _____

My Name: _____

My Division: _____ I work at (location) _____

My Job: _____

CHECK ONE: Active Furloughed



Ray Daniels, baggage sorter in the Minneapolis depot, at his ham radio station—call letters KOKYH. His experience as an operator includes serving as a radio technician in the Air Force. During the disruption of communications he kept the line open, talking over the radio on one hand and on the phone to Minneapolis with the other. (Hopkins, Minn., Review photo)

Radio "Hams" Keep Line Open in Storm

A SNOWSTORM borne on a 100 m.p.h. wind that disrupted communications west of Minneapolis on Sunday morning, Mar. 17, posed an operating problem on the Aberdeen Division for several hours but failed to halt train service, thanks to the cooperation of a group of "ham" radio operators.

The problem was that with telephone lines, CTC and block signals knocked out there was no way of pinpointing the whereabouts of passenger train No. 16 eastbound from Deer Lodge, Mont., nor of time freight 263 heading west. The freight had already departed from Minneapolis, and No. 16, having bucked the storm throughout the night, was overdue.

At this point Stationmaster Jim Taylor remembered that Ray Daniels, a

baggage sorter at the station, is a radio "ham" and phoned him at his home in suburban Hopkins. Ray immediately flashed a call over the Minnesota network.

Operator Clarence Sampson, answering from Montevideo, checked with the depot and reported back that No. 16 had left there at 7:10 A.M. Ray then made contact with Kermit Hubin who lives three miles from Stewart. Operator Hubin was unable to verify anything, but took off for the tracks in case the train should be heading into town.

Ray then called Hector, 17 miles west of Stewart, and aroused Jerry Ryan. Jerry also ran down to the tracks, and reported some minutes later that the passenger train was on a siding, waiting for the freight to come through. An

hour later he sent word that 263 had just passed, and 16 was back on the main line, which information Ray relayed by phone to Jim Taylor.

The passenger train arrived in Minneapolis several hours late, but no collision had occurred, and in the meantime many people waiting for relatives and friends on it had been assured that the passengers were safe . . . thanks to the ham operators, including W. L. Saupe of Onamia, Minn., who was acting as network director that day, and particularly to Ray Daniels.

R. G. Hoefs Retires From Accounting Department Service

RAY G. HOEFS, chief disbursement accountant, was honored by officers of the finance and accounting and the engineering departments at a retirement luncheon held in the Chicago-Fullerton Avenue office building Apr. 30. Other friends and co-workers honored him as well, and he was presented with many personal gifts.

Mr. Hoefs, a native of Portage, Wis., started with the Road in 1919 at the superintendent's office in Aberdeen, S. D., after attending North Central College, Naperville, Ill., and serving a year in the Army. He held various positions at Aberdeen and later at Minneapolis before being transferred in 1940 to Chicago, where he became successively traveling engineer accountant for the auditor of expenditure department, AFE bureau head in the chief disbursement accountant's office, and chief clerk to auditor of expenditure. He was appointed assistant chief disbursement accountant in 1955, and chief disbursement accountant on Nov. 1, 1961.

Mr. Hoefs and his wife Elsie, who live in Elgin, Ill., have no immediate plans for the future, but will travel for a while. They have a son, Charles, and four grandchildren, who live in Seattle.



Ray G. Hoefs (center, wearing carnation) and fellow officers of the finance and accounting department posed at the retirement luncheon held in his honor in the Chicago-Fullerton Avenue office building Apr. 30.

Railway Surgeons Hold Diamond Jubilee



Renewing fraternal ties at the 75th anniversary dinner are, from left: Doctors William H. Rucker, district surgeon, Minneapolis, and Ralph T. Sproule, ophthalmologist, Milwaukee; Raymond Householder, chief surgeon, Chicago; J. P. "Phil" Cogley of Council Bluffs, Ia., president-elect of the American Association of Railway Surgeons; Arthur R. Metz, retired chief surgeon; Donald S. Thatcher, district surgeon in Milwaukee and president of the association; Bruce J. Brewer, associate professor of orthopedics of Marquette University; Richard J. Muenzer Jr., ophthalmologist, Milwaukee; and Donald P. Babbitt, assistant clinical professor of radiology at Marquette. Doctors Brewer and Babbitt, who serve as consultants for the Milwaukee Road, read papers at the convention.

FOR people concerned with the latest reports from research laboratories, hospital wards and operating rooms, Chicago was the place to be Apr. 18-20. The occasion for the clinical discussion was the 75th anniversary meeting of the American Association of Railway Surgeons held traditionally at the Drake Hotel.

Dr. Donald S. Thatcher, district surgeon for the Milwaukee Road in Milwaukee and president of the association, presided over the diamond jubilee assembly, which included a large number of members who render services to the Road. The Milwaukee practitioners were headed by Dr. Raymond Householder, chief surgeon, Chicago, who is a member of the association's executive board.

As a tribute to Doctor Thatcher's leadership, the program highlighted Milwaukee Road participation. Dr. Arthur R. Metz, retired chief surgeon and revered "elder statesman" of the association, was chairman of the committee on arrangements, and other Milwaukee members figured prominently in the workshop sessions.

From the standpoint of enthusiasm and excellence of program, the three-day conference was one of the most successful in the association's history. The reports and discussions represented the observations and thinking of outstanding men in the profession, and covered almost every field of practice.

The annual dinner, over which Doctor



Transferring the symbol of authority, Dr. Donald S. Thatcher, president of the American Association of Railway Surgeons (right), congratulates his successor, Dr. J. P. "Phil" Cogley, Council Bluffs, Ia.

Thatcher presided, was notable for attendance and the distinction of the guest speaker, Dr. Walter H. Judd, former member of Congress from Minnesota.

The 75th anniversary observance put the association on record as being one of the oldest medical organizations in existence today. Its history goes back to 1887 when Dr. Albertus Ward Ridenour of Massillon, Ohio, a surgeon for several railroads, conceived the idea of a national alliance of men in this work. The outcome was the formation of the National Association of Railway Surgeons by 150 surgeons representing more than 60 railroads who met in Chicago on June 28, 1888.

With the extension of membership to Mexican and Canadian surgeons in 1898 the organization became the International Association of Railway Surgeons. Meanwhile a small group of doctors devoted to surgery and influential outside of the field of railway service had founded the American Academy of Railway Surgeons. The two groups got together in 1904 and formed the present association under a plan of organization resembling that of the American Medical Association, with branches on various railroads. The Milwaukee Road's chief surgeon, Dr. Albert I. Bouffleur, was chairman of the constitution committee.

Annual meetings were interrupted in 1942 on account of wartime conditions and restrictions on travel. With their resumption in 1946, interest in the association was again stimulated, and the membership mounted rapidly. The increase on the roster resulted from efforts of the executive committee, headed then by Doctor Metz, to sustain activities during the suspension period and keep the association alive in the minds of its members. The present membership takes in approximately 2,400 doctors who serve the railroad industry.

PEOPLE IN THE NEWS. The Milwaukee Road's general adjuster, **M. W. Roark**, has been elected chairman of the General Claims Division of the Association of American Railroads. The Division deals with all types of claims other than freight claims made against all railroads in the United States and Canada, and operates the Claims Research Bureau in Chicago which serves as a clearing house for information relating to the various



M. W. Roark



A. H. Ducret

types of claims . . . **A. H. Ducret**, the Road's general freight claim agent, has been elected chairman of the AAR Chicago Claim Conference, which functions for 43 railroads in the study of freight claim matters, including claim prevention. The Chicago Conference, one of nine similar groups in the country, coordinates the claim work of railroads in an area bounded roughly by the Canadian border, St. Louis, Denver and Detroit.

RETIREMENT

during March-April, 1963

General Office & System Employees

Belnar, M. E. Comptometer-Operator. Chicago, Ill.
 Clark, K. M. Clerk. " "
 Gerardin, M. F. Timekeeper. " "
 Gloss, G. F. Asst. to Gen. Pass. Agt. " "
 Greer, C. W. Coach Porter. " "
 Hoefs, R. G. Chief Disbursement Accountant. " "
 Jensen, V. Tie Inspector. " "
 Larsen, J. A. Mail Clerk. " "
 Nelson, R. E. Comptometer Operator. " "
 Page, L. Porter. " "
 Rabus, M. Record Clerk. " "
 Raue, F. C. Trav. Accountant. " "
 Schnaitman, J. H. Asst. to Vice President. " "
 Wedekind, L. K. Clerk. " "

Chicago Terminals

Becker, J. C. Clerk. Galewood, " "
 Cueller, M. Track & Snow Gang Laborer. " "
 Doyle, W. E. Gen. Car. Supv. Bensenville, " "
 Fiala, G. Electrician. Chicago, " "
 Haack, J. E. Machinist. " "
 Lawlor, T. P. Freight Caller. " "
 Lytwynyszyn, K. Coach Cleaner. " "
 Marek, L. Snow Shoveler. " "
 Mares, E. Sec. Laborer. " "
 Michael, W. R. Towerman. Franklin Park, " "
 Naker, A. G. Frt. Handler. Chicago, " "
 Pink, F. Rndhse. Laborer. " "
 Rome, H. W. Checker. " "
 Ryan, L. M. Carpenter. " "
 Ryerson, R. J. Engineer. Bensenville, " "
 Stricker, A. W. Switchman. Chicago, " "
 Tiglar, L. B. Coach Cleaner. " "
 Turner, L. Carman Helper. " "
 Zapfel, J. Engineer. " "

Aberdeen Division

Case, H. A. Engineer. Minneapolis, Minn.
 Miller, W. Sec. Foreman. Plevna, Mont.
 Navjocks, J. K. Sec. Laborer. Ismay, " "
 Reeve, L. B. Engineer. Minneapolis, Minn.

Coast Division

Anderson, L. H. Sec. Laborer. Raymond, Wash.
 Hata, M. Asst. Foreman. Pedeo, Ida.
 Hoyt, E. M. Asst. Engineer. Tacoma, Wash.
 Olsen, L. E. Engineer. Bellingham, " "
 Townsend, D. B. Brakeman and Conductor. Raymond, " "
 Wepfer, F. J. Machinist. Tacoma, " "
 Williams, E. Sec. Laborer. Cle Elum, " "
 Zanni, J. P. Laborer. Tacoma, " "

Dubuque & Illinois Division

Briggs, H. D. Engineer. Rockford, Ill.
 Clayton Jr., F. H. Conductor. Kansas City, Mo.
 Coon, E. L. Steel-Erector. Sabula, Ia.
 Davis, D. L. Engineer. Savanna, Ill.
 Dolan, G. F. Mach. Operator. Postville, Ia.
 Edwards, J. E. Engineer. Elgin, Ill.
 Hallahan, C. J. Towerman. East Dubuque, " "
 Lynn, L. W. Conductor. Savanna, " "
 Moore, W. J. Car Inspector. " "
 Morhardt, P. R. Car Inspector. " "
 Newell, O. Engineer. Ottumwa, Ia.

Iowa Division

Godwin, E. E. Pass. Brakeman. Marion, Ia.
 Killmer, H. E. Baggageman. Perry, " "
 Santee, L. R. Conductor. " "
 Stobaugh, W. L. Conductor. Marion, " "

Iowa, Minnesota & Dakota Division

Baker, L. D. Agent-Operator. Kenyon, Minn.
 Bergan, E. B. Sec. Foreman. Lime Springs, Ia.
 Hoffman, J. L. Sec. Laborer. Iona Lake, Minn.
 Kelley, R. N. Conductor. Austin, " "
 Nelson, A. M. Sec. Laborer. Sioux Falls, S. D.
 Reichardt, C. W. B&B Carpenter. Canton, " "
 Romereim, O. J. Sec. Laborer. Platte, " "
 Schweer, G. C. Conductor. Wells, Minn.
 Scroggs, B. H. Engine Watchman. Mason City, Ia.

Wenci, R. P. Sec. Foreman. Austin, Minn.
 Wilson, I. Redcap. Sioux City, Ia.
 Young, F. G. Fireman. Mitchell, S. D.

La Crosse Division

Andrews, C. L. Sec. Laborer. Rio, Wis.
 Crowley, J. E. Rndhse. Foreman. Janesville, " "
 Gnewuch, C. W. Clerk. Watertown, " "
 Hollowitsch, J. H. Mach. Helper. La Crosse, " "
 Jowett, H. G. Asst. Rndhse. Foreman. Wausau, " "
 Kuehl, J. E. Night Rndhse. Foreman. Madison, " "
 Lamb, L. A. Staty. Fireman. Tomah, " "
 McGrath, S. M. Freight Clerk. Madison, " "
 Puckett, L. E. Sec. Foreman. Platteville, " "
 Tearman, J. S. Rndhse. Laborer. Janesville, " "
 Wade, A. R. Engineer. Hastings, Minn.
 Winchel, A. H. Blacksmith Helper. Tomah, Wis.
 Zeilen, J. J. Bridge Operator. Hastings, Minn.

Milwaukee Division

Bottger, O. T. Agent. Oconto, Wis.
 Drier, E. M. Freight Handler. Green Bay, " "
 Ganter, A. W. Sec. Laborer. Lake, " "
 Hagens, J. H. Sec. Laborer. Horicon, " "
 Hauser, A. J. Brakeman. Milwaukee, " "
 Jenny, H. J. Engineer. Chicago, Ill.
 Jicha, A. Sec. Laborer. Crivitz, Wis.
 Johnson, C. A. Laborer. Champion, Mich.
 Kocha, F. A. Mach. Helper. Green Bay, Wis.
 Roesch, H. G. Trainman. Milwaukee, " "

Milwaukee Terminals & Shops

Bolton, A. C. Shipping Clerk. Milwaukee, " "
 Crowley, J. W. Asst. Foreman. " "
 Dulek, J. B. Switch Foreman. " "
 Dumke, G. Boilermaker Helper. " "
 Faehnel, W. Chauffeur. " "
 Frank, E. J. Yard Conductor. " "
 Helmka, G. L. Crossing Watchman. " "
 Helwig, A. W. Switchman. " "
 Hirth, O. R. Blacksmith Welder. " "
 Kiekow, W. A. Yard Conductor. " "



FAREWELL TO HENRY ROESCH. L. V. Anderson, general manager-system, was on hand to say farewell to Conductor Henry G. Roesch of Milwaukee when he left Chicago on the Morning Hiawatha recently to make his last trip of a 50-year-plus career, all on the Milwaukee Division. His other regular run for the past several years has been on the Pioneer Limited. He started with the Road on Feb. 27, 1913 and had been in passenger service between Milwaukee and Chicago since 1918.

Lucas, S. F. Engineer. Milwaukee, Wis.
 Najera, H. Carman. " "
 Petrie, R. J. Shop Engineer. " "
 Pilarski, S. S. Pipefitter. " "
 Reidy, T. H. Asst. Gen. Foreman. " "
 Robinson, L. C. Laborer. " "
 Schillaci, J. Crossing Watchman. " "
 Thiel, L. Sweeper. " "
 Wiechers, W. Carman. " "
 Wisniewski, W. S. Asst. Gen. Foreman. " "

Rocky Mountain Division

Bidlingmeyer, O. T. Boilermaker. Deer Lodge, Mont.
 Schreiber, C. R. Engineer. " "

Terre Haute Division

Brock, W. F. Carman Helper. Terre Haute, Ind.
 Goodenow, J. C. Conductor. " "
 Hussman, J. G. Engineer. Faithorn, Ill.
 Swinehart, L. Engineer. Terre Haute, Ind.
 Wile, D. F. Trainman. Jasonville, " "

Twin City Terminals

Carlisle, D. E. Crossing Flagman. Minneapolis, Minn.
 Dunn, R. J. Sig. Maintainer. St. Paul, " "
 Lazarz, W. Switch Foreman. Minneapolis, " "
 Peterson, F. A. Mail Handler. St. Paul, " "
 Walsh, M. Track Laborer. " "

J. H. "Mike" Schnaitman Ends 46-Year Railroad Career

J. H. "Mike" Schnaitman, assistant to vice president - operation, closed a varied career of 46 years with the railroad with his retirement on Mar. 31.



Mr. Schnaitman, a native of Chicago, attended Northwestern University and started his service in the Chicago engineering department, working on the Evanston (Ill.) track elevation. Transferring later to the finance and accounting department, he held various positions before advancing in 1946 to the post of assistant auditor of joint facility accounts. He became budget engineer in 1949, was promoted to auditor of capital expenditures in 1950, and was appointed special representative of vice president-operation in 1956, advancing later to the assistant to vice president position.

Upon retiring he and Mrs. Schnaitman took a vacation trip to Florida where they spent some time with Milwaukee Road friends, stopping en route in Atlanta, Ga., to visit their son, John W., who is with the Enterprise Railway Equipment Company in that city. They also have a daughter, Mrs. William (Nadine) Phillips, in Los Angeles, Calif., five grandchildren and two great grandchildren. For the present, they will remain in Chicago.

The Milwaukee Road Magazine

Tom Fairhurst Jr. Elected Mayor of Three Forks, Mont.

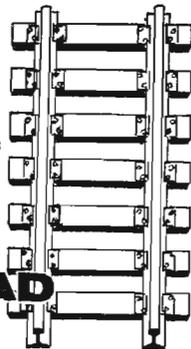
THOMAS FAIRHURST JR., trouble shooter foreman on the Road's electrified line, was the successful candidate for mayor of Three Forks, Mont., winning over the incumbent by an overwhelming majority. His previous community activities have included serving as a trustee of the school.



Tom Fairhurst Jr.

Mayor Fairhurst is a 1946 graduate of Kemper Military College, Boonville, Mo., who started his railroad service as a trouble shooter lineman apprentice in 1947. He was promoted to foreman in 1955. He is married to the former Patricia Britzus, daughter of Engineer James Britzus, and is the father of two girls and a boy. A home owner in Three Forks, he was elected mayor on a platform which calls for paving the city's streets.

ABOUT PEOPLE OF THE RAILROAD



Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

John McCluskey Jr., son of Switchman John McCluskey, has been listed in "Who's Who Among Students in American Colleges and Universities." A senior at Loras College, Dubuque, Ia., he also was selected for membership in Phi Alpha Theta, history honor society. John Jr. is a history major with minors in English and political science. He plans to enter Northwestern University Law School this fall where he has been granted a full tuition scholarship. He has been active in many campus activities and is a two monogram winner with the Loras wrestling team. John worked for Gene Valerugo as a PFI man at Bensenville for several years.



John McCluskey Jr.

Switchman McCluskey has another son, Terry, attending Loras College and a daughter, Lynnea, who is a student at Macomb, Ill.

George Westerman, electrician helper at Bensenville roundhouse, retired Mar. 4.

Marvin Gibbons proudly announces the birth of a daughter, Kathleen, Feb. 18. She has a sister, Sherry, and a brother, Marvin Jr.

Stanley Kancer, machinist helper at the roundhouse, died suddenly Jan. 16.

William Bublitz, who was off for a long time due to illness, has now returned to work.

R. Hoeft, electrician foreman, and E. Pursel, assistant foreman at the roundhouse, attended EMD school classes the week of Mar. 4.

Martin Bachelor, painter at the roundhouse, and his wife celebrated their 25th wedding anniversary Mar. 16. After enjoying dinner at Bino's in Franklin Park, a party was given in their honor at home.

After more than 49 years' service in several different capacities, William E. Doyle retired from the position of general car supervisor June 1. Mr. and Mrs. Doyle plan to take an extended trip to the west coast in May and June.

Walter J. Hamann was appointed Apr. 15 to the position vacated by Mr. Doyle. Mr. Hamann was originally from the Chicago Terminals and we welcome his return. He will live in Franklin Park.

Statistician Marlyn Bachelor is proudly wearing a diamond ring received from Yard Clerk Bob Sullivan. A late fall wedding is planned.

There have been several deaths among our retired people lately: William Mindel, who formerly worked as a switchman at Bensenville and who retired in 1959, passed away at Merrill, Wis., Feb. 28 . . . Retired Yardmaster Edwin (Red) Luebking died Apr. 28. He had 42 years' service when he retired May 25, 1962 . . . Retired Engineer Samuel C. Pulford Sr. died Apr. 10. He retired in 1961 after 48 years' service . . . Retired Switchman William F. Friend passed away in Florida Apr. 9. Interment was in Chicago.

Switchman Ray Granger of Franklin Park, his wife, daughter Patricia and son Michael recently went to Starks, La., to attend the wedding of Airman 1/c James F. Granger to Jo Allen Johnson. Airman Granger has been stationed at Chennault AFB near Lake Charles for the past two years. He is being transferred to Dover AFB in Delaware.

Eugene R. Barrett died Apr. 24 after a long illness. He is survived by his wife Lorraine and four-year old son Timothy. Mr. Barrett formerly worked in the railroad police department at different districts in the Chicago Terminals.

Switchman Larry England and Neal Murphy are still on the sick list at this writing, but we are glad to have E. E. Whalen and Dick Willmer back on the job.

C. Brumfield Sr., operator-leverman at B-17 on the first shift, was commended recently for his quick action when he saw a car of shifted poles coming into Bensenville on the meat train and stopped the train, thereby averting a possible de-

railment or more serious accident.



Sharon Stephens

Sharon Stephens, daughter of Switchman A. P. Stephens, recently became the youngest licensed beautician and the first student at Prospect High School to receive such a license. She took her training at the Tiara Beauty Salon at Prospect Plaza and has been studying since October of 1961. At present Sharon is working at the Powder Puff in Des Plaines. On June 6 she graduates from high school, and on July 27 will be married to William Walden, who owns a trucking firm in Chicago. They plan to live in the area.

Hazelle Collins Anderson Heads Chicago NARBW



Hazelle Collins Anderson is congratulated on her election to the presidency of the Chicago NARBW unit by W. W. Kremer, vice president-traffic.

HAZELLE COLLINS ANDERSON of the office force of vice president-traffic, who was recently elected president of Chicago Chapter of the National Association of Railway Business Women, was installed in the office at a ceremony in the Lake Shore Athletic Club June 8. She had previously served the chapter as program chairman, and as chairman of the Milwaukee Division. The Chicago unit of the NARBW has approximately 1,150 members.

Mrs. Anderson is also active in the Woman's Traffic Club of Chicago. She is a member of the board, and was chairman of the annual dinner dance on May 17. In addition to railroad organization work, she is a past president of the alumni chapter of Phi Beta, national fraternity of music and speech.

Aberdeen Bowlers Win Hiawatha Tourney



The tournament winners, from left: Carman R. J. Conley, A. J. Piatz, write up man, and Carmen J. W. Moffenbier, Thomas Piatz and J. T. Labecky.

THE Car Knockers of Aberdeen, S. D., won the team championship of the annual Hiawatha Bowling Tournament with a score of 3048, in a competition that drew Milwaukee Road bowlers from seven states to Aberdeen May 20-21. The Milwaukee Road team of Montevideo was second with 3021, and the St. Paul Milwaukee Roaders' score of 2981 ranked third. Other events were won by:

Doubles: R. Hugo and W. Rains, Minneapolis, 1219-126-1345; T. Such and B. Janish, Aberdeen, 1194-146-1340; J. Schlecht and A. Ries, Montevideo, 1171-120-1291. **Singles:** O. Thompson, Tomah, 628-96-724; P. Techel, Cedar Rapids, 651-66-717; A. Haight, Portage, 662-36-698. **All Events:** N. Munoz, Beloit, 1711-234-

1945; B. Disbrow, Aberdeen, 1529-408-1937; L. F. Hopkins, Ipswich, 1686-246-1932.

The tournament was held at the Village Bowl and competition was on a handicap basis. A large committee worked on the arrangements, including Bill Mitzel, chief clerk to division freight and passenger agent, on publicity, and Roger Lotto, electronic equipment maintainer, as secretary-treasurer.

Social functions connected with the event included a social hour and coffee party held by the Milwaukee Road Women's Club for the wives of the visiting bowlers, and a dinner dance at Helen's Kitchen hosted by local employees. The 1964 tournament will be held at Tomah, Wis.

Contributed by Dorothy Lee Camp

Night Train Clerk Stanley Wroblewski has another grandchild since Linda Mary was born Apr. 2 to his son Richard (former yard clerk) and wife Lillian.

Mr. Martinek, father of Chief Clerk Tony Martinek, is very ill in Du Page Memorial Hospital at this writing. . . Mrs. George Cornille, wife of train clerk, is also ill in the same hospital.

Rudy Gonzales, agent at Montclare, and his wife Betty welcomed a daughter, Lisa Renee, Apr. 16. Two bouncing brothers awaited her at home.

Two of our retired men and their wives have returned from spending a wonderful winter in Florida—Conductor Jim Imbler and Sleeping Car Conductor William Snips.

While Mrs. Robert Helton, widow of former night operator at Sturtevant, Wis., was visiting friends in Indiana she became ill. At this writing she is improving slowly.

Retired Yardmaster Jesse O. Capoot was honored at the recent 35th anniversary

celebration of Masonic Lodge No. 1159 in Bensenville. His picture appeared on the program with the following statement: "In 1928, Bro. Jesse O. Capoot was installed as Senior Steward in Bensenville Lodge No. 1159. Just celebrating his 80th birthday, he is the oldest active Past Master of the Lodge. He is the only one left in the original corps of officers of 1928. Bro. Capoot was the 1st President of the 1st Board of Education in Bensenville."

Vacationing folks are making the stay-at-homes envious these days. Messages have come from Retired Switchtender Frank Miller and wife Sig of the wonderful fishing trip in Canada; from Hazel Hanes, widow of C&M conductor, from California where she is visiting her sister; and from Retired C&M Conductor Jim Murphy who is living in Tucson, Ariz.

Agent Ed MacLean of Glenview visited his daughter, Sister Edmund, recently in Normandy, Mo., where she is studying to become a nurse.

Mrs. Alta Sherwood, the writer's moth-

er, was cheered and made happy by the flowers, cards and candy sent her at Easter. After four years in bed it is nice to know one is still thought of.

GALEWOOD

Ray Bishop, Correspondent

Robert Parsons, son of Dorothy and Irv Parsons who are both employes at this station, recently passed his bar examinations.

Herman Hanson, route clerk, is convalescing at home at this writing, but B. G. Pobloske, retired assistant agent, is still in St. Luke's-Presbyterian Hospital and would welcome mail.

Josephine Piconere of the switching desk is spending an extended leave in Florida.

The Fullerton-Galewood Chapter of the Women's Club is conducting its annual membership drive at this writing and we hope everyone will co-operate by sending in membership dues promptly.

Bernice Stoneberg and George Wealer of this station were recently married.

DIVISION STREET

Carolyn DiCicco, Correspondent

Checker Chuck Arnolde is practically surrounded by nurses. On Apr. 9 two of his daughters participated in the commencement exercises at Illinois Masonic Hospital. Meredith received her degree in nursing and Jennifer was capped. Chuck's youngest daughter, Christine, who will be graduating from high school, expressed her desire to study medicine. And to make the picture complete, Chuck's wife, Thelma, is superintendent of nurses at Martha Washington Hospital and his brother Dr. Herbert A. Arnolde is head psychiatrist at Veterans Hospital, Chicago.

Conductor Robert W. Anderson, who had been ill for the past six months, passed away Apr. 26. Funeral services were at Giles Funeral Home with interment in Rosehill Cemetery. Bob had 40 years service in the Chicago Terminals.

Rebecca Marie Petersen, born Mar. 30, is the seventh grandchild of Retired Chief Clerk Vic Petersen. Grandama Hazel Petersen was formerly steno at Union Street and Galewood.

Rocky Mountain Division

EAST END

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

Trainman Ruskin Golden and wife completed an unusual vacation trip between Dec. 20, 1962 and Feb. 8, 1963, when they drove nearly 12,000 miles from their home in Miles City to Panama and return. Their car was a 1960 Rambler station wagon and they covered all sorts of roads from superhighways to "build your own." Enroute, they cooked most of their meals and slept in their station wagon except for places where approved housing was available. The scenery in many places was magnificent, and their experiences interesting. In Panama they



P. X. KENNEDYS' 50TH ANNIVERSARY of their marriage was observed by attending Mass at the Church of the Most Holy Redeemer in Montgomery, Minn., where they were married on Apr. 9, 1913, and a dinner given by friends. Mrs. Kennedy is a life-long resident of Montgomery and "P. X." was station agent and telegrapher there from 1910 until he retired in 1945. The couple have three sons and nine grandchildren. (Faribault Daily News photo)



45 YEARS OF SERVICE with our railroad were observed by Leona J. Schultz, historical record clerk at Milwaukee Shops, on Apr. 1. Presenting her with a Silver Pass along with his good wishes is G. L. Wood, general superintendent of the car department.



May-June, 1963



RETIRING FROM "THE CHICAGO, MILWAUKEE & DULEN". C. J. "Cliff" Dulen (seated with his wife) was honored at this get-together of personal friends and railroad associates in the Chicago Union Station when he retired on Apr. 29 with 46 years of service on the Dubuque & Illinois Division. The popular City of Denver flagman and resident of Elgin, Ill., is the son of John "Sharkey" Dulen, a locomotive engineer who retired with 57 years of service on the D&I First District. At one time 10 members of the family—the father, 5 sons and 4 daughters—were working for the Road at one time, which is believed to be an industry record. With Cliff's retirement, his brother Ralph, an engineer at Galewood Yard, became the family representative on what old timers called "The Chicago, Milwaukee & Dulen Railway".



◀ **JOINING THE GOLD PASS CLUB** is Conductor Henry J. Heslip, shown here receiving his "lifetime" pass from Trainmaster D. H. Orr of the IM&D Division. Conductor Heslip is a native of La Crosse, Wis., who entered service in 1912 as a freight brakeman and was promoted to conductor in 1920. Currently he is on the Austin-La Crosse run of trains 105 and 172.



50 YEARS OF SERVICE bring Fred O. Thompson, conductor at Minneapolis yard (center), a Gold Pass. Congratulating him are General Yardmaster Dick Bourgerie, South Minneapolis (left), and George W. Riley, trainmaster in Minneapolis at the time, who has since been promoted to assistant superintendent of the La Crosse Division.

SILVER PASS VETERANS W. J. Wisch, foreman of the Glencoe, Minn., section crew (right), and Retired Section Foreman Henry Keuseman of Cologne, Minn., are presented with their 45-year service passes by Roadmaster LeVere Natzel. When Foreman Keuseman retired recently he had a 32-year perfect safety record.

here's how we're doing



	APRIL		FOUR MONTHS	
	1963	1962	1963	1962
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$18,584,570	\$17,605,092	\$70,389,269	\$69,993,945
PAID OUT IN WAGES	8,370,280	8,330,692	33,389,439	34,481,179
PER DOLLAR RECEIVED (cents)	45.0	47.3	47.4	49.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	759,783	767,792	2,982,552	3,067,536
PER DOLLAR RECEIVED (cents)	4.1	4.4	4.2	4.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,112,648	9,370,489	35,928,347	36,030,338
PER DOLLAR RECEIVED (cents)	49.0	53.2	51.0	51.5
NET INCOME	341,859	863,881	1,911,069	3,585,108
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	90,154	85,534	342,315	342,725
Increase 1963 over 1962..	+4,620	—	—	—
Decrease 1963 under 1962	—	—	—410	—

visited their daughter and family and in the Los Angeles area other relatives.

James G. McMullin, retired carman, passed away Mar. 6 at the home of a daughter in Ashton, Ida., where he had been visiting. He was born in Missouri Apr. 1, 1875 and came to Miles City from Texas in 1903. He worked continuously in the car department until his retirement in 1940. Mr. McMullin is survived by six sons, four daughters, 18 grandchildren and 27 great grandchildren. Funeral services were held in the Chapel of Graves Funeral Home and interment was in Custer County Cemetery.

Mrs. Ben Schultz, 71, died in a Miles City hospital Mar. 17 after a long illness. Her husband survives, also three daughters, three sisters, a brother and seven grandchildren. Services were held in the Chapel of Graves Funeral Home and interment was in Custer County Cemetery.

Mr. and Mrs. A. W. Wickersham attended the funeral of their son Wendell, 43, who was killed at his ranch near Enterprise, Ore., Mar. 13. Wendell fell from a narrow foot bridge over a rocky stream and suffered a broken neck. Funeral services were held in St. Catherine's Church at Enterprise and burial was in San Jose, Calif. He is survived by his wife, seven sons, two daughters, his parents, two brothers and two sisters. Mr. A. W. Wickersham was employed as a telegrapher for many years on the TM and RM Divisions and for a time was chief dispatcher at Lewistown.

Nick Weinschrott, 68, a native of Back-

ovar, Hungary, died in a Miles City hospital Mar. 29. He had been in ill health for some time. Survivors are a wife, three daughters, one son, nine grandchildren and a great grandchild. Requiem Mass was said in the Sacred Heart Church and interment was in Calvary Cemetery. Mr. Weinschrott was a retired shop laborer who had many years service with the Road.

Among the Miles City councilmen elected Apr. 1 were Kenneth Peterson, Ward I, and Ed Martin and James St. Peter, Ward IV.

Kisaku Takenaka, 75, retired shop laborer, died Apr. 10 in a Miles City hospital. Mr. Takenaka came to this country from Japan in 1907 and was married in 1913 to Minnie Buckmyer who died in 1938. He had been a Milwaukee employe for many years at the time of his retirement in 1956. Three sons, seven grandchildren and several brothers and sisters in Japan survive. Interment was in Calvary Cemetery after services in the Chapel of Graves Funeral Home.

Gust Arnoldt, 77, died in a Miles City hospital Apr. 11. He was born in Russia and came to North Dakota with his parents as a small child. In 1916 he came with his wife to Miles City and was employed in the local shops until retirement. Two daughters, three sons, 16 grandchildren and 20 great grandchildren survive. Funeral services were held in the First Lutheran Church and interment was in Custer County Cemetery.

Allen Scovell, retired coal dock man,

Myron J. Hansen

MYRON JOHN HANSEN, assistant district storekeeper at Western Avenue, Chicago, died suddenly Apr. 3. He is survived by his widow and two children of Bensenville, Ill.

Mr. Hansen started with the Road in 1941 as a laborer at Green Bay, Wis., and was also a chauffeur at that point before becoming assistant supply train storekeeper-system in 1942. His railroad career was interrupted by military service from August 1945 to June 1946, when he returned to the railroad as crane engineer-supply train. In 1948 he was appointed local storekeeper at Portage, Wis., in 1953 to the same position at Wausau, Wis., and in 1955 was advanced to storekeeper at Savanna, Ill. He has served as assistant district storekeeper at Western Avenue since May, 1962.

died Apr. 12 in the Veterans Hospital after a long illness. He was born in Cincinnati, Ohio, May 28, 1890 and came to Montana in 1916 where he worked for the Road until his enlistment for service in World War I. After his return he resumed work for the Road until his retirement in 1953. He is survived by his wife, a daughter, four stepchildren, 15 grandchildren and 10 great grandchildren. Services were held in the Chapel of Graves Funeral Home and burial was in the American Legion plot in Custer County Cemetery.

WEST END

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

Retired Conductor Robert Burns died Mar. 20 in the Memorial Hospital. Mr. Burns started work as a brakeman for the Northern Pacific and in 1927 came to the Milwaukee where he worked until his retirement Oct. 31, 1959.

Harriet Frances Ruegamer, daughter of Engineer and Mrs. Everett Ruegamer was married recently to Louis L. Plett of Butte, son of Conductor Louis Plett of Three Forks. After a wedding trip to Las Vegas, Nev., the couple will live in Butte where Mr. Plett is employed at the Montana Standard Post. Prior to her marriage, Mrs. Plett worked for the Railroad Retirement Board in Billings.

Engineer Edgar Rexroat is convalescing at home after surgery in the Memorial Hospital at Butte.

Avery Chapter of the Women's Club has been very active lately. Mrs. Harold Petroff, president, is serving her second year assisted by Mrs. Joe Peterson, secretary, and Mrs. Dean Hanson, treasurer. The pinochle tournament which began in the fall was well attended all winter and the winners will be announced soon. The club has sponsored all the National drives this past year and the members have made an excellent showing.

We regret having to report several deaths in our community recently. Mrs. Harold E. Theriault, wife of locomotive



AN OUTSTANDING SAFETY RECORD has been chalked up by Engineer J. R. Kaisersatt (left), being congratulated here by D. H. Orr, trainmaster of the IM&D Division, on no time loss for injuries in nearly 60 years of train and engine service. Starting as a fireman in November, 1903, he was promoted to engineer in 1909, his current run being on Nos. 203 and 222 between Madison, S. D., and Jackson, Minn. His safety record includes 29 years in charge of weed burner service.

tive engineer, died in March after a long illness. She came to Avery as a bride in 1922 and lived here for many years before moving to Deer Lodge and then Missoula. Last June they returned to make their home in Avery. Her husband, a son Fritz, and two grandchildren survive . . . Emmearl McKinnon, 59, who moved to Superior, Mont., when the car department shut down in Avery, also died in March. "Emmie" came to Avery in 1918 as a car repairman. His widow, Lillie, survives at their home in LaVista, Superior, Mont. . . . In February, Mrs. John W. Cass, wife of a retired car repairman, died in Spokane following surgery. John is now living in Malden, Wash., with his son Bill who is a Milwaukee brakeman. Another son, Bob, is the telegrapher at Avery . . . Retired Locomotive Engineer Martin (Snooze) Holland died in Norway in March . . . Mrs. George Liebel, wife of retired signal maintainer, passed away in Missoula in April.

Mr. and Mrs. Joe Dunlap have returned to their summer home in Coeur d'Alene from Mesa, Ariz. Joe is a retired locomotive engineer.

Off Line Offices

ATLANTA, GA.

The Railway Sales Executive Association of Jacksonville, Fla., an organization of sales representatives of the four local lines and 22 other railroads with representatives in the area, elected Arthur L. Johnson Jr., our traveling freight and passenger agent in Atlanta, as president. The association, which meets monthly, seeks to keep receivers and shippers of freight in the area informed as to improved rail schedules, availability and uses of specialized equipment, and to promote good relations between the railroads and industry.

May-June, 1963

Chicago General Offices

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

Geraldine C. Doherty, Correspondent

Congratulations to Norbert Izdepski who became traveling joint facility examiner recently.

Another addition to the office personnel is Lawrence Marino, who formerly worked in the bill and voucher bureau and now is joint facility examiner in the joint facility bureau.

L. J. (Larry) Hogan, retired assistant to the auditor of capital expenditures and former correspondent for this magazine, left New York Apr. 30 aboard the S.S. America on an extended trip to Europe.

Sympathy was extended to Anthony L. Beberger on the death of his mother, Mrs. Joseph Beberger, better known as "Bundles". Mrs. Beberger led a very active life up until a couple of weeks before her death. She was 102 years "young".

Dorothy Lowrie Egeler, daughter of G. H. Lowrie assistant engineer, relates a tragic experience from Africa where she and her husband are missionaries.

They returned to their home from a vacation to hear that a 12 year old native boy had been killed by a lion so they organized a hunting party and killed two lions out of a pride of four.

Happiness reigned supreme in the Johnson household when Mr. and Mrs. Roy Johnson became the proud parents of triplets. Roy is the son of R. A. Johnson, assistant auditor-valuation. His newly acquired title as "grandpapa of triplets" makes him triply proud. The names are John David, James Daniel and Judith Louise.

OPERATING DEPARTMENT

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

There have been a number of changes in this department recently: Frank Freeman was appointed special representative to vice president-operation, and his position as chief clerk has been filled by Ashley Wilhite . . . Glen Berg, assistant engineer, was also appointed special representative to vice president-operation . . . George Grudnowski was transferred to the general manager's office as contract assistant, and John Arensdorf has taken

Carloadings



JANUARY-MAY 1963 compared with the same period in 1962

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1963 over 1962	NUMBER OF CARLOADS			
		FIVE MONTHS		INCREASE	
		1963	1962	1963 over 1962	% of Increase
13.7%	Grain and Soya Beans.....	42,969	40,335	+ 2,634	+ 6.5%
5.1	Automobiles and Parts.....	20,883	20,861	+ 22	+ .1
2.4	Agri. Impl. Machinery and Parts	9,028	7,854	+ 1,174	+14.9
2.3	Grain Products	21,328	20,685	+ 643	+ 3.1
1.8	Forwarder Traffic	12,711	12,067	+ 644	+ 5.3
1.5	Liquors, Malt	7,462	7,382	+ 80	+ 1.1
1.3	All Other Products of Agriculture	9,420	8,117	+ 1,303	+16.1
1.3	Fruits and Vegetables (Fresh)	7,495	7,435	+ 60	+ .8
30.2	All Other Mfgs. and Miscellaneous	120,149	113,622	+ 6,527	+ 5.7
59.6%		251,445	238,358	+13,087	+5.5%
	loading of these commodities DECREASED in 1963 under 1962	FIVE MONTHS		DECREASE	
		1963	1962	1963 under 1962	% of decrease
12.4%	Forest Prod. (Excl. Logs and Pulpwood)	31,379	31,418	- 39	-.1%
6.4	Iron and Steel	20,548	22,423	- 1,875	- 8.4
5.7	Coal and Coke	37,618	40,427	- 2,809	- 6.9
3.0	Meat and Packing House Products	13,214	14,267	- 1,053	- 7.4
2.4	Oil and Gasoline	13,970	15,723	- 1,753	-11.1
2.2	Gravel, Sand and Stone	17,340	17,837	- 497	- 2.8
2.1	All Other Products of Mines	7,418	7,546	- 128	- 1.7
2.0	All Other Animals and Products	5,612	5,691	- 79	- 1.4
1.5	Logs and Pulpwood	17,811	17,905	- 94	-.5
1.1	Cement, Lime, Plaster and Stucco	4,833	5,026	- 193	- 3.8
1.1	Merchandise	12,391	15,145	- 2,754	-18.2
.5	Live Stock	2,573	3,687	- 1,114	-30.2
40.4%		184,707	197,095	-12,388	-6.3%
100.0%		436,152	435,453	+699	+ .2%

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PILING

POLES

LUMBER

INDIANA WOOD PRESERVING CO.

Terre Haute
Indiana

his place as secretary to vice president-operation . . . Leo Walch, contract assistant, was appointed assistant to general manager, the position formerly held by Ashley Wilhite . . . Ray Barnard, secretary to general manager, was transferred to the office of vice president-operation replacing John Arensdorf as secretary . . . Marlin Schilling has taken Ray Barnard's position as secretary to general manager, and the position vacated by him as secretary to assistant general manager is now held by Ken Miller, formerly chief clerk in the tax department . . . Keith McClain, secretary in the president's office, was transferred to the office of vice president-operation as secretary to Messrs. Jakubec and Hayes.

John Larsen, clerk in the mail room, retired Apr. 16 after 10 years' service. He plans to do some traveling and may settle in Florida.

Gordon Taylor was transferred from the car department at Bensenville to the office of general superintendent of transportation as home route clerk.

TAX DEPARTMENT

Leonard R. Norberg, assistant tax commissioner in Chicago, was elected secretary-treasurer of the National Association of Railway Tax Commissioners at their annual convention held recently in Washington, D. C.

Tax Agent E. P. Barnes and wife of Antioch, Ill., welcomed their first daughter Mar. 7. Baby Michelle has two brothers, Gary, 3, and Craig, 1.

K. W. "Ken" Miller, chief clerk, transferred to the operating department Apr. 16, on the position of secretary to assistant general manager.

Ken's replacement in the tax department is Robert Barnes, who transferred from the claim prevention, refrigerator and merchandise service department, where he had been impact recorder clerk.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent



Hope Bartosch

Arthur Bartosch of this office and his wife have announced the engagement of their daughter Hope to David C. Bell. The wedding will take place in July. Hope is on the secretarial staff of the Evanston Township High School while attending Northwestern University, and her fiance, who studied at the University of Pittsburgh and the De Vry Technical Institute, is a member of the Evanston high school faculty.

Old timers who remember Amber Delaney Klein may wish to have her present address which is The Ideal Nursing Home, Garden Grove, Calif.

Forty girls attended the comptometer operators' annual Reunion Dinner at the Norske Klub recently.

The Rinaldis and Bakers vacationed recently in Las Vegas, Colo.; Arron Mellick, Sophia Walker and the Rudy Spandaus in Florida. While there they called on Mr. and Mrs. A. M. Dryer at Fort Lauderdale.

Marine Dennis Robson is now stationed in Okinawa, and GI Joseph Blecha stopped in Chicago briefly while enroute from Fort Leonard Wood, Mo., to Fort Bliss, Tex.

As a "lady in waiting" Diane Rappe was showered with many lovely gifts Apr. 24.

A mighty proud granddaddy was Edward Rumps when his daughter Marilyn announced the arrival of her second child, Susan Claire, Mar. 12.

We all enjoy it when young mothers return to the office with their firstborn as did Evelyn McBride with Susan Renee, Carol Pandelicek with Robert, Dorothy Olson with Donald and Rosalie Brezinski with John Jr. recently.

AUDITOR OF EXPENDITURE'S OFFICE

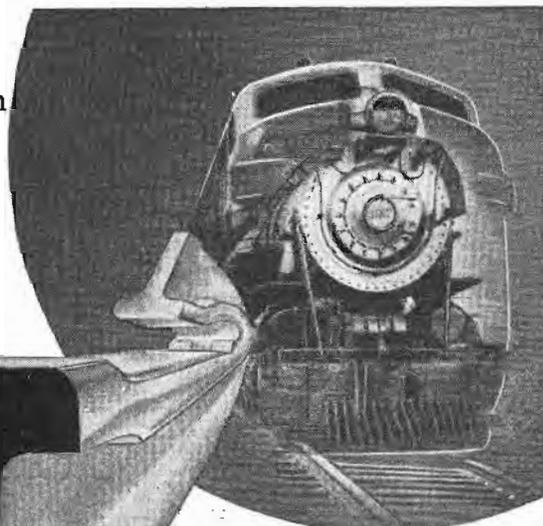
Ruth D. Brauneis, Correspondent

Raymond G. Hoefs, chief disbursement accountant, retired Apr. 30 closing 43 years of service which began in the superintendent's office at Aberdeen, S. D. In 1932 he was transferred to the district accountant's office in Minneapolis and on Aug. 15, 1940 to the office in Chicago from which he has just retired. Ray was honored at a luncheon attended by officers of the engineering and vice president-finance and accounting departments. Friends and co-workers presented him with a gift of money and he was also the recipient of many personal gifts. Ray and his wife Elsie have no specific plans—just to do as they wish from day to day.

Hilary Wisniewski, bureau head of the statistical bureau, and wife Mary Lou announced the birth of a son, Joseph Phillip, Mar. 30 and Irving Bretl of the machine accounting department and his

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FUN SESSION of the 17th National Conference on Handling Perishable Agricultural Commodities held at Purdue University Mar. 11-14 featured a tour of the Purdue Model Railroad Company in the subbasement of the Union Building, of which student James A. Schwinkendorf (wearing conductor's cap) is president and general manager. Shown presenting the company with emblems of their railroads are L. B. Horton, commissioner of agricultural and mineral development (left), Freight Claim Agent W. A. Stewart (right), and T. W. Bailey, chief inspector loss and damage prevention of the Burlington Lines. S. J. Oberhauser, agricultural agent, Minneapolis, was general chairman of the conference, and R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service, spoke on the program. The conference is sponsored by the Association of American Railroads and the American Railway Development Association together with the University.

wife Mary have a baby daughter, Nancy Marie, another grandchild for Margaret Bretl of the paymaster's office.

Lisa Marie, the new baby daughter of Mr. and Mrs. Don Murray, was christened in a 50-year old dress made by her great grandmother, Mrs. Elizabeth Appelhans of Chicago. She was the 26th baby in the family to wear the dress.

Martha Gerardin, clerk in the shop timekeeping bureau, retired Mar. 20 and Lydia Wedekind, clerk in the bill and voucher bureau, Mar. 21.

Sympathy was extended to Lydia Wedekind on the death of her sister Anna . . . to Stella Schremba whose mother-in-law died . . . to Mr. and Mrs. Gerald Schmitt who lost their infant son . . . and to Emil Rachner, general bureau head,

whose sister passed away.

On June 10 George Cleaver, formerly of the bill and voucher bureau, was awarded a Bachelor's degree in Economics from North Park College, Chicago. It was the first time such a degree was conferred on an evening division student at this school. George has been a student there for the past seven years and he plans to continue his studies in the evening until he receives his Master's.

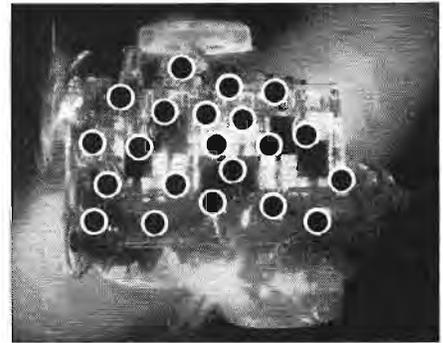
AUDITOR OF EQUIPMENT ACCOUNTS

Helen Gorski, a former employe of this office, passed away Mar. 29.

Oma Carruthers, who retired May 31, was honored at a retirement party at the Orphei Club.

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Marian Petersen, Correspondent
Office of Assistant Vice President

P. L. Cowling was elected vice president and general manager of the MMTC Mar. 12. He and Joyce Ieron, his secretary who came with him, are familiar faces to the employes of MMTC and we're glad that they're now officially part of the family.

Tom Elson, MMTC driver at La Crosse, has reported the birth of a son at St.

Anne's Hospital in La Crosse Apr. 10.

An MMTC staff meeting held in Chicago Apr. 6 was attended by all the terminal managers. This gave them a chance to air their problems and become acquainted with one another. During the luncheon intermission, comment was made about Arnie Calton's bandaged finger and Arnie just grinned, but later explained that on a fishing trip with his 15 year old son the boy caught a 10 pound Northern of which both are very proud. However, in getting the fish off the hook Arnie cut his finger. He says that his

territory, centered in Sioux Falls, S.D., has the best fishing in the country.

While on the subject of sports, Julien Pessein of the Billings, Mont., office bought a boat recently. Reports say that it's a beauty, but on the first time out the motor quit and it had to be towed in.

Bill Villbrandt of the Rapid City, S.D., office underwent surgery recently but at this writing is recovering rapidly.

When Cliff Covert, his wife and small son were returning recently from Ohio where they had attended the funeral of Mrs. Covert's mother, Cliff hit an icy patch of road and his car spun out of control. The new Chevrolet Sting Ray which had been purchased only the week before was wrecked and Cliff received minor injuries. The car has been replaced with an Impala convertible on which Cliff hopes the life expectancy will be longer. Had it not been for seat belts in the car, the accident might have been much more serious.

TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

Otto H. Bokelmann, who retired Jan. 20 as chief clerk to general passenger traffic manager because of ill health, died Mar. 28. He is survived by his widow Clara, two daughters, Mrs. Ruth de la Vega and Nancy, and several grandchildren. Otto began work as a young boy loading milk cans along Bokelmann Street in Roselle, a street named for his family. In June, 1918 he left the milk wagons and came to work in the accounting department at Fullerton Avenue. He went briefly to work for the CB&Q, but returned to our advertising department in the Union Station. Later he transferred to the passenger traffic manager's office where he remained until retirement 10 years later. Services and interment were in Roselle.

The American Society of Travel Agents sponsored a seminar of six weeks duration, featuring all phases of travel. Agnes Schubert of Mr. Hyett's office was a member of the class. On the evening dedicated to rail travel, the Milwaukee Road was host and our passenger executive personnel headed by William Wallace did a very fine job as "professors" in teaching the fine points of travel by rail. A buffet supper was served with the compliments of the Road and all said it was the best meeting of the course.

Assistant Perishable Freight Agent John Cerri acquired another grandchild Apr. 27 when Julianne Marie was born to his daughter Therese Getty, formerly a stenographer in the division freight agent's office. Julianne's big brother Michael was pictured in the previous issue of the Magazine.

Joe Krizek visited us recently and we are glad to report that he is recovering from an accident in March which involved the loss of one eye.

Valerie and John Cook are proud owners of a German sports model car, a Porsche, in which they can be seen hot-rodding around the north side.

John Black reports that he has six

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Death Claims "Grandma" Beberger at 102

MRS. JOSEPH (CLARA) BEBERGER, widow of a Chicago Terminal car repairman and one of the most long-lived citizens of Chicago, died in her home Apr. 18. She was 102 years of age. Surviving are four sons, Louis, Charles, Edward and Anthony, the last a retired assistant valuation engineer for the auditor of joint facility accounts department; also five grandchildren, including Lucille Mayworm, a messenger in the Chicago Union Station relay office, and 12 great grandchildren. Her husband, a veteran of 50 years of railroad service, died in the late '30s.

Mrs. Beberger, who was born near Mayville, Wis., and reared in Milwaukee, moved to Chicago in 1890, since when she had occupied the same home at 1525 North Pulaski Road. Spry until her last days, she lived alone, did her own housework and shopping, and traveled on public transportation to weekly bunco and bingo games. On her 100th birthday she was feted by merchants in the Pulaski-North Avenue area with a "Grandma Beberger Day", and upon reaching the age of 101 received a gift of roses from Chicago's Mayor Daley.

Funeral services were held in St. Philomena Church, Chicago, and burial was in St. Joseph's Cemetery.

puppies ready for adoption, and will be glad to hear from anyone interested.

Dick O'Mara was one of the pioneer tenants in the new Carl Sandburg Village on the near north side.

Passenger people in the news recently included Gordon Landahl, city passenger agent in St. Paul, who has been elected treasurer of the St. Paul Passenger Club. F. O. Engebretson, ticket clerk in the St. Paul city office, was elected a director of the organization.

In Milwaukee, Depot Ticket Agent Art Stuckrad was appointed membership chairman of the Wisconsin Passenger Club, and Don Sullivan, assistant station ticket agent, was re-appointed entertainment chairman.

Joe Nowacki is on a compulsory leave of absence for two years, having been tapped by Uncle Sam May 13.

James L. Ziebell is the new clerk in Divisions. His previous railroad experience was with the Northwestern.

Mrs. Victor L. Hitzfeld, wife of retired general agent-passenger department, died in February and funeral services were held in Michigan.

Sympathy was extended to Harry Ruud, retired assistant freight traffic manager, and wife Marion on the death of their daughter Lorraine Evans. Mrs. Evans is survived also by her husband and five small children.

Mrs. Joseph A. Klein, mother of Ralph Klein, passed away recently. She is survived by 10 children and 51 grandchildren.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Don Devitt and his wife Sally joined the ranks of home owners Apr. 6 when they moved into their new Chicago home.

Former Typist Jean Stitz and husband Bob announced the birth of son Jeffery Apr. 4.

Recent hospital patients included John Schaden and Howard Balow.

Herman Grell took a boat trip to Nassau while on vacation in Florida. Fishing and sightseeing occupied his time while in the Bahamas.

Among retired employes who recently visited the office was Carl Larson of Hawthorne, Calif.

La Crosse Division

WISCONSIN VALLEY

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

Signal Repairman W. H. Tatu died Mar. 24 in a Stevens Point hospital where he had been a patient for about a month. Due to the nature of his work, the Tatus had lived at various times in Sparta, Kellogg, Walworth, Watertown, and Chicago before transferring to the "Valley" where he lived at Dancy. Funeral services were held in Junction City and

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GENERAL MOTORS LOCOMOTIVES

burial was at Camp Douglas. His widow, two daughters and a son survive.

Engineer and Mrs. Larry Osswald are parents of a son born Mar. 24.

Martin Severt, 77, retired veteran conductor, died in Merrill after a serious illness of eight weeks. Funeral services were conducted in the Taylor Funeral Home by the pastor of St. Stephens United Church, and Masonic rites were

She was awarded a polaroid camera and a bottle of perfume. Later, at Dino's (Dean Martin's restaurant), her party was informed that "cocktails are on Bob Barker." On the homeward trip the group visited with former Assistant Superintendent W. T. Stewart and wife at Sun City, Ariz.

Harold Jowett, after 47 years with the Road has retired from his position of

1954 as assistant roundhouse foreman. Harold and his wife Irene were honored at a buffet supper Apr. 20 at the Tic Toc Club in Wausau. Dancing and group singing conducted by Machinist Tony Biedrzycki were enjoyed during the evening. Representing the group, good wishes were extended by Paul Jensen, Engineer Dennis Wolf and Machinist Campbell. Among the guests were Foreman Norman Higby and wife of LaCrosse and Foreman Don Barrick and wife of Portage. The Jowetts will move to their home on Blue Lake near Minocqua.

SOUTH END

J. W. Loftin, Correspondent
Yard Office, Janesville, Wis.

Carmelo Buscemi, retired roundhouse employe, passed away recently after a long illness. Born in Sicily in 1881, he came to Janesville in 1905 and was with the Road for 43 years. He was a member of St. Patrick's Church, the Holy Name Society and the Milwaukee Road Service Club. He was the father-in-law of Matthew Tortorici, section foreman, and grandfather of James Tortorici, second trick yard clerk.

August W. Butt, retired freight house caller, passed away recently after a short illness. After his retirement in 1955 he enjoyed many trips throughout the United States. Surviving are his wife Zetta of Janesville and 13 children.

Yardmaster Jim Gregory has quite a name around Janesville for his abilities as a baseball player in his younger days, but nothing was ever said about his feats as a football player. However, he had to dig out a football trick when he recently hooked a 35 inch 8½ pound Northern Pike near his home on Rock River. The big fish came off the hook just as Jim pulled him out of the water onto the shore and, having no net or gaff hook, and not wanting to lose the "big one" that always gets away, Jim tackled him bare handed. He won the battle but the fish left his marks. Even so it was a heck of a nice way to start the fishing season.

EAST END

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

Retired Engineer Ralph S. Jevens, 63, passed away in the hospital at Portage Mar. 27 following an extended illness. After 33 years with the Road, Mr. Jevens retired in 1959. He was a member of the B. of L.F.&E. and Fort Winnebago Lodge No. 33 F.&A.M. Survivors are his wife, two sons, Fireman Dean Jevens of Portage and James Jevens of La Crosse, two sisters and two granddaughters.

After a lovely wedding ceremony at the Presbyterian Church, Portage, Apr. 27, a reception was held at the church. Brakeman W. M. Timme and his bride and then the couple left for a honeymoon in the Kenora-Winnipeg area of Canada.

Mrs. Arthur Kleist, 47, wife of brakeman, died Apr. 30 after an illness of several months. She is survived by her husband, two sons and a daughter.

Fifteen couples journeyed from Portage to Aberdeen for the Milwaukee E



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also held there. Mr. Severt is survived by his widow and one sister.

Engineer Gerald Loomis and his wife Katherine, who is Roundhouse Foreman Jensen's clerk at Wausau, and Conductor Clyde Bosacki and wife have returned from a trip to Los Angeles. While guests of Mrs. Loomis' son there, Mrs. Loomis appeared as a contestant on the Bob Barker show, "Truth or Consequences."

assistant roundhouse foreman at Wausau. His first railroad work was at Portage from where he transferred to Milwaukee Shops for training as a machinist. Various assignments then took him to Tomahawk, Portage, Madison, Janesville and in 1927 to Wausau, where he remained 18 years as machinist. Short tours of duty then took him to Wabasha, Minn., and Minocqua, Wis., then back to Wausau in



THE BEST BIRTHDAY PARTY EVER — and that's saying something, if you happen to know how birthdays rate with the Robert A. Haack family of Evanston, Ill.—was the Big Train Tour on son Bobby's sixth anniversary. For the "something special" which the Haacks arrange for each of their three children, Bobby's treat this year was a birthday table decorated with an old-time model train, and a conducted tour of the City of Denver on track in the Chicago Union Station. Bobby appears here (fourth from top) with sister Sally, 8 (top), and his guests.



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Bowling Tournament there. In the doubles, Conductor Don Clemmons and his son Brakeman Terry rolled a 1258 series. In the singles, Maintainer Supervisor Andy Haight had 698, Car Clerk Joe Brunt 638, Engineer Herb Klemp 637, Engineer Wallace Gavinski 608, and Switchman Mike Bublitz 596. High single games were those of MMTC Driver Howard Behnke, 242, and Joe Brunt, 223. Everyone enjoyed the hospitality of the Aberdeen "rails".

MADISON AREA

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

John F. Conlin, retired general agent, Madison, has been appointed general operations manager of the Capital Moving and Storage Company, Madison.

Comptometer Operator Kenneth Ranzau of the Madison regional office is progressing well after surgery in Chicago.

Lonnie A. J. Chute, 59, Madison, died recently in Waukesha. He had been an engineer for 40 years and a Madison resident most of his life. Sympathy was extended to his widow, Elsie. Interment was in St. Joseph's Cemetery, Waterloo, Wis.

The regional data office bade farewell to K. J. Wencil who was transferred to Milwaukee May 1 as manager of the regional office there. Former Agent D. A. Dunning was welcomed back as regional manager in Mr. Wencil's place, coming from the office at Sioux City, Ia. D. C. Fish of Milwaukee was transferred to Chicago.

Ty Rommelfanger, grade B rate clerk who has been on the sick list, is now back at work. He and his wife planned to leave May 10 for Hollywood, Calif., where Ty was to be a representative at the Brotherhood of Railway Clerks convention.

Stanley McGrath, former demurrage clerk in the local freight office, visited us

last week and said he was certainly enjoying retirement. Pat Baldwin, former clerk at Richland Center, is the new demurrage clerk at Madison.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
 Superintendent's Office, La Crosse

Alois (Sonny) Swinzrod, 75, died in a La Crosse hospital Mar. 26 after a short illness. Burial was in the Oak Grove Cemetery at La Crosse. Mr. Swinzrod worked as a machinist at La Crosse for many years. He is survived by a niece and a nephew, Russell Harrington, train lighting engineer at Milwaukee.

Retired Switchman Harold Hilbert was recently re-elected alderman of the 15th ward at La Crosse for the second consecutive term.

Cheryl Marie Eggen, born Mar. 28 at La Crosse, was baptized Easter Sunday. She is the first granddaughter for Chief Clerk Dan Smith of the engineering de-

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partment in La Crosse.

Alvin C. Reif, who retired in 1945 after many years as a carman in La Crosse, died in San Antonio, Tex., Apr. 10. He was 85 years old. Survivors are his widow Teresa, a son Alvin Jr., and two grandchildren. Interment was in the Catholic Cemetery at La Crosse.

Mrs. Leo Meyers, wife of engineer on the La Crosse Division, died Apr. 25. She is survived by her husband; three daughters, Marilyn, Mrs. John Grabinski of La Crosse, Rosemary, Mrs. Joseph Fleishman of Madison, and Suzanne, Mrs. Robert Baldwin of Tucson, Ariz. Burial was in the Catholic Cemetery at La Crosse.

Special guests of the Milwaukee Women's Club annual May Day luncheon at Walt's Restaurant in La Crosse May 1 were Mrs. Henry Shannon of Savanna, Ill., and Mrs. A. Dahlie of Skokie, Ill. Mrs. Ann Muetze, a charter member of the La Crosse chapter and a past president, was presented with a plant.

William J. Ott, 89, died Apr. 23 at New Albany, Ind., after a long illness. He is survived by five sons and four daughters: Cobert, engineer on the La Crosse Division, Mervin of Milwaukee, Chester of Norwalk, Wilbur of Hayward and Cyril of Peru, Ill.; Mrs. Helen McGinnis of Mequon, Mrs. Martha Verse, Mrs. Alberta King and Mrs. Irene Happerstad, all of La Crosse. Burial was in the Fairview Cemetery at New Albany.

Bob Kane, trainmaster's clerk at La Crosse, and Margaret Hull were married in St. Thomas More Church at La Crosse recently. Mrs. Kane is a nurse.

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Retiring with 47 years of service, Harold Jowett is shown putting in his last day as roundhouse foreman at Wausau, Wis. A party held in honor of him and his wife was a social event at Wausau on Apr. 20. For details, see the news column of La Crosse Division Correspondent Mildred Conklin. (Wausau Record-Herald photo)

Coast Division

SEATTLE

Agnes Horak, Correspondent

Mrs. O. A. Burns of Malden, Wash., sends word that Mrs. Ray Murphy, widow of Conductor Murphy, died in Spokane Apr. 11. Funeral services were held at the Congregational Church in Malden, where the Murphys had lived 40 years. She is survived by a sister, a niece and three nephews, all in the East. Mrs. Murphy was a member of the Women's Club for many years and president of Malden Chapter at the time of her death.

ASSISTANT GENERAL ADJUSTER'S OFFICE: W. C. (Bill) Klar, adjuster, returned to the mechanical department Apr. 1 when he accepted the appointment as chief clerk to master mechanic at Milwaukee, Wis. We are going to miss Bill around here, but wish him success . . . E. F. (Gene) Knol has come from the division engineer's office in Milwaukee to fill Bill's position. Mrs. Knol will move to Seattle as soon as she fulfills some commitments in Milwaukee.

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GENERAL AGENT'S OFFICE: Mrs. J. T. Conlin, wife of general agent, Seattle, and Mrs. W. F. Plattenberger, wife of assistant superintendent, were installed as president and first vice-president respectively of the Greater Seattle Newcomer's Club for the years 1963 and 1964.

INDUSTRIAL DEPARTMENT: Industrial Engineer Pierce Davis is convalescing at home at this writing after a short hospitalization . . . May Day was marked by Lauretta Burchard and her husband becoming suburbanite home owners in Lake Hills.

REGIONAL DATA OFFICE: F. C. Groves has come from the Milwaukee regional office to become assistant regional manager here. Mrs. Groves and their three children will follow in the near future.

TELEGRAPH DEPARTMENT: W. H. (Bill) Holly, retired telegrapher, plans to make his home with his son Howard in

Reno, Nev., in the future.

TRAFFIC DEPARTMENT: Laura K. Bahl, daughter of the late Mr. and Mrs. Joseph F. Bahl, became the bride of Hillary A. Schaub at a ceremony in St. Joseph's Church Apr. 27. The bride wore a sheath dress of pink peau de soie, a jeweled tiara with circular pink veil, and carried orchids and stephanotis. Bridal attendants were Mrs. Gerald E. Wishman and the Misses Marilyn and Joan Marie Bahl, nieces of the bride. A reception was held at the Washington Athletic Club, after which the newlyweds left for a honeymoon in California and Hawaii. They will make their home in Seattle.

PERSONNEL RECORDS DEPARTMENT: Mrs. Wm. H. Campbell, retired, died Mar. 18 in the Zenith Masonic Home where she had lived the past two years. Mrs. Campbell was born in Sigourney, Ia., and came to Seattle in 1919. Surviving her are four sisters and four brothers.

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California and Hawaii were on the honeymoon itinerary of Laura K. Bahl, export-import department secretary in the Seattle traffic office, when she changed her name recently to Mrs. Hillary Schaub. For details of this nuptial news, read the Coast Division column of Correspondent Agnes Horak.

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Aberdeen Division

EAST END

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

Some of us use them and some of us just carry them, but all on the Aberdeen Division are proud of the neat little cigarette lighters we received as a result of winning the President's Safety Award for the year 1962.

The bowling tournament in Aberdeen the week end of Apr. 20 brought together a lot of Milwaukee Road employes from Miles City to Bensenville. Our Monte team lost by one pin, but the transistor

The Milwaukee Road Magazine



HONORARY STATE FARMER AWARD is conferred on G. A. Dyke, agricultural agent, Spokane, Wash., at a meeting of the Future Farmers of America held Mar. 30 at Washington State University. Mr. Dyke is third from the left, facing the camera. At the far right is Governor Albert D. Rosellini of Washington who was honored similarly.

radio came to our city with Howie Gardner who held the lucky number.

A number of our people have been admitted to hospitals recently. Engineer Jalmer Knudson is at Veterans, and Fireman Phil Towner at Glen Lake San at this writing . . . Conductor Al Blanness is recovering from a bout with hepatitis . . . Carl Oswood is taking treatments at Rochester . . . Jack Hamling is recuperating at home in Ortonville following an auto accident . . . Agent J. A. Felber of St. Louis Park was off duty for some time due to a heart attack . . . and even Roundhouse Foreman Elmer Ward of Montevideo had to be corralled for a time due to a ruptured appendix. At this writing he is about ready to return to work. After all, the new roundhouse going up at Montevideo requires his supervision!

Art and Phyllis Starbeck had a wonderful four weeks vacation, most of it in Los Angeles which remained free of smog and fog all during their visit. They pursued their hobby of collecting agates, shells and driftwood on the beaches.

Retired B&B employe Harold Darrington died at Montevideo Mar. 27 following a long illness . . . Mrs. Frank Golden, 86, mother of Francis and Tom, died suddenly . . . Ernest Hazeltine, 91, one time section foreman at Montevideo, died in Milwaukee. He had retired in 1937 . . . Engineer James W. Callan of the Twin City Terminals died suddenly at the age of 44.



RECEIVING HIS GOLD PASS, Andy Fischer (center), who retired recently as car inspector at Seattle, is congratulated by District General Car Foreman J. V. Sands (left) and Car Foreman G. W. "Gil" Garrison. Mr. Fischer had 52 years of service, working at Aberdeen (S. D.), Miles City, Deer Lodge and Spokane as well as Seattle. He is an authority on air brakes, which he studied with the Westinghouse Air Brake Company.

Mrs. Jerry Beck, wife of our Ortonville agent, flew to Germany recently to be with their daughter and family during an illness. Jerry will follow later, but by boat. Meanwhile, he is "baching" it.

Conductor Earl Bloedorn recently arranged a nice little surprise dinner party

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for his wife on their 28th wedding anniversary. Somehow, there was a leak, and when they arrived at Bursch's in Hopkins the group was quite large and Earl was just as surprised as Ruth.

Bob Andrews of Moberly has been doing relief work on the division, working at Montevideo while Lynn Van Horn was on vacation and then at Hopkins while Agent Red Fasching vacationed.

At this writing, Engineer Lawrence G. (Bud) Reeve is confined to Swedish Hospital in Minneapolis following a coronary.

To check on time slips and reports while the new accounting system is being inaugurated, Bill Stegman, Jim Hanscom and Frosty Akers have been bobbing in and out, helping smooth the puckered foreheads of the section foreman and others involved in getting used to the "new deal."

At a recent meeting of the Ladies Aux-

iliary of 20th Century Trainmen's Lodge at Montevideo, a 50-year membership button was awarded to Mrs. A. J. Sundem. Other buttons were awarded to former members: Mrs. Rose Van Horn of Grand Junction, Colo., Mrs. Mike Petrick and Mrs. Martha Krafve of Minneapolis.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Switchman Walter Kiekow, who retired Apr. 1, celebrated by setting off on a trip to Spokane, Wash., thence to Anchorage, Alaska, and Japan. Walter has spent many of his vacations on long trips and now he has the leisure to pursue his favorite hobby.

The Don Listle family have a baby boy, Don M. Jr., born Apr. 5.

It was a daughter, Lisette Marie, for Mr. and Mrs. Jerry Schwartz on Apr. 7, and also for the Arthur Anallos when Laura Ann arrived Apr. 23.

The Milwaukee Terminal Blood Bank is badly in need of donors.

Anyone wishing to donate may go to the Blood Center at 18th and W. Wells Street and ask that their life saving gift be credited to the Milwaukee Road-Milwaukee Terminal Blood Bank. There have been many illnesses among our folks recently where blood was required and the need to build up the supply is urgent.

Henry Van de Logt, passenger brakeman on the Milwaukee Division, retired May 1. Henry is quite a traveler and best wishes go to him for pleasant years and many miles of travel.

Mr. and Mrs. Fred E. Grieb, who were practically pioneers when they went to live in suburban Pewaukee, have sold their home there and moved into the city where they are living at 3754 N. 27th Street. Fred says that at 77 he is still progressive and adaptable to change!

About 300 Muskego Yard employees recently signed a petition to get South 26th Street reopened from Pierce Street to Evergreen Lane, so they can leave the yard by way of Mitchell Park instead of having to drive onto South 27th Street during rush hours. The petition, which was submitted to the city planning commission, cited that the road had been closed since construction started on the Mitchell Park conservatory domes about three years ago.

Retired Road Caller Pete Wilson died Apr. 16 in Convent Hill Nursing Home where he had lived for some time.

There have been so many deaths in our ranks recently that we regretfully close with what amounts to an obituary column: Retired Engineer John Bockhop, Retired Yardmasters Thomas Gaffney and William Cahill, and Southwestern Conductor E. L. Ford all died on Mar. 11 . . . Switchtender William Hartwig passed away Mar. 19 . . . Engineers Charles Farrell and Fred Kasten died Mar. 31 . . . Retired Switchman Jimmy Schmitz died Apr. 2 . . . Retired Engineer George J. Bauer died Apr. 6 . . . Retired Switchman Ed Kaminski died Apr. 25 . . . Switchman Herb Thrasher's mother passed away Mar. 17 . . . and Switchman Frank Bieniewski lost his father recently.

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LUCKY AT THE SIOUXLAND SPORTS AND TRAVEL SHOW, Conductor E. D. Hagen of Sioux City won an RCA Victor total sound stereo given away at the Home Federal Savings and Loan Association booth. The family—Mr. and Mrs. Hagen and children Elaine and Russell—are shown here receiving the stereo set from the president of Home Federal, W. F. Nutt.

DAVIES YARD

Catherine McConville, who retired from the railroad and as the Magazine's correspondent for Davies Yard on Jan. 4, spent the late winter in Tucson, Ariz., and is now back home in Milwaukee. She is enjoying her retirement very much, she says, and has made many plans for the summer.



Catherine had almost 37 years of service with the Road. She started in 1926 as a steno-clerk in the office of the superintendent of the car department, and transferred in 1929 to the position of stenographer in the district general car foreman's office, from which she retired.

FOWLER STREET STATION

Pearl Freund, Correspondent

David Robbins, 13, a student at Peckham Junior High School and son of Fred Robbins, head of the LCL billing department, was chosen to play third chair solo in the trumpet section of the all city band and orchestra. From the tryouts at each school in the city 200 members are selected and of these 12 are in the trumpet section. Prior to the close of school each year, these young musicians give a concert at the Milwaukee Auditorium.

Evelyn Swanson, key punch operator in the regional office, went to Athens, Ga., to attend the graduation exercises of her brother Bert who has been attending Naval Officers' School there. Ensign Swanson is a graduate of the University of Minnesota where he received a Bache-

lor's degree in Horticulture.

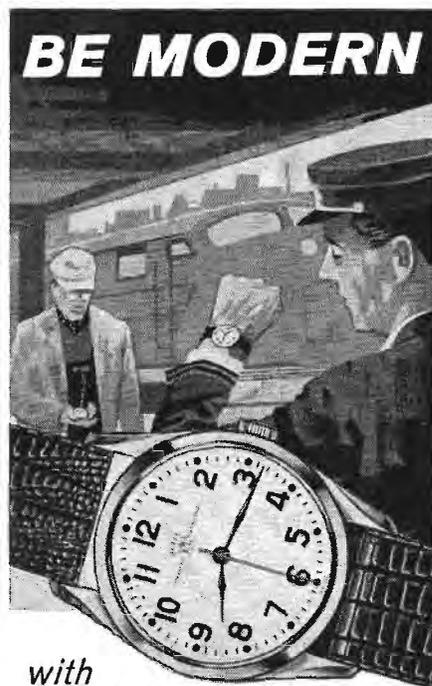
Thomas Guszowski, former clerk in the regional office and a nephew of Alice Sobczak of the same office, has been named to Alpha Sigma Nu, national Jesuit honor society, at Marquette University where he is a junior in business administration.

Milwaukee chapter of the NARBW held its spring luncheon at the Milwaukee Inn recently. Guest speaker was General Superintendent J. W. Shea.

Congratulations and gift mementoes were given to the following Fowler Street heads in recognition of their promotions and subsequent departures: Walter Hamann, assistant agent, is now in the office of superintendent of terminals at Bensenville . . . F. E. Groves, assistant regional manager, has gone to the regional office in Seattle, Wash. . . D. C. Fish, regional manager, is data processing manager at Fullerton Avenue, Chicago . . . V. F. Schleisman, formerly assistant agent at Rockford, Ill., has assumed the same position at Milwaukee . . . and K. J. Wenzl, regional manager at Madison has come to Milwaukee in his same position.

Your correspondent's son, Richard A., was married Apr. 27 to Mary Ellen Schulist in Our Lady of Sorrows Church, Milwaukee. The newlyweds left for a honeymoon in Las Vegas and San Francisco following a wedding reception in the Bamboo Room of the Medford Hotel. Both young people are employed in Milwaukee where they will make their future home.

The beautiful new St. Bernard's Church, Wauwatosa, was dedicated Apr. 28 by Archbishop Cousins. Monsignor Dennis Barry, brother of Mrs. Mary McCormick, clerk in the regional office, is the pastor.



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I M & D Division

AUSTIN-SIOUX CITY AREA

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

Sympathy was extended to the families of several of our retired men who died recently: Henry J. Dyer, 80, former chief clerk of the Sioux City freight office who had 53 years of service when he retired in 1956. He was a member of Trinity Lutheran Church, Ben Hur Lodge and the B. of R. C. Survivors include his widow, a son, Jack H. of Milwaukee, and four grandchildren . . . Ben S. Holt, 70, of Mitchell, S. D. Mr. Holt was a long time engineer. He is survived by his widow and a son . . . Tony Klados, 80, section man from Mitchell, S. D. Mr. Klados was born on the Isle of Crete, Greece, and left there as a young boy. He lived five years in Alexandria, Egypt, before coming to the United States in 1910 . . . William J. Smith, 90, machinist, formerly of Mason City, died in Spokane, Wash. He was the holder of the oldest Machinists' Union card in the country. A son and two grandsons survive. Mr. Smith had been retired since 1938 . . . R. B. Vaughn, boilermaker, formerly of Mason City, died at Holmes, Ia., Apr. 1. His wife and a son survive . . . Gust J. Benzing, 73, bridge and building constructor, died in Decorah, Ia., Mar. 25. He is survived by his wife, two sons and a daughter.

Two Sioux City employes were honored at a farewell party at the Normandy Restaurant and presented with gifts Apr. 20. R. W. Riedl, assistant superintendent, was transferred to Chicago as assistant chief fire inspector, and D. A. Dunning, regional data manager, was transferred to Madison, Wis., in his same capacity.

R. M. Mortenson, CF&PA, Sioux City, was elected to the board of directors of the Sioux City Traffic Club at the annual dinner Apr. 25.

Ticket Agent J. E. Hornby and his wife, Sioux City, recently adopted a baby girl, Karen Mayetta, who was born in Dubuque Feb. 25 and arrived at the Hornby home Mar. 14. The Hornbys have one other child, Kenny. From the reports and the picture Jack displays, Karen is the best little girl ever.



GIFT SHOWER for J. H. "Harry" Anderson when he retired recently as agent at Marinette, Wis., included a carton of products manufactured at the Badger Paper Mills in Peshtigo, Wis., with whom he did business. With Mr. and Mrs. Anderson are their son and daughter-in-law. Mr. Anderson had 47 years of service.

Kenneth V. Collins, 33, formerly employed as an agent-operator for the Milwaukee at Sioux Falls, S. D., died suddenly in a Sioux Falls hospital in April. Funeral services were held at St. Mary's Catholic Church, Danbury, and burial was in the church cemetery there. His parents, three brothers and three sisters survive.

Milwaukee Division

SECOND DISTRICT

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

Mrs. John Millea, wife of retired engineer, passed away Mar. 9. She is survived by her husband and one daughter . . . Retired Machinist John M. Johnson died recently. His widow survives . . . Charles Doherty, a retired fireman and engineer, passed away recently and is survived by his wife . . . Also among recent deaths was that of Mrs. Charles Hornbrook, widow of a former fireman, and Mrs. Gustave Gunderson, widow of a retired engineer . . . Edward Larsen, a retired machinist, died Apr. 8.

George "Tony", son of Roadmaster Hawkins of Green Bay, is the vacation relief clerk on the Milwaukee Division, Second District.

D & I Division

A report in the Magazine concerning the recent retirement of Conductor Bob Helsdon, one of the three Helsdon brothers who spent their entire railroad careers on the D&I Division, had the effect of bringing us up to date on this well known Milwaukee Road family. Writing from Phoenix, Ariz., Mrs. Frank (Garnette) Rupena, a daughter of Ray Helsdon, explained that her father had 54 years of service when he retired as a passenger

The Milwaukee Road Magazine

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

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MONTHLY INCOME OF \$300.00

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

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

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

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

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

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

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

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

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

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

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STORES DIVISION VETERANS F. W. Braun, clerk-weighmaster at Milwaukee Shaps (second from left), and W. C. Friedrich, overhead crane operator, are presented with their Silver Passes in recognition of 45 years of service by General Storekeeper R. K. Baker (left). At the right is Assistant General Storekeeper E. F. Volkman.

conductor in 1959, and that he now lives in Carpentersville, Ill. She wrote, too, that he also has to his credit a son-in-law with 22 years of service—Car Inspector Howard Dierking of Galewood Yard—and a grandson with approximately one year—Kenneth Dierking, a car inspector at Bensenville. Mrs. Rupena, herself, had 12 years of service with the Road, including six years in the chief statistician's office in the Chicago Union Station.

Terre Haute Division

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

L. A. Fiorello, agent at Terre Haute, and Mrs. Fiorello announced the birth of a daughter, Lora, Mar. 13. Baby Lora has two sisters and three brothers.

Ray Blythe of Dana, Ind., passed away at the Vermillion County Hospital in Clinton Apr. 25. He was an operator on the Terre Haute Division from 1918 until 1959 at which time he retired. He is survived by his widow, two daughters, one brother, three sisters, four grandchildren and two great-grandchildren. Burial was in Bales Cemetery at Dana.

Carl Van Meter of St. Bernice, Ind., died at his home Mar. 5. He was an engineer who had worked for the Milwaukee from 1908 until 1956 at which time he retired. He is survived by one daughter and one grandson. Burial was in Rose-lawn Memorial Park at Terre Haute.

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

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Their service totals 328 years. From left: Engineers R. J. Wade, 53 years; F. R. Eggleston, 49; O. M. Gosnell, 42; A. L. McGrath, 42; T. Lefever, 50; E. W. Brash, 44; and A. Torgimson, 48.

Recalling the Grass Root Days

by L. C. McKinnon
Locomotive Engineer, Three Forks, Mont.

THE 328 years of Milwaukee railroading represented by the group of engineers above—all retired except Engineer Wade—is a proud record in anyone's book. During those years they saw a railroad built from the grass roots to what it is today; saw the small engine give way to the behemoth and the diesel; saw trains grow from 50 cars to more than 100 cars.

Running a steam engine was an art, and these men learned that art. Many of their meals were cooked on a No. 2 scoop. They would carry a steak in their lunch kit and at mealtime would put it on the shovel, thrust it into the fire box for a few seconds, and out it would come, sizzling brown and fit for a king, or so some of them say. Meantime the coffee pot would be bubbling on the steam head. Or sometimes it was mulligan stew, which was prepared at home and carried on the trip to be heated when they got hungry. Yes, those were the good old days.

Today these men have time to relive some of the more happy moments of the past. There is something about the exhaust of an engine and the drivers pounding the rails that lives with a railroad man long after he retires.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER
AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

When Raymond J. Petrie retired May 31 he brought to a close 47 years and seven months with the Road. He began work as a draftsman in October, 1916 and in 1958 was appointed shop engineer-mechanical, which position he held until retirement. With his departure he left some "big shoes" to be filled. Many gifts were presented him by his co-workers.

A daughter, Lisa Beth, was born Apr. 8 to Navy PO 2 Gary Michael Moravchik and wife Donna in Lompoc, Calif. Mr. and Mrs. Arthur L. Schultz and Mr. and Mrs. Joseph Moravchik are the proud grandparents.

Mr. and Mrs. George Drake announced the birth of a son, Courtney Kent, at Mt. Sinai Hospital Apr. 25. This makes the fifth grandchild for your correspondent, Mrs. Drake being his oldest daughter Marilyn. George was formerly an electrician with the Road.

Last year there were 15,000 accidents on golf courses. But it beats staying around the house, falling off ladders, and sticking your finger in the power mower.

May-June, 1963

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Charles F. Izer, 76, died Apr. 14 in Davenport following a short illness. He was a veteran of World War I and, until his retirement as a conductor seven years ago, had lived in Marion. Survivors include a sister, Mrs. Jessie Schiehing of Galesburg, Ill., and a nephew, Fred Neal

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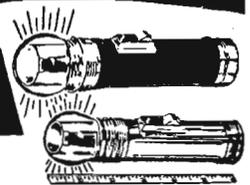
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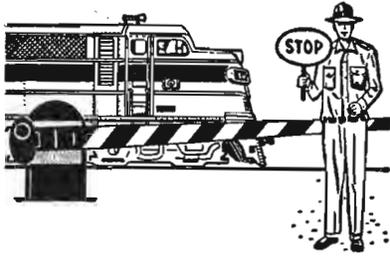
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of Cedar Rapids, whom he brought up. Military and Masonic services were held at Runge's in Davenport after which he was cremated.

William C. Joslin, former Cedar Rapids switchman, passed away in Chicago recently.

Frank Matthew Davis, a Cedar Rapids resident 40 years and the oldest engineer on the Iowa Division, died Apr. 18 in the University Hospital, Iowa City, following a brief illness. He was a native of Ottumwa and a veteran of World War I. His wife Esther; two stepsons, Arthur Alt Jr. and Robert M. Alt, both of Cedar Rapids; a sister, Genevieve Williamson of Ottumwa, and six grandchildren survive. Mr. Davis was a member of St. James Methodist Church, Hanford Post American Legion, and the B. of L. F. & E. Burial was in Cedar Memorial Cemetery.

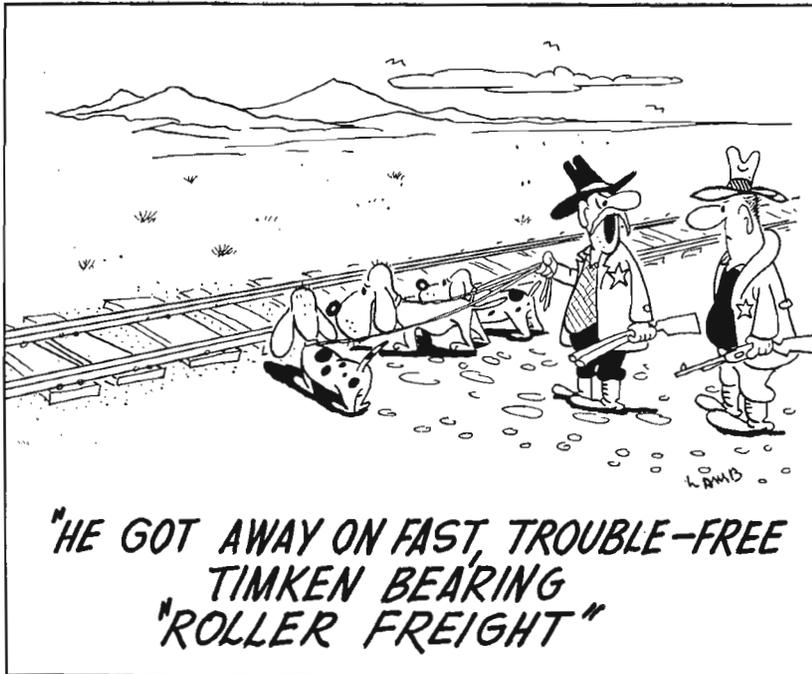
Recently Jon Van Sickle, son of General Agent M. W. Van Sickle, Cedar Rapids, received one of the greatest honors that can be bestowed upon a high school graduate. The Adastia, Washington High School chapter of the National Honor Society of secondary schools, selected Jon for membership—in recognition of outstanding achievement in education, scholarship, leadership, character, and service. A group of Adastia members and faculty advisers consider the upper 20 per cent of the senior class and choose from them 10 per cent for new membership. Jon worked at Yonkers department store in the field of merchandising during the school year and will continue during the summer. He plans to enroll at the University of Iowa, Iowa City, to major in business education. He has done some outstanding art work and displays and at present he is participating in the musical "Fiorello." He was a member of the Concert Choir during his high school days.



Jon Van Sickle

William E. Grassfield, 78, died May 3 following a long illness. He was born in Marion and lived there all of his life except for a few years in Cedar Rapids and Chicago. He was a retired Milwaukee trainman and a member of Rainbow Lodge No. 519, B. of R. T. For 20 years he operated a grocery store in Marion. Survivors include his wife Ona and a daughter, Mrs. J. Laverne Robertson of Marion. Burial was in Oak Shade Cemetery.

The death of Lester R. Boettcher, 67, occurred Apr. 20 in a Cedar Rapids hospital. He retired in 1957 as assistant division engineer of the Iowa Division after 41 years' service. For the seven years prior to death he had been Linn County Engineer. He was a native of Milwaukee and moved to Marion in 1930. Lester was one of the first Boy Scouts in the United States and the organizer of the first Boy Scout troop in Wis-



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TIMKEN BEARING
"ROLLER FREIGHT"

(Advertisement)

consin. He was a veteran of World War I, a member of Marion Post 298, American Legion, Marion Lodge No. 6, AF&AM, a life member of El Kahir Temple Shrine, past worthy patron of Marion Chapter 183, OES, and a member of the American Society of Railroad Engineers. Surviving are his wife Martha, and two sons, Chandler of Denver, Colo., and Robert of Berkeley, Calif., a brother, a sister and one granddaughter. Services were held in Marion, and burial was in Valhalla Cemetery, Milwaukee.

MIDDLE AND WEST

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

Retired Engineers Oliver Jensen and Jesse Snipe and their wives of Perry had honors bestowed on them in March at

Gulfport, Miss., where they spent the winter. Mr. and Mrs. Jensen were chosen as Duke and Duchess of Mirth, and Mr. and Mrs. Snipe as Duke and Duchess of Caprice in the Tourist Club's Mardi gras ball. The Royal Court led by King Hilarity and Queen Felicity marched into the brightly decorated ballroom to their places on an elevated dais before nearly 200 club members and guests from all over the United States and Canada.

Retired Cashier Ralph Murphy and wife, formerly of Clinton, Ia., have moved to Perry. Ralph began his railroad career many years ago as a mail handler at Jamaica, where his father was agent. Later he transferred to the agent's office in Perry and then to Clinton where he worked as billing clerk and cashier until his retirement a few months ago.

Retired Conductor and Mrs. Carl Wightman of Perry were honored by a dinner at their home Mar. 17 in observ-

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Anderson, S. H., engineer-----Minneapolis, Minn.
Bodien, Elmer W.,
loco engineer-----West Allis, Wis.
Fischer, Andrew A., car inspector--Seattle, Wash.
Hansen, Carl F., engineer-----Sparta, Wis.
Krebs, F. W., loco. engineer-----Malden, Wash.

Roessger, George H., chief clerk---Milwaukee, Wis.
Ruckman, J. I., switchman-----Crete, Ill.
Schreiber, C. E., engineer-----Deer Lodge, Mont.
Sexton, F. G., engineer-----Deer Lodge, Mont.
Sharrar, C. S., engineer-----Sioux City, Ia.
Steier, A. J., section foreman-----Madrid, Ia.

Silver-45-Year-Passes

Barry, Beatrice R., cashier-----Butte, Mont.
Braun, Fred G., storehelper-----Milwaukee, Wis.
Brown, L. E., chief clerk-----Madison, Wis.
Bulman, W. J., assistant foreman-----Elgin, Ill.
Carlson, E. C., chief clerk-----Miles City, Mont.
Crue, Jack, car inspector-----Edgerton, Wis.
Dunlap, L. A., agent-----Lakeville, Minn.
Friedrich, W. C., chauffeur-----Milwaukee, Wis.
Gloss, G. F.,
asst. to gen. passenger agent---Mundelein, Ill.
Lang, Edwin F., signal maintainer---Chicago, Ill.
Leader, Roy, loco. engineer-----Chicago, Ill.
Lerner, G. P., conductor-----Aberdeen, S. D.
Malloy, R. E., yard clerk-----Minneapolis, Minn.

Ommodt, A. J., agent-operator---Bowman, N. D.
Philpot, S. F., asst. superintendent--Madison, Wis.
Rower, Clarence, loco. engineer---Milwaukee, Wis.
Schroeder, W. J., section foreman---Manilla, Ia.
Sherman, Joseph,
bureau head, accounting-----Chicago, Ill.
Sloan, C. E., conductor-----Mobridge, S. D.
Starke, Herbert, welder-----Milwaukee, Wis.
Steger, Irvin A.,
bureau head, Carscope-----Chicago, Ill.
Swanson, Grace, clerk-----Chicago, Ill.
Sweeney, George, conductor---Minneapolis, Minn.
Tobin, C. P., conductor-----Channing, Mich.

May-June, 1963

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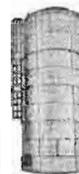
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ance of their 60th wedding anniversary. They were married in Marion and moved to Perry in 1904. A number of their children, grandchildren and great grandchildren attended the dinner and many flowers and cards were received.

Retired Engineer Holsey Wasson, 89, died Mar. 29 at the Bishop Drumm Home in Des Moines, where he had lived for several years. He brought the first Hiawatha from Savanna to Perry and had been an engineer for 52 years when he retired. He was a member of St. Patrick's Catholic Church, the Elks Lodge, B. of L. E., the Perry Sportsman Rod and Gun Club and the Perry Daily Chief's Three-Quarter Century Club. He is survived by two daughters and five sons. One son, William, is roundhouse foreman at Perry. Burial was in Violet Hill Cemetery.

Retired Conductor Frank Johnson was recently honored at the local Elks Lodge for his more than 50 years of continuous membership. He was presented a 50-year membership pin and awarded a life membership. Last November Mr. Johnson observed his 87th birthday.

L. R. Boettcher, retired assistant division engineer of Marion, passed away Apr. 20 after several weeks illness. He held this position when the division offices were moved from Marion to Perry in 1957 and after his retirement he returned to Marion where he accepted a position as a civil engineer with the cities of Marion and Cedar Rapids, working until the time of his terminal illness.

Assistant Superintendent Jack Werner of Savanna, Ill., proudly announced the birth of a son Apr. 2. Paternal grandparents are Mr. and Mrs. Fred Werner of Perry.

John Schell, 49, of Perry died Apr. 18 in the Iowa Methodist Hospital, Des Moines, where he had been a patient for several weeks following surgery. He was born at Lamont, Wash., and had worked for the Road 29 years, being an assistant division engineer at the time of his death. Burial was in Primghar, Ia. Survivors are his wife, three daughters, a son and two stepdaughters.

L. R. Santee, who has been the number one man on the Des Moines Division conductors' seniority list for some time, retired Apr. 1. His railroad career began at the age of 15 when he started work as a section laborer at Herndon, Ia. Later, he hired out as a brakeman, but resigned in 1917, only to return to work as a brakeman in 1918. His longest trip away from home was in the hard winter of 1936 when he was tied up at Rockwell City for a week before the rotary snow plow cleared the tracks. For many years he was local chairman of his Trainmen's Lodge.

Charlotte Wilcox and Richard C. Dueland were married Feb. 23 in the First Christian Church at Adel, Ia. The bridegroom is the son of Signal Maintainer and Mrs. Carl Dueland of Jamaica. The newlyweds are currently living in Ames, Ia., where Richard is a senior in civil engineering at Iowa State University and his bride is a secretary in the chemistry department of the university. She had



HEADING FOR ALASKA. Traffic representatives of the Milwaukee Road and Cruisers Inc. of Oconto, Wis., make a final check on a carload of boats built by the latter firm which moved recently to Marina Mart at Ketchikan, Alaska, via the Milwaukee to Duluth. From left are G. F. Meintzer, our district freight agent at Green Bay, Wis.; Francis P. Novitski, traffic manager of Cruisers Inc.; Jim Palmer, loading inspector; and R. G. Williams, traveling freight agent. This was the first of a series of Cruisers Inc. shipments which have been moving by rail mostly to the north Pacific coast.



WHITE SOX STARTING PITCHER, Mrs. Roy Patterson of St. Croix Falls, Wis., chose the Afternoon Hiawatha for traveling overland from Minneapolis to Chicago to throw out the first ball at Comiskey Park Apr. 16. Lending support here is Manager Al Lopez. Mrs. Patterson is the widow of the first man to pitch a baseball in American league competition. That was back in 1901 when she was a bride. She is now 81. In addition to starring in this sports event she reported it for the St. Croix Standard Press, for which she works on assignment. (Chicago Tribune photo)

formerly attended Drake University and the American Institute of Business in Des Moines.

Harve Killmer, who worked for many years at the roundhouse in Perry, but more recently as a baggageman, retired Apr. 1. Not one to be idle, he and his wife have purchased a grocery store in Dawson, Ia., where they will live in their mobile trailer home.

William V. Millett, 77, died Apr. 8 in the Hartwig Nursing Home at Perry. Prior to retirement he had worked on the Perry freight platform. Funeral services were held in the Catholic Church and interment was in Violet Hill Cemetery.

Dorothy Slater, secretary to the superintendent at Perry, underwent surgery in

Mercy Hospital, Cedar Rapids, Apr. 26. After a convalescent period she expects to return to work.

Evelyn, daughter of Retired Engineer and Mrs. Fred Wagner of Perry, and wife of Major Harold Dorband who has been stationed in Madrid, Spain, with the U.S. Air Force, died in Mercy Hospital, Des Moines, Mar. 31. Evelyn had come from Spain to visit her father who was a patient in the Dallas County Hospital, when she suddenly became ill and had to be hospitalized. Her husband, two children, and her parents survive. Funeral services were held at the First Methodist Church in Perry and interment was in Oak Hill Cemetery in Mt. Carroll, Ill.



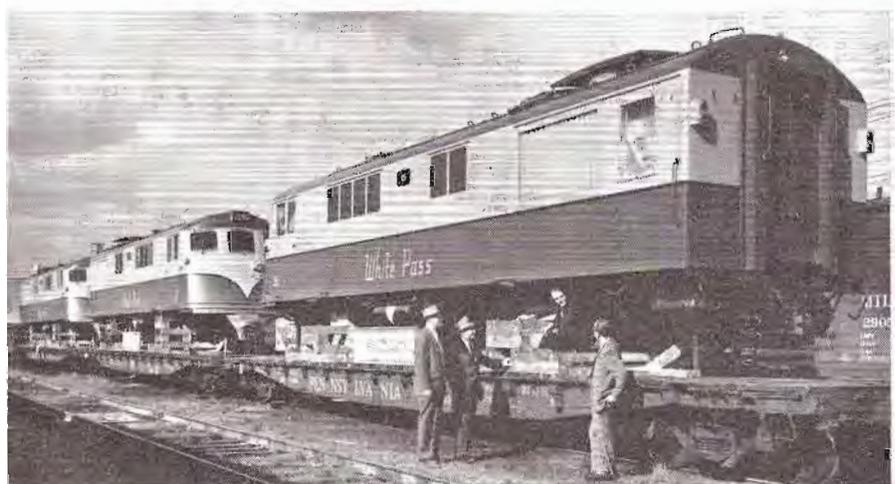
THERE'S SO MUCH TO SEE IN CHICAGO that high school students from points north, south and west regard the senior graduation trip to the Windy City as something to work for from freshman year on. Those shown here are part of a group of 285 from schools in Minnesota and the Dakotas who detrained from the Afternoon Hiawatha in the Union Station May 9 for an exciting two-day educational experience and tour of big city sights. Educational tours continue to be big

business on the Milwaukee Road and an important source of revenue. During the last school year about 25,000 students took advantage of the special rates to visit areas served by our railroad. Trips originating in the territory of D. G. McMillan, assistant general passenger agent, Minneapolis, accounted for more than 16,500 of the total. The "See Chicago" tour, for which some schools band together, has attracted groups numbering up to 500.



Station Passenger Agent F. H. Magnusson Jr. (left) and City Passenger Agent B. F. Fuechtman check the "pink sheet" transportation list as students and chaperones board chartered busses outside the Chicago Union Station.

THREE CARLOADS OF DIESELS moving from Erie, Pa., to Skagway, Alaska, are inspected in our Seattle, Wash., yard by, from left: Freight Agent F. M. Duffy; H. A. Sauter, foreign freight agent; T. M. Hermann, chief clerk of the freight claim department; and Assistant Freight Agent L. J. Fettig, all of Seattle. Four additional cars carried the wheel assemblies and other components. The locomotives were built in the Erie plant of the General Electric Company for the narrow gauge White Pass & Yukon railroad, and handled by the Milwaukee between Chicago and Seattle. See page 3 for details.





MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chicago 6, Illinois

SUPER CHARGED. Three of the 16 new 2,250 h.p. Electro Motive diesel electric locomotives currently being delivered to the Milwaukee Road are inspected as they come out of the General Motors plant in La Grange, Ill., by (from left) V. E. McCoy, chief purchasing officer, President William J. Quinn, F. A. Upton, chief mechanical officer, and A. W. Hallenberg, assistant chief mechanical officer. The 260,000-pound turbo-charged GP-30s are capable of speeds up to 71 miles per hour, and offer greater utilization than earlier general purpose models because of less frequent need for maintenance. New body design features include greater visibility from the cab. All 16 of the locomotives will be in service in July.

