

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1961

The New Double Deckers . . .
see page 4



MARIE HOTTON
Managing Editor

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BULLETINS

NEW AT THE ZOO. A feature attraction of the little railroad that chugs around Milwaukee's new zoo is a replica of a 1916 Atlantic, the gift of The Milwaukee Journal. The \$30,000 locomotive, about a third the size of an original but capable of doing 50 m.p.h., is named the Harry J. Grant for the chairman of the Journal Company board, and numbered 1916, the year he started with the paper . . . **A Sports Travel Department** has been established by our railroad in the Twin Cities under the jurisdiction of Don McMillan, assistant general passenger agent, Minneapolis. Current promotion centers on baseball fan trips between the big league cities of Chicago, Milwaukee and Minneapolis-St. Paul. Later the department will emphasize travel in



connection with football, hockey and bowling events . . . **Glued Rails**, utilizing the new super-strength epoxy resin glue that has caught the interest of hobbyists, is an intriguing possibility being scrutinized at the A.A.R. research center in Chicago. Experiments there involve the feasibility of using it to join standard length rail on light traffic branch lines. Still other possible uses for the new glue, which dries faster than concrete, are to replace tie plates between track and concrete cross ties, and to bond concrete bridge parts . . . **New President** of the Des Moines Union Railway is our company's vice president-operation, F. G. McGinn. He was formerly vice president of the Milwaukee-

Wabash jointly owned switching line . . . **White House Choice** for director of the new U. S. Travel Service is Voit Gilmore of Southern Pines, N. C. "Mr. Gilmore has been prominently identified with the travel industry for many years, as a businessman in the development and operation of tourist facilities, as an international transportation executive, and as a writer and lecturer on world travel", read the appointment notice . . . **Pushbutton Shopping Center**, opened by Montgomery Ward in Chicago's La Salle Street Station for a 90-day test, dispenses 72 articles useful to travelers, including such items as raincoats, traveling bags, hosiery, muu muu nightgowns, men's shirts and T shirts. It accepts up to \$9.99 in bills and coins . . . **New Address.** The Road's traffic office in Washington, D.C., in what has been the Sheraton Building, was moved from room 411 to room 416 on June 30. With the building no longer known as the Sheraton, the address is now 711 - 14th Street N. W. (Washington 5) . . . **Project Mercury Exhibit** of the National Aeronautical and Space Administration, on a tour of major cities, will be shown in St. Louis Nov. 1-15 under the auspices of the National Museum of Transport. The two-ton capsule is similar to the unit used by Commander Alan Shepard in the historic May 5 flight into space . . . **First Line Of Defense.** A 90-day survey initiated on June 1 by the National Defense Transportation Association and the Office of Civil and Defense Mobilization will determine, on a local basis, the amount and the capability of all forms of transportation equipment and facilities used on an average day, and during peak and non-peak hours. The information will be applied to the country's current defense plans and local disaster planning of the American Red Cross.

The Cover

MILWAUKEE ROAD MAGAZINE readers who state that their preference in cover art is pictures of equipment may here feast their eyes on a pleasure-giving sight: a head-on view of the first cab control car of the Road's new fleet of stainless steel bi-level suburban coaches. Taking its measure in the foreground are A. J. Farnham, chief train rules examiner (left), and J. J. Nentl, superintendent of commuter service. The equipment in the engineer's cab is practically a duplicate of that in the Road's Geep diesels. At the right is Traveling Engineer F. W. Howe of the D&I Division at the controls during the test run. For the story, see page 4.

Chicago Daily News



• **Comments From
Our Customers** •

HELPFUL, START TO FINISH

"We wish to congratulate you for the fine service we received on materials handled by rail for our highway construction job at Montevideo, Minn., this past season.

"Mr. Eugene L. Liese [traveling freight agent, Minneapolis] gave us his attention from the inception of this movement through its completion, and his helpfulness is greatly appreciated. We also want to acknowledge the efficiency of the local administrative and operating personnel. As a firm engaged in movements of this type at various locations, we are well aware of the problems involved from the road's standpoint, and the high degree of efficiency and attention required for a trouble-free movement."

*John A. Woodball, Jr.
Central States Construction Co.
Willmar, Minn.*

WRONG TRAIN; RIGHT SPIRIT



"Ted" Lindvig Sr.

"... I mistakenly boarded the 5:10 for Elgin at the Union Station [Chicago] when I should have taken the train to Deerfield, and my error was not noticed until after the train had passed Western Avenue. I was then obliged to ride to Wood Dale.

"The Wood Dale station was deserted and I went to a nearby filling station to inquire about transportation. At this point one of your employes who was in the filling station explained the train schedule to me and when I expressed concern about getting home he volunteered to drive me to Deerfield.

"I consider this a most kindly and thoughtful act. He neither knew me nor did he want any remuneration for driving me home in a rainstorm. The Milwaukee Road is to be commended for the spirit in which he continued to serve the public even though off duty. The man is Engineer Theo. Lindvig Sr. [Chicago Terminals Division].

*Raymond O. Hosford
Deerfield, Ill.*

THE ONLY RAILROAD

"Sometime back I boarded the Hiawatha for Minneapolis—I forgot my glasses—I need them to read. I stated my case to a porter named Dawson [G. O. Dawson, Chicago] who located a conductor named Mittlebach [Fred C. Mittlebach, Milwaukee] who was leaving the Hiawatha at Milwaukee. I gave Mr. Mittlebach the facts—he called the manager of my apartment building who was told where to find the glasses in my apartment. Said manager sent them air mail special the same day. I used the glasses to read the morning paper in Minneapolis next A.M.

"Things like these, I firmly believe, make people forget that there are any other rail-

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The Once-Over

WHO is the man, and what is he doing?

It's Thomas A. Edison, to be sure, and what he's up to is the inspection of a mighty exponent of his inventive powers, a Milwaukee Road gearless bi-polar electric locomotive. The picture, taken in the summer of 1924, was recalled by the flurry of public interest in the Road's gift of one of the giant mountain climbers to the National Museum of Transport in St. Louis (see page 7).

Away from home base, the gearless bi-polars have always been objects of curiosity. Hauling a train by electricity was still a novelty in 1924 when motor No. 10252 was taken out of service to demonstrate to Easterners how the Milwaukee operated its passenger trains in the far Northwest. The tour of the "Leviathan of the Rails" through nearly all of the large Midwest and Eastern cities was a triumph. It was in Newark, N. J., that the Wizard of Menlo Park himself gave it the once-over.

roads running between Chicago and the Twin Cities."

Chicago, Ill.

Patrick H. Murphy

THE FINEST EVER

"It was my good fortune to make a trip recently via your road to and from Chicago part of the way. I... asked a Mr. Dallas Reynolds at the Walworth depot [agent] to work out a route for me, and through his plans... I truly had the finest connections, shortest layovers, etc. I have ever had to southern Illinois and afterwards on to Lexington, Ky. My itinerary was listed to the exact time of arrival and departure at each layover, and what a pleasant trip it was."

Fontana, Wis.

Mrs. Charles D. Higgs

AT LIBERTY TO TALK. *The Manchester Guardian* reports the existence in England of the Conversing Travelers Association, formed at Letchworth in 1950 and which now has about 1,000 members "indulging as a matter of principle in topical conversation with strangers of either sex to relieve boredom when traveling". Other facts uncovered by the *Guardian* are that the association has a badge which, with a copy of the rule book, costs five shillings a year. When the badge—silver lettering on a blue background—is recognized, members are at liberty to start talking. The rules state that the conversation is to be "discontinued at the end of a journey, unless by mutual consent."

For the Comfort of Our Commuters . . .



The new bi-level coaches on display at Elgin, Ill., June 16. More than 800 Elginites accepted the Road's exhibition invitation. (Elgin Daily Courier-News photo)

New Double Deck Passenger Coaches Go Into Service

SLEEK, silent, air conditioned, designed for relaxing in cushioned comfort, the Milwaukee Road's new suburban coaches are giving its 22,000 Chicago metropolitan riders something exciting to talk about. Since the first double deckers were launched on June 19—D-D Day to passenger department personnel—the word going round is that the daily trip to and from the city is now one of the more enjoyable phases of suburban living.

The new stainless steel bi-level cars represent a major step toward the realization of the Road's long range plan geared to the convenience of its suburban patrons on routes north and west of Chicago. Their initiation on the rush hour run of No. 155 from Chicago to Fox Lake, Ill., followed the delivery of the first units of the fleet of 40 cars ordered last year from the Budd Company of Philadelphia at a cost of \$7,000,000. As announced by William Wallace, general passenger traffic manager, the additional units are being placed in

service as they come off the assembly line, with the expectation that the fleet will be completely operational shortly after Labor Day.

A test run with the new equipment between the Union Station and the Western Avenue station on June 14 with members of the press, radio and TV people aboard gave the public a preview of what the Road had in store for its patrons. Employees from offices in the station who were invited to "go along for the ride" later had the novel experience of seeing themselves on several television broadcasts describing the service.

A formal showing of the long stainless steel cars under floodlights in the Union Station the following day attracted some

President William J. Quinn (left) with Edward J. Budd, president of the Budd Company of Philadelphia, inspecting the first bi-level coaches before they went into service.



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6,000 interested viewers. Additional public exhibitions held June 16 at selected points on the west suburban route and on June 17 at suburban stations north of the city drew an audience of another 8,500, many of whom came from nearby towns. At all display points passenger and mechanical department representatives were on hand to explain the equipment's special features.

The 40 units which have been ordered include eight cab control cars, each equipped at one end of the upper level with a small engineer's cab and a complete station of locomotive control devices. All of the cars are provided with electric train lines that make it possible to transmit control signals the length of the train and allow the engineer to operate the locomotive from the cab car as well as from the locomotive itself.



Public exhibitions of the bi-level coaches attracted almost 15,000 spectators. At points where they were displayed, town officials and business leaders led the processions of interested viewers.

In standard operations, the trains are made up with a diesel at one end and a cab control car at the other. Leaving Chicago they are headed by the diesel, in the conventional manner. Inbound, however, the operation is reversed, with the engineer controlling the diesel from the cab car. This provision for bi-directional movement avoids the need to switch locomotives at the end of each run.

The diesels used on the new trains house special generating equipment which supply current for light, heat and air conditioning. Because of these service features, the new cars will always be operated together, and not in combination with older types of equipment.

At terminal points where the equip-

ment is idled for extended periods of time, trackside installations utilizing electric current from local sources provide stand-by power. In this way the temperature in the cars is held at a suitable level during the hours when they are not in service.

The features which have captured public fancy are those involving comfort—luxurious foam rubber seats, racks with ample room for wraps and parcels, beautifully appointed washrooms, continuous fluorescent lighting, sound-deadening insulation, and similar conveniences.

The coaches seat 162 passengers (156 in cab control cars), the seats being of the flipover type with individual back cushions framed into chrome plated tubing. Their foam rubber padding is vinyl plastic-covered. Floor coverings are vinyl plastic tile which lends itself to efficient cleaning. Large windows, double glazed with heat absorbent plate glass and tinted safety glass, provide an unobstructed no-glare view. The decor throughout is a harmonious blending of muted green, "grouse gray" and beige.

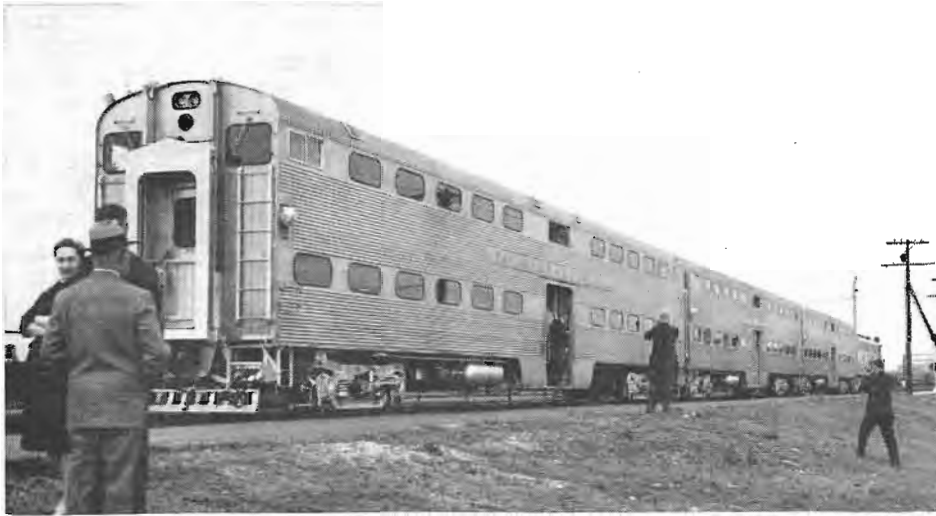
For safe and fast entry and exit, the cars have mechanically controlled wide center doors, permitting three passengers to enter or leave abreast. Air conditioning is supplied by 16 tons of cooling mounted in units above the vestibule ceilings, and heat by an electric strip system thermostatically controlled to assure winter comfort at both levels of occupancy. An outside thermostat control automatically wards off freezing of equipment in the washrooms, as well as the jamming of doors by snow or ice in cold weather.

Based on the cost of driving a car, railroad commuting is a travel bargain. In this regard, Chicago is considered to be unique among major metropolitan

Top right: Interior view of one of the new double deck coaches, showing the roomy seating space, and the continuous fluorescent lighting and wide parcel racks at both levels of occupancy. The "passengers" are Milwaukee Road employes in the Chicago Union Station.

Right: Employes in the Chicago Union Station who "went along for the ride" on the test run of the first suburban cars are asked to pose by a newspaper cameraman. In the doorway of the vestibule are left, and clockwise: C. F. Jensen, the Road's fuel buyer, Ida Tucker, secretary to chief purchasing officer, and C. T. Skjoldager, steel buyer. At left is G. W. Hyett, general agent passenger department.





Scene during the test run of the first train as cameramen recorded the event for television news broadcasts.

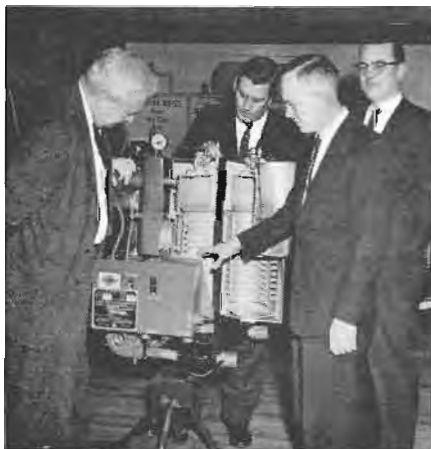


William Wallace, general passenger traffic manager (center), and J. A. Jakubec, assistant to vice president operation, getting a report of the test run from Conductor L. J. Moran.

areas in that it has railroads which provide this type of service generally at a loss, and without federal subsidy or public tax money. The Milwaukee's estimated loss on commuter business for this year is \$285,000.

Faced with increasing competition from the private automobile and expressways, the Milwaukee plans to utilize the new coaches to the fullest extent. In addition to capacity operations Monday through Friday, during week end lulls in suburban travel it is planned to use them for special movements and excursions promoted by the passenger traffic department.

R. A. Harrington, engineer of train lighting, Minneapolis (left), and M. F. Dummler, air conditioning and electrical foreman, Milwaukee Shops, pictured at the Chicago plant of the Vapor Car Heating Corporation inspecting one of the electrical heaters used to protect the suburban diesels during layovers. In the background are J. A. Machesney (left) and J. T. Chinlund, Vapor Car Heating sales representatives.



A small resident of Northbrook, Ill., contemplates the Milwaukee's invitation to inspect the new stainless steel cars; "Step aboard and see for yourself!" The unveiling of the suburban train at that point, occurring on a Saturday, was attended by a large number of family groups from towns nearby.



Something new comes to Deerfield, Ill. These villagers were stragglers from a crowd of almost 600 who attended the public exhibition of the suburban cars at that station June 17.



At Glenview, Ill., commuters turn out to inspect the new suburban train. Almost 1,000 trooped through the stainless steel cars during the hour the equipment was displayed at the Road's station.



Milwaukee Bi-Polar Locomotive Documents Railroad History

A LOCOMOTIVE of the Milwaukee Road's gearless bi-polar group, famed in their heyday as the most powerful electrics in the world, was presented on May 25 to the National Museum of Transport in St. Louis, the country's leading repository for equipment related to the development of transportation. On public display, locomotive E-2 will serve to document railroad history by summoning up recollections of pioneer long distance electrification as carried out by our company.

Ceremonies in the St. Louis Union Station marked the title transfer, with F. G. McGinn, vice president-operation, turning over the papers to Museum Board Chairman A. K. Atkinson. Witnesses were museum and civic officials, together with representatives of the railroad. Public interest in the museum's acquisition was aroused by announcements in the press and on radio and television.

The E-2 is one of five ALco-GE units originally numbered 10250-10254 which were placed in use between Othello and Tacoma, Wash., in 1920, following the electrification of that 220-mile main line section across the Cascade and Saddle Mountains. A 260-ton giant, 76 feet in length and surmounted by a pantograph,

it is equipped with 12 traction motors capable of developing 3,500 horsepower and a regenerative braking system unique to mountain railroading. Like its counterparts, it was built to haul a 12-car passenger train weighing approximately 960 tons at a speed of 65 miles per hour or more on level track, and about 25 miles per hour on a 2 per cent grade. The name "bi-polar" derives from the design, which employs two field poles—one mounted on either side of the armature; "gearless" from the fact that the traction motors are mounted on the driver axles—no gears are used.

Although the bi-polars were withdrawn from service in 1958, their careers continue to attract attention, particularly from rail fans and model builders. With their relatively small 44-inch drivers and short, rigid wheel bases, they were ideally suited to the Othello-Tacoma run, on which grades up to 2.2 per cent and numerous 10 degree curves are encountered. In practice they performed even better than their guarantee, and during the course of years provided yeoman service. Called on to haul troop trains in World War II, the five units handled six movements, and sometimes an extra, a day.

After the war the locomotives were

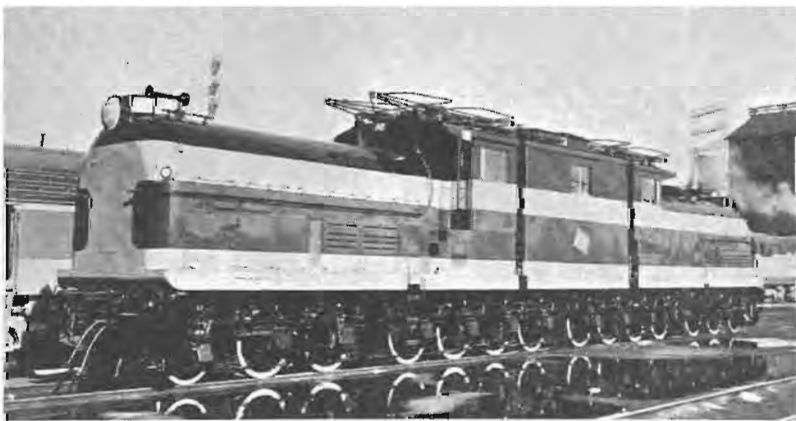


Participating in the ceremony at the St. Louis Union Station as the E-2 was presented to the National Museum of Transport were, from left: W. D. Sunter, general freight traffic manager-sales and service; F. G. McGinn, vice president-operation; Robert K. Heineman, president of the Alton and Southern Railroad and a member of the museum's board of directors; Arthur K. Atkinson, museum board chairman; and F. W. Bunce, the Road's chief mechanical officer.

overhauled and then assigned to the 440-mile electrified section between Harlowton, Mont., and Avery, Ida. However, as operating schedules and consists changed, their usefulness gradually decreased. The five were replaced by diesels in 1958.

The E-2 is the glamour unit of the lot, having been exhibited at the Century of Progress world fair in Chicago in 1933-34, and also at the Chicago Railroad Fair in 1949. At 40 years of age it is still roadworthy. Upon being taken from storage at Deer Lodge, Mont., and hauled to the transportation museum, the movement of the giant electric along a route which had never seen its like aroused the public's curiosity.

The presentation ceremony in St. Louis was a nostalgic occasion on which Vice President McGinn referred to the E-2 as a symbol of both progress and transition in the industry, and expressed pleasure that it will serve to recount the history of railroading for future generations. A booklet describing its physical features has been made available to museum visitors.



The E-2 as it appeared in 1954 after an overhauling at Milwaukee Shops. A novel feature of its design is the division of the superstructure into three sections which allows it to adjust to the track curvature encountered in mountain railroading. The center section houses a boiler for heating a train, together with fuel and water tanks, and the end sections the electrical control and high voltage apparatus. The locomotive may be operated from either of the end cabs, according to the direction of operation.

"GOLD SPIKE" CEREMONY AT MOBRIDGE



A panoramic view of the Missouri River crossing at Mobridge, S. D., looking north and showing left to right, the new Highway 12 span, the old Milwaukee Road bridge, and the new railroad bridge and its approaches.

Colorful Program Marks

Dedication of New Missouri River Span

A PIONEER railroading ritual was revived at Mobridge, S. D., July 3 when the Milwaukee Road's new bridge spanning the Missouri River was dedicated in full-scale western style. Wielding a silver-headed maul, Governor Archie Gubbrud of South Dakota drove the traditional "gold spike" marking its completion.

Lending a hand with the maul were V. E. Glosup, assistant vice president operation-chief engineer, and Colonel J. J. Haley, deputy district engineer for the Army Corps of Engineers, Omaha District, which supervised and undertook the construction. Governor Gubbrud cited the opening of the river crossing as one of the most important events of South Dakota's centennial year.

The new bridge is part of an \$18 million line relocation project involving 25.2 miles of Milwaukee Road track which has been underway since 1956 to replace existing facilities which will be flooded by the waters of the Oahe Dam near Pierre, S. D. Its dedication was a feature of Governor's Day during the annual Sitting Bull Stampede at Mobridge, for which the townspeople "go western."

Throngs of out-of-town visitors swelled the turnout for the "gold spike" and ribbon cutting formalities, which

were initiated with a program held in front of the Municipal Auditorium. Among the participants were a state congressional delegation, members of the Chamber of Commerce, Missouri River Basin leaders, Army engineers, and members of the railroad's engineering and operating staffs. The latter, all of whom have been associated with the project, included W. E. Fuhr, assistant chief engineer-signals and communications; C. V. Lund, assistant to chief

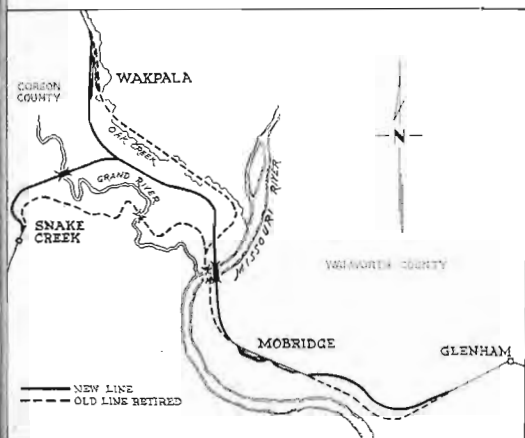
engineer; E. E. Burch, bridge engineer; Martin Garelick and W. C. Whitham, superintendent and division engineer, respectively, of the Aberdeen Division; J. F. Elder, trainmaster at Mobridge headquarters; and Assistant Engineer H. A. Walter, who is the resident engineer on the project.

Speakers, in addition to the governor, were Mr. Glosup, Colonel Haley, South Dakota Congressman Ben Reifel, John Sibert Jr., area engineer for the Oahe

Scene at the bridge dedication as V. E. Glosup, assistant vice president operation-chief engineer (right), presented Governor Archie Gubbrud of South Dakota with the maul used during the "gold spike" ceremonies. Standing by are E. E. Burch, the Road's bridge engineer (left) and Colonel J. J. Haley, deputy district engineer of the Corps of Engineers, Omaha District.



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A map showing the relocation of the Milwaukee Road's line in the Mobridge area, involving approximately 25 miles of new railroad in addition to new bridge construction.

Dam project, and Mayor Emil Weigum, a Milwaukee Road locomotive engineer. At the conclusion of the program, which was broadcast over KOLY, a special train took the local and visiting dignitaries across the bridge and over the 12-mile section of new track between Mobridge and Wakpala, S. D., where Standing Rock Sioux Indians staged a tribal dance. Later that afternoon the visitors were honored in the rodeo parade which highlights the Stampede festivities.

The Oahe Dam, which necessitated the building of the new bridge, will create a reservoir extending far up the Missouri River. Its purpose is to provide flood protection, hydro-electric power, irrigation, recreational facilities, and improve downstream navigation. Filled to maximum level, the reservoir will submerge the Milwaukee's old tracks, at their lowest location in the area, under 60 feet of water.

The relocation project entailed is the largest ever undertaken on the Milwaukee and the second largest in the country in recent years. The work involves three major projects (see map): The construction of the bridge over the Missouri River and its approaches at a cost of 10 million dollars; of a bridge over the Grand River with its approaches, costing 3 million dollars; and other relocation work, including a bridge being built over the Moreau River, which will cost another 5 million.

The cost of the entire project has been borne by the federal government, and the work done by contractors retained by the Army Corps of Engineers. Plans and designs were subject to the



An engineering department conference to study relocation plans submitted to the Road for approval includes, from left: W. E. Fuhr, assistant chief engineer-signals and communications; V. E. Glosup, assistant vice president operation-chief engineer; P. H. Linderoth, signal engineer; C. V. Lund, assistant to chief engineer; B. J. Ornburn, assistant chief engineer-structures; and B. J. Worley, engineer maintenance of way-track.

approval of the railroad. Milwaukee Road section and signal and communication forces made the connections at the ends of the relocation work.

The project included building 16.9 miles of new main line track and 8.3 miles of branch line. The new trackage extends from 2 miles west of Glenham to 1.4 miles west of Wakpala on the main line, from Moreau Junction to Snake Creek on the Moreau branch, and a short section of the Faith branch near Promise.

Its outstanding feature is the new bridge across the Missouri which replaces the structure built by the railroad in 1908. The bridge, constructed to place the base of rail 54 feet above normal reservoir level, is 2,349 feet long. It consists of two truss spans each 348 feet long, two truss spans 245 feet in length, and 10 deck girder spans with a total length of 1,164 feet. The easternmost of the longer truss spans is designed to serve future navigation needs on the river with a vertical clearance of 38 feet.

The construction of the bridge proper required approximately 4,000 tons of structural steel and 37,000 cubic yards of concrete. The earth embankment west approach, more than 8,000 feet long and with a maximum height of 130 feet, contains about 7 million cubic yards of material.

The new tracks and new signal and communication facilities are all built to

the latest standards. Telegraph poles on the main line west of Mobridge and on the new Moreau branch line to Snake Creek carry the wires of both the railroad and the Northwestern Bell Telephone Company. New sidings and station grounds have been provided at Wakpala and at Promise.

At the dedication ceremony Mr. Glosup turned back the pages of history to recount the Milwaukee's arrival in the vicinity of Mobridge, nine miles downstream at Evarts, in 1900. Also the building of a temporary pontoon bridge at Evarts for use in transporting cattle and commodities across the river to connect with the railroad, in 1903. Then, when the line was extended to the Pacific Coast and Mobridge became the crossing point, the erection of a construction trestle there in 1906, and the completion of the first permanent bridge in the spring of 1908.

The new bridge, he remarked, reflects progress not only in railroading, but for the state of South Dakota as well. Referring to future changes linked with the Oahe Dam, he cited a Bureau of Reclamation report that the reservoir project would eventually place 482,000 acres of land in eastern South Dakota under irrigation. While pointing to the impact which this provision will have on farm incomes, he observed that it will also provide an opportunity to broaden the state's over-all economic base through the processing of farm products by

local industrial development.

He also praised the cooperation between the Army Engineers, the contractors and Milwaukee Road personnel concerned with the project. "One of the most important ingredients of successful construction is teamwork," he said, "and I know of few instances in my experience where teamwork has been so outstanding."

Puget Sound Service Expanded; Road Purchases Bremerton Ferry

THE Milwaukee Road recently purchased the Bremerton Freight Car Ferry, Inc., a barge service between Seattle and Bremerton, Wash., including the Puget Sound Navy Yard, Ostrich Bay and Keyport. Historically, the firm and its predecessor companies had used the Milwaukee's Seattle car ferry landing in their operations. The railroad also leased barge equipment to them for many years.

With its predecessor companies, Bremerton Freight Car Ferry was engaged in barge service on Puget Sound for more than half a century, or almost as long as the Milwaukee has operated on the Pacific Coast. For many years the railroad maintained joint rates with the water carrier, and in addition to providing it with landing facilities, had made the facilities available for switching operations of three other transcontinental rail carriers. The latter railroads interchanged long haul business with the ferry firm over the Milwaukee's car landing. Under Milwaukee ownership, these services and joint rates will continue.

The operation of the ferry service will be coordinated with the Road's existing car ferries between Seattle, Port Townsend, Bellingham and Squamish, with resulting improved service to shippers.

Milwaukee Protests Santa Fe Control of Western Pacific

IN a petition presented before the Interstate Commerce Commission in San Francisco July 17, the Milwaukee Road asked leave to intervene in the proposed acquisition of control of the Western Pacific Railroad by the Atchison, Topeka and Santa Fe.

The petition cites that the Milwaukee participates in a substantial volume of traffic with the Southern Pacific, Union Pacific and Western Pacific via the Council Bluffs-Omaha and Kansas City gateways. The Milwaukee's concern, it states, is that no carrier obtain control of the Western Pacific which would result in a diversion of traffic from Milwaukee routes east of those gateway points.

President Quinn Cited for Achievement; Receives University of Minnesota Award

"As a token of high esteem and in recognition of noted professional attainment," President William J. Quinn has received the Outstanding Achievement Award with which the University of Minnesota honors its distinguished alumni. The bestowal of it was a highlight of Recognition Exercises for the law class of 1961 at Northrop Memorial Auditorium in Minneapolis on June 9.



President William J. Quinn (right) being presented with the University of Minnesota Outstanding Achievement Award by the Honorable Ray J. Quinlivan, chairman of the board of regents.

The award, consisting of an engraved gold medal and a certificate, is presented to former students of the University who have attained eminence in their fields, or in the area of public service. President Quinn was cited as "an individual who has reached the pinnacle of outstanding achievement . . . an internationally known leader in the railroad industry, outstanding administrator and forward-looking executive, keen student of law, and highly valued as a counselor in corporate enterprise."

President Quinn, a native of St. Paul, attended Cretin High School and also St. Thomas College there, majoring in English. After taking a bachelor's degree summa cum laude in 1933, he studied law at the University of Minnesota from which he received a degree in 1935.

The award conferred on him by the University's board of regents recognized a career that began with the practice of law in St. Paul and serving as assistant U. S. district attorney for the District

of Minnesota, specializing in criminal trial work. Then, in 1940, his transfer to railroading as an attorney for the Soo Line, his World War II record as a special agent on counter espionage cases for the F.B.I. and his postwar service with the Soo Line as commerce counsel and general counsel, together with his election in 1953 to vice president and general counsel of that company, the position he held upon joining the Milwaukee Road in 1954.

On the Milwaukee, although he started in the lesser position of general solicitor, he was elevated to his former rank in only a year. A tribute to his qualities of leadership was his election to the presidency in 1957, the youngest man chosen for that post in the railroad's entire history.

Speaking on the award presentation program, President Quinn defined for the law school graduates the lawyer's role in coping with the problems they will face in the world. Remarking that young men and women are being looked to more and more for leadership, he said that the changing requirements of the times demand constant alertness, and above all, courage.

"It takes courage," he stated, "to apply fundamental principles of legal philosophy and business morality to the problems presented to you, and to avoid being sidetracked by novelty and change. This does not mean that you should reject experiment simply because it is new. The kind of professional courage I have in mind requires you to think straight and act straight in applying, without fear or favor, the principles of law and fair play."

He also pointed out the prime importance to lawyers of a broad range of interests and a fluent command of English. "Over and above technical proficiency," he counseled, "he who writes and speaks simply, clearly, and forcefully is a man marked for success in his profession, not alone because he has a mastery of language, but because his thinking is competent."

ABRACADABRA. Figure it for yourself: Take your age, multiply by 2, add 5, multiply by 50, subtract 365, add the loose change in your pocket under a dollar, then add 115. The first two figures in the total are your age, and the last two are the change in your pocket.



A picture taken before the opening of the operating department meeting, at which President William J. Quinn (center) launched the all-out traffic solicitation program.

AT THE OPERATING DEPARTMENT STAFF MEETING

How the individual employe can help to improve the climate of our company's business was studied by supervisors of the operating department, including the engineering and mechanical staffs, at a joint meeting in Chicago June 12-13.

Speaking at the opening session, President William J. Quinn commended the efforts which have made it possible for the Road to advance its competitive position in the face of economies imposed by last year's industrial recession. With relation to the immediate outlook, however, he stressed the importance of following through with a well rounded traffic solicitation program.

The Milwaukee's problems, President Quinn pointed out, are those current to the industry—balancing expenses against lagging revenues. Citing the general up-trend in the nation's productivity as an opportunity to go after new business, he said that in the task at hand the Road's

traffic representatives can use the support of employes in every department of the railroad.

The subject was also dealt with by C. E. Crippen, vice president-finance and accounting, who observed that although 1961 is proving to be another tough year, it augurs fairly good returns, since the second half of the year is traditionally the Milwaukee's peak earning period. He too emphasized, however, the need for a concerted effort to get more business. Underscoring Mr. Crippen's remarks, P. L. Cowling, assistant to president (representing Vice President-Traffic W. W. Kremer), added that the situation calls for close cooperation on every front, since competition for traffic has never been keener.

Vice President-Operation F. G. Mc-

Ginn presided at the meeting, which was held in the Union Station with some 65 officers and supervisors present. The topic introduced at the opening session started a lively discussion in which Mr. McGinn observed that the operating department's 14,000 or so employes—75 per cent of the railroad's personnel—represent a potent force for carrying out the sales campaign. The local agent, due to his personal contacts with the shipping public and familiarity with business conditions in his territory, is right in the front line, he said. Among others, he mentioned section foremen and train service employes as also being in a position to furnish traffic leads.

As the meeting unfolded, reports made by the various departments reflected the sweeping changes occurring

Mechanical department supervisors present for a staff meeting in Milwaukee May 17-18 conducted by F. W. Bunce, chief mechanical officer, together with F. A. Upton, general superintendent of motive power, and G. L. Wood, general superintendent of the car department. Seated from left: G. H. Koester, mechanical engineer; D. D. Fisher, assistant superintendent car department; Mr. Wood; V. E. Glosup, assistant vice president-chief engineer; F. G. McGinn, vice president-operation; Mr. Bunce; Mr. Upton; and P. J. Lucas, assistant superintendent motive power. Mr. McGinn and Mr. Glosup addressed the group.



in railroading today, all aimed at operating with improved efficiency. Areas in which progress was noted included the industrial development department, with a large number of projects underway, and the purchasing department, which reported further control of material costs and elimination of waste.

Another report that gave the meeting a lift was the rundown of TOFC operations by E. W. Chesterman, manager of rail-highway sales. It disclosed that May of this year witnessed the Road's largest piggyback business to date—1,338 movements compared to 885 in January, and 553 in May of last year. This figure was exclusive of automobile loadings by piggyback.

Another progress report, delivered by V. E. Glosup, assistant vice president operation-chief engineer, concerned the current program to increase tunnel clearances. Some of this work has been completed ahead of schedule, he announced, despite the fact that it is being done without service interruption.

Chief Mechanical Officer F. W. Bunce reported that the repair of cars continues to be a "must" for our railroad, and that the new "one-spot" car repair

facility at Bensenville Yard is a marked success. He also informed the group that maintenance of power and rolling stock is on a current basis, keeping the company well equipped for whatever new traffic the sales effort may produce.

The safety report submitted by Superintendent of Safety A. W. Shea contained the challenging statement that "If we have no employee fatalities the balance of the year, we stand a chance to set a new system record." Among other speakers, Superintendent of Police E. F. Conway commended the cooperation extended to his department by employees watchful of transgressions on railroad property. R. T. Shields, chief fire inspector, said that cooperation with the fire prevention program is splendid, too; that employees are doing an excellent job, and thanks to their vigilance, hot box damage continues downward.

A promising future for Flexi-Van mail handling was predicted by L. La-Fontaine, manager of mail, baggage and express, who reported that mail revenues are rising steadily. R. J. Kemp, manager of claim prevention, refrigerator and merchandise service, added that the Road's handling of newsprint represents

a unique "creative crew" accomplishment. "We're demonstrating to others how it should be done," he said.

The discussions were continued the following day at separate meetings of operating and engineering personnel. Highlights of these sessions included talks by Mr. McGinn, Mr. Glosup and L. V. Anderson, general manager-system.

In addition to enlarging on subjects covered the previous day, the conferences covered matters specific to the successful maintenance and operation of the property. The agenda included train operations, with key personnel of the operating department participating in the discussion.

The meetings were concluded with a presentation of ideas for launching the all-out sales effort, in the course of which Mr. Cowling demonstrated the sales kit used by the Road's traffic representatives to acquaint shipping people with the company's services. In summarizing the objectives, Mr. McGinn deputized the groups as members of the traffic solicitation team and again emphasized the importance of letting the shipping public know that the Milwaukee wants their business.



A LIGHTER moment at the meeting of the engineering staff June 13 was a demonstration of the "right" and "wrong" ways of lifting with the aid of a "mechanical man," an idea of V. E. Glosup, assistant vice president operation-chief engineer, pictured here (left) being assisted by W. E. Fuhr, assistant chief engineer communications and signals.

The demonstration took place during a warm-up session at which Mr. Glosup stressed that modern railroading requires force and motion; the exertion that produces bold and creative thinking. The point was illustrated with various gadget type devices designed to show the results of applying force and motion in different ways.

The "mechanical man" was used to demonstrate how to avoid one of mankind's common ailments, the aching back. This model and several others were crafted at Milwaukee Shops at the suggestion of G. J. Bilty, general foreman passenger department, who had seen one in an industrial magazine. Ingeniously articulated, it can be controlled to show the forward bend with the strain on the lower back, as well as the proper method in which the weight is borne by the powerful leg muscles. The models have been used by the company's safety engineers at employee safety meetings.

In the Retirement Spotlight



Mr. and Mrs. J. T. Hansen greeting friends at the retirement banquet in their honor. At the right are H. H. Jacobs, division freight and passenger agent at Mason City, Ia., with Mrs. Jacobs. (Austin Daily Herald photo)

Superintendent J. T. Hansen "Pulls the Pin"; Honored at Banquet

THE "dean" of the Road's division superintendents, J. T. Hansen, "pulled the pin" at IM&D headquarters in Austin, Minn., June 30, retiring with 45 years of service and the good wishes of a host of Milwaukee Road friends. Approximately 150 honored him at a retirement banquet in Austin on July 6, coming from Chicago, Minneapolis, Sioux City and points west. V. E. Glopup, assistant vice president operation-chief engineer, was master of ceremonies, and L. V. Anderson general manager system, one of the speakers.

"Jerry", as Mr. Hansen is always known, is a native of Savanna, Ill., who started his career at that point in June, 1916 as the chief dispatcher's clerk. He also worked briefly in the superintendent's office there before leaving for Army service in World War I. Returning to the railroad in 1919, he was clerk and later chief clerk to the superintendent at Savanna until 1923, when he became chief clerk in the Chicago Terminals office. In August, 1927 he was advanced to trainmaster, first on the Madison Division, then in the Chicago Terminals, and subsequently on the LaCrosse Division at LaCrosse.

He was promoted to assistant superintendent of the former Iowa & Dakota Division at Sioux City in January, 1939, and in June, 1946 appointed superintendent of the then Trans-Missouri Division at Miles City. In July, 1951 he became superintendent of the Coast Division with headquarters in Tacoma, and served in that capacity until he was appointed superintendent of the Iowa, Minnesota & Dakota Division in July, 1959.

The retirement banquet, held in the recreation rooms of the Westminster Presbyterian Church was a gala event. Among those who journeyed to Austin for the occasion were Mr. Hansen's 87-

year-old father who lives in Savanna, and his son Jack, who surprised his parents by coming from Boston, where he is employed as a chemical engineer. The Hansens also have a daughter, Judy, who lives in New Mexico.

Mr. and Mrs. Hansen plan to travel extensively before settling down "somewhere in the west". Indications are that they will make their home in Tacoma.

Superintendent M. P. Ayars, Sleeping and Dining Car Service, Retires

RETIREMENT came the way of M. P. Ayars, superintendent of the sleeping and dining car department, on June 30, to close the book on a railroad career notable for duration as well as accomplishment. Upon wrapping up his service at the age of 65, he had been with the Road almost 52 years, a record which is becoming increasingly rare among railroad officials.

By heritage and training, Mr. Ayars was destined for railroading. He first saw the light of day in the station at Letcher, S. D., when his father, D. H. Ayars, held that agency, and spent his boyhood within sight of the Milwaukee Road tracks. Following his father's transfer to Redfield, S. D., he learned to "sling Morse" on the key in the living quarters above the station, with the result that in the summer of 1909, when an operator was needed at Alpena, S. D., he got the job. He did so well that he was rehired periodically while he attended high school and continued for a year at Redfield College. At that time he intended to be a chemical engineer.

In 1916 he was advanced to dispatcher at Aberdeen, S. D., but the following year World War I changed his plans. Enlisting in what was then the Army Flying Corps, he spent a good part of his service as an instructor at Ellington Field in Houston. After the war he

continued as dispatcher at Aberdeen (upon retiring he was the Number 1 man on both the agent-operator roster of the Aberdeen Division and the system train dispatcher list) until 1938, when he was made trainmaster at Austin, Minn. Later he served as trainmaster at Madison, Wis., and as assistant superintendent at Montevideo, Minn. He was appointed superintendent of the former Trans-Missouri Division in 1944, of the La Crosse Division in 1946, and of the sleeping and dining car department in Chicago in November, 1947.

In the retirement spotlight, Mr. Ayars was honored jointly with R. S. Stephenson, vice president-finance and accounting, at a luncheon given by Leo T. Crowley, chairman of the board of directors, and President William J. Quinn in the Chicago Club on May 31 (see the May-June issue of this magazine). More good wishes were forthcoming the following day when the sleeping and dining car forces held an open house in his honor at the Chicago commissary building.



A highlight of the retirement luncheon at which M. P. Ayars (left) was honored was the presentation of his Gold Pass by President William J. Quinn, to whose congratulations were added those of F. G. McGinn, vice president-operation.

With retirement in view, several years ago Mr. Ayars purchased a home in Lake Forest, Ill., surrounded by an acre of ground. Both he and Mrs. Ayars are intensely interested in gardening and landscaping. The location is also convenient for visiting with their daughter, Mrs. Phyllis Nyberg of Morton Grove, Ill. Their son, Dean Curtis, who has four children, is employed at the Lorraine, Ohio, plant of the Ford Motor Company as a supervising chemical engineer.

A. O. Thor Retires as Superintendent of the Dubuque & Illinois Division

A. O. THOR, long recognized as one of the Milwaukee's ablest operating men, retired as superintendent of the Dubuque & Illinois Division July 1. He



Mr. and Mrs. A. O. Thor obliged with this pose at the testimonial dinner in Savanna, Ill., June 29.

left with a record of 42 years of service and the reputation of having done a fine job of helping to run the railroad.

Al Thor has often been chided about the fact that he started his career with a competitor, the M&StL, and that he also worked for the Soo Line before recognizing opportunity in the form of the Milwaukee. However, after signing up as an assistant division accountant at Green Bay on July 1, 1919, he quickly overcame this handicap. The following November he was transferred to Chicago as an assistant valuation engineer, and in 1921 to the office of the superintendent of the Chicago Terminals where he shortly became chief clerk.

He was working as chief clerk to the assistant general manager in Chicago when in 1938 he went out on the line as trainmaster of what was then the Kansas City Division. In 1942 he was advanced to assistant superintendent of the former Idaho Division, and on Jan. 1, 1948 appointed superintendent of the Coast Division. Three years later he was back on the Idaho as superintendent, and in that capacity served successively on the old Hastings & Dakota and the Trans-Missouri Divisions before going to Savanna, Ill., headquarters as superintendent of the D&I on June 1, 1956.

"A teacher of railroad men, a fair-minded supervisor and a good skipper," were among the tributes paid to him at a testimonial dinner in his honor at the Moose Hall in Savanna June 29. F. G. McGinn, vice president-operation, was the featured speaker at the affair, which brought together 136 officers and other employes of the railroad. A large number were from out-of-town points; people who had worked with Mr. Thor over the years and wanted to wish him well. President William J. Quinn, who could not attend, expressed his good wishes in a letter, and Mr. McGinn presented Mr. and Mrs. Thor with gifts conveying the regards of their Milwaukee Road friends.

The Thors, who have always considered themselves natives of the Twin Cities area, are moving to Golden Valley, Minn. (ring the bell at 7751 Winnetka Heights Drive). Mr. Thor says he plans to do a lot of fishing and golfing, and come the hunting season, to get his limit of ducks and geese.

V. P. Sohn Retires as General Superintendent of Transportation

A LONG formulated plan to retire at the age of 60 became a reality on July 1 with the departure from the railroad of V. P. "Vern" Sohn, general superintendent of transportation. His announced intention, after a railroad career spanning 44 years, was to call it a day and "go fishing."

Mr. Sohn is a native of New Hampton, Ia., who came up through the operating department ranks as a result of displaying marked ability in whatever job fell to his lot. He started as a station helper at New Hampton in 1917, and the following year was appointed to the first of many jobs as an agent-operator on the former Iowa & Dakota Division. In 1931 he was advanced to dispatcher at Mason City, and in 1945 to chief dispatcher, serving briefly at Sioux City and for the next five years at Aberdeen.



V. P. Sohn

Then in 1950 began a series of promotions, first as special representative to vice president-operation in Chicago. In March, 1951 he was appointed superintendent of transportation for the western region with Seattle headquarters, and in May, 1952 transferred in the same capacity to the Lines East operation with headquarters in Chicago. He became general superintendent of transportation on Feb. 1, 1957.

Overlying Mr. Sohn's service to the railroad is a record of extensive participation in work for the operations section of the industry. In the course of his career he was active on the Car Service Committee of the Association of American Railroads, and a member of the Mileage and Per Diem Committee. He was also on the Switching and Per Diem Committee of the General Managers Association and a member of the National Defense Committee.

Mr. Sohn's associates had an opportunity to express their good wishes for the future at a luncheon given by President William J. Quinn in the Chicago Club on Aug. 7, at which he and W. A. Dietze, director of public relations and advertising, who had announced his intention to retire at the end of the month were honored by 85 of the Road's active and retired officers and the supervisors of their departments. At present Mr. Sohn has no plans other than to "go fishing" and start some woodworking projects at his home in Northbrook, Ill. Later he and Mrs. Sohn will visit their sons, Robert in Santa Monica, Calif., who has twin daughters, and Richard in Sarasota, Fla., with the idea of eventually moving to one of those locations.

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

Office of President

Effective July 1, 1961:



P. L. Cowling

his native Tacoma. After service with the Army Transportation Corps in World War II he was employed in the Tacoma freight and traffic offices, and also in the traffic office at Great Falls, before going to Seattle as city freight agent in 1950. He was appointed traveling freight agent in San Francisco in 1953, advancing to district freight and

P. L. Cowling is appointed assistant to president, headquarters Chicago, with such duties as may be assigned. Mr. Cowling has been with the Road since 1941, starting in the freight office in

passenger agent at Sacramento in 1955. Since July 1, 1959 he has been assistant to vice president-traffic, Chicago.

Operating Department

Effective June 1, 1961:

J. T. Hayes, assistant to vice president-operation, in addition to other duties, will be in charge of such special assignments as train discontinuance cases, closing of station agencies, abandonment of branch lines, and the like.

Effective July 1, 1961:

W. R. Jones is appointed superintendent dining car department, headquarters Chicago, following the retirement of M. P. Ayars. Mr. Jones started in the department in 1929, working during the summer vacation from school. After becoming a permanent member of the office force the following year, he was advanced through various positions

to that of special representative to superintendent before being appointed assistant superintendent of the department in 1956.

D. P. Valentine is appointed general superintendent of transportation with headquarters in Chicago following the



W. R. Jones



D. P. Valentine



A. C. Schaar

retirement of V. P. Sohn. Starting as a telegraph operator in 1943, Mr. Valentine served subsequently as dispatcher, transportation assistant, special assistant to general manager, Chicago, and trainmaster at various locations. He was appointed assistant superintendent transportation, Seattle, in 1955, and superintendent of transportation there in 1956. He has been general superintendent of transportation at Chicago headquarters since 1957.

Q. W. Torpin is appointed superintendent of transportation with headquarters in Chicago. Mr. Torpin, who started as an agent-operator in 1944, has served as dispatcher, special assistant to general manager, and trainmaster on various divisions. He was appointed superintendent of transportation with headquarters in Tacoma, his most recent position, in 1957.

R. E. Beck is appointed superintendent of transportation with headquarters in Tacoma. Mr. Beck has been with the Road since 1940, starting as a telegraph operator and serving as dispatcher and chief dispatcher before being appointed trainmaster in July, 1956. He has served in the last capacity at Othello, Spokane, and most recently at Tacoma.

C. D. Anderson is appointed trainmaster with headquarters at Tacoma. Mr. Anderson, who entered the maintenance of way department in 1944 and served as dispatcher at Perry and Milwaukee, was appointed train rules examiner at Seattle headquarters in 1956, and transferred to Milwaukee in that capacity on Dec. 1, 1959.

R. G. Arntz is appointed agent at Racine, Wis., following the retirement of W. E. Hall. Mr. Arntz started with the Road in 1946 as a telegrapher, and has been agent at Chicago Heights since August, 1960.

A. E. Swanson is appointed agent at Chicago Heights, Ill. Mr. Swanson came to the Road in 1944 as operator at Lavina, Mont., and has been assistant agent at Cedar Rapids since August, 1960.

J. P. Kalasmiki is appointed assistant agent at Cedar Rapids, Ia. He started with the Road in 1947 as a student operator and has been agent at Genoa, Ill., since 1953.

A. M. DeTuno is appointed assistant agent at Galewood, Ill., following the

retirement of F. R. Lewis. His most recent position was that of foreman at the Union Street freight house.

Milwaukee Motor Transportation Company

Effective May 1, 1961:

Alfred C. Schaar is appointed manager of operations in North and South Dakota, with headquarters in Rapid City, S. D. Mr. Schaar was formerly in the service of the Buckingham Transportation Company at Rapid City, advancing through various positions to division manager in Omaha, general sales manager, vice president, and assistant to president in 1960. He is a past director of the South Dakota Motor Carriers Association, also a co-organizer and trustee of the Midwest Shippers and Motor Carriers Conference, and has been active in the advertising field of the motor freight industry.

Traffic Department

Effective June 1, 1961:

D. W. Spencer is appointed grain marketing representative, Minneapolis. Mr. Spencer, a graduate of the University of Wisconsin and a former Wisconsin agricultural agent, has been with the Road since 1957, starting as chief clerk to the commissioner of agricultural and mineral development and advancing to market development analyst at Chicago headquarters in March, 1960.

E. S. Metz is appointed traveling freight and passenger agent, Des Moines. Mr. Metz, who has held various positions in the traffic department in Chicago since 1952, was formerly chief clerk to general agent, and most recently (September, 1959) to assistant freight traffic manager.

Effective June 16, 1961:

R. D. LaHatt is appointed traveling freight and passenger agent, Sacramento, Calif. Mr. LaHatt, who started in the operating department at Tacoma in 1948, has been with the traffic depart-

ment since 1954, as chief clerk in Seattle and Portland, and since 1958 as city freight agent in Seattle.

W. E. Thorpe is appointed city freight agent, Seattle. Mr. Thorpe has been with the department since 1944, starting at Spokane, where he was formerly city ticket agent, and as city passenger agent in Seattle since 1954.

Effective July 1, 1961:

L. B. Raper is appointed general agent, Dallas, Tex., following the retirement of J. G. Hatcher. Mr. Raper started in the division freight agent's office in Chicago in 1938 where he held various positions until May, 1949 when he was appointed traveling freight and passenger agent in Dallas.

D. W. Carpenter is appointed traveling freight and passenger agent, Dallas. Since Mr. Carpenter entered the traffic department in 1953 he has served as chief clerk in Indianapolis, traffic representative at Terre Haute, and since June 1960 as city freight agent in Dubuque.

P. F. Hellmann is appointed city freight agent, Dubuque. Mr. Hellmann started in Dubuque as a secretary in 1950 and became chief clerk in 1957. Since April, 1958, he has been city freight and passenger agent in Boston.

Mechanical Department

Effective June 1, 1961:

J. V. Sands is appointed district general car foreman with headquarters at Tacoma. He has been general car foreman at Bensenville, Ill., since August, 1960.

C. A. Borgh, who has been general car foreman at Western Avenue, Chicago, since July, 1960, is appointed district general car foreman, with supervision over all passenger and freight car operations at Division Street and Western Avenue.

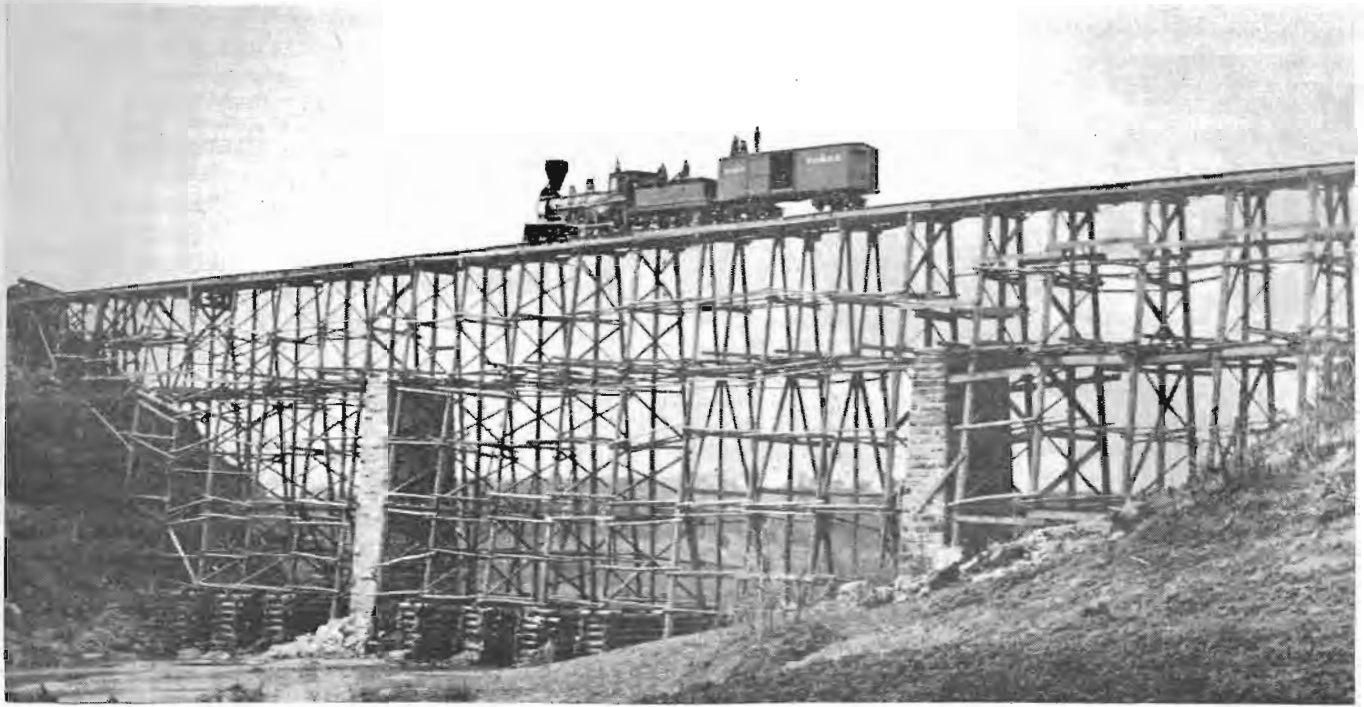
L. P. Barry, who has been assistant district general car foreman at Davies Yard, Milwaukee, since December 1959, is appointed general car foreman (nights) in the Chicago Terminal District with headquarters at Bensenville, Ill., following the assignment of J. F. Madden to day operation.

L. A. Lindemer, who has been car foreman at Minneapolis, is appointed assistant district general car foreman in the Milwaukee Terminals with headquarters at Davies Yard.

Purchases and Stores Department

Effective July 1, 1961:

J. D. Wagner is appointed assistant district storekeeper of the Coast Division with headquarters at Tacoma. Since entering service at Miles City in 1936, Mr. Wagner has been employed in the stores division in various capacities. He was chief clerk before being appointed buyer in the assistant purchasing agent's office in Seattle in 1956.



1862—Potomac Creek bridge constructed by unskilled soldiers of the military railroads. It contained more than

two million feet of lumber, chiefly round sticks cut from nearby woods.

Railroading in Wartime 100 Years Ago

General Ulysses S. Grant whose leadership won the war for the Union. This picture is a modern print from the original negative in Army Signal Corps files.



"I have thought fit to call forth the militia of the several states to the aggregate of 75,000 men. I appeal to all loyal citizens to facilitate and aid this effort to maintain the honor, the integrity, and the existence of the national Union and the perpetuity of popular government, and to redress the wrong already long endured. I hereby command the persons comprising the Confederacy to disperse and retire peaceably to their abodes within 20 days from this date".

—President Abraham Lincoln, April 18, 1861

THE ideals and heritage of an entire nation were at stake when President Lincoln issued the foregoing proclamation, and the role played by the railroads in the conflict that followed inspires admiration even today. Among military strategists, the War Between the States of 100 years ago is known as the first big railroad war.

For though little known generally, most of the important battles and some of the most heroic episodes of the war turned squarely on the performance of the railroads as weapons for defense.

Taking note of this year's centennial observance of the Civil War, historians agree that the Iron Horse was a decisive factor in its outcome. A railroad map of that time would show why.

The decade preceding the war was a period of rapid railway expansion, in which the nation's network increased from 9,021 to 30,626 miles. The North was served by 21,000 miles of track which linked the industrial East with the farm areas of the Great Lakes and the Mississippi Valley, and carried a widely diversified traffic. In contrast, large sections of the Confederacy were far removed from railheads. Most of its lines ran for short distances between cotton fields and seaports, and few were connected with coordinated systems. The one continuous route consisted of a group of lines of varying gauges, stretching from Memphis to the seaboard.

At the outset of the war, trains were pressed into use immediately to rush Confederate troops over the Blue Ridge Mountains on the Manassas Gap Railroad, in time to reinforce General Beauregard's army in Virginia and win the first Battle of Bull Run. The defeat taught the Union a valuable lesson, for President Lincoln, whose former law

practice had included railroad clients, quickly recognized the military value of rail maneuvers. Early in 1862 he created a secret weapon—the U. S. Military Railroad Service.

Lincoln's strategy in organizing the first military rail service in history gave the Union armies unmatched mobility. A former railroad executive, General D. C. MacCullum, directed the operation, which at the height of the war employed 17,000 men. Considering the times, some of the feats performed by this task force were almost fantastic. For instance, under the supervision of General Herman Haupt, a civil engineer and chief of railroad construction, unskilled soldiers built a bridge 400 feet long and 100 feet high across Potomac Creek in only nine days. Containing more than two million feet of lumber, chiefly round sticks cut from nearby woods, this bridge was described by Lincoln as "the most remarkable structure that human eyes ever rested upon . . . there is nothing in it but beanpoles and cornstalks".

While the northern railroads were being mobilized, Confederate railroad men attempted to link their scattered facilities. As the war progressed, however, the tightening of the Union blockade made it virtually impossible for the South to obtain rails, locomotives and other equipment. Heavy repair facilities were limited also, and eventually iron supplies were all but exhausted. Yet the railroads of the South were kept rolling to the very end, a fact attributed to the inherent rail advantage of durability and quick recuperation.

One of the history-making chapters in the story of wartime railroading 100 years ago is General Sherman's march on Atlanta in 1864. To keep pace with his fast moving army of 100,000 men, General MacCullum's military rail units delivered the unprecedented daily total of 1,600 tons of war supplies. This feat was carried out in spite of severe handicaps imposed by the use of a single track railroad between Louisville, Ky., and Atlanta, a distance of 473 miles.

As the Confederacy's 9,000 miles of railroad wore virtually to the roadbed, defeat became inevitable. The war actually ended at Appomattox station, rather than at the courthouse, for it was the lack of supplies, especially food, that prevented General Lee from joining General Johnston's forces in opposing Sherman's advance on Richmond.

The final blow was struck when General Sheridan captured four vital supply trains destined for Lee's army. One day



1863—Wood burning engines stored in Washington, D. C., to prevent their falling into Rebel hands in the event of a raid on Alexandria, Va. Note the Capitol building in the background.

later the Confederacy surrendered. Ironically, while Lee's men were waiting for their parole, they were fed from supplies requisitioned by General Grant from these very trains.

From that rail-borne supply war, through two World Wars to the present, the railroads have continued to serve as indispensable defense weapons. Mil-

tary experts give top priority value to their basic ability to produce the most transport service for the least input of resources, and their capacity to expand output quickly from existing plant and equipment.

It was this capability which enabled railroads in World War II to handle 90 per cent of all domestic military



DESCENDANTS OF A CIVIL WAR HERO

A search by the Civil War Centennial Commission to locate descendants of the 1,504 Civil War Congressional Medal of Honor winners brought one to light in Mrs. Rodger M. Trump of Milwaukee, widow of the Road's former solicitor in that city and the mother of Rodger S. Trump, who has served in the same capacity since his father's death in 1950. She was revealed as the former Elinor Stephens, the last surviving child of William George Stephens who was cited for gallantry at the Battle of Vicksburg.

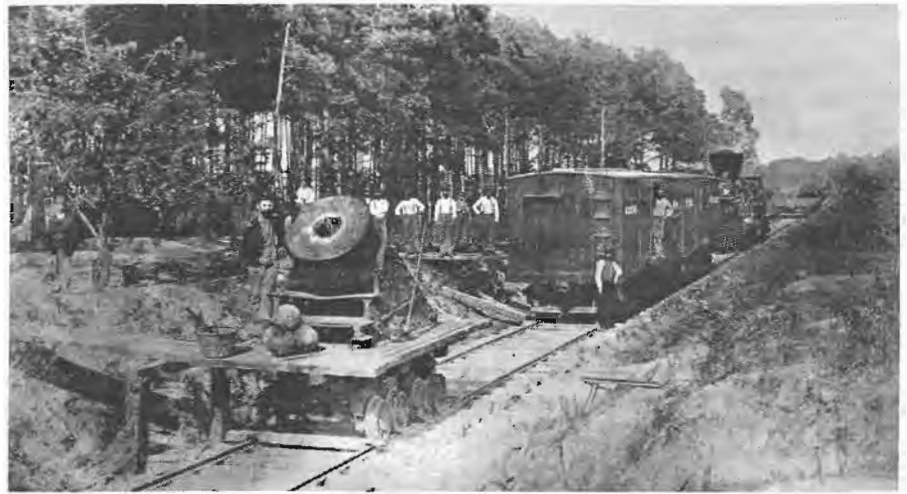
Records show that Mr. Stephens, who enlisted in the Chicago Mercantile Battery on Aug. 6, 1862 at the age of 16, saw "very active" service for three years under Generals Grant, Sherman and others. The medal awarded to him was

stolen, but the Army has provided Mrs. Trump with a photostatic copy of the citation which accompanied it, proclaiming that at Vicksburg on May 22, 1863 "he carried with others by hand a cannon up to and fired it through an embrasure of the enemy works".

The descendants of the war heroes were sought for the purpose of inviting them to a ceremony in Washington on Apr. 18, 1962, the centennial of the establishment of the Medal of Honor. Rodger Stephens Trump, the grandson, served in the Navy throughout World War II. He is a graduate of Dartmouth College and the University of Michigan Law School, and has been associated with the railroad's law department since 1941.

freight and 97 per cent of organized military passenger travel. Stretching capacity limits in that national crisis, railroads increased their work load to *double* their prewar volume of freight traffic, military and civilian combined, and *four times* their prewar volume of passenger traffic.

Scene on the City Point Line during the Civil War, showing the 13-inch mortar named "The Dictator" which was used by the Federal Artillery around Petersburg, Va. The gun, weighing 17,000 pounds and mounted on a railroad car for easy movement, fired a 200-pound shell with 20 pounds of powder.



retirements

during May-June, 1961

General Office & System Employees

Ayars, M. P. . . . Supt. Dining Car Dept. . . . Chicago, Ill.
 Balke, J. Janitor
 Bartell, C. C. . . . Teletype Operator
 Burd, C. A. . . . Assistant Engineer
 Fay, S. T. Special Officer
 Kling, R. E. Clerk
 Markell, G. W. Clerk
 McDermott, E. C. Clerk
 Rintelman, E. C. . . . Asst. Bureau Head
 Ryan, G. M. . . . Gen. Frt. Traffic Mgr.
 Schiavo, M. F. Laundry Helper
 Sohn, V. P. . . . Gen. Supt. Transp.

Chicago Terminals

Bzdawka, J. Switchman Chicago, Ill.
 Davis, E. W. Crane Operator
 Heming, B. A. . . . Elec.-Helper Bensenville,
 Kryzak, C. K. Stower Galewood,
 Lewis, F. R. Assistant Agent
 Mitchell, C. J. . . . Electrician Bensenville,
 Sedivy, G. Stower Chicago,
 Standard, W. W. . . Switchtender Bensenville,

Aberdeen Division

Happy, F. W. Engineer Montevideo, Minn.
 Peterson, F. C. . . . Section Laborer Faith, S. D.
 Rodenbough, J. W. . . Station Agent Brisbane, N. D.
 Rue, H. I. Stock Laborer Aberdeen, S. D.

Coast Division

Brown, G. A. Store Helper Tacoma, Wash.
 Crane, A. D. Engineer Spokane,
 Crippe, R. Signal Inspector Tacoma,
 Dougherty, G. J. Agent Auburn,
 Driscoll, N. E. . . . Assistant Foreman Spokane,
 Foreman, E. W. Engineer Tacoma,
 Ganz, B. W. Asst. to Supt.
 Mitchell, W. N. . . . Rndhse. Forem'n Pt. Angeles,
 Monk, B. A. Machine Operator Seattle,
 Pacque, J. A. Laborer Othello,
 Petroski, Z. L. Machinist Tacoma,
 Plybon, L. Engineer Malden,
 Saunders, K. M.
 Stenographer and Clerk Seattle,
 Thom, L. Track Laborer Sumas,
 Wiggins, J. V.
 Steamfitter and Tinsmith Tacoma,

Dubuque & Illinois Division

Arnell, H. F. Track Laborer Chillicothe, Mo.

Blackford, N. B. . . . Crossing Gateman Elgin, Ill.
 Cheney, R. R.
 Asst. Supvr. Bridge Mntnce. Savanna,
 Dubois, J. E. Engineer Ottumwa, Ia.
 Hansen, E. Laborer Marquette,
 Hill, R. J. Section Laborer Monona,
 Kobbe, J. H. Machinist Savanna, Ill.
 Oppelt, P. A. Engineer Dubuque, Ia.
 Pauley, J. O. Agent-Telegrapher Mystic,
 Schwartzinger, C. J. . . . Conductor Savanna, Ill.
 Thor, A. O. Superintendent

Iowa Division

Adams, P. H. Engineer Des Moines, Ia.
 Fister, E. J. . . . Asst. Section Foreman Jefferson,
 Hayes, R. A. Cashier Monticello,
 Lami, J. C. Section Laborer Clive,
 Steinke, L. H. Engineer Perry,
 Vavra, J. L. Roadmaster Marion,

Iowa, Minnesota & Dakota Division

Anderson, A. D. . . . Conductor Mason City, Ia.
 Bradshaw, D. E. . . . Section Laborer Sioux City,
 Hansen, J. T. Superintendent Austin, Minn.
 Hovde, M. J. . . . Section Foreman Lanesboro,
 Jorgenson, D. C. Agent Chester, Ia.
 Rose, E. F. Freight Handler Sioux City, Ia.
 Van De Zedde, H. T. . . . Carman
 Whalen, J. D. Conductor Rapid City, S. D.
 Wilder, W. B&B Carpenter Austin, Minn.

La Crosse Division

Hall, C. H. Crossing Towerman Tomah, Wis.
 Johnson, C. L.
 Crossing Man Wisconsin Rapids,
 Longcor, R. S. . . . Sec. Laborer Lake City, Minn.
 Maraska, O. W. Agent Operator Rio, Wis.
 Morien, H. E. . . . Section Laborer Wabasha, Minn.
 O'Brien, J. H. Engineer Wausau, Wis.
 Rahn, W. A. Section Foreman
 Thompson, L. L. . . . Switchman Madison,

Milwaukee Division

Atkins, H. F. Conductor Menasha, Wis.
 Barber, A. C. Telegrapher Slinger,
 Bredeman, C. A. . . Section Foreman Pembine,
 Drews, A. F. Conductor Fox Lake, Ill.
 Hall, W. E. Agent Racine, Wis.
 Kampe, C. T. Carpenter Green Bay,
 Parker, A. L. Agent-Operator Oshkosh,

Preisler, F. H. . . . Section Foreman Channing, Mich.
 Strelow, H. Bridgetender Green Bay, Wis.
 Swails, W. Engineer Brookfield,

Milwaukee Terminals & Shops

Blagsvedt, E. M. Laborer Milwaukee, Wis.
 Brandt, F. A. Engineer
 Cooper, W. H. Machinist
 Hegedus, J. Car Inspector
 Kaczmariski, B. Stockman
 Kaun, E. A. Code Clerk
 McGillis, R. A.
 Switchboard Operator
 Millard, P. W.
 Mail-Baggage Handler
 Mork, H. A. Blacksmith
 Mueller, E. P. Upholsterer
 Phillips, J. O. Switchtender
 Polly, E. Asst. Foreman
 Porter, H. C. Conductor
 Rathka, J. A. Mail Sorter
 Reidy, C. P. Laborer
 Reiff, H. A. Inspector of Stores
 Riley, C. E. Conductor
 Shanahan, F. C. Laborer
 Slepoc, B. Laborer
 Thompson, C. L.
 Machinist Helper
 Wanta, J. S. Train Clerk
 Wilczewski, V. J. . . . Cabinet Maker

Off Line

Hatcher, J. G. General Agent Dallas, Tex.
 Hoffman, E. A. . . . Clerk New York, City, N. Y.
 Smith, E. M.
 Trav. Frt. and Pass. Agt. Dallas, Tex.

Rocky Mountain Division

Baker, C. W.
 Roundhouse Foreman Bozeman, Mont.
 Bankey, M. M. Carman Miles City,
 Collins, S. E. Electrician Primrose,
 Harnack, P. G. Engineer Deer Lodge,
 Sieler, C. Carman Miles City,
 Westling, H. A. Freight Clerk Butte,

Terre Haute Division

Bush, F. E. Brakeman Terre Haute, Ind.
 Hewes, A. E. Fireman

Twin City Terminals

Brady, W. A.
 Blacksmith Helper Minneapolis, Minn.
 Felsted, C. T. . . . Clerk-Trucker
 Finnerty, T. Track Laborer St. Paul,
 Klabunde, C. T. . . . Conductor
 Neuwirth, M. E. . . . Machinist Minneapolis,

The Milwaukee Road Magazine

• **It Happened**
On The Milwaukee •

From C. R. Newberry, Retired Section Foreman, Momence, Ill. Back in 1925, when we were running about 25 trains daily to handle the heavy business from the Indiana coal fields, seven northbound trains were reported by the old station at Pande, Ill. Three hours later none had arrived at the next station, and all of the passing tracks were occupied with southbound trains holding meet orders.

At this state of affairs the dispatcher notified N. A. Ryan, superintendent of the Terre Haute Division at that time, who immediately set out by auto to search for the seven lost trains. He found them about 10 miles from Pande, standing one behind the other, the engine on the head train having broken

down. The crew had then been working on it for four hours, trying to make temporary repairs but without results. And where was the conductor all this time? Well, it seems he had gone to a farmhouse with the intention of reporting the breakdown by telephone, but had been compelled to abandon the idea when he was greeted by a vicious dog.

From S. E. Pilson, General Agent, New York City. This spring, when a landscape painted by Joe Marshall, our traffic manager here, took a blue ribbon in the New York Traffic Club fine arts and hobby show, he received a request to be photographed with it. Joe had felt pretty safe here, but somehow our Milwaukee Road Magazine got wind of it, and the idea was to use the picture
(Continued on page 42)

Karl F. Nystrom

KARL F. NYSTROM, retired chief mechanical officer of the railroad and nationally known railroad car designer, died suddenly at his home in Evanston, Ill., June 5. He was renowned as the builder of the Milwaukee's Hiawathas, the country's first streamlined steam powered passenger trains whose design set a new pattern for the industry.

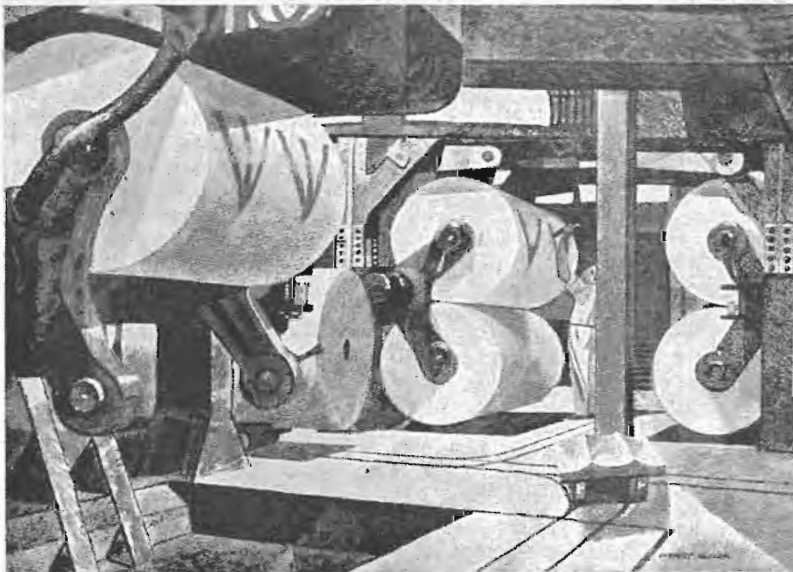
Mr. Nystrom was a native of Aspa Bruk, Sweden, who worked vacation jobs in the steel mills and machine shops of Stockholm before graduating from the University of Sweden in 1904. Following a study of high tensile steel in Germany, he came to the United States in 1905 and took a job as a \$25 a month blueprint boy for Midland Steel in Pittsburgh. While studying the English language he worked for several other firms as a draftsman. Later, as his ability began to earn recognition, he was employed as an engineer and designer by the Pullman Company, American Car & Foundry, and the Grand Trunk and Canadian Pacific railroads before joining the Milwaukee Road in 1922.

Starting at Milwaukee Shops as engineer of car design, he was advanced in 1925 to engineer of motive power and rolling stock, next to master car builder, and in 1927 to superintendent of the car department. In 1937 he was appointed mechanical assistant to chief operating officer with general supervision of the car department, as well as supervision of engineering, design and construction in the mechanical department. This jurisdiction was extended in 1941 to all branches of the mechanical department, with a change of title in 1945 to chief mechanical officer. Upon retiring from that position on Jan. 31, 1949, he served for a while as a consultant in the designing of railway car equipment for the International Steel Company, Evansville, Ind.

Mr. Nystrom was a Fellow of the American Society of Mechanical Engineers and the holder of approximately 100 railroad equipment patents. An Honorary Doctor of Engineering degree conferred on him by Marquette University recognized his pioneering work in the design and car building field.

Surviving Mr. Nystrom are his wife, Hannah, two sons, Earl T. of Winnetka, Ill., and A. Vincent of Babbitt, Minn., and four grandchildren. Funeral services were held in Evanston and interment was in Hartland, Wis.

**Found: The remedy for newsprint damage,
 U.S. publishing's high-speed headache**



Rolls like this weigh nearly a ton; when out-of-round, they create vibration and damage.

A WORKING IDEA TESTED AND REFINED BY OUR

CREATIVE CREWS



ROUND, FIRM, FULLY PACKED. One of the problems of newsprinting is "storing"—gouges and tears occurring in newsprint rolls when they are out-of-round as a result of compression. The source of this damage has always been hard to pinpoint. For the record, however, our current "creative crews" ad cites that the Milwaukee's personnel rate as newsprint shipping specialists; that over an eight-month period, following A.A.R. Special Committee on Newsprint Transportation and Handling recommendations, our company has moved several hundred carloads of newsprint for a midwest newspaper—carried, unloaded and stored them—without appreciable damage!



"From the gang at Allis Chalmers" reads the fine print on this sketch drawn by an employe of that company, which was presented to Clem Kabacinski, loading inspector in the Milwaukee Terminals, when he retired June 30. It was one of many tributes paid to him on that occasion by customers of the railroad in appreciation for his services. For more about this, read the Milwaukee Terminals news.

Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Clem Kabacinski, loading inspector, retired June 30. He started with our company Oct. 19, 1927 and worked as car inspector until 1930 when he was promoted to loading inspector, a position which carries a great deal of responsibility and which Clem filled admirably. He made many friends among the industries we serve, particularly on the Menominee Belt Line. On June 21 a group of 25 Belt industries gave a farewell party in Clem's honor at Hindman's Restaurant, Milwaukee. He was presented with a Bulova wrist watch. Tributes from other industries included a party given by the A. O. Smith Corporation.

Art (Seagull) Weidig, retired on disability, has now passed the 50 year service mark and his 50-year pin is on the way. "Seagull" and his wife are both active in Legion work, more particularly with the Milwaukee Road Post.

Our champion weight lifter, Switchman Ronnie Feyrer, won first place in the city championship contest sponsored by the Deutscher Athletic Club in light-heavy weight class Feb. 26. On May 6 he won first place in light-heavy weight class in the state championship sponsored by Manitowoc City recreation department. The Feyrers were also congratulated May 17 on the birth of a boy, Thomas James. Ronnie may have some competition for his title soon as David Cammack's son John has recently started training with him.

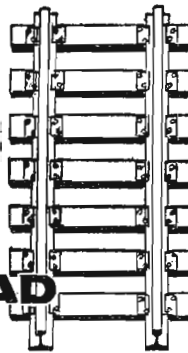
There have been several new arrivals

in Milwaukee Road families recently. Douglas William joined the Robert McLaughlin family May 8, John Patrick arrived for the Ken Cwiklis May 4, Switchman Ronald Schimelfenyg became proud "papa" of Nick Raymond, June 12, and Mr. and Mrs. Norb Parchym announced the birth of Gregory June 16. It was a girl, Caroline Ann, for Switchman John Gares and wife May 16, and one for the Tom Gannons June 6, Kelly Sue. Caller Henry Windward became a grandfather June 13 when James Bryan was born to his son and wife.

Joseph J. Thompson, retired Muskego Yard clerk, died suddenly May 12 at Oconomowoc, where he had moved recently from Milwaukee. He was a long-time employe of the Road, having worked in the transportation and traffic departments before his employment in the yard office. Services were held at St. Sebastian's Church in Milwaukee, with burial in Mt. Carmel Cemetery, Chicago. He is survived by his wife, Cecelia, and son, Joseph, in Oconomowoc.

Switchman Casey Knapp's daughter Sandra won an art scholarship in a con-

ABOUT PEOPLE OF THE RAILROAD



test sponsored by Joint School District No. 1, West Allis-West Milwaukee. She is attending summer classes at Central High in West Allis.

C&M Conductor Herb C. Porter retired June 1. He plans to live in Waupaca.

Jacob (Tango) Phillips, switchtender, retired June 19.

Sympathy was extended to John Khoury and family on the recent death of his father, also to the Carl Baumkirchner family when Carl's father passed away May 28, and to Assistant Superintendent K. O. Schoenack on the death of his father June 20.

Retired C&M Conductor John H. Costello passed away June 16 in Chicago.

Retired Switchman Henry Alberts and brother Joe were in town recently for a visit. They live in Florida but were bound for a fishing trip in Canada.

Caller Miles Cronce was married July 1 to Darlene Wanta in Mt. Hope Lutheran Church, West Allis. A reception was held in Bergman Hall at Tess Corners. The honeymoon is being spent in northern Wisconsin.

At this writing Switchman Ed Kaminiski is a patient in St. Joseph's Hospital where he underwent surgery.

Yardmaster Walter Dreyer and his wife attended the Shriners' Convention in Florida and Walter found time to make a big catch—a blue kingfish. He's off

again at this writing for a month's vacation in Canada.

Stanley Stawicki, car inspector, Muskego Yard, passed away May 19. Mr. Stawicki's service began in 1936 as a carman from which he was promoted to wrecking engineer and then car inspector. His father, J. Stawicki, had worked 38 years for the Road as carman and on the wrecker when he died in 1959. Surviving Stanley are his wife and three daughters, his mother, a brother and two sisters.

Thomas Patrick Casey, retired Milwaukee Terminals engineer, 82, died June 14 in the Veterans hospital at Wood, Wis., after a short illness. Mr. Casey was the son of the late Patrick Henry Casey, a former assistant chief special agent of the Road's police department. He joined the railroad as a fireman in 1898 after Army service in the Spanish-American War, became an engineer in 1902, and in that capacity worked on the Road's extension to the Pacific Coast. Returning to Milwaukee in 1910, he was employed in switching service until he retired in 1951. Mr. Casey was known as a hard hitting first baseman in the city's amateur baseball league from 1896 to 1918, and after his playing days served as an umpire until 1928. He was an active member of the B. of L.F.&E., of the Spanish-American War veterans, and of the railroad's Veteran Employes Association. Funeral services were held at St. Catherine's Church, with burial in Holy Cross Cemetery. Surviving are five sons, Joseph, Robert, Charles and George of Milwaukee and John of Philadelphia; two daughters, Miss Mary and Mrs. Edna Claringbole; two sisters and two brothers.

Robert Goelz, son of George Goelz, train clerk-Muskego Yard, received the Lamb award for Boy Scout leadership, in services at the Ascension Lutheran Church. Goelz directs the scouting program along with the youth program at the church and in 12 years as scoutmaster has received five citations for programming and exemplifying good camping.

Irma Knoll, clerk to the supervisors of signals and communications with headquarters in Milwaukee, was the guest of honor at a "surprise" dinner given June 8 at the Maryland Hotel by 37 women co-workers and personal friends to observe her 50th anniversary of service with the Road. Irma, who achieved her Gold Pass status June 14, has been employed continuously in Milwaukee, with the exception of seven weeks in the Chicago signals and communications office. T. J. Hanlon, signals and communications supervisor here, presented her with the pass.

Retired Assistant Division Engineer John Wetherell, who now lives in La Mesa, Calif., and Retired Division Engineer Fred Sloane, Milwaukee, visited the office recently. The two families were planning a trip together to Maine.

The Milwaukee Road Magazine



GOLDEN WEDDING OBSERVANCE of Mr. and Mrs. Fred A. Schrader of Prairie du Chien, Wis., featured a renewal of their vows at St. John's Catholic Church, a family breakfast, and an open house at their home. The families of both were pioneers in the city's rail and river transportation. Mr. Schrader retired as agent at Marquette, Ia., in 1950 with a record of 50 years of service without an accident or absence for illness. The couple's son came from Sacramento, Calif., for the anniversary. (Prairie du Chien Courier-Press photo)



OUR SLEEPING AND DINING CAR OFFICE FORCE poses for a farewell picture with M. P. Ayars, superintendent of the department (seated), at the open house held in the Chicago commissary building June 1, in honor of his retirement. From left: T. W. Triggs, chief inspector; Wilfred Sommer, chief clerk; Marie Keys, secretary; Joan Zembron, stenographer; Assistant Superintendent W. R. Jones, who succeeds Mr. Ayars; Ruth Trela, secretary; C. E. Morris, timekeeper; A. J. Corbett, inspector; Dorothy Koch, "comp" operator; Edward Novak, inspector; J. J. Nolan, assignment clerk; and John Galloway, inspector. An article concerning Mr. Ayars' retirement appears elsewhere in the Magazine.

NEWLY WEDDED Mr. and Mrs. Lonnie F. Johns pictured after their recent marriage in St. Luke's Evangelical Lutheran Church, Chicago. They started married life with a motor trip to Mackinac Island. The bride is the former Marlee Bieschke of the auditor of expenditure department.



Head table group at a retirement dinner in honor of R. R. Cheney, assistant supervisor bridge maintenance-system, held at Bellevue, Ia., May 12. From left: Assistant Superintendent P. Bridenstine, Savanna, Ill., Mrs. B. J. Ornburn, wife of assistant chief engineer - structures, and Mr. Ornburn, Chicago; and Mr. and Mrs. Cheney. For more about this, read the engineering department news.



Rector, manager of Spector Freight System, Inc., Rockford; and George Blanda of All-American football fame, now a salesman for the Spector System, whose 76 was low score. (Freeport Journal Standard photo)

ANNUAL GOLF OUTING of the Rock River Valley Traffic Club, Rockford, Ill., held June 15 at the Freeport Country Club, was the occasion for this sociability. From left: Mayor Joe E. Shelley of Freeport; Oliver R. Anderson, traffic manager of the Road's Illinois Region; J. S. Lawbaugh, general agent at Rockford, who was chairman of the outing; Kenneth



BIGGEST CATCH OF THE SEASON at Seku, Wash., was this 185-pound halibut brought in June 4 by Carman Ervin L. Brucker, Port Angeles. It gave him a three-hour battle on his 14-pound test line.

here's how we're doing



	JUNE		SIX MONTHS	
	1961	1960	1961	1960
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$18,789,572	\$19,254,522	\$105,687,703	\$111,992,585
PAID OUT IN WAGES	8,936,243	9,664,742	52,439,754	56,192,260
PER DOLLAR RECEIVED (cents)	47.6	50.2	49.6	50.2
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	765,689	855,046	4,552,959	4,987,080
PER DOLLAR RECEIVED (cents)	4.1	4.4	4.3	4.5
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ...	8,550,095	9,532,237	51,505,777	54,690,408
PER DOLLAR RECEIVED (cents)	45.5	49.5	48.7	48.8
NET INCOME	\$537,545	—	—	—
NET LOSS	—	\$797,503	\$2,810,787	\$3,877,163
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	91,882	92,778	516,219	560,539
Decrease 1961 under 1960..	—896		—44,320	

FWLER STREET STATION

Pearl Freund, Correspondent

Frank J. Schwab, former yard clerk, Fruit House, passed away Apr. 30 at the age of 83. He is survived by two sisters, Mrs. Veronica McKay of Cedarburg and Mrs. Theodora Raduenz, a brother, A. Clarence Schwab, also a granddaughter, Mrs. Ardith Terasek.

Sympathy was extended to Yard Clerk Edwin McGrath and family on the death of son Michael, aged 21. Michael met his death in an auto accident while returning from a golf tournament. He was a member of a team of golf champions from the University of Wisconsin, Milwaukee, where he was a student. Surviving besides his mother and dad are brothers, Dennis of Fort McClellan, Ala., Thomas, James and Gerald.

Tony Kilvinger, driver for M.M.T. at Milwaukee, has been appointed Flexi-Van Manager at Sioux City, Ia. Ordin Wilson has been appointed steward for the local drivers union succeeding Mr. Kilvinger.

Gene Wagner, auto messenger, was married May 13 to Miss Jill Plummer at St. Sebastian's Catholic Church. Gene attended Boys Trade School as an advanced student. Jill, formerly of Antigo, Wis., worked and lived in Milwaukee. The young couple went to Florida on their honeymoon following a reception at Ahepa Memorial Building.

Fred Robbins, l.c.l. billing department,

motored with son Danny to Indianapolis, Ind., for the 500 races.

E. J. Franco, outbound rate clerk, bowling in the Transportation Club League, reports his team in second place with 72 games won, 48 lost. The team average was 801.67.

Herman Beier, Milwaukee Terminals janitor, is justly proud of daughter Karen's wonderful school record. She was graduated June 8 from St. Jacobi Lutheran elementary school with straight A grades. She was valedictorian of her class.

The Milwaukee Blood Center, which awards a pin to donors of eight pints of blood, has presented a second pin to Walter Piortrowski, auto messenger and yard clerk. Walter has a rare type blood and is an 18 time donor.

On June 17, the Milwaukee Chapter of NARBW installed officers for the ensuing year at a dinner meeting at Fazios. New officers are: president, Elvira Wurch, medical secretary; vice-president, Leone Esser, chief clerk to district storekeeper; recording secretary, Grace Johnson, secretary to general superintendent; corresponding secretary, Bette Whitford, assistant cashier, Fowler St., and treasurer, Kathleen Nowak, mailing clerk; all Milwaukee Road employees. A summer outing of the chapter is planned Aug. 5 via C&O car ferry across Lake Michigan to Ludington.

A beautiful diamond in a star setting

is Janice Mazurkiewicz latest pride and joy, the donor being Gale LeFebvre. They are planning a wedding in October. Janice is an expense clerk, regional office.

Penny Dresden, expense clerk, is engaged to Jack Surgess, a student at Marquette Dental School.

New employes in the regional office are Mrs. Barbara Dominquez, key punch operator, who came back to Milwaukee recently after living for two years in Mexico City. She has a little daughter two years old, named Philomena.

Mrs. Mary Boyland, key punch operator, has returned to Milwaukee from Providence, R. I., where she went to be near her husband while he was stationed with the Navy at Newport. He is now an electrical engineering student at Milwaukee School of Engineering.

Top man on the seniority roster, Eric A. Kaun, took his pension May 16. He began his railroad career in April, 1906 spending the entire time in the cashier department where he supervised abstracting. During recent years, when abstracting was done by machine, he had handled station accounting. His position at retirement was revising clerk.

Ray McGrath, second man on the seniority roster, terminated 53 years of service on Apr. 13. He started in February, 1907 as train clerk at Muskego Yard. From there he went into the Upper and Lower Canal District as yard clerk and was later promoted to foreman. He remained in the district 20 years. After being out of service about a year for his health he returned to Fowler Street where he was messenger and waybill sorter for 11 years to his retirement. Ray and his wife have two married sons and four grandchildren.

Employees of the regional office and agency joined to honor both Eric Kaun and Raymond McGrath at a dinner held at the Moose Club June 1. Following this sendoff, Eric and his wife played host to two groups of employes in their lovely home.

Regional and agency employes honored



Principals at a retirement party in the Moose Club in Milwaukee June 1 are, from left: Eric Kaun, revising clerk in the Milwaukee station accounting office, with Mrs. Kaun, and Mrs. and Mr. Raymond McGrath, the latter of the Fowler Street office force. For details of the affair, see the Fowler Street station news.

The Milwaukee Road Magazine



Strong man Ronald Feyrer, Milwaukee Terminals switchman, with some of the trophies and medals he has won in weight lifting competitions, including the Wisconsin state championship, middle-weight class award in 1957. For details, see the Muskego Yard news.

J. J. Komurka, regional manager, at a dinner July 3 at Old Heidelberg. Mr. Komurka took over the duties of manager at Austin, Minn.

Expense Clerk Margaret Adams was a recent employe of the Allis Chalmers Company. She was employed in the tractor shop office. Mrs. Mary Barribeau, key punch operator, reports she has just been keeping house.

Tom Guskowski is a vacation relief clerk on the mail desk, regional office. During the school year he is a student at Marquette University majoring in accounting.

In the agency office, Carolyn Dombrowski, daughter of Superintendent J. J. Dombrowski, is employed as messenger and ticket sorter. She is a recent graduate of Pius XI High School.

Richard Freund, student of electrical engineering, Marquette University, is again relief yard clerk. Don Galloway, vacation relief yard clerk and messenger, is majoring in business education at Carthage, Ill.

St. Stanislaus Catholic Church, Arcadia, Wis., was the setting on Aug. 5 for the nuptials of Roland Symicek, l.c.l. bill clerk and Janice Sonsalla, a nurse at St. Michael's Hospital. This is the home town of the bride, while Roland is from Independence, Wis. A reception was held at the Arcadia Country Club, and the newlyweds honeymooned in Washington, D. C.

New in the regional office is Evelyn Swanson, key punch operator, graduate of an IBM course. She lives in Waukesha, though she is a recent graduate of Taylor High School, Taylor, N. D.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

We are addressing Switchtender Wayne Hartney, Savanna, as "Your Honor" these days since he was elected police magistrate.

Silver Star Lodge Ladies Auxiliary to the B. of R.T., Dubuque, recently ob-

served their 40th anniversary. Those receiving 40 year pins included Mesdames Walter Schildman, Charles Johnson, Marie Tanner, Blanche Glover, Mae Cooper, Martha Cleveland, Mae Oliver and Miss Mildred States.

Retired Engineer Phillip V. Sharp passed away in his home at Park Rapids, Minn., July 2. Funeral services were held in the Hunter-Fuller Memorial Chapel in Savanna, where he resided for many years while working out of Savanna on the Iowa Division. Burial was in the Savanna Township Cemetery. Surviving are the widow, two daughters and six grandchildren.

John L. Brearton, the Road's lawyer at Savanna for many years, passed away in the East Moline Hospital June 19 following a long illness. Funeral services were held in the Savanna Community Church with burial at Morrison, Ill. Surviving are a daughter, a son, three brothers and a sister.

Anna Bahne, 82, who was enginemen's timekeeper in the superintendent's office at Savanna during the 1920's and later left for Portland, Ore., to live with her daughters, passed away in a Portland

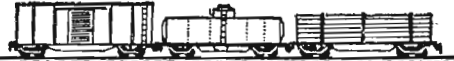
hospital May 30. Funeral services were held in Portland. Surviving are the daughters, Helen and Norma.

Switchman Vernon Brown of Thomson, Ill., was instantly killed May 26 in an automobile collision near Mt. Carroll, Ill. He had been a railroader since July, 1953. Surviving are his widow, a son and a daughter, parents, grandparents, two sisters and a brother. Funeral services were held in the Community Church in Savanna, with burial in the Savanna Township Cemetery.

Merle Ferris, First District engineer, passed away in his home May 29, following a heart seizure. Funeral services were held in the Bergin Funeral Home, Elgin, with burial in the Elgin Cemetery. Surviving are the widow, three sons, a daughter, two step-sons, a sister and two brothers, Dewey of the car department and Charles, conductor on the Iowa Division at Savanna. Mr. Ferris started as a fireman April, 1923 and was promoted to engineer June, 1943.

Mrs. Edw. Vogt passed away in the City Hospital May 5 following a long illness. Funeral services were conducted in the Hunter-Fuller Memorial Chapel

Carloadings



JANUARY-JULY 1961 compared with same period in 1960

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASED in 1961 over 1960		DECREASED in 1961 under 1960	
		SEVEN MONTHS 1961	SEVEN MONTHS 1960	INCREASE 1961 over 1960	DECREASE 1961 under 1960
10.9%	Grain and Soya Beans.....	51,658	43,432	+8,226	+18.9%
2.4	Grain Products.....	32,085	31,679	+406	+1.3
2.2	Gravel, Sand and Stone.....	26,847	25,852	+995	+3.8
1.6	All Other Animals and Products.....	6,568	6,150	+418	+6.8
1.2	All Other Products of Agriculture.....	9,867	9,160	+707	+7.7
18.3%		127,025	116,273	+10,752	+9.2%
13.3%	Forest Prod. (Excl. Logs & Pulpwood).....	49,111	51,815	-2,704	-5.2%
6.9	Iron and Steel.....	26,921	38,449	-11,528	-30.0
5.8	Automobiles and Parts.....	20,082	28,188	-8,106	-28.8
5.3	Coal and Coke.....	48,506	53,799	-5,293	-9.8
3.3	Meat and Packing House Products.....	22,034	23,173	-1,139	-4.9
3.3	Oil and Gasoline.....	23,091	26,864	-3,773	-14.0
2.8	All Other Products of Mines.....	8,971	10,037	-1,066	-10.6
2.7	Agri. Impl. Machinery and Parts.....	10,303	11,666	-1,363	-11.7
2.5	Forwarder Traffic.....	16,893	17,505	-612	-3.5
1.7	Logs and Pulpwood.....	26,342	34,926	-8,584	-24.6
1.7	Cement, Lime, Plaster and Stucco.....	11,642	11,990	-348	-2.9
1.6	Merchandise.....	24,858	31,194	-6,336	-20.3
1.5	Fruit and Vegetables (fresh).....	14,202	14,419	-217	-1.5
1.5	Liquors, Malt.....	10,509	10,952	-443	-4.0
.7	Livestock.....	5,322	5,965	-643	-10.8
27.1	All Other Mfgs. & Miscellaneous.....	158,378	164,037	-5,659	-3.4
81.7%		477,165	534,979	-57,814	-10.8%
100.0%		604,190	651,252	-47,062	-7.2%



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Railway Division Depew, N. Y.

with burial in the Savanna Cemetery. Surviving are her husband, First District engineer, and a brother, F. L. Orr, general yardmaster, Savanna.

Second District Engineer Peter A. Oppelt passed away in Xavier Hospital, Dubuque June 17. Funeral services were held in the Sacred Heart Church in Dubuque with burial in Mount Calvary Cemetery. Surviving are his widow, five daughters, four sons, three grandchildren and a sister. Mr. Oppelt began his career as a fireman in August, 1913 and was promoted to engineer March, 1923.

John J. Rellihan, agent for many years on the Second District, passed away in Mercy Hospital, Dubuque, June 10. Funeral services were held in St. Patrick's Church with burial in Mount Olivet Cemetery, Dubuque. Surviving are a daughter, a sister and two brothers.

Conductor Matt McNerney, Ottumwa, received his 55-year gold service button recently. Starting as a call boy, he became a brakeman at the age of 16 and was promoted to conductor before his 21st year. He has continued in that service for the past 46 years.

An incident which occurred recently as 167 was going through Dubuque highlighted some quick thinking on the part of Engineer William Kronfeldt and Fireman Fred Rheault. As the train was approaching 14th Street Engineer Kronfeldt saw an elderly man about to cross the track at 16th Street, and observing that he seemed feeble and moved haltingly, slowed the train. His fear was justified when the man fell directly in the train's path. Fireman Rheault was also aware of the situation, and when

the train was about 400 feet from the man, he leaped to the ground—the train was moving at about 4 miles an hour—and ran to his aid. The man's predicament had also attracted a bystander, and between the two, the man was hauled to safety. All of this was accomplished without delaying the train's arrival at Dubuque Yard.

Aberdeen Division

EAST END

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



Bruce Nelson

We always throw out our chest when a scholar pops up in the railroad family. This spring we had two of them: Bruce Nelson, son of Conductor Bill Nelson of Minneapolis, was graduated from Bloomington High School in the upper

2 per cent of a class of 400, thereby winning a scholarship from the Gem Company; Roger O'Shaughnessy, son of Engineer Dan of Milbank, was awarded a 4-year scholarship to the University of Minnesota. Roger distinguished himself on the football field during his high school years so we'll be watching the sports columns.

Engineer William S. Hasleau, 76, passed away suddenly at his home June 27 while on vacation. He was buried at Elmore, Minn., beside his wife who died 25 years ago. He is survived by his son, William Jr.

Joe Schug, former crossing flagman at Cologne, died in Minneapolis recently at the age of 57. Since leaving the railroad Joe had been a church custodian.

Every year around Memorial Day the good folks at Ortonville, Minn., declare a holiday, lock up the business places and everybody goes fishing. Two depots are set up where the fish are cleaned and steaked and the resultant filets are sent to Veterans' Hospitals in Minneapolis and Sioux Falls and a feast is spread. Several thousand fish are pulled out of Big Stone Lake each year and always among the fishermen you will find a goodly number of Milwaukee Road folks. This year, even though the day was cold, miserable and rainy, our "rails" report there was another good catch.

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ALTAR BOUND, Lineman John Lanning escorts his daughter Marsha down the aisle of Our Saviour Lutheran Church in Montevideo, Minn., where she became Mrs. Douglas Ruppe on June 24.

Pat Maloney, train director at Montevideo, has returned to his duties after two months lay off to undergo surgery. Gene Tryon held down the yard office, directed trains and juggled crews during his absence.

We were happy to learn of the arrival of Gregory Gordon at the home of Trainmaster Neal Owen of St. Paul. He is Neal and Barbara's first. Number five arrived at the home of Operator Tom Fasching June 27. He has been given the name of Mark Joseph.

Retired Agent Matt Jocum, formerly of Glencoe, passed away in San Diego where he has lived since his retirement.

Engineer O. T. Spangenberg was married to Mrs. Vivian Johnson of Spicer, Minn., May 20. Spang says she likes to hunt and fish as much as he does, so the situation is ideal.

Conductor Bill Hodge, who was hospitalized due to a heart ailment, has returned home with orders to take it easy most of the summer.

Agent Bill Unker of Summit has much to say about safety glasses and why he is for them 100 per cent. Recently, while mowing the lawn at the depot grounds, a rock flew up hitting his glasses and breaking them. But they were safety glasses so all is well with Bill Unker.

The Milwaukee Railroad Battalion, which served so nobly during World War II overseas, had its 15th annual get-together in Kansas City recently. The Bob Hammells and the Howard Sheimos attended.

Beverly, daughter of Conductor Charlie Funk of Minneapolis, was married June 24.

Rocky Mountain Division

EAST END

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

Funeral services were held in Miles City May 1 for Mrs. Odie Shields, 72, who passed away after having been an invalid for 12 years. Among her survivors are Lonnie Shields and Mrs. Audrey Herigstad of Miles City.

July-August, 1961

Manley R. Bennett, 72, of Hamilton, Mont., retired telegraph operator, died May 14 in a Missoula hospital. He was born at Paynesville, Minn., but came west and worked for many years at various points on the Milwaukee. He retired in 1954. Mr. Bennett is survived by his wife, a son and three daughters.

Gerald A. Powers, brakeman, passed away in a Miles City hospital May 10. He was born in Chicago Mar. 26, 1898, and moved to Montana in 1910. He had been employed by the Road since 1925. Mass was offered, with Father Frances McInnis as celebrant and burial was in the family lot in Calvary Cemetery.

The Miles City Milwaukee Women's Club held its final meeting for the club year May 1. Mrs. William Shine won the prize for being the oldest grandmother with the most grandchildren and Mrs. Herb Lathrop won as the youngest grandmother with the largest number of grandchildren. Mrs. Gladys Brundage showed slides of her trip to Europe.

Clarence C. McGee, 51, son of the late C. C. McGee, long time TM conductor, passed away unexpectedly in his home at La Mesa, Calif. May 4. Funeral services and interment were in Miles City.

Kathy Althaus, nine year old daughter of Frank and Mrs. Althaus, died May 9. Services were held in Sacred Heart Church with burial in Calvary Cemetery.

Barbara Ann Bradley, five year old granddaughter of Mr. and Mrs. W. J. Norton, died suddenly in her home May 15. Funeral services were held in the chapel of Graves Funeral Home with interment in Custer County Cemetery.

Mrs. Howard Sweeney was recently installed as president of Xi Gamma Chapter of Beta Sigma Phi.

Bowling wives of several Milwaukee employes walked off with high honors in the 1960-61 competition in Miles City Women's Bowling League. Among the winners were: Alta Glover, high game with score of 234; Ann St. Peter, high average bowler for the year and high series of 612. The Crossroads Team won the 1960-61 Women's Association League and included on its roster Ann St. Peter and Becky Minkoff.

An era ended June 2 when Ira H. "Shorty" Rodgers pulled down the window at Miles City ticket office to retire

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after 45 years. His last 43 years had been spent at Miles City and 25 of them at the ticket office. Ira and Mrs. Rodgers moved to their home on Flathead Lake for the summer. They will live in Miles City in the winter.

George B. Hand, 71, retired captain of police, passed away June 10 in his home in Miles City following a long illness. He was born in Orient, S. D., and lived in Mobridge for many years. The family later moved to Miles City. He is survived by his wife, a son and two daughters. Requiem Mass was said in the Sacred Heart Church. Burial was in Calvary Cemetery.

Mr. and Mrs. Harry Wood attended the state convention of the Veterans of World War I held in Billings, Mont., June 16-18. Wood is the department commander. Mrs. Wood is department chaplain and was in charge of memorial services. They also attended the state meeting of the Rebecas and Odd Fellows at Havre. Mrs. Wood is the state president of Rebecas.

June weddings included that of Delores Seaman and Gary Steiner, son of Mr. and Mrs. Earl Steiner, who were married in the First Methodist Church of Miles City.

Terre Haute Division

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

The Milwaukee Women's Club held its annual picnic at Deming Park June 25. Approximately 75 members attended and enjoyed a musical program and an afternoon of visiting with friends.

Conductor Wayne Clark is in St. Anthony's Hospital at this writing, both his legs having been broken when his tractor overturned while he was working on his farm.

Retired Clerk Henry Crow died June 1 following a heart attack. Mr. Crow, a resident of Terre Haute, was a veteran of World War I and is survived by his widow Violet, a son Robert with the Air Force in Arabia, five brothers and two sisters. Funeral services were held in Jasonville, Ind., and burial was in the Knights of Pythias Cemetery, Hymera, Ind.

The death of former Engineer Clay C. Damer was just recently brought to our attention. Mr. Damer died Jan. 31 after a long illness. He had been an employe of the Road 45 years. Surviving are his widow Ruth, a brother and a sister.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

June 26 was the 44th wedding anniversary of Joe W. Jorgensen, retired yard conductor, and his wife Mary. They celebrated with a trip through Minnesota, Illinois, the Dakotas, Montana, Canada, and down the west coast to their home in Santa Cruz, Calif., where the welcome mat is out to friends traveling that way. Their address is 432 May Avenue. They would also like to hear from other retired folks. Their surprise visit to your correspondent was most welcome.

Switchman Freddie Elders, at present in the Air Force, dropped in for a visit while home on leave. He is stationed in Oklahoma City.

Alta May Sherwood, your correspondent's mother, is grateful to the many friends who sent greetings on her birthday. She has spent most of the past two and a half years in bed, so visits and cards are appreciated.

Bert Johnson, retired Bensenville clerk, is reported to be getting along nicely, but the fellows say he'd like to hear from old friends.

Mrs. Joseph Beberger, widow of a long-time employe, received "celebrity" attention on July 12 by reason of achieving her 101st birthday. In addition to being featured in an article in the Chicago Tribune, she was feted at a family party by three of her four living sons, five grandchildren and 12 great grandchildren, and merchants in the North and Pulaski area where she lives held a "Grandma Beberger Day" in her honor. Gifts she received included \$101 from a local bank. Mrs. Beberger lives alone, does her own housework, cooks, bakes and shops daily. She crochets without glasses and attends a weekly bunco party, riding to her favorite bunco parlor on public transportation.

Note to any retired friends: If you are not getting your Magazine send in your address. The Joe Jorgensens said the Magazine was enjoyed by them like a long letter from old friends.

Was sorry to hear that Assistant Superintendent Robert Graves is in the hospital at this writing.

Henry "Doc" Burrow, IBM operator at Bensenville, recently made headline news in the Chicago Sun-Times when a swarm

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La Crosse Division

WISCONSIN VALLEY

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

Mrs. Maye Vachreau, widow of train dispatcher, passed away June 1 in St. Mary's Nursing Home, Milwaukee, where she had been a patient for several years.

and children, nearly the entire population of the town, boarded train 202 at that station to ride to Wausau and return on 256. Many tales were told en route, old timers recalling the snow troubles of years past in the deep cut through which the tracks pass. One storm in 1914 blocked the line for three days.

Engineer J. H. "Jimmie" O'Brien has retired with over 50 years of service to

and Mrs. Rahn will journey east to visit a grandson who lived with them for several years.

A baby boy has been welcomed at the home of Clerk Herbie Hintze, and a girl at Clerk Mike Petterson's home.

Sandra, the pretty young daughter of Section Laborer Eddie Hoile, wearing a black bathing suit and the "Queen's" silver crown, added much to the winning float which she rode in the Schofield firemen's parade.

Sympathy was extended to Roundhouse Laborer Bishop when his 20-year-old daughter, Mary Jo, was killed in an auto accident at Daytona, Fla. She and other recently graduated nurses from Masonic General Hospital, Chicago, were on a vacation trip.

Richard Brostrom, son of Roadmaster Brostrom, and a sophomore at Lawrence College, Appleton, received an award as an outstanding cadet in the Air Force ROTC there. He also received a certificate of achievement as a member of the corps color guard.

A \$250 scholarship at University Extension Center, Wausau, was awarded to Mary Conklin, daughter of Engineer Kenneth Conklin. She plans to major in social welfare work.

Recent activities of the Women's Club at Wausau included a spring luncheon for the members and the annual potluck picnic in Marathon Park for all railroad employes and their families. Games and plenty of ice cream and pop for the children added to the enjoyment.

The Women's Club at Wausau is sponsoring a fund to help defray medical expenses for five-year old Danny Petterson who is facing a serious heart operation at University Hospital, Minneapolis. Clerk Mike Petterson and his wife have five other small children and this surgery is estimated to cost \$3,000 or more. Funds from "Danny Petterson" parties and individual donations have topped the \$400 mark. The fund is being handled by the Wisconsin Valley Trust Company, Wausau, and donations may be sent there earmarked for the "Danny Petterson Fund".

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

The Milwaukee Women's Club of La Crosse held a "May Day" luncheon at the Cavalier Inn May 3. About 60 members attended. Visitors were Mrs. R. E. Melquist, first vice president general from Minneapolis, and Mrs. Henry F. Shannon from Savanna, Ill. A family style picnic was held in Myrick Park, La Crosse, June 7.

Retired Conductor E. A. Costello died in Minneapolis May 18. Mr. Costello retired in April, 1954 after 46 years' service.

Martin H. Breuer, time revisor at La Crosse, and his wife celebrated their 25th wedding anniversary June 6. They have three children, Mrs. Burleigh Keller, Martin H. Jr., a La Crosse Division brakeman, and Tony at home.

Charles Y. Dempsey who was appointed traveling engineer with headquarters in Portage Feb. 16, 1959, then sent to Miles

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Funeral and burial services were in Wausau.

Mrs. Martin Slomske, widow of retired blacksmith helper, died at her home in Wausau where her daughter had been residing with her since the death of Mr. Slomske. Her son, Theodore, is an engineer.

May 31, the last day on which passenger trains stopped at Rudolph, 130 adults

his credit. He is keeping busy as a "gentleman farmer" at his daughter's farm in Schofield.

After 36 years as section foreman at Wausau, Walt Rahn has retired. During World War II Walt supervised the "boy gangs" used, with good results from a safety and progress standpoint. He recently attended the graduation of one grandchild in Milwaukee and later he

Military Railway Service Vets to Meet in Chicago

THE 16th annual reunion of the Military Railway Service Veterans of World War II and the Korean war will be held at the Pick-Congress Hotel in Chicago Sept. 15-16-17. The program includes meetings and banquets for individual battalions, sight-seeing tours, entertainment for the ladies, and a general assembly and banquet.

The official publication of the organization, the MRS Journal, is soliciting subscriptions and news. Veterans who are interested should contact the editor, Neil L. Maurer, P. O. Box 188, Laurens, Ia. Other inquiries regarding the organization may be directed to the secretary-treasurer, Fred W. Oakie, P. O. Box 536, Pittsburgh 30, Pa.

City, Mont., Aug. 16, 1960, was transferred back to La Crosse June 1.

John Murray, 63, who had worked for the Road since 1915 and was made section foreman at Cannon Falls, Minn., in 1955 died there suddenly June 16. He is survived by his wife, and a son, John H., of Hastings. Interment was in Dakota, Minn.

Mr. and Mrs. Carl S. Schroeder are now living in Prairie du Chien. Carl had been a telegrapher for the Road 40 years when he retired Jan. 1, 1958.

Conductor and Mrs. John R. Sanny welcomed a son, Michael John, June 27. He joins a family of three sisters.

Mrs. Erick Erickson, widow of former chief clerk at La Crosse, attended the 50th anniversary of her high school graduating class at Savanna, Ill., May 27. Of the original 24 members, 17 are living and 13 were able to be present, among them being L. F. Donald, former vice president-operation, who, with his wife, attended from McHenry, Ill.

MADISON AREA

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

John J. Anthony, 73, an employe for more than 47 years, died recently. He started work as a water boy for the section crew, but his natural mechanical aptitude soon earned him a responsible position in the car department, where he was for many years concerned with upkeep of the road's rolling stock. His hobbies of clock restoration and making things of beauty from "useless" articles kept him busy during his retired years. Interment was in Resurrection Cemetery, Madison.

Sympathy was extended to the wife and children of Henry Statz, 59, Mazomanie, a cook for the bridge gang, who passed away May 11 of a heart attack.

Roger J. Miller, bill clerk in the Madison regional office, and Delora Mullins, also of Madison, will be married in the early fall.

Patricia Tuman, keypunch operator in the regional office, was married to Ken-

neth Hall of Janesville May 26.

Bob Hurlbut, general agent, and wife Bette became grandparents May 2 when their daughter Babette, Mrs. Stanton Helland of Wisconsin Dells, gave birth to a daughter, Elizabeth Irene.

Otto Kohls of Waterloo, a former employe of the Road and father of John Kohls of the regional office, passed away suddenly May 30.

Gordon Bayless, machine operator regional office, is the proud father of Michael Edward, born Apr. 30.

William "Bill" Murphy, delivery clerk in the freight warehouse, is recovering nicely at this writing after surgery in the Madison General Hospital.

Ida Wagner, comptometer operator regional office, underwent surgery May 24 in St. Frances Hospital, La Crosse. The latest reports are that she is getting along well.

Jan Novak, stenographer freight office, recently accompanied her parents on a vacation trip to Elizabethtown, Ky., to visit her sisters, now known as Sisters Valeria Ann and Ann Miriam. Before returning, they took Sister Ann Miriam to the Motherhouse in Loretto, Ky., and Sister Valeria Ann to Notre Dame in Indiana for a summer of studying. To the surprise of all, Jan is showing off a "sparkler" which she received from Philip Voelzke, relief ticket clerk, just prior to her trip.

Approximately 50 friends of F. O. McGrew, chief carpenter, and his wife enjoyed a lovely dinner at Nob Hill June 16. Mr. McGrew has been transferred to Minneapolis as chief carpenter of terminals.

Florence and Chauncey Mahaffey are happy to announce the arrival of their first grandson, David William, on June 5. David is the son of Mr. and Mrs. R. D. King (Marilyn Mahaffey), and there are two sisters to welcome him, Judith Ann and Lauren.

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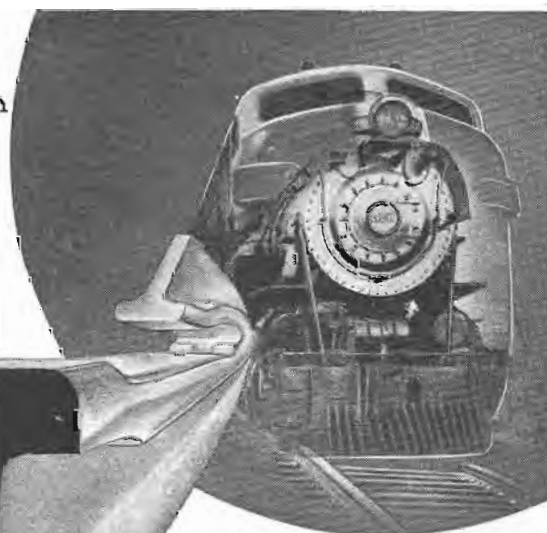
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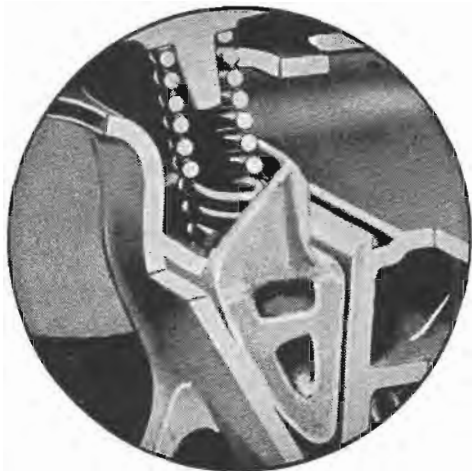
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EAST END

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

Brakeman Percy Jaedcke retired June 30 after 48 years of service. He was local chairman of the Brotherhood of Railroad Trainmen since 1928. Mr. Jaedcke lives in Watertown where he will now continue his gardening in leisurely fashion.

Operator C. J. Sturm, Watertown, has been off the job because of illness.

Retired Section Foreman Otto R. Kohls, 77, passed away at his home in Waterloo in May. Mr. Kohls retired eight years ago after 50 years of service. His son, Elmer F. Kohls, is section foreman at Columbus, Wis.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER
ACCOUNTS

Bill Tidd, Correspondent

Virginia and Bill Kovac are proud parents of a daughter, Jodi Lynn, while Pat and Carl Gallagher are equally proud of their new son, Brian Paul.

Jo Pflanz, Irene Barry, Ann Sundin and Ethel Brodbeck are on furlough due to ill health.

Genevieve and Art Tanny have a granddaughter, Linda Marie, born recently to their daughter, Joanne Harrer.

Fred Dittman took his family on a camping trip to Florida, during which he and his son did some deep sea fishing off Florida Keys.

Elvira Ahlberg enjoyed an extended tour of Europe recently.

Arthur L. Newell, son of Mildred Newell, received his B. A. degree from De Paul University June 7. He was also designated a distinguished military graduate, commissioned a second lieutenant in the Army, and is now stationed at Fort Knox, Ky.

LAW DEPARTMENT

Gertrude Mickels of the secretarial staff became Mrs. William Ralph Brimm in a ceremony at Our Lady of Perpetual Help Church, Glenview, on July 1. The Brimms are living in Chicago after a motor trip through the Smoky Mountains and the South.

F. M. Long, assistant general attorney, who resides in Itasca, has been named a director of the Easter Seal Center of Du Page County. The center is affiliated with the Illinois Association for Crippled Children.



Retiring June 30 after 43 years of service, E. C. Rintelman, bureau head in the auditor of expenditure's department in Chicago, poses with some of his associates. From left: Assistant Auditor of Expenditure E. B. Gehrke, Auditor of Expenditure R. P. Kauppi, Mr. Rintelman and Chief Clerk G. A. Berghauer. For more about this occasion, read the auditor of expenditure news.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Assistant Bureau Head Edward C. Rintelman of the statistical bureau retired June 30 after 43 years of service. Edward started in the accounting department in Milwaukee in 1918 and moved to Chicago in 1940 at the time of the consolidation of the department. He was feted by his fellow employees at a retirement dinner in Weber Hall. Edward will now be able to spend all his time at his comfortable home at Lake Five, Colgate, Wis.

Sympathy was extended to Annette Richards of the material bureau on the death of her husband, and to Kay Geisler of the bookkeeping bureau, on the death of her brother.

Virginia Holmes came to the computing bureau and Vivian Margelis to the payroll bureau from the office of auditor of passenger accounts, and Nadia Menos and Margaret E. May are newcomers to our typing bureau.

Susan Zimpelmann of the bill and voucher bureau left the railroad after 13 years, to devote her full attention to the position of housewife.

Gayton Schero of the office of supervisor of machine accounting became the proud father of a baby boy named Carl Paul on June 11.

Former Assistant Bureau Head Michael R. Samp of the accounts receivable bureau passed away May 25 after a long illness. Retired Clark Fred C. Eichin of the general bureau passed away suddenly June 8.

Wilbur McDonald of the bill and voucher bureau, and Richard Dressler of the A.F.E. bureau, have joined the staff of the auditor of capital expenditures.

Congratulations were in order when Theodore S. Gajewski was promoted to the position of manager of electric accounting machine operation, William M. Bert to supervisor of machine accounting and Leonard P. Sabacinski to assistant supervisor of machine accounting.

July-August, 1961

Richard Gruber of the paymaster's office took Kathleen M. Erwin as his bride in St. Matthias Church Apr. 22, after which they honeymooned at Miami.

Secretary Beverly A. Nygren of the accounts receivable bureau exchanged vows with Frank E. Herbig Jr. June 17 at St. Thecla's Church. Mr. and Mrs. Herbig spent their honeymoon in Springfield, Ill.

Clerk Mary Oehm of the bookkeeping bureau has been informed by the Lake View Citizen's Council that her garden was chosen as one of the most beautiful in the neighborhood. Mary's parents built the Oehm homestead on Southport Avenue 74 years ago when they were newlyweds, and it has been occupied by the family since that time. It is nice to know that the "tender, loving care" that went into making this truly a garden spot has been officially recognized.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

The new terror of Whipple Street is Arona Mae Puttrich, newborn daughter of Mr. and Mrs. T. Puttrich. Not to be outdone, Mr. and Mrs. Jerry Bray announce the arrival of a son, Steven Francis.

Eugene and Mrs. Forster, Guy Bowman and Richard Stengle have given our economy a little impetus by buying new Chevrolets.

Word has reached us from Tarzana, Calif., that William J. "Bill" Fisher, retired investigator of Suspense claims, died Mar. 27 at the age of 79. Bill was a veteran railroader, having started with the M&O in 1901. Subsequently he worked for the CB&Q, the Wabash, the MKT and the Frisco Lines before coming to the Milwaukee's accounting department in 1923. He had been living in California since retiring in October, 1946. Surviving are his wife, Minnie, two daughters, Mrs. Eleanor Izard of Woodland Hills, Calif., and Mrs. Virginia Schenkel of Lincolnwood, Ill., and four grandchildren.

During the absence of C. G. Heuel, who is on sick leave, C. G. Belter has the temporary appointment as bureau head, record room and photostat department.



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FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Peter Church and wife Kathryn announced the birth of a son, Peter, May 15, and Mr. and Mrs. Paul Heppert have a son, Jeffrey, born June 26.

Wedding bells rang for Jim Alopogianis, clerk, and Marguerite Stenger, June 17 at Cedar Lake, Ind. The couple honeymooned in Miami, Fla.

Robert, son of Dictaphone Operator Florence Swanson, was recently graduated from the Fayetteville, Ark., high school and has entered the Air Force.

Grace Diversey, former typist, and husband Bob announced the birth of daughter, Caryn, June 9.

Aileen Hermes is convalescing at home at this writing.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

R. R. Cheney, assistant supervisor bridge maintenance-system, retired May 5 after 47 years' service. He made his date Mar. 2, 1912 in the mechanical department at Savanna. Later he worked in the track department and in July, 1916 entered the bridge and building department of the Dubuque Division where he remained continuously except for naval service during World War II. Roy's friends to the number of 120 attended a dinner in his honor at the American Legion Club, Bellevue, Ia., May 12. H. H. (Pat) Kruse, former chief carpenter at Minneapolis, has been appointed to the vacancy left by Mr. Cheney.

James Donahugh and family recently spent a few days in the Twin Cities and on June 3 had the privilege of attending his brother Donald's ordination as a sub-deacon in St. Paul Seminary.

Mr. and Mrs. C. E. Morgan recently entertained their son, Lt. Rex R. Morgan of the U. S. Coast Guard Service, and family at their home in Northbrook. Rex and family were en route to Troy, N. Y., where he will attend Rennselaer Polytechnic Institute for 14 months of advanced work in civil engineering. During the past four years he was assigned to the cutter "Gresham" which patrolled the Frisco Bay area.

Retired Division Engineer T. H. Strate, San Ysidro, Calif., recently attended a

reunion of the University of Minnesota graduating class of 1901, and stopped in Chicago to see old friends. We also had a visit from Retired Special Engineer H. B. Christianson, who has completed the project to which he was assigned in northern Quebec. After visiting friends in and around Chicago, Mr. and Mrs. Christianson will embark on the Queen Mary in New York for an extensive tour of Europe.

POLICE DEPARTMENT

Otto J. Stolzenberg, retired Chicago Terminals sergeant of police, who had been making his home in Hot Springs, Ark., suffered a fatal heart seizure May 29 while visiting in Chicago. He is survived by two sisters, Miss Minnie Stolzenberg, Chicago, and Mrs. John A. Gebel, Hot Springs. Mr. Stolzenberg, who entered service in 1917 and retired in 1954, was a member of the Veteran Employees Association.

OPERATING DEPARTMENT

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

Marilyn McNicholas, secretary to Leo LaFontaine, has been appointed recording secretary general of the Women's Club by Mrs. C. C. Steed, president general, following the death of Mrs. Elizabeth Shortall.

Mildred Rabus, record clerk in R. J. Kemp's office, who became ill while vacationing in Miami, Fla., in March, is still confined to Swedish Covenant Hospital, Chicago, at this writing. Mildred is a 41-year veteran.

Mr. and Mrs. Frank Dorgan are proud parents of a son born June 1. Frank is a freight service inspector in R. J. Kemp's department, and Mrs. Dorgan (Mary Early) was formerly a stenographer in the engineering department. The Dorgans also have five daughters.

Jay L. Franz, retired office assistant to president, stopped in to say "Hello" to his many friends in the Union Station. He and Mrs. Franz now live at 806 Nottingham Avenue, Orlando, Fla.

Roberta Swingle, new employe, began work as a steno-clerk in R. J. Kemp's office May 26. On June 26 she underwent an emergency appendectomy, but at this
(Continued on page 34)

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the past thirty-five years.

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EMPLOYEES of the MILWAUKEE ROAD

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

Our continued growth and increasing surplus has made it possible for us to deposit with the State Insurance Commissioner over \$400,000.00 for the protection of all members and issue this special anniversary NON-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM—coverage of \$3000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

MONTHLY INCOME OF \$300.00

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

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

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

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

SPECIAL OPTIONS

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

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MAIL THIS APPLICATION NOW TO:

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

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

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

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

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

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

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

Amount of monthly premium \$.....

POLICY FOR DEPENDENT WIFE

The beneficiary is to be Relationship Amount of monthly premium \$.....

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

Wife's name Date of birth

Amount of monthly premium for wife's policy \$.....

(See rate above according to age)

POLICIES FOR DEPENDENT CHILDREN

Please issue Life Insurance Policy or Policies in the amount of \$500.00

each for each of my dependent children listed below:

Premium 50 cents a month for each child insured.

Amount of monthly premium for policy or policies on dependent children \$.....

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

(Continued from page 32)

writing expects to be back at work soon. Her husband is in Germany with the Army.

Angela Nixon, tracing clerk in the central freight service department, retired Aug. 1 after more than 40 years of service. She was honored guest at a party in Fred Harvey's July 6. Her leisure years will be spent in California.

At a Railroad Computer and Automation Conference held by the American Institute of Electrical Engineers Land Transportation Committee in Cleveland June 6-7, John L. Gable, operations research analyst, spoke on "Heuristic Train Dispatching". His presentation dealt with the decision making processes used by a dispatcher in controlling a single track railroad equipped with CTC, and the development and programming of a set of similar problem-solving procedures to operate on a digital electronic computer.

OFFICE OF FREIGHT AUDITOR

Rose Cirrincione, Correspondent

A remarkable record has been established by Margaret Jones, bureau head, keypunch bureau. In 45 years of service she has never been tardy.

Elizabeth Lindmark has reason of her own to be proud. Her son James has received his Bachelor of Science degree in law.

Mr. and Mrs. Milt Croasdale celebrated their silver wedding anniversary June 6. Many of their railroad friends joined them on this happy occasion.

Congratulations to Bob Rose who will be married Oct. 7 to our own Cathy Joyce, and to Ken Schwarz who was married to Pat Cartwright May 13.

Ron Sodini left the Road recently to join the Chicago police force.

Sympathy was extended to Kitty Bahr whose mother passed away June 27.

Herb Mueller retired July 31 after 48 years of service. He plans to travel through Michigan, Wisconsin, Minnesota, on to California and then return to Chicago for the summer months.

Jack Canty and his wife, the former Marianne Gleich, welcomed a newcomer, David Girard, Mar. 8. Sharon Jetz also has a baby son, Bryan, born June 3. A daughter, Deborah Ann, arrived May 25

for the Chuck Duncans, and the Jerry Lucinskis also have a new baby girl, Linda Marie, who arrived June 21.

And have you noticed that proud look on the face of Frank Zientarski lately? Could be due to the arrival of Helen Diane, his fifth grandchild.

Etta Bake and Charlotte Otte are on leave of absence at this writing due to illness.

PURCHASING DEPARTMENT

Jim Maloney, Correspondent



Allen Skjoldager

Allen G. Skjoldager, son of C. T. Skjoldager, steel buyer in our department, took his oath as an attorney May 6, and has started law practice in Dundee, Ill. Allen was graduated from Ohio Wesleyan University in 1956

and from Northwestern Law School in 1959. Since then he spent time in the Army and in the trust department of the Harris Trust and Savings Bank, Chicago. In 1958 he was a field representative for the Committee on Modern Court Reform, which sponsored the movement to reorganize and modernize the Illinois judicial system. In 1956 he won the Ohio Conference Extemporaneous Speech Championship, and at Northwestern he was undefeated in two years of moot court competition. He was secretary of Phi Delta Phi legal fraternity.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Welcome back to E. S. Davies, demurrage clerk in the Local. He had been on sick leave since November, 1960.

LeRoy Larson, chief clerk in the commercial office, was married June 10. He and his bride honeymooned in Fort Lauderdale, Fla.

Alfred Nelson, retired freight handler,



3%

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SKOKIE, ILL.

passed away June 25. He had 30 years of service when he retired in January, 1952.

Elizabeth Hessburg was a delegate to the national convention of the RBWA held in Las Vegas, Nev., May 9-11.

Chester Felstad, "keeper of the office records" for some years, retired June 21 after 17 years' service.

Bernie Fuechtmann, ticket clerk, was recently elected treasurer of the Minneapolis Passenger Traffic Club.

Al Lakmann, retired traveling freight agent of the Minneapolis freight traffic department, and Ione Norene Hastings were married in Sacred Heart Church, Robbinsdale, on June 21. A wedding breakfast was held in Minneapolis at the Hastings Hotel. The couple are now at home in an apartment at 2105 Glenwood Avenue, Minneapolis.

Off Line Offices

PORTLAND, ORE.

H. J. Pessein, city freight and passenger agent in Portland, has been elected president of the Portland Passenger Association. Mr. Pessein has been with the Road since 1949, starting in the operating department at Great Falls, and transferring to the traffic department in Portland in 1955. From ticket clerk he was advanced to chief clerk in 1959 and to his present position in 1960. During the past year he served the passenger association as secretary-treasurer.

Coast Division

EAST END

Melvin F. Bell, Correspondent
c/o Assistant Superintendent, Spokane

The Milwaukee Road Pioneers Club held its annual business meeting and banquet in the Spokane Hotel, Spokane, June 24. Four of those present were more than 80 years old. Frank F. Fiebelkorn traveled the greatest distance, his home being in Independence, Mo. Did he ever see former President Harry Truman? "Yes," he said. Walter Miller, Rocky Mountain conductor, showed 8 mm movies of the dismantling of a wooden trestle and its replacement with steel girders. The champion spike driver was a beaming Indian, Black Eagle, fat and fast. The camera was not turned to double time, but Black Eagle certainly looked as though he was. Other reels showed phases of work in train and engine service with many familiar faces, some now gone, others retired. Those who requested the showing of these interesting pictures and were unable to be present should try to attend next year. E. M. Grobel and C. E. Lilliwitz are president and secretary-treasurer of the club respectively.

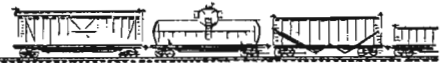
Carlton H. Thompson, retired station agent and telegrapher, died in Spokane June 25 at the age of 87. Masonic graveside rites were held in Riverside Park Cemetery, Spokane.

Retired Clerk Edwin E. Swergal passed away in Spokane June 10. Starting with the Milwaukee in February, 1922 he held various positions as a clerk on the Olympic, Rocky Mountain and Coast Divisions,

July-August, 1967

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and retired from the old Idaho Division in 1958. He was a student of the history of the Northwest and wrote many articles about it which appeared in the newspapers in Spokane, Tacoma and Seattle. His writings about General Custer and the Little Big Horn were an inspiration to many historians who have studied that great battle. Through his tenacity, a statue of the horse Comanche, the only survivor of Custer's force, was erected on that battle ground.

On June 9 Merle L. Carver, operator at Manito, and Myrtle V. Doerr were married at Coeur d'Alene, Ida. They will live at Rockford Bay on Lake Coeur d'Alene.

Mrs. Ethel Perry, mother of Mrs. Laura Berkey, former clerk at Othello, Wash.,

passed away May 16 after a long illness.

Early and late the Reilly family form a part of Milwaukee Road history. Conductor E. J. Reilly was on duty on one of the last Olympian Hiawatha trains to come into Spokane. Nearly 40 years earlier his father, J. E. Reilly, was one of the crew who took the first Olympian from Malden to Deer Lodge. Also among the first and last was Retired Conductor Sam B. Tisher who made a special trip to Spokane in May to ride the final train between there and Tacoma. Sam, holder of Gold Pass No. 1552, was on the first Olympian from Tacoma to Malden in 1911.

Operator David V. Sharp of Harlowton was the victim of a fatal auto accident July 3. He is survived by his mother,



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Mrs. Harold E. Sharp of Spokane, and several brothers and sisters.

W. R. Sanderson who suffered a heart seizure earlier in the year returned to work June 1.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Mrs. Lauretta Burchard, secretary in the industrial department in Seattle the past four years, was installed as president of the Women's Traffic and Transportation Club of Seattle on May 9. She has been connected with the Club six years, and had formerly served in the offices of secretary and vice president. Mrs. Burchard will be a delegate to the Associated Traffic Club convention at Pittsburgh in September.

District Safety Engineer Chet Delin's daughter Marilyn Ann was married to Dewey Van Jeffrey June 16 in the Christian and Missionary Alliance Church, Tacoma. A reception followed. Both young people are college graduates but intend to continue with postgraduate work for a few more years.

Mrs. R. J. Schwanke, whose husband retired as roundhouse foreman in Tacoma



Lauretta Burchard

several years ago, sends word that many retired Milwaukee people are enjoying life in St. Petersburg, Fla. Ada Schwanke worked in the freight office here several years ago.

Since the closing of the passenger station here, former Ticket Clerk Carl M. Tveter is on the car desk in the freight office.

W. N. Mitchell, shop foreman at Port Angeles, retired June 1, and left immediately for Yucca Valley, Calif., where he intends to open a machine shop. He had 52 years of railroad service—42 with the Milwaukee—and had been foreman at Port Angeles since 1950. He was succeeded by P. C. Parker, formerly shop foreman at Beverly.

Mrs. Jack G. (Florence L.) McMahon, 69, died recently in a local nursing home. She was born in Stevens Point, Wis., and came to Tacoma from Miles City, Mont., 40 years ago. Until her retirement three years ago Florence had worked for many years as stenographer in the Road's engineering department. She is survived by three sisters, Mrs. E. T. Gauper and Mrs. Charlotte M. Bement of Tacoma, and Mrs. Olvera E. Krembs of Olympia.

Engineer Ernest Foreman made his last run on the pusher to Beverly May 29 to conclude a rolling career which had covered an estimated 1,728,000 miles. He started at the age of 13, working on an after school job as messenger for the former Chicago, Milwaukee and Puget Sound at Malden.

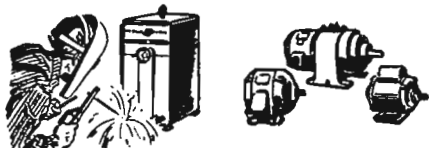
Marking his retirement, some 65 members of the family and friends surprised him June 4 with a picnic party at Port Defiance Park, and presented him with a diamond-and-onyx ring. (Tacoma News Tribune photo)



Ernest Foreman

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I M & D Division

AUSTIN-MASON CITY AREA

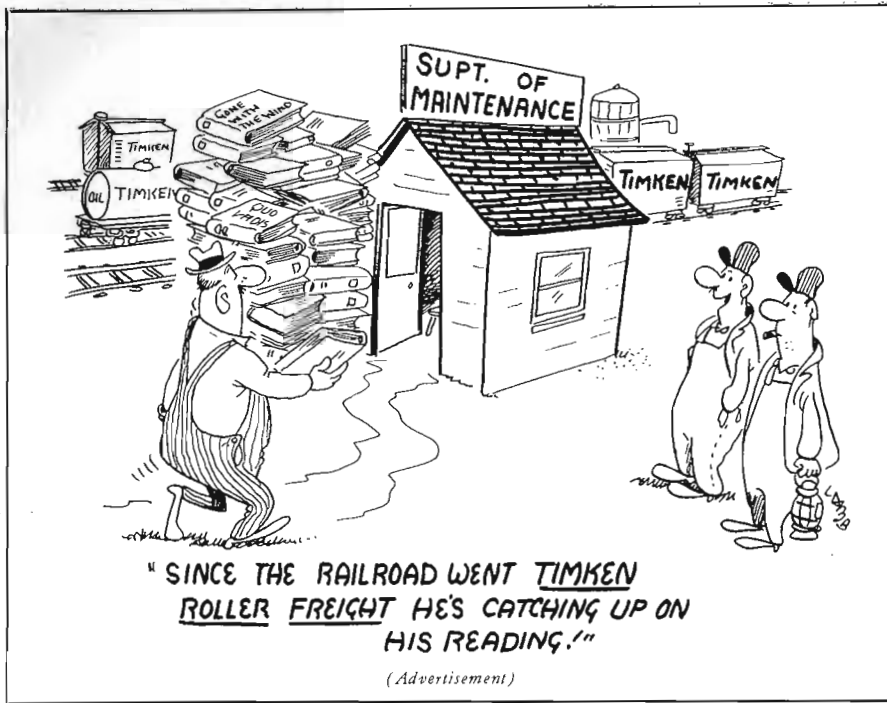
Sophia P. McKillip, Correspondent
Office of Superintendent, Austin

Michael, son of Conductor and Mrs. Harold L. Phillips, Mason City, was graduated from Shattuck School, Faribault, Minn. He was named the most valuable basketball player in the Minnesota Independent School League, was captain of the basketball and baseball teams, and also lettered in football. Their daughter Nancy also received honors during June in the Miss Mason City contest held to select a candidate for the Miss Iowa pageant at Clear Lake this summer. Nancy was second runner-up.

William M. Brooks, Austin, Minn., retired engineer, passed away June 1. Surviving are his widow Grace, a son and a daughter.

Harold F. Spencer, warehouse foreman, Sioux City, passed away in Sioux City

The Milwaukee Road Magazine



June 7. He is survived by his wife Dorothy.

Oscar B. Tuftee, 69, clerk, Albert Lea, died July 2 of a heart attack at his home. He is survived by his widow Berdine, a son Ronald, Minneapolis, and a daughter, Mrs. Claude Mobley, Lake City, Minn.

William E. Malone, retired conductor, 75, died June 29 in St. Olaf Hospital, Austin, Minn. Surviving are his wife, two daughters and a brother.

Don, son of Conductor and Mrs. D. L. Brown of Marquette, Ia., has received an appointment to the United States Air Force Academy, and entered the cadet class of June 26. He left for Colorado Springs June 25.



Don Brown

Don, a graduate of the Mar-Mac High School, also received the Webb Scholarship and a Merit Scholarship from Iowa State University.

Julius Stephan, 84, retired carman, Mason City, died recently. He had been employed by the Road 35 years when he retired in 1946. Surviving are seven children, 15 grandchildren, 18 great grandchildren, and a sister.

Mrs. Walter Cambern, wife of yardmaster, Austin, Minn., passed away in Rochester, Minn., May 19. Surviving besides her husband are a son Ronald of Austin, and a daughter, Mrs. Wayne Lutz (Joan), White Bear, Minn.

Mrs. R. C. Dodds, 75, widow of I&D Division superintendent, died at the home of her son Robert, in Norwalk, Calif. Surviving are her son and four grandchildren. Funeral was held in Austin, Minn.

Funeral services were held at Mason

City, Ia., for Ernest D. Barton, retired signal and communications supervisor, who died in a Mason City hospital July 8. He was a member of the Veteran Employees Association. He is survived by his wife, two sons, five daughters, 32 grandchildren and eight great-grandchildren.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

Charles L. Thompson, a machinist helper in the wheel shop, retired May 1 after 15 years of service.

Edward M. Blagsvedt, who started work for the Road in 1945 as a machine helper in the wood mill, retired May 23 from the freight car shop.

Bob Slepoc, laborer, retired June 7. He began working for the company in the foundry in 1934.

Valerian J. Wilczewski retired June 16 at the age of 70. He had worked as a cabinet maker for 48 years, most recently in the passenger shop.

Milton Schall, who retired in September, 1960, after 43 years service, passed away May 3 at the age of 70. His last position was as a machine hand in the passenger car shop.

Conrad Marker, carman, died May 19 aged 69. He had been retired since May 1, 1957.

Edward D. Noonan, 70, retired blacksmith welder who worked 50 years for the Road, died May 25.

Lewis Daley, a blacksmith who retired in 1946, passed away Apr. 5.

Funeral services for Henry T. Egan, 62, were held recently in St. Catherine's Church, Milwaukee, and burial was in Sacred Heart Cemetery, St. Francis. Mr. Egan was a retired chief clerk to the general superintendent of the car department and had worked about 40 years for

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THEIR 50TH WEDDING ANNIVERSARY is observed here by Mr. and Mrs. Edward Schmitz of Green Bay, Wis., pictured at the anniversary reception. Mr. Schmitz, a retired conductor with 50 years of service, and the former Ann VanDommelen of De Pere, Wis., were married in St. Joseph's Church at that point on June 27, 1911. (Green Bay Press-Gazette courtesy photo)

the Road. He was a member of the railroad Veterans association. Survivors are his wife, Ethel, a former employe of the legal department (R. S. Trump's office, Milwaukee) and a son, Robert E. of Milwaukee.

**OFFICE OF MECHANICAL ENGINEER
AND TEST DEPARTMENT**

H. J. Montgomery, Correspondent

Madylon Hilliard is proudly displaying the bowling trophy captured with her 587 for high three games and high single game.

Draftsman Charles Veit has left the company to accept a position elsewhere.

Michael, son of Clarence E. Brophy, is now at home recovering from his recent automobile accident.

Mrs. Mathilda Reinke, mother of Elmer F., draftsman, passed away recently at the age of 86.

Your correspondent, bowling in the Craftsman's Tourney at Milwaukee, "got hot" by shooting 1882; 658 in the team, 640 in the doubles, and 584 in the singles events.

At this writing, Ralph Haslam is convalescing in the County General Hospital.

Harold Reiff and Lew Schwartz of the store department retired in June. They are both members of the Supervisors' Retirement Club and will be honored by that group later this year.

G. H. Koester, mechanical engineer, had a mishap at home when a ladder gave way under him and he suffered five broken ribs. He was taken to Misericordia Hospital.

On a recent vacation trip to California, Jo Bentz saw Joyce Koester who now lives there, and also had a fling at Las Vegas en route.

The Milwaukee Road Magazine

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Beckel, I. J., yard conductor-----Austin, Minn. Oskins, L. M., agent-----Racine, Wis.
Knoll, Irma R., clerk-----Milwaukee, Wis. Schaffer, Henry, carman-----Milwaukee, Wis.

Silver-45-Year-Passes

Bever, W. H., conductor-----Sioux City, Ia.
Dahnke, Carl F., general passenger agent-----Milwaukee, Wis.
Dermody, Royal B., machinist-----Milwaukee, Wis.
Dvorak, B. P., agent-----Cedar Rapids, Ia.
Grinnan, Walter M., machinist-----Carpentersville, Ill.
Hunter, C. W., agent-----Fonda, Ia.
Hysmith, P. E., loco. engr.-----South Cle Elum, Wash.
Jones, Margaret, bureau head-----Chicago, Ill.
Larson, Albert, clerk-----Chicago, Ill.
Leib, Charles, blacksmith helper-----Milwaukee, Wis.
Martin, L. N., loco. engr.-----Marion, Ia.
McNabb, E. W., agent-----Seymour, Ia.
Pike, R. M., conductor-----Sioux City, Ia.
Quinn, P. F., clerk-----Perry, Ia.
Ryan, G. M., gen. frt. traf. mgr.-----Oak Park, Ill.
Schuler, Harold, loco. engr.-----Chicago, Ill.
Stephenson, George, painter-----Spanaway, Wash.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Conductor Carl Tranter of Deerfield, who is vacationing for the summer at Perch Lake, Pine River, Minn., wrote his son of a pier rebuilding project done with the assistance of Retired Conductor O. O. Rollins who lives there. The opening day of the bass season found Rollins, Retired Brakeman H. M. Kaiser and Conductor Tranter getting their limit and throwing back many little ones.

We're sorry to note the passing of John H. Costello, retired C&M conductor, June 16.

Ed Riley, conductor on 16 and 9, retired May 31 with over 50 years of service. Herb Porter, brakeman on 56 and 27, retired the same date. After 48 years in engine service, Engineer Warren Swails pulled the pin May 26.

SECOND DISTRICT

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

Several of our people are enjoying vacations at this writing. Agent R. E. Chalifoux and wife are sightseeing in New Orleans and visiting in Yazoo City, Miss.; Gail Meintzer and family are visiting around Hinsdale and Deerfield, and Rate Clerk-Stenographer Dan Bronoel set off to points in northern Wisconsin and Michigan.

Mr. and Mrs. Edward Schmitz celebrated their golden wedding anniversary June 27. Mr. Schmitz was a 50-year employe when he retired in 1952 as a conductor.

Herb Little, 79, retired conductor, passed away recently. In July he would have marked 50 years membership in the B. of R.T.

Your correspondent's son Bill recently returned with a cavalcade of 25 Nicolet Area Council Boy Scouts who had traveled in buses and cars through the New England States and parts of Canada, camping en route.

Family man: The fellow who has replaced the currency in his wallet with snapshots.

July-August, 1961

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Mr. and Mrs. John Hanlon are the parents of a son, Daniel Earl, born May 18.

Mrs. Vivian Curttright was elected state president of Rainbow Division of the Veterans Association Auxiliary Mar. 26 at the reunion held in the Savery Hotel, Des Moines. Mrs. Curttright's parents, Mr. and Mrs. Ben Dvorak, are past state presidents of the Rainbow Division Veterans Association and Auxiliary respectively. She is the first daughter of a World War I veteran to have this honor.

Lanell Simon, daughter of J. D. Simon, train rules examiner with headquarters at Marion, was recently installed as worthy advisor of Marion Rainbow Assembly, No. 124, at the Masonic Temple, Cedar Rapids. Lanell is working in the Cedar Rapids regional office and plans to enter college in the fall. Mr. Simon is Rainbow Dad.

Roger N. Coe, son of W. M. Coe, signal maintainer at Tama, Ia., who was awarded a J. T. Gillick Scholarship in 1953, graduated from Georgetown University Law Center in Washington, D. C., June 5. Roger received a degree in chemical engineering from the State University of Iowa in 1957, and enrolled in Georgetown University the following year. While attending evening classes,

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he has been employed in the U. S. patent office in Washington. He plans to become a corporation patent attorney, specializing in chemical patents. His wife, the former Mary Woodman of Russell, Ia., teaches in the Rockville, Md., consolidated school.

MIDDLE AND WEST

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

Mrs. William Barth, widow of Perry roundhouse foreman, who lives with her son George and family in Grand Island, Neb., broke a hip in April.

Julia Novak, daughter of Superintendent and Mrs. A. C. Novak of Perry, received a "superior plus" rating and a grade of 99 per cent and qualified for the "Critic Circle Rating" of the National Guild of Piano Teachers May 1. Julia is a seventh grade student of St. Patrick's

School and studies piano with Mrs. Evelyn D'Arpy of Drake University. She entertained members of the Women's Club at their May breakfast.

Retired Conductor and Mrs. Clyde Utterback have again opened their home on Okoboji Lake for the summer.

R. T. Farran, former agent at Adel, Ia., passed away at his home in Sun City, Ariz. He had retired in February. Survivors are his widow and a daughter.

Car Foreman Ted Schmidt of Perry was recently promoted to general car foreman with headquarters in St. Paul. Jack Bell, a home town boy, was named Ted's replacement. He comes from a similar position in Red Wing, Minn.

M. A. DeVoe, retired agent of Perry, attended the annual alumni gathering at the Olin, Ia., school. He was one of its first graduates.

Bob Middleton, son of Assistant Superintendent R. A. Middleton, returned to

Perry for the summer months from Northfield, Minn., where he attends Carleton College.

Engineer and Mrs. R. W. Walker have moved from Rockwell City, Ia., and now live at 1807 Warford, Perry.

Friends of Dennis F. Sullivan, retired machinist, will be glad to hear that he is improving after undergoing surgery in a Des Moines hospital in April.

Mrs. James I. McGuire, wife of the agent at Council Bluffs, underwent surgery in April, and has made satisfactory progress.

Mrs. Hugh Jones, clerk in the office of the chief dispatcher, attended the State Federation meetings of the Business and Professional Women's Club in Des Moines May 26-27-28. She was elected president of Perry Chapter for the forthcoming year.

Mrs. Mason Hildreth, widow of former storeroom employe, passed away May 16 in the Belle Vista Hospital, Long Beach, Calif. When Mason retired they moved to Long Beach to be near their children. Burial was in the Rose Hill Memorial Cemetery, Whittier, Calif.

Engineer LaVerne Huffman was promoted to the rank of captain of the 34th Aviation Detachment of the National Guard at Boone, Ia., in May. He commands the combat aviation platoon. He also received his commission as a helicopter pilot several months ago. He participated in the Armed Services program May 13 in Des Moines and May 14 in Sioux City.

Mary Jane Wall, daughter of Dispatcher E. C. Wall, was pledged to Alpha Lambda Delta chapter of the National Honor Society, for attaining better than a 3.5 average as a student at Iowa State University, where she is majoring in physics. She also received a superior rating for her work on the piano.

"Girl of the Year" awards were presented at the Beta Sigma Phi sorority annual spring dance May 18 to Mrs.

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The Milwaukee Road Magazine



ANNUAL TURNABOUT LUNCHEON of Madison (Wis.) chapters of the Milwaukee Road and the Chicago and North Western Women's Clubs shows some of the Milwaukee Road hostesses and their guests. Seated: Mrs. Fred Liegois, president of the Milwaukee unit (right), and Mrs. H. C. Nelson, the North Western president. Standing, from left: Mmes. F. O. McGrew, Izetta Kenney, H. W. Lichtenberg, F. J. Murray, A. B. Mickey, Kermit Ison and A. M. Hillebrandt. The first two and Mrs. Ison are Milwaukee Road club members. The clubs alternate as hostesses for the affair. (Madison Capital Times photo)

Paul Slater, wife of traveling engineer, and Mrs. E. J. Collins, wife of Engineer Collins. They were selected as the Beta Zeta and Xi Pi Girl of the Year respectively.

Engineer and Mrs. Charles Stout of Dawson, Ia., are the proud parents of a daughter born May 24 in the Dallas County Hospital, Perry.

Lana Lyons, daughter of Conductor Dean Lyons, wrote an essay on nursing as a vocation for which she received an award May 13 at Iowa Methodist Hospital in Des Moines. She was awarded a three day "junior internship" at Mercy Hospital in Des Moines, where she lived in the nurses quarters and shared their activities.

Lineman and Mrs. James McClellan vacationed in May with their son Robert, who was then stationed at Fort Gordon, Ga. Robert is serving a three year enlistment with the Signal and Communication Corps and has since been sent to an assignment near Heidelberg, Germany.

Conductor and Mrs. C. F. McDonald of Perry announced the engagements of their daughters Charlene and Lorraine. A double wedding was planned for July at St. Patrick's Church, Perry, with Charlene being married to Marine Corps Private John W. Taylor of Minburn, Ia., and Lorraine to Ferd Harvey of Boone.

Janet Dowell, daughter of Engineer C. R. Dowell, who was graduated from Perry High School this year, is attending McConnell Air Line School, Minneapolis.

An announcement of the approaching marriage of their daughter, Donell, to Larry Roth of Granger, was made by Mr. and Mrs. D. K. Dollarhide. Larry attended Westmar College in LeMars, Ia., and is employed by John Deere in

Des Moines. Mr. Dollarhide is assistant cashier in the IBM data office, Cedar Rapids.

On June 8 B&B Foreman Lester Reeves of Perry and Mrs. Lena Bahr of Waukesha, Wis., were married in Dubuque. The couple plan to dispose of Lester's home in Perry and live in Waukesha.

Mrs. R. C. Dodds, widow of superintendent, passed away in June at Norwalk, Calif., where she had been visiting. The funeral service and burial were in Mason City. Mr. Dodds was assistant superintendent on the Iowa Division with office in Perry from 1929 to 1934, and superintendent at Austin, Minn., when he retired. He died in 1955.

John Rellihan of Dubuque, brother of Retired Engineer Thomas Rellihan, passed away June 10 following an illness of about four years. He worked many years for the Road as telegraph operator at Harpers Ferry, New Albin and Dubuque. Last rites were held in Dubuque.

Switchboard Operator and Mrs. Larry Whelchel attended the graduating exercises at Iowa State Teachers College, June 10, when Larry's brother, Stan, was among the graduates. He will teach science and mathematics in a high school near Cedar Falls.

In June funeral services were held in Council Bluffs for C. M. Morgan, a long time employe. Mr. Morgan was storekeeper in Council Bluffs before going to Western Avenue, Chicago. He became ill while visiting in Council Bluffs and died in the Jennie Edmondson Hospital.

Engineer and Mrs. Louis Honomichl announced the birth of a daughter, Ruth Eileen, May 24 at the Dallas County Hospital, Perry.

Lowell K. Dyson, son of H. B. Dyson,

July-August, 1961

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agent at Spirit Lake, was recently awarded the Roberts Travelling Fellowship by the Graduate Faculties of Columbia University, New York. Mr. Dyson has a bachelor of science degree from Iowa State University and a master of arts degree from Columbia. The Roberts Fellowship carries with it a grant of \$3,000 which Mr. Dyson will use to complete the research and writing of a history of the Farmers' Holiday Movement of the 1930's.

A boy born to Mr. and Mrs. Kay Don Rickels May 11 is a great grandson of Retired Agent H. J. Peterson, now living in California. The baby's grandfather, Elmer Rickels, worked in the store department at Perry some years ago.

Engineer E. J. Collins and Retired Train Dispatcher J. M. Losey were among the Perry golfers who played in an invitational golf match at Jefferson June 29.

Retired Conductor and Mrs. John Evans of Perry observed their 55th wedding anniversary June 20.

Mrs. Viola Raney, stenographer in the office of the division superintendent at Perry, has been hospitalized at the Des Moines General Hospital for the second

time in recent weeks.

Mr. and Mrs. Darell Failor of Marion announced the birth of a son June 23 at a Cedar Rapids hospital. The grandparents are Chief Clerk and Mrs. W. E. Failor of Perry. Darell and family recently returned to Marion from California, and Darell has taken employment as ticket clerk in our Marion office.

Annette Faye is the name given to the new granddaughter of Mrs. Clarence Huffman of Perry, widow of conductor. The girl was born to Mr. and Mrs. Floyd Leber in May. Mr. Leber was formerly employed in the signal department, and his father, Tony, was employed in the maintenance of way for many years.

Mrs. Frank Fullhart, wife of retired machinist, was appointed assistant librarian at the Perry Public Library.

Train Dispatcher Larry Harvey and Statistician Ralph Jackovitch from Perry, Lineman Al Whitmer from Manila, Agent R. Bentley from Coon Rapids, and Agent O. P. Byrd from Huxley, combined their efforts in bowling at the 18th annual Milwaukee Road Hiawatha Bowling Tournament in St. Paul. As a team, they placed fourth. Jackovitch placed 13th in the all events, and 37th in the singles.

Attention—Members of the Milwaukee Road Women's Club

DISTRICT meetings and get-together luncheons of the Milwaukee Road Women's Club will be held as follows:

Minneapolis, Minn.—the Radisson Hotel—Wednesday, Sept. 20

Milwaukee, Wis.—Wisconsin Hotel—Friday and Saturday, Sept. 22-23

All voting members are invited to attend. Luncheon is \$2 per person. Please make your reservations through your local chapter president, who will supply full information.

Etta N. Lindskog, Secretary General

It Happened On The Milwaukee

(Continued from page 19)

in an article about his prize-winning talent and that of two other of our company artists, Bill Sunter and Ed Goggin. Lacking props, the photographer commandeered me to help Joe hold the painting, and told me to display interest; look like an art enthusiast.

Shortly after "Anyone for Art . . ." appeared in the Magazine for May-June I heard from Ed Schiewe, our general solicitor in Chicago, who—and I must confess I was surprised—had dashed off on the back of an envelope:

*"The other three were artists
Whose pictures I did see
On page one four of Magazine,
Their faces filled with glee.*

*"The fourth man in the picture—
Steve Pilson is the name—
Could only justify himself
To hold the gol darn frame.*

*"An easel could have done as well
And taken lot less space,
But then, an easel has no form,
Or poise, good looks or grace.*

*"So 'Anyone for Art?' it says;
Then mentions Pilson's name.
But everyone should know it's just
To hold the gol darn frame."*

(Do you know a humorous anecdote about something that happened on the railroad? Share your experience with your fellow employes. Contributions should not exceed 250 words. Address "Interesting Happenings" Editor, 824 Union Station, Chicago 6, Ill.)

The Milwaukee Road Magazine

IN THE
GOOD OLD
SUMMERTIME



—Remember any of these vacation trips of yesterday on our company's lines? The let's-get-away-from-it-all sojourns in "The Empire of Matchless Pleasurelands?" You do? Then "dearie, you're much older than I."

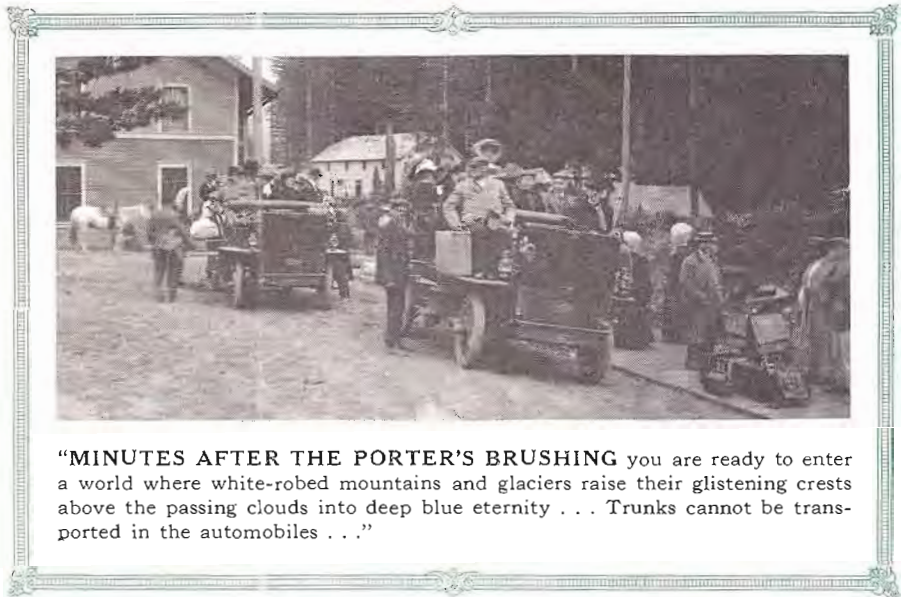


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"MINUTES AFTER THE PORTER'S BRUSHING you are ready to enter a world where white-robed mountains and glaciers raise their glistening crests above the passing clouds into deep blue eternity . . . Trunks cannot be transported in the automobiles . . ."





MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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ACROSS THE WIDE MISSOURI. Aerial view in a southeasterly direction, showing the new Milwaukee Road bridge at Mobridge, S. D., which was dedicated July 3. See page 8. (U.S. Army Engineers photo)

