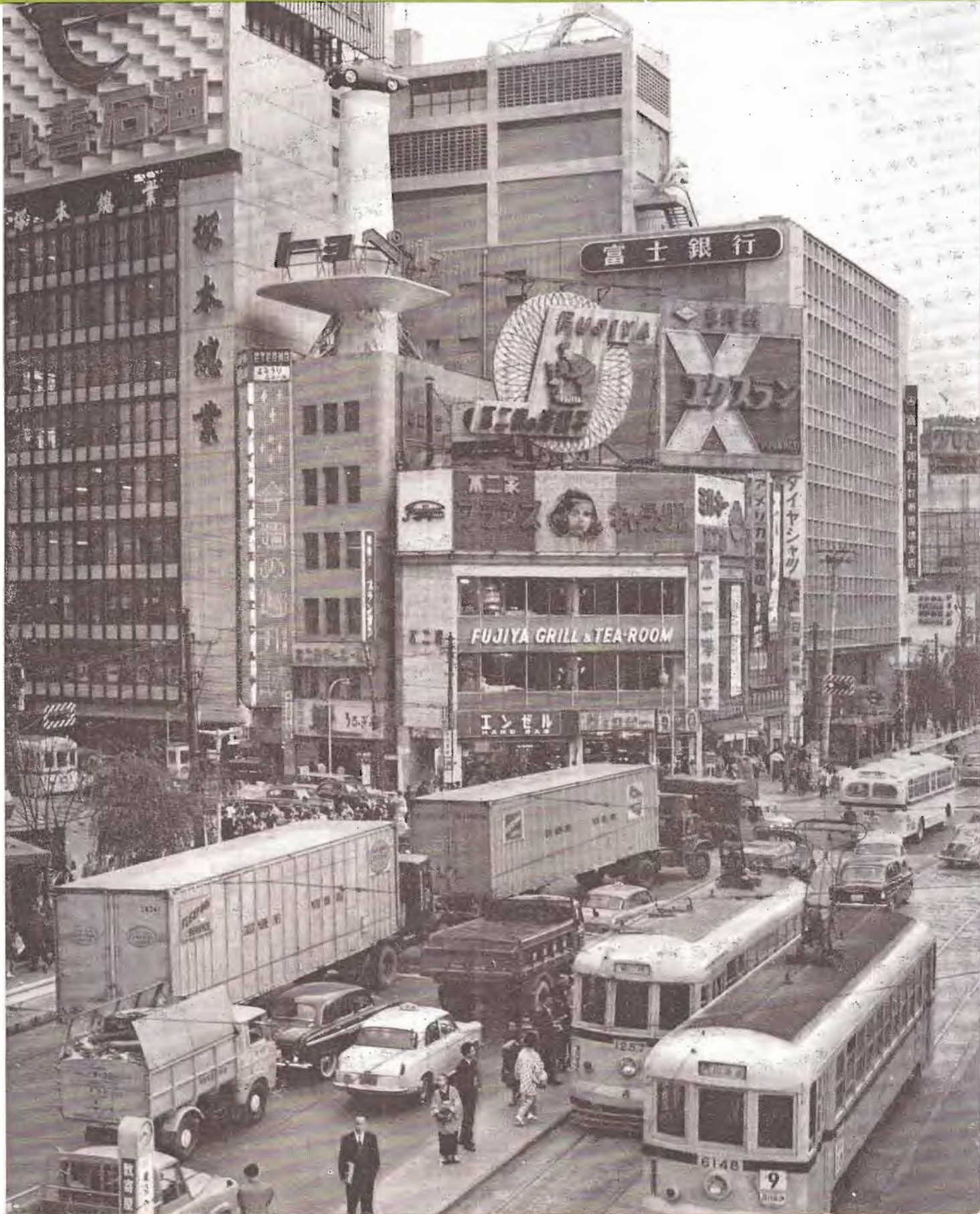


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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In This Issue - the ANNUAL REPORT FOR 1960



MARIE HOTTON
Managing Editor

PUBLIC RELATIONS
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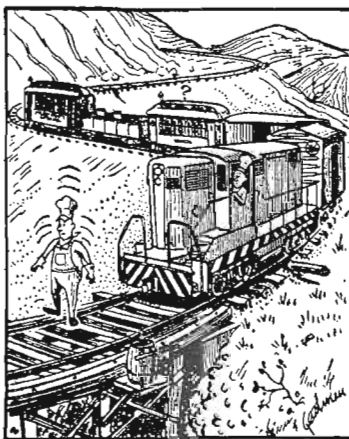
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BULLETINS

SAFEST. The Milwaukee Terminals Division, with an employe casualty rate of 2.97 per million manhours worked, had the best safety record on the railroad in 1960. It was the first time the division (including Milwaukee Shops) had won the President's Safety Trophy since the contest was started in 1941. The Rocky Mountain Division placed second, and the Iowa Division was third. . . . **Named Presidential Commission Chairman** by President Kennedy Mar. 5, Simon H. Rifkind replaced former Labor Secretary James P. Mitchell on the railroads' management-labor work rules study following Mr. Mitchell's resignation from the post to enter the New Jersey gubernatorial race. Mr. Rifkind is the senior partner in the New York law firm of Paul, Weiss, Rifkind, Wharton and Garrison, a former judge of the United States District Court for the southern district of New York, and has served as special master for the Supreme Court in the Colorado River litigation. . . . **A Vice Presidency With Every Share** is the lure held out by the Smoky Mountain Railroad in eastern Tennessee to promote the sale of 2,000 new shares at \$200 a share. The Smoky, in trouble for most of its 52-year history, had to suspend operations recently when its 30 miles of track became too rickety to handle the lone diesel and a few freight cars that ran daily between Knoxville and Sevierville. Short on cash but long on sentiment, the stockholders came up with this novel solution for keeping the railroad in business. Owners of two shares would be executive vice presidents, and owners of three would have the additional title of assistant to president. . . . **Depot Consolidator.** John P. Kiley, the Milwaukee Road's former president, was named chairman of the Chicago Railroad Terminal Authority by Mayor Richard J. Daley Mar. 15. The authority's purpose is the creation of a plan for consolidating the Chicago rail terminals. . . . **Smorgasbord** that keeps you going back for more is a specialty of the new Terminal Restaurant and Coffee Shop opened in the St. Paul Union Depot Mar. 16. Breakfast, lunch and dinner are served at popular prices. The restaurant, one of the Gates chain, handles special parties. . . . **Disneyland's Monorail**, included in a \$6 million expansion program announced for the Anaheim, Calif., amusement realm in 1961, will be extended 1¾ miles to link the park with the Disneyland Hotel. The present monorail runs three-fourths of a mile within the park. Riders will board and leave trains at stations in Tomorrowland and at the hotel. . . . **Seven Times Safer** than domestic airlines and 15 times safer than on the highways tells the story of railroad passenger travel in 1960. Comparing fatalities alone, the story is even better. Accidents last year involving private cars and taxis are estimated to have caused 25,000 deaths, and CAB statistics indicate that 326 persons lost their lives in domestic airplane travel. Railroad passenger fatalities numbered 32, of which 15 were due to traveler carelessness.



Chicago Tribune

Chicago Tribune

The Cover

Around the world with Flexi-Van, all the way to Japan! No, your eyes don't deceive you. Right in the heart of Tokyo, a Wide World cameraman recently snapped this picture of a Milwaukee Road Flexi-Van being operated as a semi-trailer truck, together with one of the New York Central Lines, bucking traffic in the city's business district.

The intersection at which the tandem is halted is Tokyo's Sukiya-Bashi, better known to American GI's as the corner of "Z" Avenue and 5th Street.

(Continued on page 16)





ANNUAL REPORT 1960

A brief account of the highlights of The Milwaukee Road's operations in 1960 prepared for employees

In the face of a general recession which sharply reduced railroad revenues in 1960, The Milwaukee Road successfully effected a balanced reduction in expenses and built securely on a strong foundation for the future. Improvements were introduced to provide the public with the best in service, and the property was maintained in condition to take full advantage of the anticipated business upturn.

The actual extent of the decline in earnings and revenues came as a disappointment. Revenues dropped \$11,678,923 to \$230,362,902 in 1960 from \$242,041,825 in 1959. Net income was \$1,323,063 last year compared with \$5,875,176 in the preceding year.

The outlook for 1961 is more favorable. There is already indication that housing starts will be up, and we can reasonably expect more normal movements of lumber and other forest products. In this freight category, which is of major importance to The Milwaukee Road, our 1960 revenues were down 16.2 per cent from 1959.

Other unfavorable factors in 1960 were the slump in the iron and steel industry, resulting in decreased revenues from the smaller traffic in many manufactured products; and the disappointing showing of the grain movement. The latter situation developed, despite a good grain crop in Milwaukee Road territory, because of a decline in government grain releases, particularly in the last months of the year.

Improvement in any of these three major freight categories could result in a welcome upturn in 1961. A very substantial volume of small grains and corn remains in farm and country elevator storage on The Milwaukee Road for eventual movement to market. The Milwaukee Road is in a strong position to take advantage of the better business conditions now generally predicted for the months

ahead. The improvement program of the last several years has modernized plant and equipment. We have the tools to render improved service to shippers and to meet competition.

Also noteworthy has been the aggressiveness of the campaign to develop new freight traffic and win back business from competing forms of transport. Many of these activities should make themselves felt in still greater measure during 1961.

Joint merger studies with The Rock Island Lines, begun in 1959, were continued and intensified in 1960. Toward the end of the year, however, it became evident that effecting a merger of the two systems would be a time-consuming project in the face of the unforeseen obstacles that had been encountered.

Since then, merger discussions have been initiated between the managements of The Milwaukee Road and the Chicago and North Western Railway. As of the date of this report the roads have not yet reached an agreement.

Railroads continue to form the backbone of the common carrier system. Their ability to move large tonnages of raw materials and manufactured goods at low cost, on equal terms to all shippers, is necessary if we are to keep this continent one great mass market.

In light of these facts, there is urgent need to review public transportation policy. We must face the reality that no form of transport today has anything like a monopoly, and regulations based on conditions of half a century ago are dangerously out of date. Instead of artificial restrictions, transportation companies should be given every encouragement to use the most modern devices and equipment for moving goods and people, by whatever combination of methods is efficient.

On the average 20,229 people were employed by the railroad during 1960; their wages and salaries amounted to \$121,135,807; the railroad also contributed \$9,969,699 for railroad retirement taxes and unemployment insurance. The cost of health and welfare benefits for employees amounted to \$1,646,241. During 1960 the railroad's investment in property

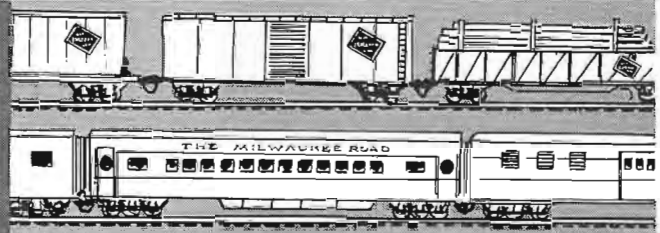
used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$782,598,647, representing an investment of \$38,687 for each employee's job. The railroad company's return on its investment in 1960 amounted to 1.23 per cent.

RESULTS OF OUR OPERATIONS IN 1960

			increase + or decrease —
WE TOOK IN	Railway Operating Revenues	\$230,362,902	— \$11,678,923
	Other Income—Net	3,588,037	— 459,324
	TOTAL	\$233,950,939	— \$12,138,247
WE PAID OUT	Railway Operating Expenses	\$187,929,803	— \$10,921,778
	Taxes and Rents	32,778,791	+ 3,239,821
	Interest	11,919,282	+ 95,823
	TOTAL	\$232,627,876	— \$ 7,586,134
	NET INCOME	\$1,323,063	— \$4,552,113

- The return on our investment was 1.23% as compared with 1.73%.
- We carried 6,795,919 passengers an average distance of 92 miles, and received an average revenue of \$2.24 per passenger.
- We carried 38,305,568 tons of freight an average distance of 355 miles, and received an average revenue of \$4.95 for each ton of freight hauled.
- We paid an average of \$5,983 per year to 20,229 employees.

SOURCES OF REVENUE freight and passenger service



	Classes of Traffic	Revenue	% Grand Total
FREIGHT TRAFFIC	Manufactured articles	\$ 87,623,831	38.0%
	Wheat, grain, products of agriculture	35,466,705	15.4
	Coal, ore, products of mines	20,196,361	8.8
	Lumber, products of forests	27,512,156	11.9
	Livestock, products of animals	11,429,932	5.0
	L.C.L. traffic	2,902,134	1.3
	Forwarder Traffic	4,284,192	1.8
	Total Freight Traffic	\$189,415,311	82.2
OTHER FREIGHT SERVICE	Switching	5,979,910	2.6
	Joint facility—Net Cr.	2,580,712	1.1
	Demurrage	1,240,131	.6
	All other	714,889	.3
	Total Other Freight Service	10,515,642	4.6
Total Freight Service		\$199,930,953	86.8
PASSENGER TRAFFIC	Passengers in coaches	\$ 11,521,978	5.0
	Passengers in parlor and sleeping cars	3,651,913	1.6
	Total Passenger Traffic	15,173,891	6.6
OTHER PASSENGER SERVICE	Mail	9,418,519	4.1
	Express	2,967,062	1.3
	Dining and buffet	1,521,218	.6
	All other	1,351,259	.6
	Total Other Passenger Service	15,258,058	6.6
Total Passenger Service		30,431,949	13.2
GRAND TOTAL Freight, Passenger and Other Service		\$230,362,902	100.0

EQUIPMENT

At the close of 1960 our railroad owned a total of 48,422 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars

LOCOMOTIVE UNITS

DIESEL—Freight	161
—Passenger	82
—Multiple purpose	280
—Switch	286
Electric	98
TOTAL	907

FREIGHT CARS

Box and auto	24,258
Gondola and hopper	12,993
Flat	3,663
Others	5,887
TOTAL	46,801

PASSENGER CARS

Sleeping	41
Coaches	305
Baggage, mail, express	293
Parlor	18
Others	55
TOTAL	712
Rail Motor Cars	2

NEW EQUIPMENT . . .

The cost of new equipment and the improvements made to existing equipment during 1960 amounted to \$13,966,899

purchased and delivered in 1960

- 500 - 70-ton 50' plug door box cars
- 50 - 70-ton 50' D.F. equipped box cars
- 100 - 70-ton 60' flat cars
- 85 - 70-ton covered hopper cars (enamel lined)
- 15 - 70-ton covered hopper cars (enamel lined with pneumatic outlets)

on order for delivery in 1961 . . .

- 750 - 50 ton 40'0" roller bearing box cars
- Coaches and Locomotives for Suburban Service:
 - 40 - Gallery Type Coaches
 - 6 - Road 2400 HP Passenger Diesel Electric Locomotive

1960 ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1960 amounted to \$6,123,291

EMPLOYEES

Train and Engine Men,
Yard and Station **8,168**

Maintenance of Equipment and Stores **4,119**

Maintenance of Way and Structures **3,376**

Professional, Clerical
and General **4,177**

Executives, Officials
and Staff Assistants **389**

TOTAL EMPLOYEES — 20,229

JOB VALUE

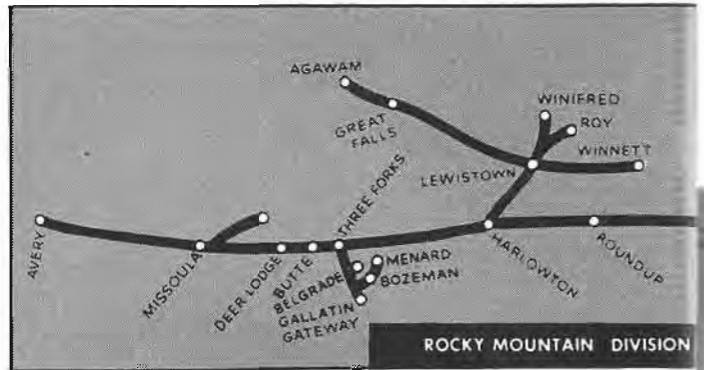
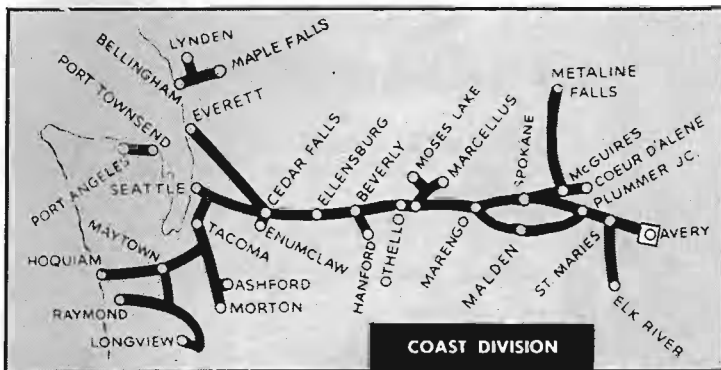
The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to **\$782,598,647**.

TOTAL PROPERTY VALUE: **\$782,598,647**
 DIVIDED BY: **20,229 employees**
= \$38,687
 invested in each employee's job

TEN YEAR PAYROLL SUMMARY

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS		TOTAL	AVERAGE PER EMPLOYEE	STRAIGHT TIME RATE AVERAGE PER HOUR
		RETIREMENT AND UNEMPLOYMENT TAXES	HEALTH & WELFARE BENEFITS			
1951	\$143,260,363	\$7,774,582	—	\$151,034,945	\$4,463	\$1.754
1952	145,397,263	7,696,578	—	153,093,841	4,703	1.852
1953	138,117,562	7,441,326	—	145,558,888	4,675	1.895
1954	126,272,397	7,035,232	—	133,307,629	4,768	1.945
1955	126,447,937	7,276,300	\$ 624,381	134,348,618	4,809	1.959
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638

*Does not include compensation of part-time employees

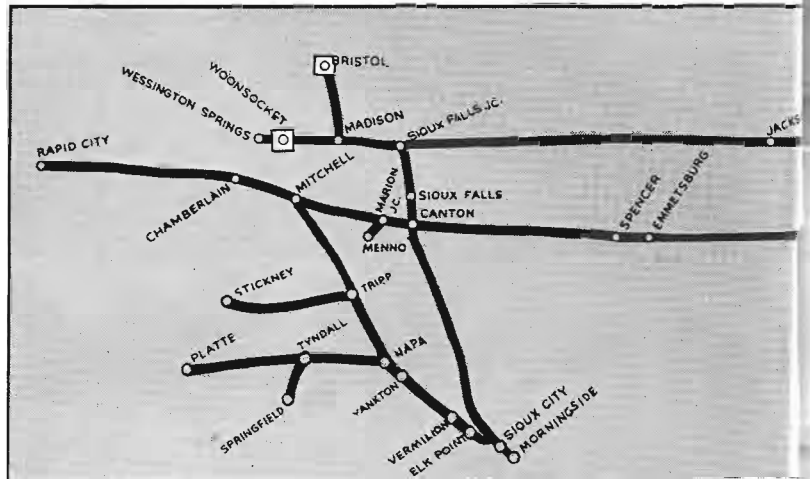


THE MILWAUKEE ROAD in the states it served in 1960

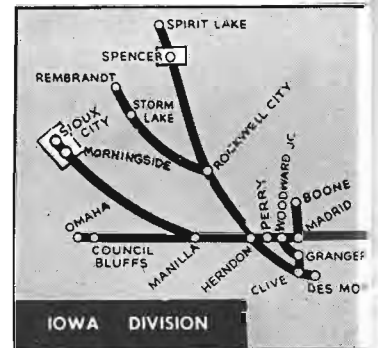
	Av. Miles of Road Operated in 1960	* Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho	232.70	94	\$ 574,143	\$ 197,715
Illinois	685.36	5,977	35,972,460	1,906,228
Indiana	192.70	289	1,735,953	213,729
Iowa	1,781.90	2,062	12,415,563	1,496,306
Michigan	183.68	122	906,621	93,426
Minnesota	1,330.17	2,446	14,400,794	1,481,705
Missouri	155.97	346	2,046,091	159,305
Montana	1,251.20	1,060	6,762,715	1,277,793
North Dakota	366.89	98	527,381	254,903
South Dakota	1,738.42	902	5,244,182	889,425
Washington	1,066.93	1,412	9,145,736	586,182
Wisconsin	1,598.64	5,272	30,355,208	1,521,563
All Other	12.67	149	1,048,960	9,172
Total	10,597.23	20,229	\$121,135,807	\$10,087,452

System Payroll Taxes	\$ 9,969,699
Miscellaneous Taxes	79,849
Total System Taxes	\$20,137,000

† Includes compensation of part time employees.
* Does not include count of part time employees.



THE MILWAUKEE ROAD'S OPERATING DIVISIONS



1960 DIVISION OPERATING RECORD	Miles of Road Operated 12-31-60	No. of Open Stations	Average No. of Employees	Loaded Freight Car Miles (1000'S)	Passenger Car Miles (1000'S)	Ave. Gr. Ton Per Frt. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Chicago Terminals	38	9	2,983					215,954
Terre Haute	393	19	414	17,600		3,923		17,878
Dubuque and Illinois	910	73	1,723	98,931	7,156	3,836	8.96	86,368
Iowa	956	88	1,156	51,157	14,128	3,266	12.30	49,171
Milw. K.C.S. Joint Agency								36,563
Milwaukee Terminal	23	1	2,879					191,235
Milwaukee	1,063	113	1,271	44,249	10,741	3,119	7.80	62,134
La Crosse	1,094	89	1,777	53,148	18,443	3,381	12.52	74,094
Twin City Terminal	40	6	1,126					127,095
Duluth	209	5	15	5,827		4,316		
Aberdeen	1,535	107	879	61,728	5,488	3,922	10.70	17,910
Iowa, Minnesota & Dakota	1,899	165	1,220	17,545	432	1,298	5.29	47,339
Rocky Mountain	1,161	37	1,083	50,031	4,678	4,010	9.79	22,381
Coast	1,275	50	1,340	31,757	3,232	2,922	9.72	54,564
GENERAL OFFICES			2,363					
SYSTEM	10,596	762	20,229	431,973	64,298	3,295	10.37	1,002,686

KEEPING TRACK WITH



CARSCOPE

New Electronic Car Reporting System Gives the Customer What He Wants, In Only a Matter of Minutes

ONE Saturday a few weeks ago, W. B. "Walt" Conradi, city freight and passenger agent in Cincinnati, was eating lunch at home when he was called to the phone. His caller was the chief of traffic management in Cincinnati for the United States Department of Agriculture, in urgent need of information about a carload of canned meat en route to Charleston, W. Va., for relief purposes. Where was the car, he wanted to know; had it left Chicago, and when could delivery be expected in Charleston?

"It was a good feeling", Mr. Conradi observed afterward, "to be able to call Joe back 10 minutes later and not only

report transfer at Chicago to the IHB, but advise him of the exact time the car had been forwarded on the New York Central. He said this was 'bang up' service; saved him having to call the NYC himself, and also showed that his office could give Washington what it wanted."

Not too long ago this inquiry would have necessitated a trip to the office and a search through a 30 to 35 page report listing about 5,000 cars. And even after a sales representative had located the car in question, he could only tell where it had been two days before. Now, however, by merely phoning Carscope, within minutes he is in a position to furnish

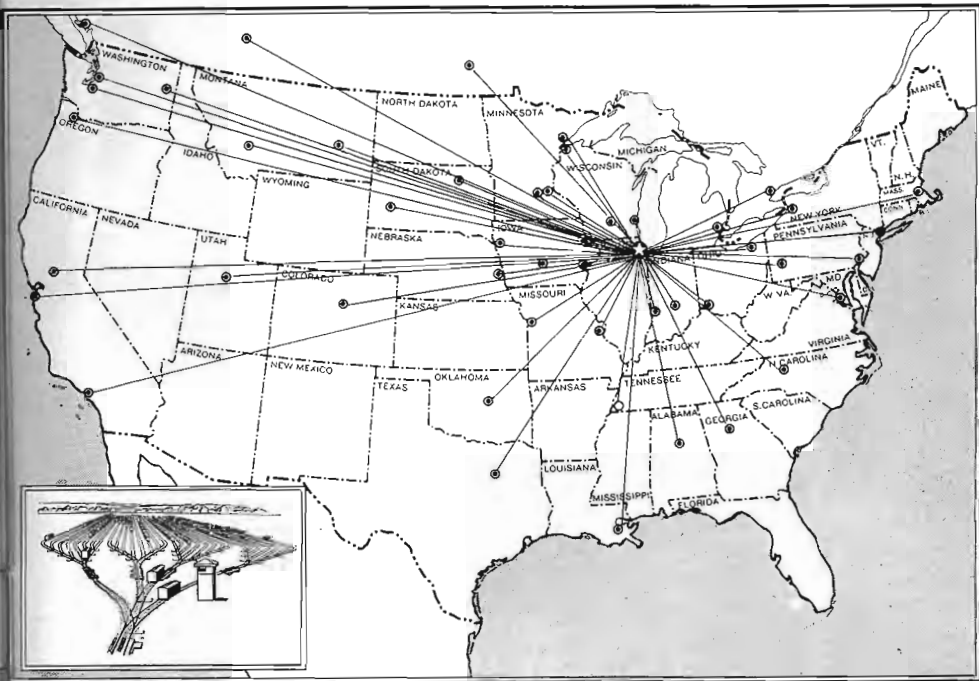
detailed information regarding any one of the thousands of carloads of freight moving constantly over the Road's 10,597-mile rail network.

Carscope, the new integrated system of car reporting centered in Chicago, is easing the way for traffic representatives to provide Milwaukee Road customers with a brand of personal service never before possible. Moreover, since it was installed in December, 1959 (see the November-December Milwaukee Road Magazine for that year), this tool of the central freight service department in the Union Station has become increasingly valuable as a source of new statistics and of services beyond those originally

The operation of the central tracing table at Carscope headquarters holds the attention of a group of Future Farmers of America leaders on a recent tour of industrial installations. D. O. Burke, superintendent of the central freight service

department (since appointed superintendent of the IHB in Chicago), is the narrator, with D. J. Staley, assistant superintendent, at left, and L. B. Horton, commissioner of agricultural and mineral development, second from right.





The Carsecope network radiating from Chicago, showing key locations in territories it serves in the United States and Canada.

planned. For instance, a recent expansion of its functions to pinpoint the movement of every Milwaukee Road specially equipped car over foreign lines was the first control of this operation ventured by any railroad.

Whereas the traditional method of booking these cars involved a time lag that sometimes extended over days, now their whereabouts, loaded or empty, can be determined almost immediately. This flow of information, allowing full usage of high-cost special equipment such as load-restraining device cars, and covered gondolas, is vitally important in meeting manufacturing, warehousing and marketing schedules. By making it possible to have the right car available where and when it is needed, Carsecope is an influential factor in the railroad's bid for competitive business.

This is just an accessory use, however, for Carsecope is primarily a customer service. Here is a brief account of its history, and what the system is presently accomplishing:

The great advantage of Carsecope over conventional car reporting practices lies in the ability to coordinate in one location, and with electronic speed, complete data on the movement round-the-clock of every carload shipment on Milwaukee Road tracks. With one direct phone call, a customer can learn without delay everything he wants to know about a carload of freight, from the time it originates on the railroad until it is delivered by the company or transferred to a junction

line.

To make this information available to shipping people at large, a steady flow of data relating to specific areas is maintained with 56 on and off line traffic offices in this country and Canada. All of the services involved were provided before the system was developed, but never as promptly or by one department.

The system calls into play an extensive network of telegraph and teletype communications for transmitting data, and IBM machinery to process it. At the nerve center in Chicago, the operation is handled by 25 employees specially selected from company ranks for car

tracing experience. The bureau functions 24 hours a day 7 days a week, under the jurisdiction of the general superintendent of transportation, with D. J. Staley as assistant superintendent of the central freight service department.

Traffic originating at any station on the railroad or received at any junction with a foreign line is reported to Carsecope from the first coding station through which it moves. There are 101 major coding stations on the system. Every time a train departs from any of these stations, knowledge of its consist listed in car number order and with comprehensive waybill information is transmitted by teletypewriter to Carsecope headquarters. Included in the reporting stations are 23 equipped with IBM machines. (Plans call for introducing the latter equipment at five more stations.)

This information—train number, car identification, lading, shipper and consignee, route, departure time, and so on—is received at Carsecope on tape and teleprinter and converted to punched cards, one for each car. The cards are used to prepare initial movement, or Code 1, reports for the central freight service department and traffic offices.

The process consists of sorting the cards automatically in car number sequence and running them through a Reproducer which punches a duplicate deck. From these identical decks a card-to-tape punch cuts a "state shipped from" and a "state shipped to" report for teletypewriter transmission to the traffic offices involved.

One deck is also run through an accounting machine which prints the information in car order sequence. This listing becomes the Customer Service Report which is used to answer inquiries

SN	63	04	17	PFE	10781	2
MK	750	02	17	ATSF	11478	2
SN	64	23	16	GATX	11593	2
MK	72	01	17	SAL	11856	2
BV	163	23	16	GATX	11991	1
MK	72	01	17	DTI	12018	2
SD	76	01	17	MILW	12048	2
OX	264	23	16	MILW	12053	2
OX	264	23	16	URTX	12074	2
BV	18	16		MILW	12074	7
SD	76	01	17	MILW	12098	2
SD	76	01	17	MILW	12108	2
SD	76	01	17	MILW	12122	2
PX	62	01	17	URTX	12125	2
SD	76	01	17	SPS	12115	5
SD	76	01	17	MILW	12135	2
MK	72	01	17	DTI	12141	2
OX	264	23	16	MILW	12166	2
MK	72	01	17	MILW	12167	2
MK	72	04	17	MILW	12167	1
SN	63	04	17	TRAX	12187	2
SD	76	01	17	MILW	12203	2
PX	62	01	17	TRAX	12260	2
OX	264	23	16	SOU	12263	2
OX	264	23	16	MILW	12271	2
HA	264	23	16	MILW	12289	2
SD	76	01	17	MILW	12348	2
SD	76	01	17	MILW	12402	2
HA	264	23	16	MILW	12408	2
PX	62	01	17	TRAX	12449	2
OX	998	14	16	CO	12475	2
SD	76	01	17	MILW	12499	2
SN	73	24	16	GATX	12529	2
MK	72	01	17	SPS	12580	2
SN	64	23	16	SFRD	12689	2
SD	76	01	17	SPS	12692	2





A section of the IBM machine room adjacent to the central freight service office in Chicago. In the background, D. O. Burke (left) is discussing the wiring of a machine control panel with Operator John D. Slijepcevic.



Right: D. J. Staley, assistant superintendent of the central freight service department, checks with Lead Machine Operator Ray D. Bauer a report for the Carscope rotary file as it rolls from an IBM tabulating machine.

"CARSCOPE"



received at Carscope headquarters. It goes to a central tracing table, a large motor driven circular file holding the records of all daily movements of car-load freight in car number and location order. The file is rotated by push buttons and has positions for eight tracing clerks.

While formerly only one basic origin report was issued daily, the new system allows for dispatching three at intervals. Within two hours after cutoffs at 8 A.M., 12:30 P.M. and 12:30 A.M., every traffic office concerned with the movements has at fingertip end a report of shipments to and from its agency territory.

As a further aid to pinpointing a car's location, dispatched simultaneously are the following: (1) A passing report from 24 intermediate stations showing how cars are progressing. (2) A list of cars set out from trains for any cause. (3) A report advising when set out cars are back on line. (4) A report directing attention to any car delayed more than 24 hours. (5) A report showing cars interchanged with connecting lines.

Among the obvious advantages of having these facts up-to-the-minute are more efficient handling of diversions and reconsignments, expediting the return of foreign cars to home base, and minimizing delays resulting from mechanical difficulties. Comments from both traffic representatives and customers reveal an enthusiasm for the service that in some instances takes the form of increased or new business.

Still another function to which the system was recently adapted is assisting

various departments of the railroad with special studies which heretofore could not be made, or required exhaustive work. One, for example, is providing

data on movements of specific commodities. These computations are enormously helpful in traffic analyses linked with programming sales efforts.

Larry J. Benson

As this issue of the Magazine was being readied for the press, information was received that L. J. "Larry" Benson, retired assistant to president and president of The Milwaukee Road Veteran Employees' Association, had died suddenly on Mar. 29 at his home in Libertyville, Ill. He was 72 years of age.

Mr. Benson's long and eventful career was distinguished for enterprise in police, safety and fire prevention work both inside and outside the railroad industry. He was born in St. Louis, and early in his youth showed considerable proficiency as a boxer. In 1906, when he was only 18, he was hired by the Road's stationmaster at Milwaukee, who had watched him in a workout at the local "Y" gymnasium.

His first jobs were those of call boy, engine wiper, store department employe, machinist helper and fireman. In 1908 he entered train service as a passenger brakeman and in 1913 transferred to the police department. He became captain of police at La Crosse in 1916, served later in the same capacity in Chicago, and in 1921 was made chief of police at Seattle. Two years later he returned to Chicago as superintendent of police-system, and in 1925 was appointed general superintendent of police on the railroad. In 1939 he became assistant to chief operating officer in charge of police, fire prevention and safety, which title was changed to assistant to

vice president in 1945. He was appointed assistant to president on June 1, 1947 and retired from that position on June 30, 1953.

During his years with the railroad Mr. Benson was widely known for his work with many state, national and international associations of law enforcement officers. He initiated the movement that created the bureau now known as the Illinois Department of Public Safety, served on the state Board of Pardons, and was recognized in police circles for his help in solving the famous Rondout mail robbery in 1924. He served five terms as president of the Chicago Railway Special Agents and Police Association.

His activities in the veteran employes' association were marked by similar leadership, and its success as a friendship organization, particularly in the years after he retired, was due largely to his vigorous administration of its affairs. He was made lifetime president in 1953.

He is survived by his widow, Mary; by two daughters, Mrs. Marjorie Gooding of Libertyville and Mrs. Virginia Durkin, presently residing in Madrid, Spain; four sisters, Mrs. Lovetta Feltes of Chicago, and Mrs. Mary Worthen, Mrs. Robert Hagan-cur and Mrs. Mabel Winters, all of St. Louis; and by five grandchildren. Funeral services were held in Santa Maria Del Popolo Church, Mundelein, Ill., and burial was in Holy Trinity Cemetery, Milwaukee.

First Minuteman Car Moves Over The Milwaukee Road

THE first railroad car of the fleet that will serve as launching pads for the Minuteman, the new Air Force intercontinental ballistic missile, was recently unveiled to the public on a history-making run that involved a maiden trip of more than 2,000 miles over The Milwaukee Road.

Following two years of planning, the million dollar missile car left the ACF Industries' American Car and Foundry plant at Berwick, Pa., late Jan. 25, heading for Seattle to be outfitted by the Boeing Airplane Company with launching gear. Traveling on a hotshot schedule, it was routed via the Pennsylvania to Chicago, and the Milwaukee Road beyond.

Upon arriving in Chicago, the car was displayed for several hours in the Union Station, with ACF and Boeing representatives present to demonstrate its operation with the use of a working scale model. From Chicago it highballed west on the coast time freight, and at Seattle was turned over to the Union Pacific for delivery at the Boeing spur track.

During the Chicago stopover, Milwaukee Road officials and others had an opportunity to inspect the prototype of the four to five hundred cars that, ac-

ording to the Air Force, will be cruising rail networks west of the Mississippi within several years.

The car, painted Air Force blue and stenciled in white with a "Spirit of '76" Minuteman, resembles a baggage car of outsize dimensions. It is 88 feet long over the couplers (79 feet 6 inches over end sills), 12 feet 2 inches wide, 15 feet $\frac{3}{4}$ inches high, and is equipped with six-wheel trucks. The design represents a unique adaption of standard parts, of which an unusual feature is "three-way-stretch" shock protection.

With this concept of vertical, longitudinal and transverse cushioning, the more than 30-ton missile is carried on what the designers describe as "almost a free-floating pillow." It uses hydraulic shock absorption for maximum protection from end impact, a compressed air reservoir that returns the cushioning gear to position following impact, air springs and leveling valves that keep the coupler height constant, standard helical springs for additional protection, and special devices that decrease the effects of irregularities in rails.

Loaded with the Minuteman, the car will weigh approximately 314,000 pounds. An exceptionally large center



At the Minuteman demonstration in Chicago, F. G. McGinn, vice president-operation (right), studies a working scale model of the missile car with F. A. Jendrick of Seattle, program manager for the Boeing Airplane Company, which is integrating the weapon system. Standing are P. L. Cowling, Milwaukee Road assistant to vice president-traffic (right), and Charles F. Venrick, director of marketing for the American Car and Foundry division of the ACF Industries, which designed and produced the car.

sill helps to distribute this tonnage and withstand the missile's thrust. In the area where the Minuteman will stand, the car is strengthened with cross members approximately three feet in depth.

Among other ingenious features are a truck locking system and a stabilizing platform to be activated when the car is halted for a shoot. The first devices lock the truck assemblies to the underframe of the car, after which 12 special jack pads descend hydraulically and raise it clear of the rails. Connected to the jacks nearest the launch pad is a 10-foot square steel flame deflector that lowers over the ties and rails to shield them from the blast.

While the car is moving, the 56-foot missile will be carried horizontally. To allow for raising it to a shooting position, the roof of the car is built in three sections, two of which open in automatic sequence. The section over the missile is 45 feet long and bisected lengthwise to fold outward, and a 22-foot section over the launch pad slides over the fixed section. Through the opening thus created, the missile will rear to a vertical position on the pad.

The solid fuel Minuteman, less costly and complicated than liquid fuel missiles, has an ocean-spanning range of 6,300 miles. In the system now being

(Continued on page 14)



Milwaukee Road officials who inspected the Minuteman car included Vice President-Operation F. G. McGinn, pictured below (right) discussing the construction of the underframe with F. A. Jendrick of the Boeing company, and V. P. Sohn, general superintendent transportation. At the right is S. C. Pulford, trainmaster of the Chicago Terminals.

Ten-Point Program Sparks Perfect Shipping Drive



In the current crackdown on loss and damage, on-the-ground claim prevention meetings such as this at Bensenville Yard are being held wherever possible on the railroad. Studying a digest of the 10-point perfect shipping program under the guidance of D. L. Youngs, freight service inspector for the Chicago Terminals and Terre Haute Division (right), are from left: Engineer William Harris, Fireman C. J. Galab, Switchmen F. F. Floyd and N. Loik, and Conductor P. Hallier.

It has been suggested that the ultimate in loss and damage prevention would be a built-in voice box on every piece of freight that would say to every person who handles it, "I represent your job—please be careful".

Funny? Not when you consider that freight loss and damage cost the nation's railroads more than \$115 million in 1959, and that the estimate for 1960 is higher. In an industry that earns less than 3 per cent on investment, careless handling at the rate of about \$215 a minute is scarcely a laughing matter.

The point is highlighted in the railroad industry's annual "perfect shipping" campaign throughout March and April, which involves a vigorous attempt by

our company's claim prevention department to provide every employee responsible for freight handling with a full understanding of the urgent need to lick this problem. In cooperation with shipper advisory boards, the campaign stresses the following 10-point program:

- (1) Proper and adequate packaging;
- (2) Correct, legible, durable marking;
- (3) Complete legible, accurate bills of lading;
- (4) Suitable equipment furnished for lading;
- (5) Approved loading methods;
- (6) Attention to stop-off cars;
- (7) Consignee-shipper reporting on performance;
- (8) Railroad handling;
- (9) Shipper-carrier-re-

ceiver cooperation; (10) Interesting, informative, effective training programs.

Those who deal closely with loss and damage cite encouragement as well as a challenge to their efforts in the millions of shipments handled each year that are delivered in fine condition. As a result of improvements being effected constantly in facilities, equipment, and handling methods, they point out, even such new and sensitive commodities as jet engines and Minuteman missiles get a damage-free ride. One of the pictures shown here illustrates how this is presently accomplished on our railroad.

This piggyback movement originating on our line consisted of a trailer housing a U.S. Navy operational flight trainer valued at more than half a million dollars. Equipped with better than a thousand tubes of radio and TV type, it was highly sensitive to vibration and impact. Its subsequent delivery at a point in Texas without a scratch and ready for service was a typical example of careful programming and teamwork by operating crews all along the route, and a source of pride to the railroad.

R. B. Birchard President of Milwaukee Traffic Club



R. B. Birchard

At the annual meeting of the Milwaukee Traffic Club in Milwaukee Feb. 7, our company's R. B. Birchard, general agent in that city, was elected president for the year 1961.

Ray Birchard, a native of Boscobel, Wis., has been with the railroad since May, 1920, starting as a yard clerk in Milwaukee. He was employed on various positions there until 1941, when he transferred to the operating department, serving first as a car agent in Chicago, and returning to Milwaukee in August, 1943 as a special clerk.

In December, 1944 he transferred to the traffic department as city freight agent in Milwaukee and on Jan. 1, 1948 became chief clerk of the Milwaukee traffic office. He was advanced to traveling freight and passenger agent at Mason City, Ia., on Mar. 1, 1951, to city freight agent in Milwaukee the following July 1, and on Feb. 16, 1952 was appointed assistant general agent in Chicago. He has been general agent in Milwaukee since Apr. 1, 1953.



Careful handling by Milwaukee Road operating crews and others was responsible for the damage-free shipment of this U.S. Navy operational flight trainer valued at a half million dollars from a point in Minnesota to a Texas training center. It is pictured at destination being inspected by Navy personnel.

Magna Carta for Transportation

Rails Press for Legislative Action; Outline "Four Freedoms" Goal

STRIKING out at conditions responsible for present rail carrier problems, the railroads announced on Mar. 20 their resolve to press Congress and the Kennedy administration for legislative action on long-standing transportation policy inequities.

Carrying the ball for the industry, the Association of American Railroads served notice of the intention with a formally adopted "Magna Carta for Transportation". The public declaration outlined the legislative goal as a "four freedom" program summarized as:

- Freedom from discriminatory regulation.
- Freedom from discriminatory taxation.
- Freedom from subsidized competition.
- Freedom to provide a diversified transportation service.

Sounding the warning of a gathering crisis in the industry, the declaration cited as reasons for grave concern the loss of thousands of jobs in the railroad and related industries, and the insecurity of more; the denial to the public of the kind of fast, low-cost transportation our economy requires; and the weakening of national defense.

As the industry's spokesman, Daniel P. Loomis, president of the A.A.R., said, "While all general carriers are in trouble, railroads are probably the worst off, suffering intensely from diverted traffic, under-used plant and subsistence-level earnings. The railroads are tired of being the punching bag for destructive government policies and are determined to get just treatment. They seek no favors or special privileges, only equality of treatment for *all* forms of transportation—the traditional American concept of fair play."

Specifically, the big push is aimed at

ridding the railroads of an accumulation of 74 years of regulations which do not apply to their competitors, and allowing them to compete on the basis of their natural abilities. It stresses that railroads are tightly controlled in pricing all of their services, and that railroad rights-of-way are built and maintained wholly out of railroad revenues. The issues involve their competitors' relative freedom from regulation, and a subsidy of some \$162 billion of public funds invested in highways, airways, airports and inland waterways, which they use heavily for private profit, at low, and often no payment, to the government.

In the forefront is the tax policy of assessing railroad property at a proportion of full value substantially higher than is imposed on other similar property. During 1957, for instance, this practice cost the railroads some \$141 million more than they would have paid under an equal assessment system.

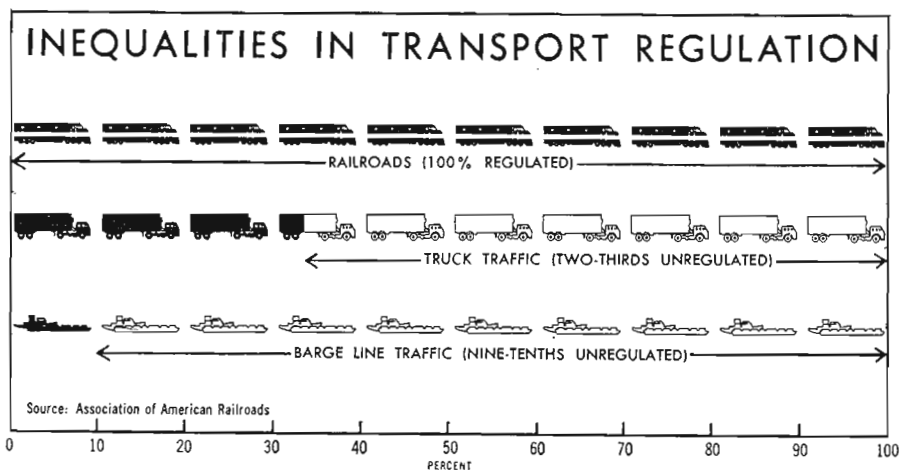
In this category, too, is the 10 per cent federal excise tax on passenger

tickets designed to discourage wartime travel, for which a reason no longer exists and which now does outright harm. Also, the depreciation policy under which the write-off for rail property is nearly 40 years, with the annual rate of recovery of invested funds for tax purposes well under 3 per cent. The net effect of this unrealistic allowance is reflected in the decline of the nation's vital freight car fleet.

Likewise under fire are restrictions which make every pound of commercial freight moving by rail subject to ICC regulations, whereas two-thirds of truck traffic is unregulated, and even common carrier truck lines can haul many things—farm products, for instance—at their own rates. Cited, too, is the more than 90 per cent of traffic moved by inland waterway carriers free of ICC economic regulations. An inconsistency here is the freedom accorded domestic water carriers moving commodities in bulk loads,

THE RAILROAD TAX LOAD

Railroads, which provide and maintain their own rights of way, paid out \$381 million in property taxes in 1959. By contrast, property taxes paid by regulated truck lines totaled \$11½ million; air carriers, \$5¾ million; intercity bus lines, \$4½ million, and regulated inland water carriers, \$1 million. These payments reflected the fact that highway, air and water carriers pay no property taxes on their "ways", furnished by the government. As a proportion of gross revenues, railroads paid out nearly 4 times as much as bus lines; 8 times as much as water carriers, and 13 times as much as airlines and truck lines.



While 100 per cent of railroad freight traffic is subject to rate regulation by the federal government, only about a third of motor carrier traffic and a tenth of inland waterway shipments are subject to such controls.

the kind of traffic they move best. This is also the traffic best carried by the railroads—which have no such freedom.

The Magna Carta presses for a National User Charge Commission "to establish and collect fair charges for the commercial use of all transportation facilities provided in whole or in part through public funds"; legislation that would outlaw state and local tax discrimination against rail carriers as an undue burden on interstate commerce; the repeal of the tax on passenger travel; a depreciation policy that would shorten the usefulness of depreciable rail property for tax purposes to 15 years on rolling stock and 20 years on other property, or the privilege of establishing a "construction" reserve of tax-deductible funds which could be spent within five years for equipment and other property (aimed at tax deferral, not tax forgiveness); and repeal of the exemption from regulations given trucks hauling agricultural commodities, and of the exemptions which enable barge lines to set unknown rates, or the extension of both freedoms to railroads.

In connection with the last issue, it cites the statement in the Transportation Act of 1958 that "rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation." This new rate-making standard, it points out, is under attack from water carrier and trucking interests "who seem more interested in government protection of their traffic than fair competition. Slighted completely is the public's interest in the lowest possible prices consistent with principles of fair play."

The manifesto also cites the right to diversify—to offer "one package" transportation—as do motor and water carriers and air lines. The railroads, it emphasizes, should be granted the same opportunity to use the highways, waterways and air facilities their taxes help provide. On this issue it states that national economic needs and technological changes make it desirable for *all* forms of transportation to provide a coordinated service.

The declaration notes that many of these proposals have been recommended by study groups, but so far have had only lip service. Underscored, too, is the importance of a strong railroad system to national security. The Magna Carta of Transportation is summed up by the industry's chief executives as not only pointing the way to more jobs and better service, but a strengthened line of defense against enemy aggression.



"Rail and Express Night" ringleaders included, from left: Howard E. Hillman of the Rockford Screw Products Co., president of the Rock River Valley Traffic Club for 1960; J. S. Lawbaugh, general agent for The Milwaukee Road at Rockford, Ill., elected to the board of directors; Mayor Benjamin T. Schleicher; and H. J. McKenna, Milwaukee Road assistant to vice president-traffic. (Rockford Morning Star photo)

"Rail and Express Night" at Rockford

A switch shanty atmosphere teeming with engineer's caps and bandanas, railroad spike souvenirs, and the recorded hisses of a genuine steam locomotive, to name only a few representative items, sparked the annual banquet of the Rock River Valley Traffic Club. "Rail and Express Night" was an event not to be missed, and Milwaukee Road traffic officers from Chicago and Milwaukee formed part of a capacity crowd of 160 who took in the fun.

The stage setting for the unique program, the annual salute to the organization's past presidents, was the Elk's Club at Rockford, Ill., the evening of Jan. 18. Heading the committee of rail and express men who directed the Hollywood-style production was our company's general agent at Rockford, J. S. Lawbaugh, who also served as toastmaster. H. J. McKenna, assistant to vice president-traffic, Chicago, was the principal speaker, and Mayor Benjamin T. Schleicher stood in the greeting line.

Authentic in character, the ticket takers were dressed as train conductors, and every member and guest wore an engineer's cap and bandana neckerchief. The banquet tables were decorated with red and green markers, illumination was provided by railroad lanterns, and place souvenirs were "gold" plated spikes symbolic of the historic spike which joined the rails of the first transcontinental system at Promontory, Utah, in 1869. A colorful collection of railroad literature and a display of miniature trains and engines emphasized the theme.

Opening to a fanfare created by the

recorded sounds of steam power, the meeting was called to order by the clangor of a locomotive bell. Flanking the speakers' table were a lighted semaphore and a crossing signal. Mr. McKenna spoke on the subject of "Rail Transportation Today". Highlights of his talk, recorded on video tape by WREX-TV, were presented the same evening on that station's 10 P.M. news broadcast.

"First Minuteman Car . . ."

(Continued from page 11)
developed by the Air Force, it will be deployed in underground launchers located strategically in many areas, and on trains moving in an unpredictable pattern that will elude target spotters. Approximately 100 trains are planned, each carrying three to five missile cars.

The program capitalizes on the railroads' billion dollar investments in equipment and facilities, and the experience of a vast civilian army of railroad personnel. Lt. Gen. Bernard Schriever, head of the Air Force research and development command, recently cited the railroads' cooperation with the defense effort as "a battle-ready partnership".

The new Minuteman car, outfitted with launch gear, will leave Seattle in May for Cape Canaveral, Fla., where a missile will be test fired from it later this year.

The Milwaukee Road Magazine



What's New on the Milwaukee?

The "Simmons Cyclone"

Snow Blower

WHILE General Roadmaster R. G. "Slim" Simmons was working on the Tunnel City (Wis.) track lowering project last spring, he got an idea. Observing a cloud of excavation dust being expelled from the tunnel by a fan—an offbeat use of the type employed to waft fertilizer over cranberry bogs—he asked himself why couldn't one be adapted to blasting snow off the Milwaukee Road's tracks. Why not?

Out of this speculation emerged the "Simmons Cyclone", a unique snow blowing machine, which had a tryout in the Chicago Terminals last winter. As a switch clearing device for preventing delay in freight yard operations, it proved faster, more practical and more economical to operate than any previously tested on the railroad.

The machine underwent various design changes before the "best by test" stage was achieved. A pilot model consisted of a 35 h.p. gasoline engine, a 29-inch fan, two high pressure air pipe lines, and a curved nozzle with a swivel joint. The swivel mounting, turned by a hand wheel, allowed the nozzle to be rotated in a plane perpendicular to the track. The assembly was mounted on a small derrick push car minus the mast

and boom, with the air lines straddling the rails in front of the car. A conventional rail motor car served as the propelling unit.

This model eliminated snow between the running rails, but was less effective in removing clogged snow from switch points and stock rails. However, a second experiment using a "Y" type nozzle with a 10-inch air opening over each rail was much more satisfactory. The "Y" made a clean sweep of snow, loose stones, coal and the like, right down to frozen ballast. In a trial following a 3-inch snowfall, it cleared a switch in 30 seconds, and a lead with 20 turnouts in 20 minutes.

The latest design, featuring a six-foot-wide nozzle with a narrow 3-inch blower opening, does the job even better. The flattened nozzle, with vanes for equalizing air pressure, expels a 100 m.p.h. blast that blows even deep snow completely clear of tracks and switches and cleans off the ties in one operation.

The original machine was built at the Milwaukee and Bensenville Shops. Since its tryout, four more have been constructed as off track units which can be mounted on a push car or operated by a Speed Swing crane. Design revi-



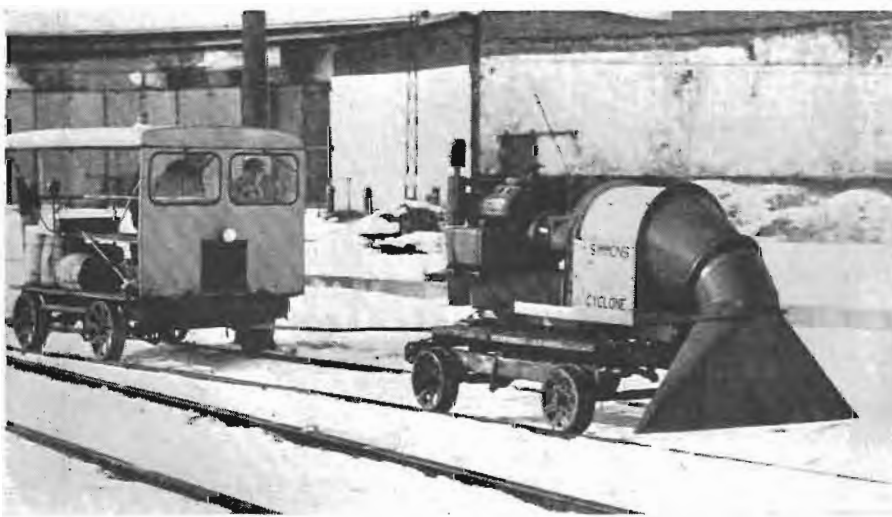
Testing the pilot model of the snow blower last winter, General Roadmaster R. G. Simmons (right) discusses its performance with K. L. Clark, division engineer of the Chicago Terminals and Terre Haute Division (left), and R. E. Palmer, Chicago Terminals roadmaster. The cylinder type nozzle had a swivel joint which was turned by a hand wheel, permitting it to be rotated from side to side. The two high pressure air pipe lines straddling the rails were later found to be superfluous.

sions incorporated in the latest model include a scarifier of ½-inch steel cables mounted on the nozzle to loosen compacted snow. Plans being considered call for producing it on a scale which will put it in service at several terminals by next winter.

Dividend Declared on Company Stock

At the monthly meeting of the railroad's board of directors in Chicago Feb. 23, a dividend of \$5 per share on the Series A preferred stock of the company was declared out of the 1960 earnings or out of the accumulated earned surplus of the corporation for prior calendar years. It is payable at the rate of \$1.25 per share on Mar. 30, June 29, Sept. 28 and Nov. 30, in 1961 to holders of record at the close of business on Mar. 10, June 9, Sept. 8, and Nov. 10, 1961, respectively.

Approved at the same time was the payment of contingent interest at the full rate of 4½ per cent per annum on the general mortgage income bonds, Series A and B, and contingent interest on the Terre Haute bonds at the full rate of 1½ per cent per annum on Apr. 1, 1961, and the equal semiannual installments of interest at the rate of 5 per cent per annum on the income debentures, Series A, on Mar. 15, 1961 and Sept. 15, 1961.



The snow blower which proved most efficient features this six-foot-wide nozzle with a 3-inch blower opening. The latest model includes a scarifier attachment to loosen compacted snow, and is painted an attractive yellow, blue and gray.

retirements

during January-February, 1961



General Office & System Employees

Altenbern, J. F. Supvg. Captain . . . Chicago, Ill.
 Anderson, A. F.
 Chf. Rate Analysis Clerk . . . " "
 Barnes, F. Waiter . . . " "
 Clopton, J. Porter . . . " "
 McGowan, I. O. Coach Porter . . . " "
 Miller, G. J. Bureau Head . . . " "
 Schirmer, D. R. Clerk . . . " "
 Scholle, G. H. Perishable Frt. Insp. . . . " "
 Solle, J. H. Dining Car Waiter . . . " "
 Wells, T. H. Dining Car Waiter . . . " "

Aberdeen Division

Bakke, C. Foreman . . . Faulkton, S. D.
 Hagelberg, O. T. . . . Fireman . . . Minneapolis, Minn.
 Lehman, L. Sec. Foreman . . . Ortonville, "

Chicago Terminals

Angelski, J. F. Engineer . . . Chicago, Ill.
 Blum, H. L. Stevedore . . . Galewood-Chicago, "
 Bourne, A. L. Switchman . . . " "
 Fischer, A. A. Engineer . . . " "
 Gage, W. S. Tower Director . . . " "
 Kehoe, W. H. Clerk . . . Bensenville, "
 Koslowski, T. Switchman . . . Chicago, "
 Lehman, E. C. Checker . . . " "
 Morgan, C. M. Storekeeper . . . " "
 Olson, E. Welder . . . Bensenville, "
 Opsahl, C. C. Electric Foreman . . . Chicago, "
 Prill, E. C. Staty. Fireman . . . Bensenville, "
 Scognamillo, S. Frt. Clerk . . . Chicago, "
 Smith, R. E. Foreman . . . " "
 Wodka, L. Carman . . . Bensenville, "
 Xaverius, J. Caller . . . " "

Coast Division

Bartholomew, L. R.
 Track Watchman . . . Easton, Wash.
 Gottlieb, H. H. Clerk . . . Tacoma, "
 Roffler, R. Conductor . . . Malden, "
 Schrag, A. P. Carman Helper . . . Tacoma, "
 Sorensen, G. D. Conductor . . . " "

Winters, E. W.
 Signal Maintainer . . . St. Maries, Ida.

Dubuque & Illinois Division

Aulert, H. J. Engineer . . . Chicago, Ill.
 Brennan, F. O. Frt. Hse. Foreman . . . Elgin, "
 Foster, T. E. Sec. Laborer . . . Galt, Mo.
 Frost, J. L. Engineer . . . Ottumwa, Ia.
 Heather, G. E. Engineer . . . " "
 Hecinovich, T. P. Track Laborer . . . Spaulding, Ill.
 Intlekofer, F. M. Agent-Teleg. . . Waukon, Ia.
 Lahey, J. A. Loco-Foreman . . . Savanna, Ill.
 Medina, T. Sec. Laborer . . . Hampshire, "
 Montgomery, D. F. Laborer . . . Calmar, Ia.
 Murphy, R. W.
 Chf. Clk. and Cashier . . . Clinton, "

Rury, A. W. Car Inspector . . . Savanna, Ill.
 Simmons, C. W. Sta. Baggage . . . " "
 Sutton, F. B.
 Agent-Teleg. . . Excelsior Springs, Mo.

Iowa Division

Callahan, W. A. Engineer . . . Perry, Ia.
 Edward, E. E. Train Dispatcher . . . " "
 Farran, R. T. Station Agent . . . Adel, "
 Marvin, F. L. Engineer . . . Rockwell City, "
 Wagner, D. R. Engineer . . . Perry, "

Iowa, Minnesota & Dakota Division

Baugh, W. Warehouse Foreman . . . Mason City, Ia.
 Belknap, C. M. Brakeman . . . Sioux City, "
 Callahan, W. H. Steamfitter . . . Mitchell, S. D.
 Halverson, L. R. Switchman . . . " "
 Jensen, H. W. Engineer . . . Sioux City, Ia.
 Kvidahl, J. B. B&B Carpenter . . . " "
 Pappas, T. J. Machinist Helper . . . Mason City, "
 Phleger, J. T. Travel Engineer . . . Austin, Minn.
 Ratledge, O. U. Brakeman . . . " "
 Schrader, W. G. Conductor . . . Mason City, Ia.
 Sucha, A. Engineer . . . Austin, Minn.

La Crosse Division

Behnke, F. Train Baggage . . . Milwaukee, Wis.
 Bennett, F. W. Machinist Helper . . . Janesville, "

Benson, O. L. Car Foreman . . . Red Wing, Minn.
 Blethen, W. W. Secretary . . . Madison, Wis.
 Chapman, A. E. Sec. Laborer . . . Palmyra, "
 Ender, R. N. Engineer . . . Eau Claire, "
 Frellsen, J. F. Engineer . . . Minneapolis, Minn.
 Jevens, R. S. Engineer . . . Portage, Wis.
 Kearns, D. Engineer . . . Minneapolis, Minn.
 Moen, A. K. Rhse. Foreman . . . Portage, Wis.
 Newman, A. Ass't. Sec. Foreman . . . Winona, Minn.
 Pfeil, O. A. Engineer . . . Portage, Wis.
 Poeschl, G. J. Telegrapher . . . Wabasha, Minn.
 Sanetra, S. Section Hand . . . Avalon, Wis.
 Tracy, D. M. Conductor . . . Portage, "
 Whipple, F. J. Brakeman . . . Milwaukee, "
 Whitinger, E. R. Engineer . . . " "
 Wolszon, J. L. Sec. Laborer . . . Winona, Minn.
 Young, H. J.
 Train Baggage . . . Milwaukee, Wis.

Milwaukee Division

Anderson, W. O. Agent-Opr. Gurnee, Ill.
 Cheadle, C. W. Machinist Helper . . . Beloit, Wis.
 Fuller, E. L. Brakeman . . . Milwaukee, "
 Kabielsk, G. Carpenter . . . Green Bay, "
 Littel, L. M. Engineer . . . Beloit, "
 Lynn, L. H. Engineer . . . Green Bay, "
 Nachtwey, F. A. Sec. Laborer . . . " "
 Nash, L. Train Baggage . . . Milwaukee, "
 Sayles, T. C. Train Baggage . . . " "
 Walker, F. F. Engineer . . . North Milwaukee, "
 Walstra, H. G. Custodian . . . Walworth, "
 Williams, F. S. Baggage . . . Chicago, Ill.
 Willis, V. S. Sec. Laborer . . . Pembine, Wis.

Milwaukee Terminals & Shops

Carroll, B. F. Switchman . . . Milwaukee, Wis.
 Dahnke, C. F. Gen. Pass. Agent . . . " "
 Fohey, J. F. Engineer . . . " "
 Folsom, F. W. Laborer . . . " "
 Gehrke, H. A.
 Sectional Stockman . . . " "
 Gilker, W. S. Engineer . . . Wauwatosa, "
 Hohner, J. A. Machinist Helper . . . Milwaukee, "
 Jackson, A. Turntable Operator . . . " "
 Jedinak, J. Blacksmith . . . " "
 Kanies, R. A. Frt. Clerk . . . " "
 Kennedy, M. E. Carman . . . " "
 Lange, A. W.
 Boilermaker Welder . . . " "
 Liebrecht, S. K. Delivery Clerk . . . " "
 Marras, A. G. Genl. Foreman . . . " "
 Musser, G. Sheet Metal Worker . . . " "
 Newberg, A. Switchman . . . " "
 Pehowski, V. F. Carman . . . " "
 Petusik, A. Wheel Roller . . . " "
 Pook, W. N. Wheel Borer . . . " "
 Raddatz, C. D. Fireman . . . Wauwatosa, "

The Cover cont'd

(Continued from page 2)

Leased by Fritz Transportation International (same as American Express here) and loaded with cartons of furniture parts consigned to an assembly plant in this country, the vans were proceeding southeast to the harbor for shipment to a Pacific port of entry. A guess is that the picture was taken from the Tokyo Electric Building.

The Milwaukee Road initiated its seagoing van service in November, 1957 with a shipment of outboard motors from Minneapolis to Antwerp, Belgium. Since that initial movement the use of Flexi-Vans as containers for transoceanic traffic has increased rapidly. In fact, ocean spanning hops are becoming so commonplace that nowadays the sight of a Flexi-Van bowling over the streets of Cairo, Manila or Yokohama scarcely rates a second glance from passersby. The Milwaukee, incidentally, is the only railroad equipped to operate both a full Flexi-Van and a full piggyback service.



The Milwaukee Road and New York Central Flexi-Van containers proceeding on "Z" Avenue pass 10th Street, a few blocks from Tokyo's Ginza shopping center. In the background is the famous Kabuki Theater.



At the birthday-retirement dinner, Carl F. Dahnke (left), having just been presented with his Silver Pass, is congratulated by (left to right) President William J. Quinn, Louis Quarles of Milwaukee, a director of the Milwaukee Road, and William Wallace, general passenger traffic manager.

Carl Dahnke Retires; Good Fellowship Marks End of Passenger Traffic Career

RARELY has a retirement from railroading been observed with more good fellowship than that of Carl F. Dahnke, the Road's general passenger agent in Milwaukee. As befitting a former president of both the Milwaukee Traffic Club and the Wisconsin Passenger Association, he was accorded ample evidence at several retirement affairs of the popularity which distinguished his 48-year career with the Milwaukee.

Initiating the get-togethers in his honor, 30 of Milwaukee's prominent professional women who had looked to him for travel arrangements gave a luncheon for him and Mrs. Dahnke Feb. 14 at the Plankinton Hotel. Again on Feb. 28, his 65th birthday as well as the date of his retirement, approximately 275 railroad associates and others extended their congratulations at a testimonial dinner in the Hotel Pfister. Simultaneously, Mrs. Dahnke was honored at another dinner by a large group of the couple's women friends. Still to come was the banquet of the Wisconsin Passenger Association in the Maryland Hotel Mar. 21. At each he

was lauded, ribbed and overwhelmed with good wishes.

Carl Dahnke is a native of Middleton, Wis., who took up railroading as being the most interesting occupation in his home town. The telegraph operator, he recalls, ranked in importance with the mayor. He began by making himself useful as a station helper while he was still in high school, took a telegraphy course, and worked briefly for the Chicago and North Western before signing up with the Milwaukee on Feb. 8, 1915 as agent at Boscobel, Wis. He was a relief agent and telegrapher until 1917 when he enlisted in the Navy. During World War I he was a radio-electrician in submarine service.

After the war he returned to the railroad as ticket agent and operator at Richland Center, Wis. Then in 1927 he went to Madison, Wis., as ticket agent, and two years later was appointed city passenger agent there. His next move took him to Milwaukee in 1939 to head the company's passenger traffic operation in that area as general agent pas-

senger department, with the title of general passenger agent since Nov. 1, 1956. During his years in Milwaukee, the annual volume of passenger revenue from that city was the largest produced on the railroad.

But this was only half the story told at the various retirement functions. Banter flowed freely at all of them. President William J. Quinn spoke at the birthday dinner, at which the attendance included a group of younger Milwaukee Road traffic representatives who, having served under him, dub themselves "The Dahnke Alumni", as well as a large following of traffic managers, travel representatives, truckers, band and athletic coaches, personal friends and others for whom he had scheduled passenger service. A highlight of the proceedings was the presentation of his Milwaukee Road "lifetime" Silver Pass.

Incidentally, Mr. Dahnke's choice of a career induced two of his brothers to do likewise, Edgar H. who is now assistant depot ticket agent in Milwaukee, and



Mrs. Carl F. Dahnke (front) at the dinner in her honor at the Pfister Hotel. Hostesses pictured with her are, from left: Mrs. Donald G. Ploetz, wife of the traffic manager of the Harnischfeger Corporation, Mrs. Robert T. White, wife of the railroad's traffic manager, Wisconsin Region, and Mrs. Richard M. Heilman, wife of the traffic manager of the A. O. Smith Corporation.

Roethe, L. A. Time Revisor. . Milwaukee, Wis.
Schallock, E. E. Blacksmith Welder.
Schendel, T. R. Yard Conductor. . . Wauwatosa, "
Schilhansl, A. E. Carman. . Milwaukee, "
Schmidt, C. C. Frt. Checker.
Singlaub, E. Coach Cleaner.
Sullivan, C. M. Car Inspector.
Ujcich, J. C. Welder.

Off Line

Holmes, H. L. General Agent. . Denver, Colo.

Rocky Mountain Division

Baumgartner, G. F. Train Conductor. . Lewistown, Mont.
Cain, W. L. Engineer. . Miles City, "
Canoll, M. I. Laborer. . Deer Lodge, "
Field, R. J. Chf. Disp.-Clerk. . Roundup, "
Green, S. Laborer. . Sumatra, "
Hamm, H. D. Engineer. . Three Forks, "
Kester, G. L. Warehouse Foreman. . Lewistown, "
Makich, M. Sec. Foreman. . Square Butte, "

Martin, N. K. . . . Rhse. Laborer. . Miles City, Mont.
Mentsels, J. P. . . . Sec. Foreman. . Drummond, "
Morse, C. E. Car Inspector. . Harlowton, "
Quade, W. H. Brakeman. . Spokane, Wash.
Slaughter, B. L. Car Inspector. . Deer Lodge, Mont.

Terre Haute Division

Dietz, C. R. Car Inspector. . Jasonville, Ind.
Dove, E. E. Engineer.
Longcor, I. E. Clerk. . Joliet, Ill.
Tomas, A. G. Laborer. . Chicago Heights, "

Twin City Terminals

Dehmer, J. W. Chief Clerk. . St. Paul, Minn.
Hansen, W. A. Switchman.
Nelson, O. R. Laborer. . Minneapolis, "
Olson, A. J. Frt. Checker.
Paymack, P. Carman.
Pfeiffer, R. M. Travel. Frt. Agt.
Pothan, J. H. Sheet Metal Worker. . St. Paul, "
Schwedowski, P. Carman. . Minneapolis, "
Weis, H. E. Mail and Baggage Handler.

John F., who was agent at South Wayne, Wis., when he died in 1952. John's widow Alma, who had a taste of railroading as a relief agent during the manpower shortage of World War II, is presently working in the regional data office at Madison, and a nephew, George A. Dahnke, who has been with the Road since 1941, is employed in the Madison freight office.

Carl and his wife Nettie plan to make their permanent home at Star Lake, Wis., and spend the winters in Florida. Their Star Lake home is built on property acquired in 1942, to which they later moved an old baggage car. Carl has been building onto the car ever since, until today it is an eight room house.

appointments

Traffic Department

Effective Feb. 16, 1961:

V. E. Straus is appointed freight traffic manager, sales and service, with office at Chicago. Starting in the traffic office in Seattle in 1924, Mr. Straus has served as city freight agent, traveling freight and passenger agent in Spokane and Butte, division freight agent, Tacoma, and assistant general freight and passenger agent, Butte. He was advanced to general freight agent, Chicago, in May, 1960.

Oliver R. Anderson is appointed traffic manager, Illinois Region, with office at Chicago. Since starting with the Road in 1920, he has served in passenger department positions in Minneapolis and St. Paul, and as general passenger agent and general freight agent in Seattle. He became assistant to freight traffic manager, sales and service, Chicago, in 1959 and was named general passenger agent in Chicago last March.

F. K. Beem is appointed assistant traffic manager, Illinois Region, with office at Chicago. Mr. Beem, who entered service in 1922, has been city freight agent and traveling freight agent, Kansas City, special city agent, Cincinnati, general agent, Atlanta, and assistant general agent, Chicago. He has been general agent in Chicago since 1948.

J. K. Pain is appointed general passenger agent with office at Chicago. Mr. Pain has been with the Road since 1918, in various positions, including city ticket agent, Spokane, district passenger agent, Portland, Ore., and district passenger agent, Seattle. He was assistant to general passenger agent in Chicago before being appointed assistant general passenger agent in 1954.

Effective Mar. 1, 1961:

E. C. Lange is appointed assistant to general passenger traffic manager, Chicago. Mr. Lange started in the Chicago general office of the passenger department in 1936 and held various positions until 1945, since when he has been chief clerk to assistant passenger traffic manager, and more recently to general passenger traffic manager.

M. M. Wolverton is appointed assistant manager with office at Minneapolis. Starting in 1922, Mr. Wolverton has served in various positions, including division freight and passenger agent in Sioux City and Aberdeen, S. D., general agent, Omaha, also general agent, assistant general freight agent and general freight agent in Milwaukee,

and since 1958 as general freight agent, Duluth.

R. T. White is appointed traffic manager, Wisconsin Region, with office at Milwaukee. Since starting in Chicago in 1926, Mr. White has served there as city freight agent, traveling freight agent and division freight agent. He advanced to assistant to traffic vice president in 1958 and was appointed assistant traffic manager, Milwaukee in 1959.

P. A. Larson is appointed traffic manager, South East Region, with office at St. Louis. Mr. Larson, who entered service in 1927, has been traveling freight agent, St. Louis, general agent in Atlanta and Philadelphia, and assistant to freight traffic manager, Chicago. Since September, 1960 he has been general freight agent in Chicago.

J. E. Shannon is appointed general

agent, Duluth. Mr. Shannon entered service in 1922 at Milwaukee where he has been traffic agent, city freight agent and traveling freight agent. He was advanced to assistant general agent in Chicago in 1953 and to division freight agent there in 1958.

H. E. Ridenour is appointed general agent in Denver, Colo., following the retirement of H. L. Holmes. Mr. Ridenour started in the traffic department at Denver in 1924, serving there as city freight and passenger agent, traveling freight and passenger agent and general agent. Since 1948 he has been general agent in St. Louis.

V. S. Rawson is appointed general agent, St. Louis. Mr. Rawson started his service in the operating department in 1919 and transferred to the traffic department in Chicago in 1929. He was appointed division freight and passenger agent at Davenport, Ia., in 1953 and advanced to division freight agent, Minneapolis, in 1954.

H. C. Hefty is appointed foreign freight agent, Milwaukee. Starting in

Spread this railroad on your desk...
spot an opportunity in 5 minutes!

TRAFFIC MANAGER

RAIL-ROADWAY SERVICE PERSONNEL
DATE SERVICE PROCEEDURE
PASSENGER SERVICE
SYSTEM MAP

FREIGHT CAR ILLUSTRATIONS AND DATA
DOMESTIC SHIPPING FORMS
CARSOPS
EQUIPMENT REGISTER
TRACK CONNECTIONS
DIVISION MAPS

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AVIATION AND AIRCRAFT
MILITARY OPERATIONS
AUTOMATIC CANTONMENT YARDS

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CREATIVE CREWS

THE MILWAUKEE ROAD
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SHIPPERS' ENCYCLOPEDIA. "Spread our Sales Kit on your desk, and you'll quickly see where you can save, speed up shipments, serve and satisfy your customers. Ask your Milwaukee Road salesman to prove it!"

That he is well equipped to do so is brought to the public by the "creative crews" advertisement now appearing in national magazines. The Sales Kit, the advertisement points out, developed at the suggestion of our company's sales representatives, is a gold mine of practical ideas for efficient traffic management.

Ben B. Melgaard

BJARNE B. (BEN) MELGAARD, assistant to chief purchasing officer, passed away at his home in Chicago Feb. 27. He had been ill with a heart condition since early this year.

Mr. Melgaard was born in Oslo, Norway, on Dec. 5, 1898 and at the age of five came to Chicago with his family. His service with the railroad—all in the purchasing department in Chicago—began as an office boy in July, 1914. He held various positions before being made assistant purchasing agent in 1925. In July, 1947 he was advanced to assistant to chief purchasing officer.

Mr. Melgaard was very active in Association of American Railroad work from 1934 to 1947. He was widely known for his success as a dahlia grower, and for several years was president of the Central States Dahlia Society.

Surviving Mr. Melgaard are his wife Myrtle; a daughter, Mrs. Kenneth W. Wall; a son, Warren; and six grandchildren.

Chicago in 1925, Mr. Hefty has held various positions there, including traffic representative, traveling freight and passenger agent, and traveling freight agent. Since 1953 he has been assistant general agent.

M. P. Burns is appointed assistant general passenger agent, Chicago. Mr. Burns has been with the department since 1926, holding various positions in Chicago, Seattle and Butte. He was appointed district passenger agent in Tacoma in 1947, in Seattle in 1953, and advanced to general agent, passenger department, in Seattle Jan. 1, 1960.

C. C. Burns is appointed general agent, passenger department, Milwaukee, following the retirement of C. F. Dahnke. Mr. Burns, who started in the Indianapolis traffic office in 1927, has been city passenger agent, Cleveland, traveling freight agent, Philadelphia, and district passenger agent, Washington, D. C. He was assistant general agent, passenger department, in New York City before being appointed general agent, passenger, there in 1948.

R. E. Brazda is appointed general agent, passenger department, New York City. Starting in 1920, all of Mr. Brazda's service has been in the New York office, as passenger agent, city passenger agent, and since last March as district passenger agent.

W. H. Stewart is appointed city freight agent, Minneapolis. Mr. Stewart has been with the Road since 1951, serving on various traffic department positions in Minneapolis and Duluth. He



V. E. Straus



O. R. Anderson



P. A. Larson



R. T. White



J. K. Pain



E. C. Lange



M. P. Burns



C. C. Burns



M. M. Wolverton



F. K. Beem



J. E. Shannon



H. E. Ridenour



V. S. Rawson



R. E. Brazda



H. C. Hefty



C. N. Rank

has been city freight and passenger agent in Duluth since 1958.

A. E. Bourgeault is appointed traveling freight agent, Minneapolis, following the retirement of R. M. Pfeiffer. Mr. Bourgeault, who started in the Duluth traffic office in 1947, has been city freight agent in Minneapolis since 1952.

F. J. Galvin is appointed division freight and passenger agent, Miles City, Mont., succeeding G. F. Flynn, transferred at his own request. Mr. Galvin entered service in Indianapolis in 1947, since when he has been city passenger agent in Detroit and more recently traveling freight and passenger agent, Mason City, Ia.

J. L. Werner is appointed traveling freight and passenger agent, Mason City, Ia. Starting in 1945, all of Mr. Werner's service has been in Seattle, in the position of chief clerk before being appointed city freight agent in 1959.

Public Relations and Advertising

Effective Mar. 16, 1961:

C. N. Rank is appointed advertising agent with office at Chicago. Mr. Rank has been with the Road in Chicago since 1925, starting as accountant and assistant cashier in the city ticket office, and transferring to the advertising department as accountant in 1926. He has been chief clerk of the department since 1950.

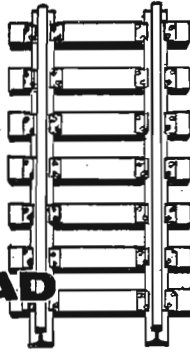
Operating Department

Effective Feb. 1, 1961:

W. J. Hamann is appointed assistant agent at Milwaukee. Mr. Hamann, who started with the Road in the mechanical department at Bensenville, has been in agency service since 1953, most recently as assistant agent at Rockford, Ill.

S. Belcheff is appointed assistant agent at Rockford, Ill. Since 1957 he has been agent at Kent, Wash.

ABOUT PEOPLE OF THE RAILROAD



Terre Haute Division

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

Assistant Superintendent J. R. and Mrs. Werner announced the birth of a son, Jeffrey Raymond, Jan. 22.

A retirement party was held for Conductor W. W. Humiston at LeBar's Restaurant in Joliet Mar. 4. Mr. Humiston had been with the Road 46 years.

We extended our sympathy to Retired Conductor O. S. Hadden on the death of his son, Wayne who had been a member of the U. S. Marine Corps for 27 years. Military services and burial were at Ft. Bliss, El Paso, Tex.

Fred B. Stewart, retired conductor, passed away Feb. 21. He retired in 1950 with 43 years' service. He is survived by the widow and one son. Burial was in Roselawn Cemetery at Terre Haute.

Henry Deal, retired bridge carpenter, died Jan. 30 at Terre Haute. Burial was in Highland Lawn Cemetery. Mr. Deal retired in 1950 after 30 years' service.

J. C. McCann, retired auditor, passed away at his home in Medford, Ore., Jan. 16. Funeral services were held at Terre Haute and burial was in Calvary Cemetery. Mr. McCann started working for the Milwaukee as a clerk in 1912, and held various clerical positions on the Terre Haute Division until appointed traveling auditor in about 1941.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Jerome Hofkes, outbound rate clerk, left Feb. 21 on an interesting vacation itinerary—Washington, D.C., Miami and Nassau. Ervin Michalski, carload bill clerk, left Mar. 4 for his first west coast trip. He planned to visit brother Bud and wife in San Francisco, and sister Ann in San Diego. She and her husband Bob, who is a chief petty officer at the Naval base there, plan to take Ervin to Tia Juana during his visit.

It's a girl for the Gene Summerfields, and she has been named Lori Ann. Brothers and sister are Cheryl 8, Gene Jr. 6 and Mark 4. Gene Sr. is a rate clerk, outbound department.

Mrs. E. T. Nowicki, wife of C&O accountant, was honored with an official invitation to the presidential inauguration. She had actively participated in a phone canvass urging people to vote, and

she also entertained various groups privately in her home in an attempt to gain supporters for the election of John F. Kennedy. Unfortunately, she could not attend the festivities.

Dennis, son of Edwin McGrath, yard clerk at A. O. Smith high tower, left Jan. 10 for Fort Leonard Wood to serve a three year term for Uncle Sam.

Henry Koehler, driver for M.M.T. and father of a freshman student at Alverno College, was a vocal soloist in the "Alverno Varieties of 1961" staged in the Alphonsa Music Hall Jan. 11. The program was presented by the Alverno College Parents Association.

Employees of the Fowler Street agency and the EDP center gathered in the Moose Hall Jan. 20 for a dinner in honor of J. Feiereisen, assistant agent, who was recently appointed manager of the

new regional office in Cedar Rapids. Speakers were J. J. Dombrowski, superintendent; L. E. Martin, agent, and J. J. Komurka, regional manager.

Walter Hamann, who succeeded J. Feiereisen, was formerly assistant agent at Rockford, and prior to that, chief clerk at Galewood.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Babies are in the limelight this month. Chief Clerk Ken Zimmerman is celebrating the birth of his first grandchild, Linda Marie Hombsch, born Dec. 5. Caller Henry Windward also became a first time grandfather Jan. 9. Gene Cary, clerk in the superintendent's office, has a baby daughter named Denice born Jan. 24, and the Millard Kabitzke family wel-

She Travels 460 Miles to Attend Church!



A devout Episcopalian, Mrs. Marynski is alone with her thoughts in St. James Church.

For the past six years, Mrs. John A. Marynski, wife of a retired Milwaukee Road car inspector, has been making a 460-mile round trip to attend church. The Marynskis live in Channing, Mich., and because Channing does not have an Episcopal Church, and she is unable to arrange transportation to one in a town nearby, almost every week end she rides the Copper Country Limited to Milwaukee!

The trip, leaving Channing at 9:22 p.m. Saturday and ending with her return at 4:10 Monday morning, is somewhat of an adventure. Upon arriving in Milwaukee at 5 a.m. Sunday, Mrs. Marynski freshens up in the depot lounge and has tea and toast in the restaurant. While waiting in the depot until church time, she reads the Sunday paper.

The 11 a.m. service at St. James

Church is the high point of her week. There she meets old friends, and afterward usually has lunch with one at a cafeteria. During the afternoon she may go to a museum, or see a movie, or visit her daughter and grandchildren.

She knows many people at the depot, and spends a good deal of time there, awaiting the departure of the evening train. There is always someone to talk to, employes who ask how she has been, older people who visit at the depot, or travelers going to different places.

After the Copper Country leaves at 8:50 p.m., Mrs. Marynski stretches out a bit and gets a few hours' sleep before it arrives in Channing—31 hours after her trip began. In the meantime, Mr. Marynski has attended the Catholic church service and had a good Sunday dinner, prepared before she left. The trip means a great deal to Mrs. Marynski and does not stretch the family budget, being made on a Milwaukee Road pass.



Awaiting the departure of the train for Channing, Mich., Mrs. Marynski whiles away the time in the Milwaukee station. (Milwaukee Journal photos)



CANDIDATE FOR "ILLIO" QUEEN at the University of Illinois is Sharon Smith, the daughter of Louis Smith, office assistant to chief purchasing officer, Chicago, shown here with the trophy awarded to her recently when she was chosen queen of the inter-fraternity ball. Sharon, a freshman in Education, is a member of the varsity debating team which, when this was written, held second place on the Midwest college debating circuit. The Smiths also have a son, Robert, who has worked with the Road's section crews during school vacations and is currently attending the university's medical school. (Daniels photo)



◀ **AT HOME ABROAD**, Edith Kohl, who just a few years ago was a secretary in the Chicago engineering department, shops for take-home souvenirs in Korea, where she was last stationed as a worker with the USOM. On her annual leave the past winter and while awaiting a new assignment, Edith was the guest of honor at a gathering of friends arranged by Chicago-Union Station Chapter of the Women's Club, whom she entertained with a travelogue of her return via a sightseeing tour of seven European countries.

RETIREMENT HONORED.

Harry L. Holmes, retiring as general agent at Denver Mar. 1, was honored by the Traffic Club of Denver at a luncheon gathering of more than 100 transportation officials. Pictured at the affair are, from left: P. H. Draver, Milwaukee Road vice president industrial development; Mr. Holmes; Rex Glass, traffic manager of Shwyder Brothers Inc., Denver, and president of the traffic club; and Lowe P. Siddons, general traffic manager and attorney for the Holly Sugar Corporation, Colorado Springs. Mr. Holmes started with the railroad as a clerk in Minneapolis in 1924, and after serving in various traffic representative roles transferred to Denver as traveling freight and passenger agent in 1933. He had been general agent since 1938. (Rocky Mountain News photo)



THE NUMBER ON THE CABOOSE TELLS THE YEAR when Conductor Charles H. Knight of Waukesha, Wis., began his service with the railroad around the roundhouse and yard at Whitewater, Wis. Congratulating him as he retired recently at Waukesha are, from left: Conductor A. F. Brown, Soo Line Agent C. H. Larsen, Section Laborer F. F. Banks, Agent W. I. Bell of Waukesha, Engineer J. R. McCarthy, Section Foreman P. G. Liesenfelder, Brakeman H. Salava and Conductor Barney Pronold. Conductor Knight's last assignment was in switching service between Whitewater and Brookfield, Wis.

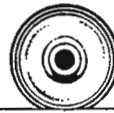


▶ **50-YEAR VETERAN** George Kiefer, La Crosse Division, pictured as he recently received his Gold Pass from Assistant Superintendent of Motive Power Paul Lucas. Engineer Kiefer, who lives in Menomonee Falls, Wis., is on the Olympian Hiawatha run between La Crosse and Milwaukee.



ROMANCE NEWS at the Fowler Street freight station in Milwaukee was the marriage on Feb. 12 of Gardana Pavlovic, comptometer operator in the data processing center, and Nedeljka Grubar, pictured here leaving St. Sava Servian Orthodox Church. A dinner and reception were held in the South Side Armory. Many Fowler Street employes attended. Cheryl Scott, daughter of Lois, expense clerk in the EDP center, was a junior bridesmaid.

here's how we're doing



		FEBRUARY		TWO MONTHS	
		1961	1960	1961	1960
RECEIVED FROM CUSTOMERS					
for hauling freight, passengers, mail, etc. \$16,661,996					
		\$18,618,797		\$33,258,300	\$36,111,558
PAID OUT IN WAGES					
8,201,050					
		9,092,667		17,129,661	18,409,003
PER DOLLAR RECEIVED					
(cents) 49.2					
		48.8		51.5	51.0
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act 757,083					
		826,826		1,504,535	1,629,973
PER DOLLAR RECEIVED					
(cents) 4.5					
		4.4		4.5	4.5
ALL OTHER PAYMENTS					
for operating expenses, taxes, rents and interest... 8,155,015					
		8,619,549		16,562,308	17,615,664
PER DOLLAR RECEIVED					
(cents) 48.9					
		46.3		49.8	48.8
NET INCOME		\$79,755			
NET LOSS		\$451,152		\$1,938,204	\$1,543,087
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:					
Number of cars 79,263					
		91,570		164,096	184,752
Decrease 1961 under 1960... —12,307					
				—20,656	

comed Susan Lori Feb. 6. Switchman Dot Musselman and wife proudly announced the birth of daughter Lori Ann Dec. 22, and the Bernie Larsen family have a baby boy born Jan. 8.

Switchman Bill Campbell will be off work for some time because of an injury suffered while working his hunting dogs.

Sympathy was extended to the family of Dwight Young, C&M conductor, who passed away Feb. 11, and to Switchman Rudy Anich on the death of his mother. Switchman Clarence Johnstone passed away Jan. 24.

A retirement luncheon was given in honor of General Passenger Agent Carl Dahnke and wife at the Plankinton Hotel on Valentine's Day. It was unusual in that the 30 guests were all women, among them Betty Cass, "Voice of Radio" WIBA, Madison; Mrs. Clayton Flint, former manager First Wisconsin National Bank Travel Bureau; Miss Olive Mitten, manager Olive Mitten Travel Bureau; Miss Adele Huberty, passenger representative Illinois Central Railroad and Miss Norma Will, secretary to group manager, Travelers Insurance Company.

Forty-eight friends of Mrs. Dahnke honored her at a dinner in the Pfister Hotel Feb. 28 when she was presented with some beautiful luggage. Hostesses were Mrs. R. T. White, wife of the Road's traffic manager, Wisconsin Region; Mrs.

Donald Ploetz, wife of traffic manager, Harnischfeger Corporation, and Mrs. Richard Heilman, wife of traffic manager, A. O. Smith Corporation. In addition to the Milwaukee group, friends came from Sioux City, Aberdeen, Minneapolis, Chicago and Madison for the occasion.

Glen Bock's son Robert, who is a biochemist and chemistry professor at the University of Wisconsin, Madison, is presently on a lecture tour which will take him to England (University of England), and seven other European countries. The program is in conjunction with several industries in the states which are sponsoring Robert. His lectures are in the field of cancer research and the will end the tour by attending the World Congress in Moscow in August.

News flash from Sagola, Mich. Our good friend Emil "Dutch" Wifler has entered the political field. He was elected township supervisor with a vote of 233 against the 154 cast for the incumbent.

Leo John (Di Giovanni), 71, janitor at the Union Depot, passed away Feb. 18 leaving his widow Esther, son Leo Jr. and daughter Gloria. He has one brother, Sam Di Giovanni of Waukesha, and two brothers and a sister in Italy. Interment was in St. Adalbert's Cemetery after funeral services at St. Michael's Church. Leo's service at the depot started May

18, 1942. His place is being taken by Peter Cuccinello.

Sympathy was extended to Joseph. A. J. Wuerl and family when his mother, Mrs. Joseph Wuerl Sr., 56, passed away Jan. 31. Mrs. Wuerl had been ill for more than three years. Burial was from the Mother of Good Counsel Catholic Church. Surviving are her husband, Joseph Sr., sons Joseph Jr. and Michael, and daughter, Mrs. Elizabeth Anderson.

(Grace Johnson, secretary to general superintendent, Milwaukee, who reports this column of news, is a nominee for the office of first vice president of the National Railway Business Women's Association. The election will be held at the national convention in Las Vegas in May. Grace has served the organization as program chairman of District No. 3, and since 1959 as national recording secretary.—Editor)

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

A dinner party honoring A. J. Lahey, assistant roundhouse foreman at Savanna, upon his retirement was held at Meekers in Savanna Jan. 14 with 82 of his associates present. Division Master Mechanic D. A. Radabaugh was toastmaster, and the speakers included Retired Master Mechanics W. W. Henderson and L. H. Rabun, Roundhouse Foreman G. Costello and District Safety Engineer J. A. Ogden. Mr. Lahey was presented with a set of luggage and a wrist watch, and Mrs. Lahey with a set of jewelry. Mr. Lahey entered service as a machinist helper at the Savanna roundhouse in August, 1915 and, starting in June, 1917, served an apprenticeship at Savanna, Milwaukee and Dubuque. He completed it in September, 1921, was promoted to relief foreman at Savanna in January, 1944, and appointed assistant foreman on Apr. 1, 1945.

C. W. Bristol, retired switchman, Savanna, died Feb. 8 in the City Hospital where he had been a surgical patient for four weeks. Funeral services were in St. John's Catholic Church and interment in the Catholic Cemetery. Surviving are three sons, two sisters and a brother. Mr. Bristol started work as a switchman in the Savanna yard Aug. 13, 1907 and retired May 22, 1941.

Henry Joe Bell, retired yardmaster, Savanna, passed away in a Grand Rapids, Mich., hospital Feb. 2 following injuries received in an automobile accident. Mr. Bell started railroading as a switchman Sept. 22, 1912 and was promoted to yardmaster in 1920. Since retirement on Oct. 20, 1955 he had lived in Rockford, Mich., with his son Robert. Funeral services were held in the Hunter Fuller Memorial Chapel in Savanna and interment was in Savanna Township Cemetery. He is survived by his widow, five sons and three daughters.

Charles Brooks, who transferred from call boy at Savanna roundhouse to the EJ&E railroad in Gary, Ind., many years ago, passed away in the home of his sister, Mrs. L. Myllard, in Tulsa, Okla., Jan.

The Milwaukee Road Magazine



The head table group at a retirement dinner held recently at Savanna, Ill., in honor of Assistant Roundhouse Foreman A. J. Lahey. From left: Mrs. L. H. Rabun, wife of retired master mechanic and a cousin of Mrs. Lahey, Mr. and Mrs. Lahey, and D. A. Radabaugh, division master mechanic, with Mrs. Radabaugh. For more about this affair, read the D&I Division news.

20. Funeral services were held in St. John's Catholic Church and burial was in the Catholic Cemetery, Savanna. Surviving are a brother and four sisters.

T. Shanahan, 92, retired agent, passed away in the Oak View Rest Home, Des Plaines, Ill., in November. Mr. Shanahan's service started as an operator at Spring Green, Wis., in April, 1888. In May, 1908 he was transferred to Hampshire as agent and remained there until his retirement in January, 1941. Funeral services were held in St. Charles Borromeo Catholic Church and burial was in the church cemetery in Hampshire. He is survived by his widow, a daughter and a son.

Charlotte, daughter of Switchman Norman and Mrs. Phillips, was married to Verle Keith Butts of Lanark, Ill., in the First Methodist Church, Savanna, Jan. 6. A reception was held in the social rooms of the Lanark Methodist Church.

Mrs. Charles Gradt, widow of former chief carpenter at Savanna, passed away in Shermanway Nursing Home, Van Nuys, Calif., Dec. 28. Burial was in the Oak Ridge Cemetery there. One daughter living in Van Nuys survives, also two sons, Conductor Arthur Gradt of North Hollywood and Engineer Walter Gradt of Itasca.

Mr. and Mrs. Thomas Lincoln, parents of Clerk Richard Lincoln, Dubuque freight house, passed away within a week of each other in Dubuque. Funeral services were held in Savanna and burial was in the Savanna Township Cemetery. Two sons, six sisters and two brothers survive.

Twin sons were welcomed into the home of Conductor and Mrs. George Lancaster, Elgin, Feb. 10, to join young Michael and Michele.

A baby daughter was born Feb. 3 to Traveling Engineer and Mrs. Raymond Kentner of Beloit, Wis. She is the first granddaughter for the Ray Kentners (retired yard clerk, Savanna).

Megann Maria is a new granddaughter

for Retired Switchman and Mrs. S. B. McCall, Savanna. She arrived Feb. 6 in a hospital in Changrua, Formosa, where her dad, Sherrod McCall, is located with the American Embassy Language School in Taichung.

Retired Yardmaster Roy King, Savanna, passed away in the City Hospital Feb. 18 after a brief illness. Funeral services were held in St. John's Catholic Church and interment was in the Catholic Cemetery. He is survived by three daughters and two sisters. Mr. King began work as a switchman in the Savanna yard in 1904 and was appointed yardmaster in December, 1939. He retired in July, 1950.

D&I Division Engineer L. Lippe died in Finley Hospital, Dubuque, Feb. 19, following a heart attack. Mr. Lippe began as a fireman in June, 1918 and was promoted to engineer in August, 1946, remaining in active service until his death. Funeral services were held in the Sacred Heart Church, Dubuque, and interment was in Mount Calvary Cemetery. Surviving are a son, Lester C., in Shreveport, La., a daughter in Tucson,

Ariz., three sisters, a brother, and five grandchildren.

Warren Jamieson, freight house foreman, Davenport, passed away in the Veteran's Hospital, Iowa City, Feb. 22. Funeral services were held in St. Anthony's Catholic Church, Davenport. He is survived by his widow. Mr. Jamieson started railroading as a checker in Savanna freight house in May, 1915, transferred to Davenport freight house in a like capacity in 1934 and became foreman there in September, 1959.

Fred M. Intlekofer, 80, agent-operator at Waukon Junction from Oct. 28, 1903 until June 4, 1908 when he transferred to Waukon as agent, retired from the latter post recently. In all this time he never missed a day's work because of illness. In addition to his railroad duties, Mr. Intlekofer found time to take an interest in community affairs. He was mayor of Waukon for two terms, a member of the city council for 10 years, president of the board of education, secretary of the Polio Foundation for 17 years, and during World War II was chairman of the Allamakee County De-

Carloadings



JANUARY-MARCH 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		DECREASE	
		THREE MONTHS 1961	THREE MONTHS 1960	1961 over 1960	% of increase
10.0%	Grain and Soya Beans	21,975	17,717	+4,258	+24.0%
1.2	All Other Products of Agriculture	4,300	4,083	+ 217	+ 5.3
.8	Cement, Lime, Plaster and Stucco	3,379	2,592	+ 787	+30.4
12.0%		29,654	24,392	+5,262	+21.6%
	loading of these commodities	THREE MONTHS		DECREASE	
	DECREASED in 1961 under 1960	1961	1960	1961 under 1960	% of decrease
13.2%	Forest Products (Excl. Logs and Pulpwood)	18,319	21,498	-3,179	-14.8%
7.8	Iron and Steel	9,921	19,108	-9,187	-48.1
7.0	Coal and Coke	26,493	30,796	-4,303	-14.0
6.4	Automobiles and Parts	8,251	12,929	-4,678	-36.2
3.8	Oil and Gasoline	11,165	13,707	-2,542	-18.5
3.4	Meat and Packing House Products	9,195	10,433	-1,238	-11.9
2.9	Agri. Impl. Machinery and Parts	4,678	5,408	- 730	-13.5
2.6	Forwarder Traffic	7,257	7,639	- 382	- 5.0
2.5	Grain Products	13,670	14,021	- 351	- 2.5
2.1	All Other Products of Mines	1,326	3,180	-1,854	-58.3
1.7	Gravel, Sand and Stone	7,662	7,824	- 162	- 2.1
1.6	Merchandise	11,014	13,371	-2,357	-17.6
1.6	Logs and Pulpwood	10,010	13,818	-3,808	-27.6
1.6	All Other Animals and Products	2,622	2,660	- 38	- 1.4
1.4	Fruits and Vegetables (F e h)	5,108	5,333	- 225	- 4.2
1.1	Liquors, Malt	3,684	3,727	- 43	- 1.2
.8	Live Stock	2,521	2,879	- 358	-12.4
26.5	All Other Mfgs. and Miscellaneous	68,879	70,629	-1,750	- 2.5
88.0%		221,775	258,960	-37,185	-14.4%
100.0%		251,429	283,352	-31,923	-11.3%

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fense Board.

Retired Second District Conductor John J. McCauley passed away recently in St. Joseph's Mercy Hospital, Dubuque, following a week's illness. Funeral services were in St. Mary's Church, Dubuque, with burial in Mount Calvary Cemetery. Mr. McCauley started as a brakeman in December, 1914, was promoted to conductor in 1922 and retired Nov. 28, 1959. Surviving are his widow, two daughters, a sister and a brother.

Retired Engineer John Litscher passed away in Xavier Hospital, Dubuque, Mar. 6. Funeral services were in the Holy Ghost Church, Dubuque, with burial in Mount Calvary Cemetery. Mr. Litscher began as a fireman in 1908, was promoted to engineer in 1913 and retired from that service in 1959. Surviving are his widow and two sisters.

Mrs. Ellen Maher, Cedar Rapids, died in the home of her son John Mar. 7 following a long illness. Services were in the Immaculate Conception Catholic Church, Cedar Rapids, and interment in Mount Calvary Cemetery. She is survived by two daughters, Mrs. William Ellithorpe, wife of Iowa Division conductor, Savanna, and Mrs. Stanley Darr, wife of First District conductor, and three sons, Edward and John of Cedar Rapids, and Thomas of Denver, Colo.

Retired Brakeman Erve Albright passed away in St. Joseph's Hospital, Elgin, Ill., Dec. 22. Mr. Albright began as a passenger brakeman in 1907 and continued in that service until his retirement in 1956. His widow survives.

Clarence Nugent, former yard clerk at Marquette, died at his home in McGregor Mar. 2. Funeral services were in the Thornburg Funeral Home and burial in Pleasant Grove Cemetery, McGregor. He is survived by three sons, two sisters and a brother.

Chicago Terminals

UNION STREET

Carolyn DiCicco, Correspondent

Louis Korabik, switchman, passed away Feb. 14, six weeks after undergoing surgery. He is survived by his widow Kay, and daughters Rhennatta and Jacqualyne. Funeral mass was said at St. Sylvester

Church and interment was in Queen of Heaven Cemetery.

Chester Zbiegien, stower House 5, who suffered a heart attack in December, passed away Feb. 14. He is survived by his wife Elizabeth and daughter Arline Chaloutka. Funeral mass was said at St. Edward's Church and interment was in St. Adalbert's Cemetery.

On Feb. 19, Michael Freund, grandson of Ed Muller, rate and waybill clerk, was among the 26 students from St. Joseph Seminary who were invested with the aspirant's habit of the Order of Servants of Mary. Michael's mother, Bernice Muller Freund, and his maternal grandmother, the former Marion Ryan, worked at Fullerton Avenue in the old car accounts office which is now the auditor of equipment accounts office.

During the bad weather in February, Mathilde Nauheimer, demurrage clerk, slipped on the ice and broke her wrist.

Retired Switchman Al Bourne sends his regards from Florida.

Sympathy was extended to Thomas Lynch, stower House 5, upon the death of his brother John Feb. 2.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Assistant Superintendent William Bannon reports that by the time this is in print his wife Patricia will be home from the hospital, where she recently underwent surgery.

Trainmaster Jim Cowart is back on the job after surgery at Elmhurst hospital.

The Jim Imblers (retired switchman) took a 10 day cruise on the Panamanian S.S. Yarmouth calling at Kingston, Ciudad Trujillo, San Juan, St. Thomas and the Virgin Islands. They report that there was continuous entertainment and a glorious trip. At Port Antonio they took a raft trip down the Rio Grande. When they stopped at St. Petersburg they were welcomed by three of our retired people, Superintendent of Safety Ed Kiesele and wife, General Yardmaster Vern Bradshaw and bride, and Clerk Earl Simmons and wife.

Engineer Edmund Schittler and wife have left for four weeks in St. Petersburg at this writing, Ed first having found a replacement to bowl for him in the railroad league. They planned to acquire a good suntan, and visit some of their retired friends.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Misiak, Correspondent

Machinist Apprentice Edward Carlson and Esther Harrell were married Jan. 14 at Belden Avenue Baptist Church, Chicago.

A daughter, Pamela Ann, arrived at the home of Machinist Apprentice Charles McMullin and wife Dec. 27. Assistant Chief Carpenter E. G. Tyckoson became a grandfather for the third time when his daughter gave birth to a boy Jan. 27.

Mrs. G. W. Smith, 92, mother of Machinist Jesse D. Smith and grandmother

The Milwaukee Road Magazine

A Record Shattering Shooter



At Savanna, Ill., where the exploits of the high school basketball team were headline news the past winter, statistics compiled at the end of the season highlighted an outstanding scoring record set by Dennis Radabaugh, son of D. A. Radabaugh, the Road's master mechanic at that point.

Dennis, a six-foot-five center, was the highest prep school scorer in Illinois this season, with 872 points, and the leader in average with a mark of 32.3. During three years of uninterrupted play at Savanna High he established the following records: most consecutive games played, 84; most points scored, 1,880; most field goals, 732; most free throws, 416; highest average, 22.3; highest field goal percentage, 53.8; highest free throw percentage, 62.5; most rebounds, 1,081. The team record for the 84 games in which he played was 63-21, capped this season by winning the Illowa Conference championship.

Dennis' individual scoring ability has been marked by athletic coaches. More than 100 have shown an interest in his choice of a college or university.

Other players who helped to put the Savanna team on the map this season included Mike Cravatta, son of Chief Yard Clerk M. Cravatta, Jack Kroll, grandson of Iowa Division Engineer A. Kroll, and Pat Sevedge, son of Assistant Superintendent M. T. Sevedge.

of Electrician Hartzell Smith, passed away at the home of her daughter in Alameda, Calif., Dec. 30. Burial was in Mitchell, S. D.

Sympathy was extended to Chicago Terminal Engineer Frank Laz on the recent death of his wife.

Chicago Terminal Engineer Anthony Comitz and D&I Division Engineer Bill Eggert are both hospitalized at the time of this writing.

We'll all miss Electrical Foreman Carl Opsahl who retired Jan. 28 after more than 48 years with the Road. Carl started as an electrician helper at the Western Avenue coach yard and was appointed electrical foreman at the Western Avenue diesel shops in September, 1945. A dinner was held in his honor at Neilsen's Restaurant Feb. 7, and approximately 100 electrical workers honored him at a dinner at Stella's Restaurant Jan. 31. Carl and his wife will continue to live in Chicago though their future plans include some traveling and fishing trips.

Assistant District Storekeeper Marshall J. Schwede has been bowling like a pro lately thanks to the expert advice of his secretary, C. H. Perlberg. Marshall bowled a 290 game Feb. 27 with his league and received a trophy for his near perfect game.

Word has just reached us that Retired Chicago Terminal Engineer James Stracek passed away Mar. 5.

Don't be fooled by an early spring thaw. If something comes up in your garden and the late freeze doesn't kill it, it'll be weeds.

March-April, 1961

Rocky Mountain Division

EAST END

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

Mr. and Mrs. R. E. Owens were honored at an open house in the Miles City Milwaukee Women's Clubhouse on New Year's Day, their golden wedding anniversary. The celebration was attended by their five living children and their families and friends, some of whom they had not seen for many years. Mr. and Mrs. Owens were married in Danforth, S.D., and came to Montana to home-

stead. In 1923 they moved to Kinsey where Mrs. Owens operated the post office and store until her retirement in 1951. Mr. Owens was employed on the Milwaukee during the same period and retired from the B&B department in 1957.

Mrs. Earl W. (Hermione) Knesal, 62, widow of roadmaster on the old Trans-Missouri Division, passed away Jan. 15 in a Miles City hospital after a short illness. Burial was in Tacoma, Wash.

Decorations at the Feb. 6 meeting of the Milwaukee Women's Club carried out the Valentine theme. Mrs. Clara Spear had charge of the program. Mrs. Herb Lathrop won the attendance prize and Mrs. Merton McDonald the door prize. Refreshments were served by Mesdames L. Umhoefer, P. G. Kearney and Waldeman.

Mrs. William H. Wise, 81, widow of engineer, passed away Feb. 5 in a Miles City hospital after a long illness. Burial was in Custer County Cemetery, Miles City.

WEST END

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

Gus E. Rehu, who worked for the Milwaukee in 1923 as a locomotive engineer on the old Mussellshell Division into Harlowton, Mont., told us in a recent letter that Red Stevens, former brakeman on the Rocky Mountain Division, had a heart attack while driving his pickup truck in Tracy, Calif., and died in the ensuing accident. Many of his friends will remember him as "Durbin."

Two retired engineers died recently—Chester H. Markel Jan. 1 in the Bozeman Deaconess Hospital, and James A. Drake Dec. 22 in St. Joseph Hospital.

Marvin, son of Conductor Kenneth Lane, left Jan. 10 for Spokane to join the Air Corps.

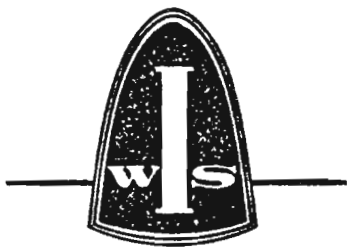
Mary E. Molitor and Operator Walter F. Cox of Three Forks were married Jan. 5 in the Methodist Church in Livingston.

Carol Ann, daughter of Mr. and Mrs. George A. Hebert of Mount Clemens,

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Mich., became the recent bride of Airman 2/c Harold D. Ruegamer, son of Engineer and Mrs. Everett Ruegamer of Three Forks.

News was received recently in Deer Lodge that Edward Sears, who retired in 1943 as division master mechanic at that point, died in his home in Cassopolis, Mich., Feb. 3 after suffering a heart attack. He was 86 years of age. Mr. Sears was a veteran of 44 years of service, including 28 years at Deer Lodge. Funeral and burial services were held in Cassopolis. His survivors include a daughter, Edith, a director of medical-social work at Passavant Hospital in Chicago.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Veronica Jr., daughter of Shop Time-keeper Veronica Noncek, has received her acceptance notice and will start nurse's training in St. Elizabeth's school of nursing in September. She will be graduated from Leyden High School in June.

Secretary Ellen Bonini's daughter, Estelle, has passed her entrance examination and will begin her "prep" training in Nazareth Academy in La Grange after her graduation from St. Bonaventure's School.

Retired Traveling Accountants John Clarke, now of Seattle, Wash., and John Buelting of Bartlett, Ill., extended personal greetings to their former co-workers when they visited the office Jan. 10.

The stork visited the homes of two former keypunch operators from the supervisor of machine accounting office, leaving a baby boy named Daniel John at Carol Kelley's and a baby girl named Kimberly at Victoria Drain's.

Gerald Goebel of the shop timekeeping bureau left Feb. 1 to report for military service at Langley Air Force Base in Texas.

Edward Zegler of the paymaster's office became the proud father of a son recently. This is the Zeglers' first child and he was christened Douglas John.

Congratulations were in order when Raymond Litke was appointed bureau



A SILVER PASS OCCASION in Chicago shows Traveling Time Inspector S. J. Farley (right) being presented with the token of his 45 years of service by R. P. Kauppi, auditor of expenditure, as E. B. Gehrke, assistant auditor of expenditure, looks on. Starting as a clerk at Iron Mountain, Mich., Mr. Farley's service has been marked by steady advancement through accounting department positions, including division accountant, supervisor of the centralized T&E timekeeping bureau, and chief time inspector. In 1947 he was granted a leave of absence to serve as an examiner for the National Railroad Adjustment Board. He returned to the railroad and his present position in 1952.

head of the miscellaneous accounts receivable bureau and Emmett Moran became the assistant bureau head.

Sympathy was extended to Rosemarie Curtin of the A.F.E. bureau on the death of her grandfather; to Jimmy Lynn of the bill and voucher bureau on the loss of his father; to Retired A.F.E. Clerk John Mooney whose son passed away, and to Edward Villella of the miscellaneous accounts receivable bureau on the death of his mother.

Traveling Time Inspector S. J. Farley's daughter, Rosemary, recently presented him with his 11th grandchild.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Elmer Dancy, clerk, was in an automobile accident near Cairo, Ill., Feb. 1. Hospitalized with Elmer were his wife and young child. At this writing the entire family are doing well in spite of serious injuries.

Walter Walsh, 57, formerly a clerk in the sales bureau, passed away Feb. 6. Walter started with the freight claim department May 13, 1920 and on Jan. 26, 1956 took a disability pension after a long illness. Interment was in All Saints Cemetery.

Richard Timm has left us to join the data processing staff.

Charlie La Rue and wife Judy announced the birth of a daughter, Cynthia Ann, Feb. 13.

Lloyd Rugen recently moved into his new home near Glenview.

Two new employes—James Maxim and James Slovacek—were recently welcomed to the office.

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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:

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

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

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

SPECIAL OPTIONS

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

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

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

Address.....

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

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

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

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

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

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

ENGINEERING DEPARTMENT

Grace E. Klauber, Correspondent

We all enjoyed our visit with Edith Kohl, formerly a secretary in this department, recently here on vacation from Korea. She looked fine and had a sparkle and verve which showed that foreign climes agree with her. Her travel pictures, taken on her homeward trip, were very interesting. Edith thought her next assignment was to be Formosa, but that order was changed and at present we do not know just where she is to go.

We'll keep a "weather eye" on her and will, no doubt, soon hear where she is to be for the next year.

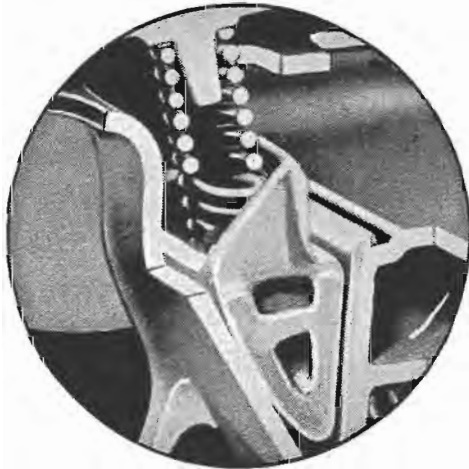
Your correspondent recently received a phone call from Lill Barry, now retired. Lill has had a great deal of illness just prior to and since her retirement and recently returned from another trip to the hospital. She was delighted to receive so many "get-well" cards and good wishes from friends, but said it was impossible to acknowledge each one individually. She wants everyone to know how much she enjoyed their cheering

messages.

Charles E. Herman of Deerfield, senior employe on the Chicago relay office roster when he retired Aug. 31 last, died of a heart seizure suffered at the home of a daughter in Bellevue, Wash., Mar. 8. He was recuperating there from a seizure early this year which had confined him to the Highland Park Hospital. Funeral service was held at Bellevue. Surviving are his wife, who will continue to live in Bellevue, two daughters, including one at Concord, Calif., and a son in San Diego, Calif. All of Mr. Herman's service, starting as a telegrapher in May, 1905, was in the Chicago office.

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INDUSTRIAL AND REAL ESTATE DEVELOPMENT DEPARTMENT



Joyce Sylvestro

Joyce Sylvestro, the daughter of "Mike" Sylvestro of the industrial and real estate development force, was recently chosen as a representative of Willowbrook High School on the high school fashion board of the Wie-

boldt store in Oak Park. In connection with the appointment, she modeled styles for teen-agers at two fashion shows held in the store in March. Joyce is a junior at Willowbrook High.

AUDITOR OF EQUIPMENT ACCOUNTS

Judy Deering, Correspondent

Irene Najoks left our office Jan. 27 to return to Germany, her native land, where she was married Feb. 11. She plans to make her home there.

Cathy Dougherty had a baby girl Jan. 21 and has named her Mary Lynn.

Alvera Struck was given a baby shower Feb. 24 when she left the office to await the stork.

Sympathy was extended to Rhenneta Korabik on the death of her father and to Oma Carruthers whose brother passed away, also to the family of our former co-worker, John Meyers, who died Jan. 17.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

On his latest hunting safari to Sawyer County in northern Wisconsin Stanley Stec came upon a ponderous, 271 pound black bear. His aim proved effective and now Stanley has quite a trophy for himself.

Strolling through Wedding Anniversary Lane we encountered Mr. and Mrs. W. Slodowy celebrating their 34th, Mr. and Mrs. R. Stingle, their 26th, and Mr. and Mrs. J. Lynch, their 16th. Congratulations were extended to all.

With N. Bondi as master of ceremonies a gala party was held at American Legion Post #1056 in honor of Frank Glassbrenner who has left our employ to join

The Milwaukee Road Magazine



Economy Run Contender?

WERE the Road's automotive fleet to compete in an economy run, here's the car that would take the lead. For sheer performance, it demonstrates how a preventive maintenance schedule can arrest engine and body wear and prevent a major overhaul.

This 1955 Chevrolet station wagon, assigned to A. W. "Red" Hodgson, chief carpenter at Deer Lodge, Mont., has an interesting personal history. In addition to seeing service in all kinds of weather, the twisting grades of three mountain ranges—the Belt Mountains, the Rockies and the Bitter Roots—have given it a real workout. Despite age and use, however, when the speedometer was recently started on its third cycle, the car was still running with the original rings and bearings. Moreover, at the time this picture was taken it had operated 235,000 miles and—another maintenance record—still required only one quart of oil per oil change.

Chicago's "finest" (the Police Department).

Boys of the rate department put out the welcome mat for Harold Grove who recently returned after an extended illness.

Sympathy was expressed to D. P. Ostien on the loss of his father, and to L. Fanchier whose grandmother passed away recently.

TRAFFIC DEPARTMENT

Glen Heath, Correspondent

Following Al Anderson's retirement Jan. 31 there were several changes in the general freight department. Charles F. Wilson succeeded Al as chief rate analyst, desk No. 1; John T. Burke took Mr. Wilson's place as chief clerk to freight traffic manager; Russell H. Mau succeeded Mr. Burke as chief rate analyst, desk No. 2; John J. Niedzlek replaced Mr. Mau as rate analyst clerk on desk No. 2; Tom J. McLaughlin moved from the commerce department as rate analyst clerk on desk No. 1, and Richard J. O'Mara succeeded him as informal complaint clerk in the commerce department.

Orren R. Anderson, assistant to GPTM, says that his son Ralph, who attends the Maritime Academy at Castine, Me.,

sailed Jan. 4 on the school's annual cruise. He will visit such faraway places as the Madeira Islands, Madrid, France, and Italy, returning via South America.

Joyce Ieron, secretary to assistant to vice president, was in an automobile accident recently and is at this writing wearing a neck brace because of a whiplash injury received.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Eva and Joe Zagone are the proud parents of Debra Ann born Jan. 27.

John and Pat Diversey were happy to announce the arrival of John Jr.

We are glad to announce that Kerry, son of Bill and Mary Butler, won his struggle for survival and is now a nice chubby boy.

At this writing, Rudy Spandau is on furlough due to an operation. Manes Blumberg recuperated very nicely from eye surgery, and Helen Eiffert and Pat Gallagher are back after furloughs due to ill health.

OFFICE OF SUPERINTENDENT OF POLICE

John F. Altenbern, supervising captain of police in Chicago, retired Mar. 1 with the good wishes of many Milwaukee Road friends. He had been with the Road since 1911, starting at the Savanna rail mill, and after working as a switchman and brakeman, transferred to the police force as a special officer. From that position he was advanced to lieutenant of police, and in 1949 promoted to captain of police at La Crosse. He had been supervising captain in Chicago since Mar. 1, 1958. The Altenberns will make their home in La Crosse.

TAX DEPARTMENT

Mrs. Elizabeth Ogden Shortall, tax department secretary who was well known to the distaff members of the railroad family through her work in the Milwaukee Road Women's Club, passed away Jan. 24 in St. Elizabeth's Hospital. She had been hospitalized since Oct. 2. Starting in 1921, Mrs. Shortall was employed initially in the real estate department. She left the railroad in 1931, but returned in 1936, serving first in the typing bureau



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at the Union Station and later in the accounting department before transferring to the tax department in the capacity of secretary in 1943. In the interests of the Women's Club she had held various offices in the Chicago-Union Station Chapter, including that of president. At the time of her death she had been recording secretary general of the organ-

Aberdeen Division

EAST END

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

We have a couple of champion bowlers in our midst. Section Foreman Joe Eliason of Granite Falls won the Granite

for them we're sure they are having a wonderful time.

Among those who recently had silver wedding anniversaries are Engineer Virgil Kissling, Pat Maloney of Montevideo forces, and J. E. Collings, chief carpenter at Aberdeen.

Engineer Howard Halloff became a grandfather Jan. 19, and Agent Dick Stolen and his wife are parents of a little girl whom they have named Kelly Ann.

Joe Jiran, retired B&B foreman, died in Bristol Feb. 5. George Mooney, signal foreman from Janesville, Wis., and well known on the Aberdeen Division, died suddenly in January. Christ Poppoff, formerly coal shed operator at Milbank who returned to his native Yugoslavia upon retirement a number of years ago, has died, according to word received from his wife.

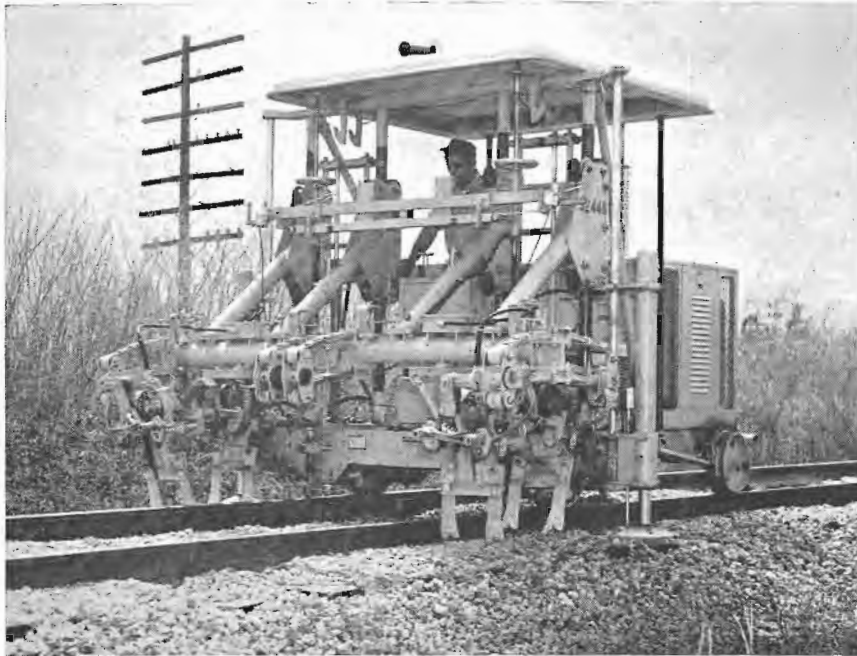
We were saddened by the sudden death of the little eight-months old son of the Len Feulings, signal maintainer at St. Paul Hump. Little Lonnie had seemed in perfect health up to the time of his sudden passing.

Engineer Dan J. Happy is the local chairman of the BLE, Division 912, since the resignation of Frank Warner.

Retired Engineer John Krum, who is spending the winter in St. Petersburg, is confined to St. Anthony's Hospital there following a light heart attack.

When Engineer Frank Warner came whistling into the Minneapolis home port Feb. 27 he was met by TV cameras which recorded the fact that this was his final run after 53 years of service. All the way in Frank had dropped off notes of appreciation to the agents along the way and he also took a long look at the maple tree on the southeast corner of the school at Buffalo Lake, which has stood the storms of years. It was planted by Frank at the age of nine when he was a student there. Even though Frank has retired from railroading, he's far from retired from a lot of other activities that have kept him busy over the years.

The retirement of Chris Bakke, section foreman, brought to a close almost 50 years of railroad service, interrupted only by military duty in World War I. Mr. Bakke will continue to live in Faulkton, S.D., with his family.



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ization for several years. A widow, she is survived by a daughter, Mrs. John Dooley, three grandchildren and three sisters. Funeral services were held at St. Priscilla's Catholic Church and Mount Carmel Cemetery.

The first locomotive headlights were bonfires built on rolling platforms and pushed ahead of the engines.

Falls trophy and cash award for coming out on the top of 96 contestants. His wife is tops in the women's division and she is richer by \$40.00 and a pair of shoes. That's really making it a family affair.

We have a shark's tooth picked up on the beach by the Martin Forsters who gets up early these mornings to meet the tide and go beachcombing in the vicinity of St. Petersburg. Knowing the fascination gems, rocks and sea treasures hold

Milwaukee Division

SECOND DISTRICT

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

Scott Hazelberg, chief clerk in the freight office at Green Bay, has purchased a sporty new yellow convertible.

Several clerks in this area are on the sick list at this writing. We are happy to report that Paul Gonion and Elton Drier, truckers in the freight warehouse, are recuperating in their homes after spending some time in the hospital.

Sympathy was extended to relatives of the following persons who passed away recently: Oscar Bandt, retired engineer, Alton Goodell, retired agent formerly at Lena, Wis., and Mrs. Eldor Radick, wife of retired conductor.

The Milwaukee Road Magazine



Suzanne M. Feak Judy M. Lindeman

NATIONAL MERIT FINALISTS awarded certificates in the 1960-61 program include Suzanne M. Feak, the daughter of Agent Charles L. Feak, Channing, Mich., and Judy M. Lindeman, daughter of J. L. Lindeman, section foreman at Channing. The winners will be announced Apr. 27. Students of more than 15,000 high schools participated in the program. Suzanne and Judy are seniors at the Channing High School. (Erickson photos)

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

As this issue of the Magazine went to press, Walter S. Busky, rate clerk at Rockford, was a candidate for alderman of the third ward in the Apr. 4 election. He had the unanimous endorsement of the Rockford Citizens Party. Mr. Busky, who is a "sustaining member" of the Democratic party in Illinois, was elected Democratic precinct committeeman last April in a three-way contest in which he received more than twice the combined votes of his opponents, and in December was elected ward captain of the third ward. He also served on the registration committee and as co-chairman of the Clubs and Candidates Committee of the Democratic party in 1960.



W. S. Busky

Mr. Busky has been with the railroad since 1948. He initiated the Madison Second Credit Union in 1959, and most recently served as its treasurer. For several years he was a correspondent for this magazine.

W. G. McIntyre, well known passenger conductor who retired in 1957, died recently at his home in Beloit. He was a veteran of 54 years of service. Mr. McIntyre was born in Flintville, Wis., on Jan. 21, 1883. He was a member of the Knights of Pythias and of the Second Congregational Church in Beloit. The couple observed their 50th wedding anniversary last April. Mrs. McIntyre, who survives, is a past president of Beloit Chapter of the Women's Club. Additional survivors are two daughters, Mrs. Mary Norins of Fresno, Calif., and Mrs. Hazel Nelson of Berlin, Wis.; a son, Boyd, of Milwaukee; six grandchildren, a brother and a sister.

Twin City Terminals

ST. PAUL DISTRICT

W. P. Radke, Correspondent

John W. Dehmer, chief clerk, St. Paul local freight office, retired Jan. 12. He began work Feb. 5, 1904 as a night mail handler and in 1906 transferred to the freight office where he filled many positions until his appointment as chief clerk in 1936. Deciding that 56 years and 11 months of continuous service entitled him to a rest, Jack and Judy (his wife) set off on a Florida vacation. In April they will return to start work on their "picture book" flower garden. Jack is an amateur horticulturist who could easily become a professional.

Fred Overby, whose railroad career dates from October 1917, succeeded Mr. Dehmer as chief clerk.

Mary Shields, former stenographer to general agent and Magazine correspondent, is now with the Toni Company in St. Paul.

Gust Unruh, general foreman St. Paul freight house, retired Jan. 1. Gust started as a trucker Feb. 13, 1920 and worked various assignments on his way up to general foreman.

Just recently ran into Ed Coy, retired team track foreman. Ed is fine and chipper at the age of 87.

Joseph T. Carter, assistant car distributor, superintendent's office, passed away Jan. 18. Services were held in St. Charles Borromeo Catholic Church, Minneapolis, and interment was in St. Anthony Cemetery. Joe started work in 1916 as a yardmaster's clerk and spent 19 years as car agent under former General Superintendent of Transportation J. L. Brown.

Thomas J. Heffernan, foreman, Acme

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Freight House, passed away Feb. 20. Services were held in St. Mark's Catholic Church, St. Paul, and interment was in Resurrection Cemetery. Tom started with the Road Sept. 9, 1924 as a trucker and held positions as caller, mail handler and check clerk until he was made foreman of the Acme house Sept. 1, 1951. Mrs. Heffernan survives.

Lawrence W. Paulson, general yardmaster St. Paul, passed away suddenly Feb. 23. Funeral services were held in the First Lutheran Church and burial was in Union Cemetery. "Bud" or "Red," as he was affectionately known to his many friends, started with the Road Sept. 2, 1925, as a switchman and had been general yardmaster since Sept. 1, 1944.

As your new correspondent, please note that the cooperation of all St. Paulites working for the Road will be greatly appreciated. News of general interest such as marriages, births, deaths, retirements, promotions, activities in Milwaukee Road communities, commendable acts by employes, honors won by them and their children, employe outings, club affairs and announcements of future events should be addressed to me at the local freight office.

**TWIN CITIES CAR DEPARTMENT
AND COACH YARD**

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

Carman Anton Erdahl was recently recalled to work on the St. Paul repair track.

Electrician Apprentice Anthony Clark, from good old West Virginia, employed at Minneapolis coach yard, recently became engaged and says the wedding is (at this writing) 88 days away. His fiancée, Miss Judy, is a St. Paulite.

District Storekeeper A. M. Lemay is back on the job after undergoing surgery. Also back at work after a siege in the hospital is Store Department Clerk Bill Williams.

MINNEAPOLIS PASSENGER STATION

James J. Taylor, Division Editor

Through G. R. Jenkyns, district passenger representative for the Canadian Pacific in Minneapolis, we learned recently that a traveler, Doctor L. A. Miller, had made a point of calling at that



50 GOLDEN YEARS OF MARRIAGE were observed recently by Agent J. A. Felber of St. Louis Park, Minn., and Mrs. Felber at an open house hosted by their five married children at the VFW Hall. Mr. Felber has been with the Road since June 1, 1907, starting as a station helper at Pipestone, Minn. He was one of the first agent-telegraphers to answer the call to work on the Pacific Coast extension, making the change on Aug. 29, 1909, and has been employed on the former H&D Division ever since.

line's Calgary office to report an outstanding service tendered him and Mrs. Miller by C. B. Younglove, our assistant stationmaster here, and Redcap E. W. Law. The incident occurred in the course of having their baggage transferred from The Milwaukee Road to the Soo Line station in Minneapolis, when one of the bags could not be located. Doctor Miller advised that Messrs. Younglove and Law volunteered to look for the missing piece and, good as their word, he received it at his destination two days later. He requested that both be commended for their courtesy.

**MINNEAPOLIS LOCAL FREIGHT AND
TRAFFIC DEPARTMENT**

G. V. Stevens, Correspondent
Agent's Office

Sympathy was expressed to Art Lindquist, LCL rate clerk in the Local, on the recent death of his mother.

Elmer Davies, demurrage clerk, is at this writing recuperating from a slight stroke, and "Ludi" Nelson, freight house employe, is spending some time in Arizona on the advice of his doctor.

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A Man of Good Vision



Electrician Max Moore has a good reason for smiling; note the left lens of his safety goggles. Standing by is Shop Foreman J. S. Walters.

THE saying "An ounce of prevention is worth a pound of cure" goes over big these days with Electrician Max Moore. If he hadn't been wearing his safety goggles—ouch! It takes only an instant to be badly injured.

This specific example of observing a safe working practice occurred last fall at the Deer Lodge Shops as Electrician Moore was tightening a 1/2-inch nut on an electric engine. It was only a routine job, but this time the unexpected happened—a piece of a lock washer under the nut snapped and flew upward. The picture tells the story. Although the left lens of his prescription goggles broke, true to the guarantee the fragments held together.

"The accident that didn't happen" made Electrician Moore eligible for the Wise Owl Club, and was so reported by the safety department to the National Society for the Prevention of Blindness, which sponsors that organization. As tokens of his membership, he was presented with the certificate, gold plated lapel pin and shop button which identify the fraternity of industrial workers who have saved their vision by taking the precaution to wear safety goggles.

"Sally" (Albert John) Olson, check clerk in the freight house, retired Jan. 1 after completing 24 years' service.

"Butch" Grossman, George Keenan, and Tom Haben are calling for help with their bowling. Despite practice during their lunch hours they cannot seem to find the "pocket".

Coast Division

EAST END

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

Clerk Bill Whalen, formerly of Moses Lake, has been assigned to one of the newly created positions in the Seattle data processing office. Also working on the Coast is Operator R. D. Barrie from Othello, who is in the Tacoma relay office.

The Milwaukee Chiefs bowling team of Spokane is holding third place in the commercial league at this writing. Under the leadership of Captain Ray C. Moore, district adjuster, they have steadily climbed toward the top. With only a few weeks left to play, we hope to be able to feature in the next Magazine pictures of a championship team. The members are Wayne Rentel, Harry Ehmer, Bill Johnson, Walt Babinski, and substitute Chet Aleson.

Mrs. Earl Winther recently underwent major surgery and is reported to be recuperating well.

While en route to Metaline Falls Feb. 8 Brakeman W. R. Sanderson had a heart attack. He was taken off the train at McGuires, Ida., and rushed to the Lake City General Hospital in Coeur d'Alene. Prompt action by the state police and Kootenai County sheriff's office in re-

sponse to Conductor A. L. Titus' emergency call put an ambulance and doctor on the scene at McGuires within five minutes after arrival of the train. Mel Thoersen, yard clerk, Spokane, did his bit by rushing Mrs. Sanderson to the hospital in his car. They arrived within an hour of the report of Bill's illness.

Mrs. Darlene Moreland has returned to work at Malden after two months illness.

Mrs. Olive La Hatt, stepmother of R. D. La Hatt, Seattle traffic department, passed away recently. Funeral services were in Thornhill Geherty Funeral Home, Spokane. Mrs. Lillian Lyons, 82, mother of Mrs. R. C. Schwichtenberg, passed away in her home in Aberdeen, S.D., Feb. 27. Retired Conductor Tom Casey of Spokane died Feb. 20 in his home. Also, Lineman Joe Kasten of Othello lost his father in January.

For the second time within a year accidents have plagued the Jack Webb family. Mrs. Webb fell down the basement steps of their home Jan. 16 and broke an arm, ankle, and some ribs. She also suffered bruises about the head and face. At this writing she is recovering at home. Last year, Jack, a retired conductor, fell and broke both legs.

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TACOMA

E. L. Crawford, Correspondent
c/o Agent

Brief remarks by civic officials and a ribbon cutting ceremony marked the dedication of the first unit of downtown escalades between Commerce and Broadway in Tacoma Feb. 27. A dream at last come true! Another industrial improvement is the downtown tree planting program, which will add more beauty to our city. At this writing also, national publicity has begun on the 28th annual Puyallup Valley Daffodil Festival slated for Apr. 3. The theme this year is "Wonders of the World."

Congratulations and best wishes were extended to Mrs. Hazel Gottlieb at a luncheon gathering Feb. 17 in the superintendent's office in honor of her retirement Jan. 1. Chief Clerk Ray Fink as master of ceremonies presented Hazel with a gift and card in which the names of her office friends were inscribed on a white satin ribbon. Hazel plans to spend some time in California with her sister.

At this writing Lysle Smith is still confined to the hospital; also Frank Bryan, timekeeper in the superintendent's office.

Yard Clerk John Murphy and George Jurich are now employed in the regional data processing office, Seattle.

Agent Sam Belcheff of Kent was promoted to assistant agent at Rockford, Ill., and George Smith, recently operator at Sumner, has succeeded him as agent.

Mrs. Cleora May of Kent is now employed on the car desk in Tacoma, her former position having been abolished.

Mrs. Helen Ivory has as her guest her niece Carol Ivory, who recently came from Clinton, Ia., to accept a nursing position in Harbor View Hospital, Seattle.

On Jan. 22 District Safety Engineer C. J. Delin and wife opened their home from two to six in celebration of their 25th wedding anniversary. Despite the dense fog about 65 friends dropped in to extend good wishes.

Retired Engineer Arthur Kirsch, 75, of Tacoma died recently, and his widow just three weeks later. They are survived by a son, Arthur Jr. of California, and three daughters in Tacoma, Mrs. Patty Matthees, Judy and Kathleen Kirsch, also five grandchildren.

William L. Delaney, 74, died in a Tacoma hospital Feb. 26. He retired in 1951 as general car foreman for the Milwaukee. He was a member of the Tacoma Elks Lodge and of St. Leo's Catholic Church. His widow, Esther, survives, also a brother, Tom, and four sisters, Mrs. Rose Beechen, Mrs. Elizabeth Heston, Mrs. Emma McCauley and Mrs. Esther Schuster, all in Dubuque, Ia.

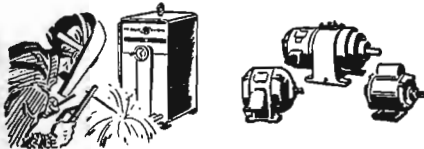
Silvio N. Vettori, 71, a native of Italy but a 45 year resident of Tacoma, died in a local hospital Feb. 19. Mr. Vettori was a retired maintenance of way employe and a member of Holy Rosary Catholic Church. He is survived by his widow, Gina; two sons, Aldo of Bellevue, and James of Tacoma; a daughter, Norma, of Tacoma, and two grandchildren.

Clifford J. Gerow, 71, passed away recently in a Tacoma hospital. He was

The Milwaukee Road Magazine

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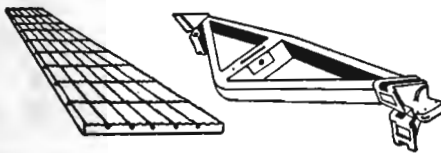
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• - • - **Calling All Morsemen** - • - •

THE Morse Telegraph Club of America, Inc., a social organization with chapters in 48 cities, has sent out a call for the members of the sounder and key fraternity to step forward and identify themselves. The club, founded in 1942 to continue friendships formed during the more active years of Morse telegraphy and to preserve the history and legends of the early era of telegraph communications, is made up exclusively of people who speak the "dit-dot" language. Any man or woman who has served as a telegrapher for a railroad, commercial office, pipe line, brokerage house, telephone company or otherwise, is eligible for membership.

The highlight of the club's activities is the annual meeting held by each chapter on the Saturday nearest Apr. 27 to commemorate the birthday of Samuel F. B. Morse. On this occasion, through an all-around telegraph circuit donated by Western Union, operators all over the United States are provided with an opportunity to keep in touch with their friends.

Dues in the fellowship of Morsemen are \$2 per year. For information, write to Jack B. Welles, national historian, 502 Elm Avenue, Long Beach 12, Calif.

a retired engineer, a member of the Milwaukee Retired Club and of the Brotherhood of Railway Trainmen. Mr. Gerow was born in Idaho but had lived in Tacoma for 30 years. Survivors are two daughters, Maxine Gerow of Buckley and Mrs. William Trine of Tacoma.

Yard Clerk Donald Mooney has taken a leave of absence to try his talents with Nalley's Inc. Donald recently made headlines in the Tacoma News Tribune when he saved 14-month-old Donald Jr. from drowning in his aunt's goldfish pool. By the time the fire department responded to a frantic call for a resuscitator, Dad's nick of time rescue and life-saving technique had started Donnie breathing. As a child, Donald fell into the same pool.

La Crosse Division

WISCONSIN VALLEY

M. G. Co-klin, Correspondent
Assistant Trainmaster's Office, Wausau

W. F. Ruder has retired after 47 years' service in the warehouse at Merrill. A well known figure in that area, Bill will continue to live in Merrill.

Ralph L. Hintze recently received a B.S. degree in mechanical engineering from the University of Wisconsin. Ralph is the son of Engineer Ralph R. Hintze and the grandson of Retired Engineer

Ralph E. Hintze.

Retired Conductor Ernest Morin, 83, passed away Feb. 23 at Tomahawk where he had lived since 1944. He is survived by his widow. The recent death of Mrs. J. P. Horn, widow of roundhouse foreman, followed a long illness.

Retired Crossing Watchman Henry Kriel and wife recently observed their golden anniversary with a dinner for relatives.

Mr. and Mrs. Barney Pepowski and their six daughters proudly announced the birth of a boy. Barney's daughters

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are so happy that they are practically taking over the care of their little brother.

Mr. and Mrs. Dale Ingman, mechanical department, have welcomed a baby girl, Judith, their fifth child. Machinist Charley Streble is the grandfather.

Jean, Joan and Jane, identical triplet daughters born to Mr. and Mrs. Norman Trotzer of Shelton, Wash., increased their children to nine. Mrs. Trotzer is the former Helen Conklin, daughter of Engineer Charles A Conklin.

Machinist Helper Lloyd Smith died suddenly Jan. 27, apparently of a heart attack. Mr. Smith started working for the Road in Aberdeen, S.D., May, 1918 and transferred to Wausau in May, 1954. Burial was in Aberdeen. He is survived by his widow.

EAST END

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



Sharon Gustafson

Sharon Gustafson, daughter of Harry B. Gustafson, yardmaster at Portage, is Portage High School's 1961 Betty Crocker Homemaker of Tomorrow. Having received the highest score in a written examination on home-

making knowledge, she became a candidate for the state Homemaker of Tomorrow award. The program, sponsored by General Mills, offers a \$1,500 scholarship to the first ranking girl in each state and a \$500 scholarship to the second ranking participant; also, an expense-paid educational tour of eastern historical places to state winners, and a scholarship increase to \$5,000 for the All-American finalist. More than 400,000 girls in 12,633 schools participated in this year's contest. (*Galley Studio photo*)

Warmer climates beckoned some of our people for the winter months. Retired Master Mechanic F. P. Miller was in St. Petersburg. Retired Machinist and Mrs. D. T. MacFarlane in Punta Gorda, and Mrs. J. S. Maloney, widow of conductor, in Sarasota, Fla., while Mrs. W. O. Amend, widow of engineer, and Mrs. V. T. Bescup, widow of section foreman, spent some time in Phoenix, Ariz.

Fishing proved very good for Engineers Robert Miller of Portage, when he landed

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Music Man



ANGELO COSTANTE, a pipefitter at the Western Avenue Shops in Chicago, recently returned from a two-month trip to Europe which was memorable for a pilgrimage to the home of his forbears.

He sailed on an Italian cruise ship destined for Naples, and spent most of his time in Italy touring the centers of historic and artistic interest. The highlight was a trip to his grandfather's home town of Altomonte Cosenza where he traced his family tree back four generations. The house where his grandfather was born is 400 years old and adjacent to a castle that was a Turkish stronghold some 900 years ago. During his stay in Italy, he experienced the thrill of mountain climbing. The cruise took him within sight of the Azores and the coasts of France and Africa.

Away from his job, Angelo's principal interest is music. At the age of 12 he started playing the guitar, and at 15 he was appearing with a professional band. In 1950 he started his own band, which for several years included his sisters Mary Ann, Pat and Jean. Since his sisters' marriage, he has had a solo act. He also makes records. Four of his recent recordings—"King Solomon", "Slow Freight", "Why Baby" and "Buzzing Mosquito"—are his own compositions.

an 18 pound trout at Big Green Lake, and Joe Sullivan who pulled out a 19½ pound northern from Silver Lake at Portage. Mr. Sullivan lives on Silver Lake and went out his own front door to snag this beauty. Many employes have shown their skill as fishermen these past winter months. We also have a champion ice spudder, Yard Clerk George Pfeifer, Portage, who has only been defeated once with his team at the area fisheries in the past several years.

Conductor E. W. Gill, Milwaukee, and Retired Agent Stan Fiddler, Oconomowoc, have returned home from the hospital and at this writing are recovering from their illness and surgery.

Agent and Mrs. R. M. Reichelt, Oconomowoc, are the proud parents of a

daughter, Deborah, born Jan. 6.

In January, the new officers of the Railroad Women's Club, Portage, were installed. They are Mesdames Dan Tracy, president; E. Owen, secretary; Ralph Jorns, treasurer, and William Koch, historian. The membership chairman, Mrs. Donovan Valinski, reported the club over-the-top in membership for 1961.

Engineer and Mrs. William Wipperman, Portage, celebrated their 45th wedding anniversary. They were honored at a dinner at a local supper club by their children who were all present except one daughter who lives in Louisiana.

Roundhouse Foreman A. K. Moen retired Jan. 31 at Portage. He worked over 40 years for the Road. Mr. Moen will continue to live in Portage.

It is reported from Wauwatosa, "Agent Weise is now located in his penthouse office on the third floor of the Bank of Wauwatosa where he is able to over-see his whole yard." The bank purchased the depot, had it torn down and made a parking lot. There is a new heated shelter house for the suburban passengers.

On Jan. 14 at a ceremony in St. Olaf's Catholic Church in Minneapolis, Louise L. Foster, daughter of Trainman and Mrs. H. P. Foster, became the bride of James C. Ford Jr. They will reside in Minneapolis where Mr. Ford is employed.

Retired Engineer William Roeken passed away at Tomah early in January. When Mr. Roeken retired he was a passenger engineer from Milwaukee to La Crosse.

Mrs. Elery Shoemaker, wife of retired signal maintainer and mother of Conductor J. G. Shoemaker, passed away Jan. 11.

Section Foreman R. G. Leistiko passed away Jan. 22 in a Madison hospital. Mr. Leistiko worked in the track department since 1915 and as a section foreman since 1939.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Charles N. Reuter, former warehouse foreman at Hastings, Minn., passed away Dec. 23. He retired in 1945.

Joseph Gerkey, 60, agent at Eau Claire,

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Wis., for 11 years, died suddenly in his home Feb. 5. Mr. Gerkey started with the Road at age 17 in Waukon, Ia., and served as agent and assistant agent at Rockford and Chicago Heights, Ill., and Mason City, Ia. He is survived by his widow and two sons.

River Division brakeman Curtis B. Halvorsen was killed in an auto accident in Minneapolis Feb. 12. At the time of his death Mr. Halvorsen was employed in Cannon Falls, Minn. His father, the late Engineer Clarence Halvorsen, preceded him in death in September, 1960.

Retired Operator John E. Flanagan is an active member of the Democratic party. He attended President Kennedy's inauguration, a reception held by Senator and Mrs. William Proxmire in the Senate Office dining room and several of the other activities arranged by the Inaugural Committee.

Jeri, daughter of Storekeeper and Mrs. Harding Johnson of La Crosse, was married Feb. 4 to Kenneth Younker in the Grace Methodist Church, Des Moines. The young couple will live in Des Moines.

Ted Thorsen, retired chief clerk to chief carpenter, La Crosse, and his wife, who now live in Seattle, recently visited in La Crosse. According to them the Seattle climate is ideal the year round.

Mr. and Mrs. Glenn Lennon (Ginder), retired conductor from the La Crosse Division, sold their home in La Crosse and moved to Largo, Fla.

The Milwaukee Employees Credit Union

held their 27th annual meeting Jan. 28. About 125 people attended the banquet in the Commodore Night Club, La Crescent, Minn.

The second floor of the local passenger station has a new look. The wall between the two offices formerly occupied by the time reviser and the chief carpenter has been removed and the resulting large room is occupied by the telegraph office and all its new equipment. The chief carpenter has moved to the first floor of the depot and the time reviser into the former telegraph office.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

The freight car shops have started the rebuilding of 225 hopper cars in the 370000 series.

When the rivers and lakes are free from ice and you see a 6-passenger, 15 foot red and white boat cruising around, you may be sure it's controlled by Leonard L. Lentz and wife.

Jake Hansen, Robert E. Winter and Ted Tanin visited the Great Northern's new air brake shop in Minneapolis recently and returned with some new ideas for our shop.

Sympathy was expressed to Ray E. Baum, general foreman in the forge shop, whose father passed away Feb. 22.

There have been a number of retirements recently among shop people: from the passenger car shops, Michael E. Kennedy, triple valve man, Jan. 3 after 13 years' service; Gustave Musser, sheet metal worker, Jan. 4 after 28 years, and Herbert J. Bubolz, upholsterer helper, Oct. 11 after 26 years; from the freight car shops, Victor C. Johnson, Oct. 16 after 19 years, and Victor F. Pehowski, carman, Jan. 31 after 16 years; from the forge shops, John C. Ujcich, welder, Jan. 13 after 27 years; John A. Hohner, machinist helper, Feb. 1 after 18 years, and Joseph Jedinak, welder, Feb. 15 after 48 years; from the wheel shops, Wasil N. Pook, Jan. 16 after 43 years, and from the carpenter shop, Erich E. Schallock, welder, Mar. 1 after 45 years.

Edward G. Iohse, welder in the passenger shops, suffered a heart attack in

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October and died Dec. 28 at the age of 59.

William E. Welke, carman helper in the freight shops, passed away suddenly in his home Feb. 6 after returning from work. He started with the Road as a machinist in 1928.

Dave Williams, a laborer in the freight car shops, died Feb. 7 after a long illness.



A RECENT WEDDING at Medford, Ore., united Susan Reule, daughter of Milwaukee Terminals Switchman Robert Reule, and Gordon Owsley. They are pictured here with Mrs. Reule following the ceremony in Zion Lutheran Church. The young couple are living in Portland.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Mrs. Lewis K. Sillcox, wife of the Road's general superintendent of motive power for the period 1918 through 1927, died Feb. 11 in Watertown, N. Y. where the family moved when Mr. Sillcox left the railroad. She was 71 years of age. In addition to her husband she is survived by four daughters, a son and 19 grandchildren. Mr. Sillcox is a retired executive vice president and honorary vice chairman of the board of the New York Air Brake Company.

We recently had railway engineers from Yugoslavia and Indonesia visit our shops and diesel house.

At this writing the following locomotive shop employes are in the hospital: Clarence Wellnitz, electrician foreman; Ira Everhart, machinist; Harry Kerkow, electrician, and John Millard, crane operator.

Fred Rabe, electrician foreman, diesel house, passed away in February. Sympathy was expressed to his family.

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

Did you know that little Eileen Marie was the 10th grandchild for the Arthur L. Schultz family? Son Ken, a fireman in Milwaukee Terminals, is the proud father.

Madelyn Hilliard, S.C.D. clerk, bowled a 578 series (three games) recently.

Donald Streich, son of Sparky Streich, 36 years secretary of the Keystone Bowling League and still going strong, has been serving two months in our drafting

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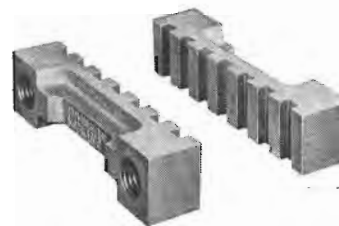
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room to complete his machinist apprenticeship.

"C.V." Charlie Veit, draftsman, has been dividing his time between the drafting board, the office of Shop Superintendent Wayne Bittner, and assisting Shop Engineer Jack Mulhollon.

Your correspondent smashed a neat 658 bowling series in the Craftsman State Tourney to help his team get 3036 and land in second place.

"Mike" Brophy is at this writing in County General Hospital recovering from an auto mishap. He is the son of Clarence E. Brophy, electrical engineer.

About 140 people attended a dinner party arranged by the car department's

Credit Union for its members. A wonderful meal was served at the Westward Ho Supper Club and everyone went home well satisfied.

Al Roesler, welder, has resumed bowling and the result was a nifty 662 series.

The Sunshine Club sent flowers to the bereaved family of Earl (Bud) Pritchard, brother of Ruth of the mechanical engineer's office, who passed away Feb. 22.

Have courage for the great sorrows of life, and patience for the small ones. And when you have accomplished your daily task, go to sleep in peace. God is awake.

—Victor Hugo

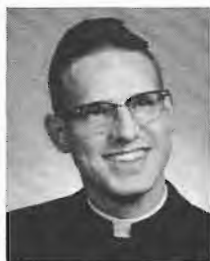
I M & D Division

AUSTIN-MASON CITY AREA

Sophia P. McKillip, Correspondent
Office of Superintendent, Austin

Warren Otto Werner, son of Lineman Otto F. Werner, Mason City, was ordained to the priesthood at St. Raphael's Cathedral in Dubuque, and celebrated his first Mass on Mar. 19 at St. Joseph's Church in Mason City. A reception and first blessing took place at 3:30 P.M. in St. Joseph's social hall. Warren attended St. Joseph's School and Loras College before taking his theological training at Mount St. Bernard Seminary in Dubuque.

Traveling Engineer John T. Phleger and wife were honored at a retirement party in Austin by his fellow employees. Mr. Phleger came to Austin from Perry



Rev. W. O. Werner

and previously had worked out of Otumwa. Among the 80 guests were his two sons—Jim, who works in the traffic department, Milwaukee, and John, who is superintendent of schools at Washington, Ia.—his daughter, and friends from St. Paul, Mason City and Milwaukee.

Walter S. Dunning, for many years chief clerk at Faribault, Minn., and other stations, passed away Feb. 5 in Faribault.

Sympathy was extended to Mrs. S. A. Finnegan on the death of her husband Samuel A. (Gus) Jan. 5.

Conductor W. G. Schrader (Bill), Mason City, retired Jan. 1 after 51 years of service. Bill began his career working on trains 62 and 63 Mason City to Sioux Falls. He and Mrs. Schrader plan to spend some time in Arizona and in San Diego, Calif., where their daughter is a school nurse.

Friends of Mr. and Mrs. F. J. (Mick) Galvin, TF&PA, Mason City, met at the Dinner Bell Restaurant at noon Feb. 24 for a farewell dinner. Mick was recently transferred to Miles City, Mont., as division freight and passenger agent. Dorothy and the children will join him as soon as living quarters are found.

Sympathy was extended to R. J. Graen, agent, Parker, upon the sudden death of his father, Robert G. Graen of Spencer, Ia., Feb. 19 near Sanborn, Ia.

Iowa Division

MIDDLE AND WEST

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

Sam Anderson, 71, retired boilermaker, died Jan. 1 in the Des Moines General Hospital. Burial was in Violet Hill Cemetery, Perry.

Retired Engineer and Mrs. Ralph Shaw celebrated their 50th wedding anniversary at the home of their son Vaughn in Sunland, Calif. Among the guests were Retired Engineer and Mrs. Owen Fox of Perry who are spending the winter in

California. The Shaws live at 3311 Wyoming Avenue, Burbank, Calif.

H. T. (Tom) Paton received a nice promotion when he was moved from the engineering office in Perry, where he was a surveyor, to the position of assistant division engineer at Aberdeen, S.D. His place was taken by Ralph T. Fowler of Elgin, Ill., who had been employed at Bensenville with headquarters in the Union Station, Chicago. Mr. Fowler had his engineering training at Chicago Tech and has been six years with the Road.

Mrs. W. E. Failor, wife of chief clerk in the superintendent's office, underwent major surgery in St. Luke's Hospital, Cedar Rapids, Jan. 9. She is now at home convalescing.

Engineer Walter Callahan joined the retired ranks recently. He made his first trip as a fireman in 1912 and, except for military service during World War I, had been continuously with the Road. Among his hobbies, fishing ranks high.

Lana, daughter of Conductor Dean Lyons, was installed as Worthy Advisor of the Perry Order of Rainbow for Girls Jan. 12. She was escorted to the East by her father.

Retired Conductor John Narver observed his 80th birthday Jan. 22 at the home of his son-in-law and daughter, Mr. and Mrs. Thomas Schirman, in Perry. Mrs. Schirman is clerk in the roadmaster's office.

Conductor Don Mills is recuperating at home after suffering injuries in an ice-boating accident. He spent a month in the hospital and will be wearing a cast for five or six months.

Retired Engineer Edward Hullerman and Retired Machinist Harry Spaulding, both of Perry, were issued honorary life memberships in the Knights of Columbus in recognition of their many years of active membership.

Mrs. T. E. Larimore, wife of retired engineer, passed away Jan. 10 in the Dallas County Hospital, Perry, where she

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The Milwaukee Road Magazine

The Milwaukee Road Women's Club

Annual Report - 1960

a summary of activities and membership for the year ended Dec. 31, 1960

ACTIVITIES

Spent for Welfare and Good Cheer.....	\$5,564.57
Value of No-Cost Donations.....	837.29
Earned on Ways and Means Activities.....	2,323.77
Families Given Aid and Cheer.....	2,385
Calls Made.....	5,858
Good Cheer Messages Sent.....	5,246

MEMBERSHIP

Voting.....	6,173
Contributing.....	7,850
Total.....	*14,023
Donated to Local Chapters by the Governing Board.....	\$3,175

*Chapters with memberships exceeding 500 were: Chicago-Union Station, 1,051; Chicago-Fullerton Avenue, 903; Milwaukee, 892; Aberdeen, S. D., 741; and Bensenville, Ill., 508.

had been a patient for several weeks. Burial was in Violet Hill Cemetery.

David, eight year old son of Engineer LaVerne Huffman, is recuperating at home from injuries sustained while riding on a tractor. He spent several weeks in the Blank Memorial Hospital, Des Moines.

H. G. Miller, who worked for many years in the agent's office at Rockwell City, passed away Feb. 13. Funeral services were in that city.

Retired Carman and Mrs. Ledlie Lee celebrated their 40th wedding anniversary Dec. 24 at their home in Perry.

Mary Jane Wall, daughter of Dispatcher Elmer C. Wall of Perry, qualified for the Dean's List during the fall quarter at Iowa State University in Ames. She is majoring in physics and attained a grade point average of 3.5 out of a possible 4.0.

Retired Engineer and Mrs. George Starlipper of Perry announced the arrival of a new granddaughter when nine day old Lisa Suzanna was taken into the Keith Hoffman home in Des Moines. Mrs. Hoffman is the Starlipers' daughter.

Paul Slater was promoted to traveling engineer Feb. 1. He took the place of J. T. Phleger, who retired from that position at Austin, Minn. Paul has performed all of his work as fireman and engineer on the Iowa Division. He was employed by the Milwaukee in 1947.

Richard Anfinson, son of Retired Engineer Peter Anfinson of Dawson, Ia., and a member of the Navy, has a new address: U.S.N.H., T.A.D. States, Bremerton, Wash.

August John Kressin, 70, retired roundhouse foreman, passed away Jan. 25 in the Dallas County Hospital, Perry. He was born in Milwaukee but had lived in Perry since 1922. He retired in 1952. He is survived by his wife and three daughters. Burial was in Violet Hill Cemetery at Perry.

George W. Bell, 82, passed away at his home in Perry Jan. 24 after being in poor health for several years. He was born at Prole, Ia., and had resided in Perry since 1903 when he hired out with the Milwaukee as a carman, where he was employed until his retirement in 1945. Burial was in Violet Hill Cemetery at Perry.

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CHICAGO, ILL.



THE STORY OF STEAM. British Railways recently announced an addition of 27 steam locomotives to their collection of historical relics, bringing to 71 the total being preserved to perpetuate the fascinating story of steam. The collection, exhibited in museums throughout Britain, covers more than a century of steam progress, starting from the early 19th century. Pictured is Caledonian Railway locomotive 123 built in 1886 and now preserved in the British Transport Commission collection.



WHAT THEY'RE WEARING IN HAWAII inspired these spring fashions paraded by Chicago members of the Railway Business Women's Association at a tea and style show in the Bismarck Hotel Mar. 4. The Milwaukee Road models were, from left: Dorothy Hart, secretary in the office of assistant to vice president-personnel, and press publicity chairman of the Chicago Chapter, Hazelle Collins Anderson, of the passenger traffic force, and Ruth Hall, office assistant in the law department, who are chairman and treasurer, respectively, of the organization's Milwaukee Division.

Retired Callboy and Mrs. H. A. Abbey enjoyed their 50th wedding anniversary at their home in Perry, Feb. 4. Their two children and three grandchildren were with them for the occasion.

George DeDual, 80, retired roundhouse foreman, passed away in a Milwaukee hospital Feb. 5. He had been employed in the Perry shops as machinist and roundhouse foreman until his retirement in 1945. At the time of his death he was living with a granddaughter, Mrs. E. Emmer. Funeral services were held in St. Patrick's Church in Perry.

Engineer D. R. Wagner retired in January after completing more than 50 years of service. Both he and Mrs. Wagner made an extensive trip by train through the western states, and visited in Los Angeles with many friends.

Lester Wyckoff, retired clerk, and Mrs. Kent Hamilton, widow of a Des Moines Division passenger trainman, were married Dec. 21. They are living in Perry.

Des Moines Engineer F. L. Marvin filed his intent to retire Jan. 4, after working for the Road since Aug. 12, 1912. He had

been on the layoff list approximately a year after suffering injuries in an automobile accident.

Matilda Susich, daughter of Carman Charles Susich of Perry, was married to Jim Walter Feb. 4.

G. E. "Eddie" Elsasser, retired engineer, passed away Feb. 28 in the Dallas County Hospital, Perry, after being hospitalized for several days. Services and burial were in Perry.

Ralph W. Goodwin, 80, retired conductor, passed away Feb. 26 in Milwaukee. After his retirement he lived in Arizona for several years before going to Milwaukee where he resided with his daughter, Mrs. Dorothy Jacob. Burial was in Perry.

The following is from the Milwaukee Road news column in the *Perry Daily Chief* as reported by Ruby Eckman, the Magazine's retired correspondent at Perry, who writes about the railroad for the paper. It concerns Paul Bridenstine, assistant superintendent at Savanna, who recently took his doctor's advice to have an operation. "Paul has a real sense of

humor," reported Ruby. "After his release from the hospital he inserted the following card of thanks in the *Savanna Times-Journal*: 'I wish to thank all my friends for the many kindnesses *shone* me and for the cards sent me during my recent illness and hospitalization. I also wish to thank Dr. Hussey and his cohorts for the excellent job of *carving* and *hemstitching* that was done, as well as the staff of the Savanna City Hospital for the excellent service.' Bridenstine has recovered nicely from the operation."

A son, Jeffrey Raymond, was born Jan. 22 to Assistant Superintendent and Mrs. Jack Werner, Terre Haute, Ind. Jack holds his seniority on the Iowa Division where he started working in 1945.

The son born Jan. 1 to Engineer and Mrs. A. D. Wilson was the first child born in Perry in 1961.

Mr. and Mrs. David Peterson of Council Bluffs have a baby son whose grandparents are Conductor and Mrs. Robert Peterson and whose great grandmother is Mrs. Fred Peterson, widow of engineer.

Announcement was recently made of the engagement of Marianne, daughter of Mr. and Mrs. John Martens of Granville, Ill., to Thomas R. Morfoot. Tom holds seniority as a brakeman, but is on leave while attending the State University of Iowa at Iowa City.

Earle E. Edwards, who retired the first of the year as day dispatcher, passed away Feb. 27 at his home in Perry from a heart attack. Funeral services were in Perry and interment in Cedar Rapids.

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Anderson, Albert F., chief rate analyst -----Chicago, Ill.
Atchison, E. C., loco. engr.-----McGregor, Ia.
Bailey, Patrick V., operator----Terre Haute, Ind.
Barry, N. J., conductor-----Wauwatosa, Wis.
Bertilson, A. B., loco. engr.-----Austin, Minn.
Cambren, W. J., yardmaster-----Austin, Minn.
Kiefer, John, loco. engr.----Menomonee Falls, Wis.

Knutson, C. J., loco. engr.-----Minneapolis, Minn.
Mulloy, J. W., agent-----Terry, Mont.
Ray, William J., loco. engr.-----Milwaukee, Wis.
Rehm, K. J., machinist-----Milwaukee, Wis.
Snow, W. I., loco. engr.-----Chicago, Ill.
Wade, R. J., loco. engr.-----Three Forks, Mont.
Wolf, C. W., loco. engr.-----Bensenville, Ill.

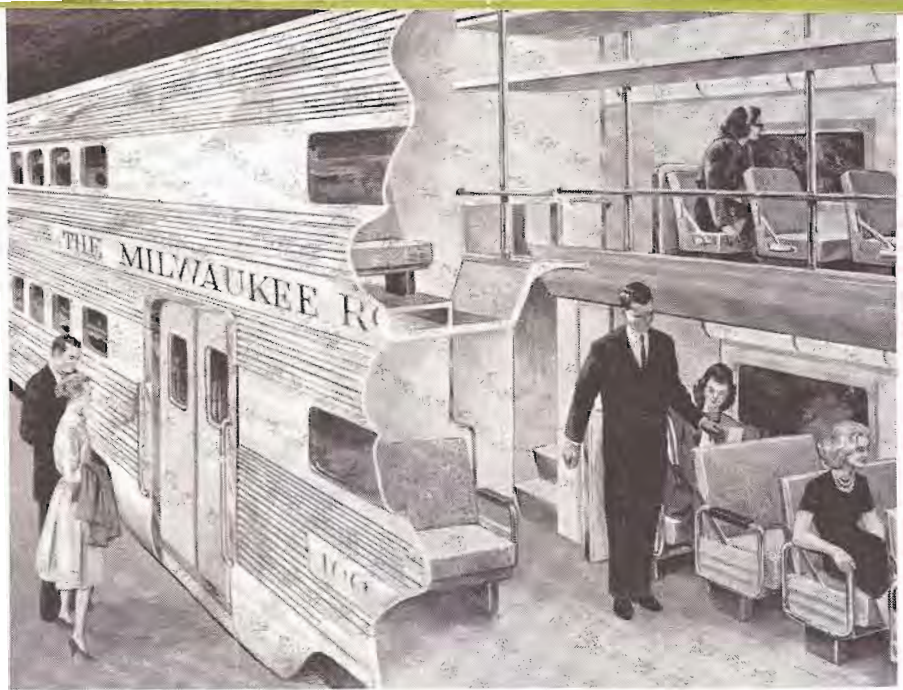
Silver-45-Year-Passes

Batson, C. A., loco. engr.-----Moberg, S.D.
Basta, Frank, tinsmith-----Milwaukee, Wis.
Becker, C., section foreman-----Woodward, Ia.
Dunn, R. J., signal maintainer----St. Paul, Minn.
Holder, Carl, machinist-----Milwaukee, Wis.

Kosobucki, Edward P., crane operator-----West Allis, Wis.
Larscheid, P. H., caller-clerk---Green Bay, Wis.
Miller, R. H., section foreman---Maquoketa, Ia.
Steltz, Erwin T., steamfitter---Milwaukee, Wis.

INTRODUCING THE NEW SUBURBAN COACHES. Artist's drawing of one of the 40 double deck stainless steel coaches being manufactured for Milwaukee Road suburban service by the Budd Company of Philadelphia. The first three delivered to the railroad on or about May 15 will be placed on display in the Chicago Union Station and at Fox Lake and Elgin, Ill. As others come off the assembly line, delivery of the entire fleet will be completed in August.

HERE'S HOW one of the world's outstanding collections of early Western rolling stock will look when displayed in the old Haslett Warehouse flanking Aquatic Park on the San Francisco waterfront, destined for conversion to a state historical railroad museum. The collection, now in storage, consists of 25 pieces that include diamond stackers from the old Virginia and Truckee Railway, gear driven logging locomotives and narrow gauge engines from the Arizona desert, "private varnish", the city's first electric trolley and some of the first San Francisco cable cars. Plans call for opening the display to the public late this year.



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PATERFAMILIAS. Upon arriving in Minneapolis Feb. 27 on his last run of 53 years of service, Frank T. Warner, engineer on daily time freight 264, was in for a surprise. Mrs. Warner (center, wearing hat), with their sons Frank Jr., an attorney, and Tom, athletic coach at Cretin High School, together with their daughter and son-in-law, J. J. Mullen, northern sales manager of the M&StL division of the Chicago and North Western, had turned out with the Warners' 25 grandchildren (at 8 a.m.) for a family reception. He was flogged down by the grandson wearing the engineer's cap and holding the lantern. Starting as a fireman on the former HGD Division in October, 1908, Mr. Warner had been on the engineer's roster since November, 1912. Far many years prior to retiring he was local chairman for the B. of L.E. on the Aberdeen Division.



March-April, 1961



FRAMED. The scene is familiar, but you can't place the setting? It couldn't be—yes, it is—although this is perchance the first time the camera has captured the subtle beauty of a landscape in the artful frame created by the coupling of two wedge snow plows.

The little fooler is a view of the Missouri River valley taken in Mobridge Yard by S. J. Christiansen of Marmarth, N. D., a fireman and engineer on the Aberdeen Division, whose camera hobby is railroad subjects.