

**THE
MILWAUKEE ROAD
MAGAZINE**

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To The Milwaukee Road Family

AGAIN, I am extending to you on this page of our magazine my best wishes for the holiday season, and to me the custom becomes more meaningful as it is repeated.

I say this in the belief that during these days, when our thoughts turn to our homes and those close to us—a wife, a husband, our children, our friends—you share my feeling of pleasure in observing with them the customs and traditions which come to us as family heritages. Underlying the religious significance of the season, these celebrations, repeated year after year, form bonds which knit families together over time and distance.

It is only natural, too, that during the holidays we are more aware of our ties in the railroad family, and in that spirit I wish to acknowledge with gratitude your loyalty throughout the year. The past twelve months which brought our railroad many problems also witnessed many outstanding accomplishments, and the fact that the year ahead offers encouraging prospects speaks for your understanding and hard work. Looking back, I am mindful that within the Milwaukee Road family, the custom of "giving" is not seasonal, nor ever has been.

As we pause to enjoy this holy season, I extend to each of you and the members of your families my warmest wishes for a Merry Christmas and a Happy New Year.

The Cover

THIS fancy package is a Christmas season bonus to our readers who will settle for any magazine cover so long as it carries a train. Shown in fresh perspective is a familiar piece of passenger equipment, the Skytop lounge car of the Morning Hiawatha, AND two ornamental members of the modeling profession cast in the role of travelers. Who said it's not possible to eat your pastry and have it, too?

People watchers risked missing their trains when this picture and that on the opposite page were being taken in the Chicago Union Station. The camera artist whose craftsmanship shines through them is Nelson Shawn, one of the country's first rank commercial photographers, whose forte is glamourizing

Fashion models all dressed up to go no place in particular pose aboard a baggage truck in the Chicago Union Station. In the background is one of the new stainless steel bi-level coaches of the fleet of 40 which the Milwaukee Road purchased recently for its Chicago area suburban passenger service.



American womanhood. For the past 10 years Mr. Shawn has had a studio in Los Angeles where he specialized in advertising work and portraiture of theatrical people. Just recently, however, he gave up that business to become affiliated with the Chicago firm of Whitaker Guernsey Inc. The pictures shown here, together with a number of others, were taken for a display which introduced his work to Chicago advertising agency executives.

Why did Mr. Shawn choose a railroad background to photograph his glamorous subjects? "Because everything involving transportation is fascinating to me," he said. "Railroad stations particularly, with their vast dimensions and

lofty ceilings, are intriguing places, and I enjoy shooting around them."

It's not every day that the railroad is photographed by a man of Mr. Shawn's talent, and his request to take pictures in the Union Station was accommodated by spotting the Morning Hiawatha short of the bumper in the train shed. A large crowd congregated while the models posed.

Camera fans aware of the lighting problems which working under an overhead shelter involves will appreciate the quality of Mr. Shawn's technique. The pictures shown here were taken with Ektachrome color film. Black and white negatives were then made from the color transparencies.

• BULLETINS •

CITATIONS FOR OUTSTANDING SERVICE to the National Jewish Hospital in Denver, Colo., named President William J. Quinn among four Chicagoans who have aided the interests of that nonsectarian medical center. The hospital specializes in the treatment of tuberculosis and chest diseases . . . **New Fire Chief** of Milwaukee, Wis., James R. Moher, is a son of Milwaukee Terminals Engineer James Moher who died in 1943. The senior Mr. Moher had more than 40 years of railroad service . . . **Telling "The Wausau Story,"** *Time* magazine has prepared for general mailing a brochure tracing the history of the Employers Mutuals' advertising campaign. Decorating the covers and the first inside copy page is the drawing of the Milwaukee Road station at Wausau, Wis., which symbolizes the campaign to many . . . **Appointed Director of Military Transportation** of the Car Service Division of the Association of American Railroads, a position created to increase the country's defense preparedness, is Joseph J. Kelley of Silver Springs, Md. He has been affiliated with the A.A.R. since 1936, as manager of the Military Transportation Section since 1945 . . . **A Week End of Football**

arranged by the Road's sports travel department in the Twin Cities attracted 100 Montana and Dakota grid fans to the Minnesota-Purdue game in Minneapolis Nov. 18 and the Minnesota Vikings-Detroit Lions contest the following day. Some came from as far west as Butte . . . **Travelers Aiders**, responding to a call for volunteers by the Chicago bureau of the welfare council, took a classroom training course Oct. 17-19. With military units being activated for duty, additional workers are needed at the society's USO lounges in the Union and Grand Central Stations . . . **Alphabet Cake.** An ice cream cake specially decorated to mark the recent demonstration run of British Railways' "South Wales Pullman" from Swansea to Paddington was inscribed "Cyfarchiadau I'r Pullman Newydd Abertawe I Paddington gwasanaeth da a cyflymder." Which means, "Greetings to the new Pullman Swansea to Paddington good service and speed" . . . **Inaugural Run** of Mexico's Chihuahua al Pacifico Railroad, 20 years in the planning and costing \$95 million, was carried out Nov. 23 with a four-train caravan ridden by President Adolfo Lopez-Mateos and 800 dignitaries. The line, which runs from Ojinaga (across the Rio Grande from Presidio, Tex.) to the Gulf of California town of Topolobampo, is expected to unlock the min-

eral riches of the states of Sinaloa and Chihuahua . . . **Ground Floor Options** on the Hoquiam and Peninsula "Railroad" are being offered at \$1 per share (plus 25 cents mailing costs for certificates) to finance a landscaped park featuring a 45-ton Baldwin logging locomotive and other historical relics from the "glory days" of logging in the Hoquiam, Wash., area. Donations assure "lifetime" careers with the company ranging from gandy dancer (1 share) to superintendent (25 shares).



"Get set. He'll be needing us soon!"



The Milwaukee Road Moves the Army

Huge Rail Fleet Transports Red Arrow Division to Fort Lewis



THE Presidential order which recently mobilized Wisconsin's 32nd National Guard for cold war duty had the effect of putting the Milwaukee Road back in military harness. Together with the activation of the famed Red Arrow Division, the Milwaukee was one of four rail carriers called up to transport the Infantry unit from home base to Ft. Lewis, Wash., to get into fighting trim.



The 2,100-mile journey was the largest military movement handled by the nation's railroads since the Korean War, requiring over 633 freight cars and special equipment in 20 trains, plus 17 troop trains. For its contribution to the huge task fleet the Milwaukee marshalled more than 300 flat cars, together with a number of compartmentizer cars,

◀ Above and below: Military personnel supervise the loading of 32nd Division vehicles at the Milwaukee Road's Fairgrounds Park Yard in Milwaukee, Wis.

was loaded immediately at Camp McCoy, Camp Williams, Milwaukee, Madison, Merrill, Tomahawk, Chippewa Falls and Hartford, and departed between Oct. 12 and 20 on the long trip west. The vanguard move was the first involving the use of trailer-on-flat car units for a military exercise.

The dispatching of troops to Ft. Lewis via the Milwaukee was carried out on a staggered schedule. Starting Oct. 24, special passenger trains left from Beloit, Wausau, Milwaukee and Hartland, stopping en route at Janesville, Stoughton, Madison, New Lisbon, Tomah, Winona (Minn.), Oconomowoc, Watertown, Portage, Burlington, Elkhorn and Whitewater. The exodus continued on Oct. 25 as a fourth train originating at Oshkosh picked up troops at Ripon, and was concluded Oct. 26 on two trains which accommodated guardsmen departing from Milwaukee, Waukesha, Janesville, Wisconsin Rapids, Stanley, Chippewa Falls and New Richmond.

More than 6,000 of the 10,000-man force traveled on the military specials. The men were due to report at the Army post near Tacoma on Oct. 29.

The route of the Red Arrow trains was marked by farewell scenes reminiscent, in a subdued vein, of World War II. Station platforms were crowded with wives, relatives and well wishers. Bands played, civic groups passed out

candy, cigarettes and doughnuts, and the men were sent on their way with much flag and hand waving and many tearful goodbyes.

Representatives of newspapers who rode with the troops to the training camp reported that the train accommodations assured good service and a comfortable trip. "The food is good," they notified the people back home. "It is served in a dining car, and there is no KP! The beds are soft—every man has a bunk—and in the troop train excitement there is an underlying pride that the men riding the wheels have been called to do a job."

An unfortunate grade crossing accident just east of Miles City, Mont., the morning of Oct. 25, caused by a loaded gravel truck being driven in front of one of the trains, struck a sobering note, but did not impair morale. The mishap was fatal to the truck driver and five members of the Pullman crew, but injuries among the troops consisted of only a few minor cuts and bruises. The trip was continued on a makeup train, and the troop lift completed Oct. 28.

The handling of the Red Arrow movement was cited as an example of the railroads' ability to convert quickly to the emergency demands of wartime. Praise from the Fifth Army division officers included the comment from Colonel Richard Ballman, chief of staff, that "Their cooperation was tremendous,

It's off to camp for members of the Madison, Wis., National Guard units. Several thousand persons were at the station to see them off. The departure scene was typical of the many throughout the state. (Madison Capital Times photo)



A trainload of tanks being loaded aboard flat cars for departure from Camp McCoy, Wis.

22 Flexi-Vans, and equipment for seven special passenger trains. All of the movements were handled without disrupting regular schedules.

The 10,000-man division identified by the Red Arrow shoulder patch served with distinction in the first World War and was the first National Guard unit called to active duty for World War II. In that conflict it was in combat longer than any other U. S. fighting force. In the present muster of military strength it was again the first activated for regular Army service. Official plans are for it to remain on duty a year or more.

Mobilization orders announced by Maj. Gen. Herbert Smith, division commander, at headquarters in Milwaukee Oct. 15 sent reservists packing in 70 Wisconsin communities. During the week which followed the guardsman units trained at home stations and busied themselves loading on railroad cars the hundreds of jeeps, tanks, artillery pieces, bulldozers, bridging equipment, and tons of other materiel that comprise the division's equipment.

The Milwaukee Road had cars spotted at rail sites within two days of receiving travel orders. Division equipment



A member of an armor unit tightens a tie-down cable on a tank loaded aboard a flat car at Camp McCoy, Wis.



National Guardsmen in training at the Eau Claire, Wis., Armory place their personal baggage aboard a Flexi-Van for hauling by highway to La Crosse, Wis., where the van was loaded onto a Flexi-Van flat car.

and left nothing to be desired. The service was excellent, and aside from a few small instances, we had no crippling delays."

Officers of other guard units alerted to a callup, who were in Wisconsin to observe the coordination of procedures, commented similarly. Among them was

Lt. Col. Robert F. Moore, operations staff member of the Continental Army Command (CONARC), who rode one of the trains to Ft. Lewis. His report to General Herbert Powell, CONARC's commanding general, stated that the entire operation was very well planned and executed.

Milwaukee Participates in "Big Four" Merger Hearings

THE Milwaukee Road is taking an active part in Interstate Commerce Commission hearings on the merger application of the Great Northern, Northern Pacific, Chicago, Burlington & Quincy, the Spokane, Portland and Seattle, and the Pacific Coast railroads. It is the principal railroad competitor of the lines proposing merger.

The Milwaukee's position is one of opposition to the merger unless the ICC imposes safeguards protecting the interests of the public and of the Milwaukee Road. Regulatory bodies in Iowa, Wisconsin and South Dakota have announced support of the conditions sought by the Milwaukee, as have municipalities, chambers of commerce, other civic groups and many industries.

Representing the Milwaukee at hearings initiated in St. Paul Oct. 13-17 and resumed in Minneapolis starting Dec. 5 (as this magazine was going to press) were R. K. Merrill, commerce counsel, Chicago; S. W. Rider Jr., solicitor, Minneapolis; and W. H. Ploeger, assistant general attorney, Seattle. Tentative plans call for additional sessions to be held in Chicago, Des Moines, Ia., Milwaukee, Duluth, Minn., Aberdeen, S. D., Bismarck and Fargo, N. D., Helena and Billings, Mont., Seattle, and Portland, Ore.

You can't win. If a man's after money, he's money-mad; if he keeps it, he's a capitalist; if he spends it, he's a play-boy; if he doesn't get it, he's a ne'er-do-well; if he doesn't try to get it, he lacks ambition. If he gets it without working for it, he's a parasite; and if he accumulates it after a lifetime of hard work, people call him a fool who never got anything out of life.

—London Daily Sketch

A Railroad Crisis Is a Defense Crisis

Turning our attention to the ultimate deterrent of war—a powerful defense machine—we must realize sooner or later that neither armies nor weapons can function without transport. And today, as in the past, military transport means railroads. As a reminder, 97 per cent of our troops and 90 per cent of our military freight in World War II moved by rail.

Thus, a railroad crisis is a defense crisis.

The basic problems have not changed in 20 years. They have merely grown more oppressive as the condition of the railroads has grown more critical—and while numerous Government bodies produced 300 pounds of studies and recommendations which are gathering dust.

Therefore, the evils—archaic and discriminatory regulation and taxation, subsidy of highway, waterway and air transport—are well known. The remedies can only be provided by Congress—and they are needed now as never before.

That the long-needed reforms have not been enacted in the present session is unfortunate . . . but the very least the legislators can do on reconvening in January is to give priority to these vital tasks and a green light to our defense build-up.

To make sure that they do, every American should tell his Congressman and his Senators while they are home that he wants this job done. If only those whose families are represented in the armed forces—or likely to be—will make this effort, our public servants can hardly withhold this essential support to our arms on their return to Washington.

—The Harlowton (Mont.) Times, Oct. 12, 1961

Gold Rush Days at Bensenville

FRONTIER times—of the old frontier, that is—were relived at Bensenville, Ill., Oct. 7 against a background of railroad history. Climaxing the week-long observance of its 12th annual Gold Rush Days, the village unveiled an 86-ton steam locomotive as a monument to its leading industry.

In recognition of the Milwaukee Road's close ties with the community, officers of the company were invited to participate in the double barreled celebration. Representing the railroad at the "Iron Horse" dedication, V. E. Glosup, assistant vice president-operation, chief engineer, spoke on a program which included addresses by Mayor Richard Thomas; William Redmond, representative of the 36th Illinois District and village attorney; Charles Thiess, chairman of the locomotive committee; and Bob Nichols, chairman of the park commission. Other witnesses to the traditional "gold" spike ceremony were J. A. Jakubec, assistant to vice president-operation, G. H. Kronberg, director of public relations and advertising, and R. R. Brown, general superintendent of the Chicago Terminals-Terre Haute Division, all of whom worked with the locomotive memorial committee members.

The days of '49 celebration is the Bensenville Lions Club's yearly fund raising drive to finance aid to the helpless and needy and meanwhile provide the villagers with an opportunity to have a ripsnorting good time. Although the theme has no connection with local history, Bensenville people go all-out for donning frontier costumes, growing beards, and parading western style. Merchants offer old time "general store" sales, pretty girls compete for beauty queen honors, and civic organizations plan fun for kids of all ages.

The festivities of Oct. 7, a sunny

V. E. Glosup, assistant vice president-operation, chief engineer, speaking at the dedication of the steam locomotive in Central Park. At the right is Barbara Alund, Miss Bensenville Locomotive Monument Queen, and at the rear of the platform, in back of her court of honor, are J. A. Jakubec, assistant to vice president-operation, who was a judge of the beauty queen contest (left), with G. H. Kronberg, director of public relations and advertising.



Bensenville small fry get a close look at the steam locomotive under the watchful eye of a be-whiskered "Forty-niner". The locomotive was donated to the village by the Chicago Gravel Company, Elgin, Ill. (For the record, the "Forty-niner's" size 15 footies are falsies.)



Saturday, got underway in the morning with a hunt for "lost gold mine treasure" staged for children at the Blackhawk Junior High School. Following the treasure hunt—a search for candy coins scattered over the high school field—the ladies of the Bensenville Community Church served a "ranch house" barbecue dinner.

In the afternoon, leading off the big parade, the Fenton High School marching band set the tempo for a turnout of floats and vintage automobiles, and parading townsfolk dressed as cowgirls and cowpokes, Indian Chiefs, prospectors and similar gold rush characters. Costume prizes were awarded, while those who disregarded the edict to "dress up, or else" stood trial at a kangaroo court.

The parade ended at Central Park, where Miss Barbara Alund, a 17-year-old Fenton High School student, was crowned Miss Bensenville Locomotive Monument Queen, and the steam locomotive was assigned its symbolic role. Still later, a 14-piece band provided foot-stomping music for a dance at the Flick Reedy plant, renamed for the occasion El Rancho Grande Ballroom.

The all-day show involved many Milwaukee Road people among the 500 or so employed at Bensenville Yard, as well as Chicago general office employes who live in the suburb. At the "Iron Horse" dedication, Mr. Glosup spoke of the close bond between the railroad and the community, and reviewed briefly the history of the line which serves it, starting with construction work between

Chicago and Elgin, Ill., in 1873 and through the period prior to 1917 when the Road's operation at Bensenville was known as Godfrey Yard.

Citing that the extensive rebuilding the yard underwent in 1917 subsequently established Bensenville as a significant railroad location, he added that the Flexi-Van and trailer-on-flat car facility at the East End, presently in the expansion stage, is expected to become a very productive operation. The Milwaukee, he pointed out, has also been instrumental in the extensive industrial development taking place immediately south of Bensenville Yard in the Clearing industrial district, from which both the railroad and the village stand to benefit.

Ground Breakings at Cedar Rapids, Iowa Signal Industrial Expansion



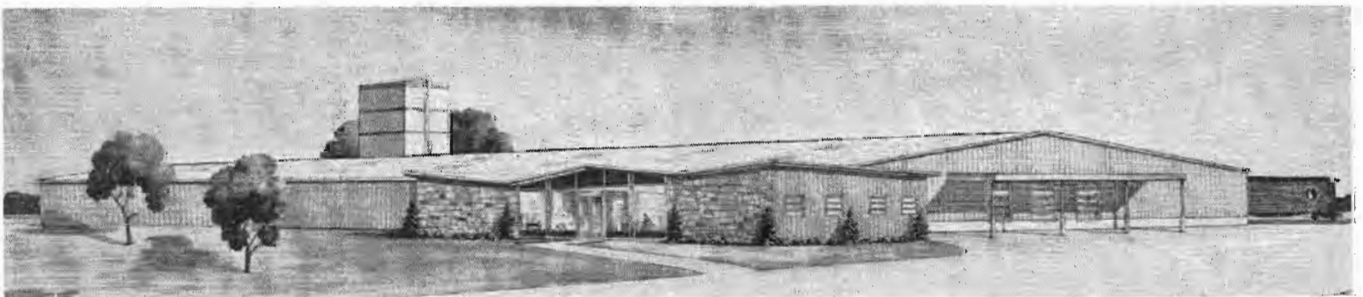
Joining in the ground-breaking for the new Nash-Finch plant at Cedar Rapids, Ia., are, from left: the railroad's G. J. Edwards, district freight and passenger agent, and M. W. Van Sickle, general agent, Cedar Rapids; also W. D. Swanson, industrial engineer, Chicago; Mayor Jim Meaghan; William Crawford, vice chairman of the Chamber of Commerce civic planning fund committee; W. M. Valentine, president of Sun Mart stores; George Griffith, chairman of the Chamber's Industrial bureau; Public Improvements Commissioner Woody Stolba; Robert Caldwell, Chamber executive; Lloyd Salter, Nash-Finch distributing center manager; Lester Schwartz, Nash-Finch vice president; and Dudley Henderson, Linn County supervisor; (unidentified).

RECENT ground breakings in the Milwaukee Land Company's 215-acre industrial plant site at Cedar Rapids, Ia., which has been developed by the railroad's subsidiary company with the cooperation of the city, signaled the expansion of facilities by two large Cedar Rapids firms.

The Nash-Finch Company, currently doing business from two locations in Cedar Rapids, will combine both operations in a new warehouse on an 11-acre tract between Blair's Ferry Road and the Milwaukee Road tracks. Likewise, Vigortone Products, Inc., which has occupied its present plant for more than 30 years, has started construction on a manufacturing and office building which will occupy a 3½-acre site on Blair's Ferry Road NE, west of C Avenue. As announced by S. J. Cooley, director of industrial and real estate development, both will be served by Milwaukee Road spur tracks.

The Nash-Finch structure, of steel and

An artist's drawing of the Vigortone Products, Inc., plant scheduled for completion next spring.



Cheaper by Auto or Rail . . . ?

Advertising Sells the Story



IN what is known as "Greater Chicagoland", the Milwaukee Road has launched a campaign which is serving to alert suburbanites to the advantages of patronizing its improved commuter service. Shown here is an advertisement currently appearing in suburban newspapers which spells out the comfort features of the Road's new bi-level stainless steel coaches, and the money-saving ways of train travel. In addition to riding relaxed and worry free, it points out, the actual saving figures, for most people, to more than the price of weekly lunches.

Throughout October a similar message was carried to the radio audience of five and a half million which regularly tunes in on early morning reports of news and the weather. The programs involved were WMAQ's "Henry Cooke Show", the WCFL traffic report on "The Dan Sorkin Early Bird Show", and WGN's "Trafficcopter" report of traffic conditions to Chicago area motorists direct from a helicopter which is featured on "The Eddie Hubbard Show".

Each day of the week, Monday through Friday, these popular early

morning broadcasts brought people of Chicago and its suburbs news of the Milwaukee's new equipment in spot commercials, of which the following is an example:

"Traffic problems, dented fenders, frazzled nerves—what a way to start a day! Then *don't!* Instead of driving to work, switch to the Milwaukee Road's 'new look' in commuter coaches. Sparkling, stainless steel, bi-level beauties—climate controlled to beat unpredictable Chicagoland weather. Electrically heated—wonderful seats—schedules to bring you and take you back when you want to go. Park at the station nearest you—ride the Milwaukee Road's stainless steel commuter coaches. And save!"

In terms of cost, what does train commuting versus auto travel save the average suburbanite in the Chicagoland area? A study based on a round trip between a town 21 miles from the downtown business district by both tollway and railroad provides the answer. Whereas the trip by auto added up to 58 minutes in point-to-point elapsed time and cost \$5.71 (42 miles at eight

How to change the weather

Ride the Milwaukee Road's new bi-level suburban trains

It's always "fair weather" when you take the Milwaukee Road's new bi-level trains to and from work. Why fight the elements? Leave the weather. Leave your car at home. Ride safe and snug in perfect comfort in these new stainless steel beauties. Read. Relax. Now commuting is a pleasure. And you can buy your lunches on what you save.

THE MILWAUKEE ROAD

This advertisement is currently bringing news of the Milwaukee Road's improved commuter service to the Chicagoland area.

cents a mile, plus \$1.75 for parking and 60 cents for tolls), the train trip, including the walk to and from the station, took 42 minutes and cost \$1.65, exclusive of the 10 per cent federal excise tax (and would have been less on a commutation ticket).



Popular Chicago radio personalities who were involved in the spot commercials. Left to right: Henry Cooke (WMAQ), Dan Sorkin (WCFL), Eddie Hubbard (WGN), "Trafficcopter" Officer Irving Hayden (WGN).

concrete block, will encompass about 134,000 square feet of floor space with a maximum width at the rear, adjacent to the railroad tracks, of 410 feet, and a maximum depth of 369 feet. Warehousing will be in a large square area having an enclosed loading dock with 8 doors and a capacity of 16 semi-trailer trucks. Adjoining it will be a repair garage for servicing company vehicles.

Extending from the rear of the main section will be a 30,000 square foot refrigerated and air conditioned area for handling perishables and frozen foods. The 10-below-zero room for frozen foods will have about 100,000 cubic feet of space—the equivalent of 60 boxcar loads. In actual use it will store some 35 carloads of frozen foods. The Milwaukee Road spur will enter the building through this wing, enabling boxcars to be moved into both the main

warehouse and perishable foods areas.

In the center of the L formed by the two sections will be a lower area designed as air conditioned office space.

Material handling in the building will be with fork trucks and pallets. Because of its size, employees will use bicycles and electric scooters for traveling through the warehouse section. The plant is to be operated 24 hours a day and to serve as the distribution center for all Nash-Finch interests in northern Iowa. Included in the distribution network are the stores of the Sun Mart group, the Nash-Finch owned Clifton stores, the company's Jack and Jill franchise stores, and independent super markets—some 200 stores in all.

The Vigortone Products plant will be constructed of steel and concrete with a stone fronted office area. Approximately 45,000 square feet of the building will

be devoted to manufacturing and warehousing, exclusive of space for offices and a school-conference room. The company manufactures pre-mixes for developing complete rations on the farm for cattle, hogs, sheep and poultry.

The building will house 9 separate steel bins with a capacity of 700 tons of bulk ingredients, a yeast plant, mixing and blending areas, and a product development center. The Milwaukee Road siding will abut on a loading dock at the rear, in addition to which a truck dock will be located on the east side of the building.

The new facility will enable the company to produce some 150 tons of vitamin, mineral and antibiotic pre-mixes per day. When it is completed in the spring, it will supply 24¹/₂ warehouses and distribution points throughout the country. Vigortone products are sold di-

rectly to the farm trade through more than 1,000 dealers.

Industrial Growth at Franklin Park

CONSIDERABLE building activity is also underway at the Road's Franklin Park Industrial District near Bensenville Yard, where the United States Plywood Corporation recently opened a new one story warehouse and office building. The 67,500 square foot structure, which replaces a 60,000 square foot warehouse in the city, is on a 220,000 square foot tract of land at the southwest corner of Seymour and Carnation Streets in the west Chicago suburb. It is the newest building to be opened in the industrial district, in which nine other companies, mostly lumber firms, had previously located.

Among other companies presently building there, the Weyerhaeuser Plywood Division has under construction a

View in a westerly direction of the new warehouse and office building of the United States Plywood Corporation in the Franklin Park industrial district. The trackage at the rear of the plant connects with Bensenville Yard, lying out of picture range at the left.



45,000 square foot warehouse on a 120,000 square foot site immediately south of the United States Plywood plant. Also under construction is a 10,000 square foot addition to the Triangle Plywood Company's warehousing facility at Waveland and Carnation Streets. At the latter intersection, too,

the Georgia Pacific Corporation will shortly break ground for a 30,000 square foot warehouse for its paper division.

Since the Franklin Park industrial development area, comprising 150 acres of land, was opened in 1953, the railroad has sold a total of about 70 acres of desirable plant sites there.

A Visit With Poet Robert Frost



Poet Robert Frost talks with Charles Foster, dean of English at the University of Minnesota, at a press conference in the Minneapolis station lounge. (Minneapolis Morning Tribune photo)

PULITZER Prize Poet Robert Lee Frost rode the Afternoon Hiawatha from Columbus, Wis., to Minneapolis Oct. 17, and every Milwaukee Roader involved with the trip saw to it that the venerable man of letters got red carpet treatment. On an alert from R. K. Hurlbut, general agent at Madison, Wis., the train stopped at Columbus twice. The first time it took on coach passengers. Then, in deference to Mr. Frost's 87

years, it was moved forward and stopped again, so he could board the parlor car at the rear direct from the station platform.

At Minneapolis, Yardmaster James E. Harding helped him off the train and then drove him to the station entrance in his own car. "Considering his age," said Yardmaster Harding afterward, "I thought he might be tired, but he's the sharpest 'old' man I ever met. And

jolly, too. He didn't miss a thing, said that Minnesota reminded him of his home in Vermont."

Later, at a press conference in the station lounge, Mr. Frost expounded about many other things, including world conditions, a lecture he was to give the following day at the University of Minnesota, and about a man he met on the train.

"Some say the world will end in fire, some say in ice. From what I've tasted of desire, I hold with those who favor fire", he said, quoting himself. "Yes, I wrote that, and I believe it. Lord of creation, but it's a funny world. And a wonderful world.

"Kennedy—he did a lot for me, letting me read that poem at the inauguration. I'm glad I'm not in his shoes, because I'm old and impetuous. If I were there, I might get us into trouble.

"At home every morning I read the paper—to help me decide where I stand on the world and the flesh and the devil that day. I make up my mind every morning, same as I make up my bed. I read the front page and the market and sports. It's one reason why you don't want to die. You want to see how things will come out.

"No, the world isn't going to pot. I met an exterminator on the train, and he said nothing could be exterminated—not bedbugs or lice or cockroaches. So there's hope for us. And if we're no good, we might as well be exterminated."

Mr. Frost no longer hears well, but it was observed that his eyes are those of a young man—lively and amused. As Yardmaster Harding observed, nothing gets by him.

RETIREMENT * REUNION TONIGHT!



FOR the amount of fun it provided, the annual all-employee retirement-reunion in Minneapolis Oct. 5 emerged from the series as not only a good one, but in many ways the best ever held. Living up to its "don't miss" reputation, the salute to all Milwaukee Roaders with duties in the Twin City Terminal area who retired this year again proved to be consistently enjoyable.

The affair, held as usual at the Calhoun Beach Hotel, had a guest list of about 60, of whom a good number were able to be present, and a total attendance of some 350 employees. A social "mixer", which provides employes honored in previous years with an opportunity to visit with their friends, preceded the traditional smorgasbord dinner and the

A group of employes honored at the retirement-reunion pictured with members of the planning committee. Standing, first row, left to right: Trainman A. F. Miller, Aberdeen Division; Traveling Engineer C. M. Hallum, Twin City Terminals; Yard Conductor W. P. Schwab and Yard Clerk A. N. Kobilka, St. Paul; Yard Conductor H. H. Nelson, Minneapolis; Machinist M. E. Neuwirth, St. Paul; Switchman W. E. Gillick, Minneapolis; Car Inspector D. S. Harrington, St. Paul; and Laborer Dan Nelson, Minneapolis. Top row, from left: Engineer F. T. Warner, Aberdeen Division; Laborer Casper Komar, St. Paul; Lead Clerk H. E. Mankins and Flour and Grain Agent C. L. Matzoll, Minneapolis; and Engineer E. A. Hedberg, La Crosse Division. Seated, left to right, are committee workers Agent W. P. Radke of St. Paul, Minneapolis Stationmaster J. J. Taylor, Local Freight Clerk Elizabeth Hessburg, Police Department Secretary Ruth Lindegren, Telegraph Office Employee Dianne McCarthy, PBX Operator Marion Cashill, Supervisor of Passenger Train Personnel W. R. Manion, and C. A. Volstead, secretary to superintendent at St. Paul.

entertainment which followed. This year's featured entertainers were a barbershop chorus and a five piece orchestra. Some of the best entertainment was whipped up by the audience itself, which, referring to specially printed song sheets, staged an old-time community sing.

Another holdover tradition from previous parties, the dance which rounds out the evening, went on until a late hour. Under the spell of music and railroad fellowship, it was felt that the orchestra played "Auld Lang Syne" all too soon.



Taking in the fun from a ringside table are, front and clockwise: M. F. Thori, chief rate clerk, Minneapolis regional data office, who served on the planning committee; M. J. Mitchell, recently retired traffic manager of the Ford Motor Company in St. Paul; Marion Cashill, PBX operator, St. Paul; Mrs. F. J. Kuklinski with Superintendent Kuklinski, Twin City Terminals Division; Mrs. D. W. Spencer with Mr. Spencer, grain marketing representative in Minneapolis; and Elizabeth Hessburg, Minneapolis local freight office employe.



H. E. Mankins, lead clerk in the Minneapolis baggage department, and wife being introduced to the assemblage by W. R. Manion, supervisor of passenger train personnel, who was master of ceremonies.

The Bloomington Barbershop Chorus setting the style and pace for the audience songfest. W. O. Ray, of the agent's office in Minneapolis, is in the center of the back row.



In the Retirement Spotlight



Good wishes extended to C. B. Hanover at the luncheon in his honor included those of President William J. Quinn (right) and V. E. McCoy, chief purchasing officer.

C. B. HANOVER

A RAILROAD career marked for loyalty and distinguished service was concluded on Sept. 30 with the retirement of Clarence B. Hanover, assistant to chief purchasing officer. A large number of fellow officers and associates honored him at a luncheon held in the Fred Harvey Restaurant in the Chicago Union Station, in addition to which he was presented with a watch as a farewell token from his many purchasing and stores division friends.

Mr. Hanover, who retired short of the age of 65 at his own request, is a native of Necedah, Wis., who started with the Road in 1919 in the stores department at Tomah, Wis. Subsequently he served as chief clerk to the storekeeper at Savanna, Ill., and to the district storekeeper at Miles City, Mont., until 1926 when he became division storekeeper at Austin, Minn. He was advanced to chief clerk to purchasing agent in Chicago in 1938, since when he had served in various positions, including that of purchasing agent from August, 1947 to January, 1961. He became assistant to chief purchasing officer on Feb. 1 of this year.

Mr. Hanover and his wife Winnifred will continue to make their home in suburban Libertyville. They are the grandparents of three boys, the children of their daughter Mrs. P. J. McGowan, who lives in Lake Forest, Ill.

A. B. MONTGOMERY

A. B. MONTGOMERY, whose railroad career spanned 41 years of service in the Road's Chicago-Fullerton Avenue accounting department, relinquished the position of auditor of passenger accounts on Dec. 1. His retirement at the age of 65 was observed with a luncheon

held in the Chicago office building at which he was honored by 27 accounting officers and supervisors. A "remembrance" booklet containing the signatures of several hundred other associates bore testimony to the good wishes which marked his leave-taking of the railroad.

Mr. Montgomery is a native of Louisville, Ill., who entered the railroad field with the American Express Company at Moline, Ill., in 1917. During the war which followed he served in the Navy with the rating of first class pharmacist

Accounting department officers who attended the retirement luncheon in honor of A. B. Montgomery, auditor of passenger accounts (second from left), included left to right: R. S. Stephenson, retired vice president-finance and accounting; C. E. Crippen, vice president-finance and accounting; and R. F. Kratochwill, comptroller.



mate, and later was employed briefly by the Railway Express Agency before entering the employ of the Milwaukee in August, 1920.

Starting as a bookkeeper in the auditor of expenditure's office, he was advanced to bureau head in 1925, and to

R. P. KAUPPI

RALPH P. KAUPPI, auditor of expenditure at Chicago headquarters, took leave of the Road Oct. 31, retiring at his own request under the company's pension plan. A dinner party given in his honor



Accepting congratulations his last day on the job, R. P. Kauppi posed for this picture with accounting department associates. Standing are, from left: R. G. Hoefs, chief disbursement accountant; W. C. Wilson, assistant auditor of expenditure; W. M. Bert, assistant supervisor of machine accounting; E. B. Gehrke, Mr. Kauppi's successor as auditor of expenditure; E. H. Sowle, paymaster; and H. C. Johnson, assistant comptroller.

by fellow officers and accounting associates marked the conclusion of a railroad career spanning 47 years.

Mr. Kauppi, a native of North Dakota, started railroading in 1916 as an office boy for the M&StL, from which he transferred two years later to the Great Northern. He came to the Milwaukee Road in 1921 as division accountant at Aberdeen, S. D., and in 1932 was transferred to Chicago as assistant district accountant. Subsequently he served in the latter capacity in Milwaukee. With the consolidation of accounting forces in Chicago in 1940, he was advanced to assistant chief disbursement accountant.

From August 1946 to September 1949 he served on the President's Committee, following which time he was appointed assistant auditor of expenditure. He had been auditor of expenditure since 1955.

Upon leaving the railroad, Mr. and Mrs. Kauppi moved to a new home they had purchased in Richmond, Ill. They have a son, Thomas, and a daughter, Mrs. Roy Prange (Marjorie), both of whom have worked for the Road.



W. J. Soske (left) has a last-day-on-the-job discussion with Tax Commissioner M. L. Boydston.

W. J. SOSKE

THE tax department lost one of its mainstays on Oct. 31 when W. J. Soske, tax agent with headquarters in Chicago, retired from active service. The members of the force conveyed their "good wishes and affectionate regard" at a luncheon in his honor.

Bill Soske started his business career in the Road's commissary department in Chicago in 1917, but had barely become acquainted with railroading when World War I was declared. Enlisting in the Army, he served for the duration in France, being discharged with a first lieutenant rating.

After the war he was out of railroad service until 1940, when he entered the valuation department of the Rock Island. In 1944 he joined the Milwaukee's valu-



Sales Kits Cited for "Award of Merit"

IN recognition of developing an outstanding program for promoting freight traffic, the Milwaukee Road was one of four American railroads cited for an "Award of Merit" in the Golden Freight Car competition for 1961. Pictured accepting symbolic plaques at the annual dinner of the Railway Progress Institute, sponsor of the competition, in Chicago Nov. 16 are, from left: G. H. Kronberg, director of public relations and advertising; President William J. Quinn; J. B. Keithley of the J. Walter Thompson Company, account supervisor for the railroad's advertising program; and W. A. Dietze, retired director of public relations and advertising. Similar plaques were conferred on W. W. Kremer, vice president-traffic; W. D. Sunter, general freight traffic manager-sales and service; and P. L. Cowling, assistant to president.

The merit award took cognizance of the Milwaukee's sales promotion efforts centering on the Sales Kits carried by its traffic representatives to furnish shippers and potential customers with visual exhibits of the broad and efficient services the railroad provides. Recognition was made of the fact that the program is new in concept and unique in treatment, as well as thorough in planning and execution, and effective in its ultimate goal: to increase freight business.

ation department, from which he transferred to the tax department position in 1950.

For the present, Mr. Soske and his wife Irene will retain their home in Berwyn, Ill., where they have many community interests. Mr. Soske has served there as board chairman of the Selective Service System of Illinois since 1941, and as Commander of Berwyn Post 422 of the American Legion, which has honored him with a gold "lifetime" membership card.

Fred N. Hicks

FRED N. HICKS, who retired as passenger traffic manager of the Road in 1947, died in St. Petersburg, Fla., Oct. 24, after a lingering illness. He was 79 years of age.

Mr. Hicks, a native Chicagoan, entered railroad service in 1898 with the Lake Erie & Western, a predecessor of

the NYC&StL, and was also employed in the traffic department of the Chicago, Indianapolis & Louisville from 1900 to 1904, when he joined the Milwaukee Road.

Starting as traveling freight and passenger agent in Philadelphia, he became traveling passenger agent at Indianapolis in 1906, city passenger agent in Chicago in 1911, and New England freight and passenger agent with headquarters in Boston in 1917. In 1920, following two years when he was out of railroad service, he became general agent in Chicago and subsequently served in the same capacity in Milwaukee. He was appointed assistant traffic manager of the Road's western region at Seattle in 1924, and passenger traffic manager in Chicago on May 1, 1938, retiring from the latter position on Dec. 31, 1947.

Funeral services were held at a mortuary in Indianapolis. He left no survivors, having been preceded in death by his wife and son.

Chicago Fetes "Outstanding Working Girl"

A MILWAUKEE ROAD white collar girl who gets a lot of fun out of spending her spare time for the benefit of others learned recently that good deeds are sometimes rewarded with pleasant surprises. As a result of her service and welfare activities, Emily McDyer, a timekeeper in the chief disbursement accountant's office, was acclaimed one of Chicago's 15 outstanding working women during the observance of National Business and Professional Women's Club Week.

The group cited for recognition included careerists in various fields, and women who fill lesser positions with distinction. As one of the honored number,

Emily was feted by several hundred business executives at a civic luncheon held in the Palmer House Oct. 2 to mark the opening of a three-day "Salute to Women Who Work". She was also presented with a corsage and an appropriately engraved gold charm bracelet disk. Climaxing the occasion, the group later appeared on a WGN-TV news broadcast, with Emily being introduced as a representative of the transportation industry.

The individuals thus honored were selected by members of their own professions and by organizations in which they are active. Emily, who serves on the projects committee of the Metropolitan



Emily McDyer is congratulated by her "boss", Assistant Comptroller H. C. Johnson, on being named one of Chicago's outstanding white collar girls.



On the Bumper Beam

BUMPSY-DAISY! There's more than fun, however, to the bumper sticker campaign being carried out by the National Association of Railway Business Women to protect the nation's highways—and make them safer—while encouraging the movement of more heavy freight by rail. Shown here putting some zing into the "Preserve Our Highways—Ship Freight By Railways" message are, from left: Elaine Perkins of the C&O, president of Cleveland Chapter; Sophia Kangas, NKP employe who originated the idea; Kitty Carroll of the C&O; and C&O'er Bess Bowling, national NARBW president.

The campaign, part of the NARBW Public Affairs program of which the Milwaukee Road's Grace Johnson, secretary to general superintendent in Milwaukee, is chairman, aims to remind taxpayers that a good part of the billions of dollars spent for national highways subsidizes the operations of commercial users; that a large percentage of for-hire vehicles have mechanical defects which constitute a safety hazard; and that many operate illegally, thus contributing to the woes of regulated carriers. The stickers are priced at \$7.50 per hundred, or two for 15 cents. They are being sold by local chapters, or can be ordered from Cleveland Chapter NARBW, P. O. Box 6543, Cleveland 1, Ohio.

Business and Professional Women's Club, represented 25 chapters of the Business and Professional Women's Clubs, District 1.

But club work is only one element of Emily's fun-in-giving program. Ever since the end of World War II, when she returned to the railroad from service in the Women's Army Corps, she has busied herself with worthwhile causes sponsored by American Legion and Veteran groups. Currently she is Commander of the Legion's Merchandise Mart Post 871, a member of Mel Tierney Post 247 of the Legion Auxiliary, ways and means chairman of the Women's Army Corps Veterans Association, and national corresponding secretary for the Women's Overseas Service League.

Her major interest is the rehabilitation of disabled and handicapped combat veterans. The projects closest to her heart are helping at the Veterans Administration Research Hospital in Chicago and acting as Veterans Administration Volunteer Service Representative for the WAC-VETS and others confined to the Downey VA Hospital at Downey, Ill. At the latter she assists with the entertainment of mental patients.

More, Emily collects discarded eye glasses for "Eyes For the Needy" and serves as a registered volunteer worker for the National Epilepsy League. At this time of the year she assumes the obligation of selling the League's annual Advent-Christmas calendar.

A time-consuming program? That's right, but one which is richly rewarding, according to Emily. "I'm kept pretty busy", she says, "but I get as much or more in return; a feeling of genuine accomplishment. And I meet such wonderful people that I feel amply repaid for everything I do."

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APPOINTMENTS

Finance and Accounting Department

Effective Nov. 1, 1961:

E. B. Gehrke, assistant auditor of expenditure, is appointed auditor of expenditure, following the retirement of R. P. Kauppi.

W. C. Wilson, chief disbursement accountant, is appointed assistant auditor of expenditure.

R. G. Hoefs, assistant chief disbursement accountant, is appointed chief disbursement accountant.



W. S. McKee



W. B. Fisher



E. B. Gehrke



E. P. Barnes

Traffic Department

Effective Sept. 1, 1961:

C. E. Jones, chief clerk to general freight agent-rates, Seattle, is appointed traffic analyst-traffic research department, Chicago.

Effective Oct. 16, 1961:

J. P. Conlin, city freight agent, San Francisco, Calif., is appointed traveling freight and passenger agent, San Francisco.

R. M. Mortenson, chief clerk, Indianapolis, Ind., is appointed city freight and passenger agent, Sioux City, Ia.

J. Lucchesi, city freight agent, Butte, Mont., is appointed assistant district representative, rail-highway sales, Chicago.

R. D. Walston, chief clerk, Cincinnati, Ohio, is appointed city freight and passenger agent, Denver, Colo.

R. J. Franzwa, city freight and passenger agent, Denver, Colo., is appointed traveling freight and passenger agent, Indianapolis, Ind.

November-December, 1961



AT THE ANNUAL DINNER OF THE MILWAUKEE TRAFFIC CLUB, held in the Milwaukee Auditorium on Oct. 31, guests at the speaker's table included, from left: F. G. McGinn, vice president-operation of The Milwaukee Road; R. B. Birchard, general agent, Milwaukee; President William J. Quinn; L. B. Smith, president of the A. O. Smith Corporation; and W. W. Kremer, vice president-traffic of the railroad. Mr. Birchard, who is president of the traffic club for 1960-61, gave the welcoming address on the program, which featured H. Roe Bartle, mayor of Kansas City, Mo., as the principal speaker.

J. F. Ricken, chief clerk, San Francisco, Calif., is appointed city freight and passenger agent, San Francisco.

R. O. Hansen, chief clerk, Duluth, Minn., is appointed city freight agent, New York, N. Y.

E. L. Johnson, city freight agent, Sioux City, Ia., is appointed traveling freight and passenger agent, Sioux City.

G. A. Sansverie, city freight agent, New York, N. Y., is appointed assistant district representative, rail-highway sales, Chicago.

R. G. Williams Jr., city freight and passenger agent, Pittsburgh, Pa., is appointed traveling freight and passenger agent, Green Bay, Wis.

G. E. Thomas, chief clerk, Pittsburgh, Pa., is appointed city freight and passenger agent, Pittsburgh.

G. F. Meintzer, traveling freight agent, Milwaukee, is appointed district freight agent, Green Bay, Wis.

Effective Nov. 1, 1961:

B. H. Desens, chief clerk to traffic manager, Seattle, Wash., is appointed chief clerk to general freight traffic-manager-sales and service, Chicago.

Effective Dec. 1, 1961:

W. S. McKee, assistant to vice president-traffic, Chicago, is appointed assistant traffic manager with office at Seattle.

W. B. Fisher, general freight agent, Seattle, is appointed general commerce agent, Chicago.

R. D. Johnson, commerce agent, Chi-

ago, is appointed assistant general commerce agent, Chicago.

G. M. Williamson, assistant general freight agent, Seattle, is appointed general freight agent, Seattle.

Tax Department

Effective Nov. 1, 1961:

E. P. Barnes, chief clerk in the tax department, Chicago, is appointed tax agent, Chicago, following the retirement of W. J. Soske.

K. W. Miller, stenographer-clerk in the tax department, Chicago, is appointed chief clerk.

Purchases and Stores Division

Effective Nov. 1, 1961:

W. O. Rogers is appointed traveling storekeeper at Milwaukee Shops, Wis., following the retirement of W. J. Kutter.

H. W. King is appointed general foreman at Milwaukee Shops, Wis., succeeding W. O. Rogers.

Operating Department

Effective Nov. 1, 1961:

K. O. Schoeneck, assistant superintendent of the Milwaukee Terminals, Milwaukee, is appointed assistant superintendent, Chicago Terminals, with headquarters in Chicago.

D. H. Orr, switchman at Savanna, Ill., is appointed trainmaster, Milwaukee Terminals, with headquarters in Milwaukee.



Luncheon scene in the ballroom of the Radisson Hotel, Minneapolis. Approximately 105 attended.



At the get-together luncheon in the Carnival Room of the Wisconsin Hotel in Milwaukee. More than 200 were present.

WOMEN'S CLUB DISTRICT MEETING HIGHLIGHTS . . .

Members of the general governing board and general executive committee who attended the Milwaukee district meeting. Seated from left: Mrs. O. P. Catlin, general director, Mrs. W. R. Dolan, second vice president general, and Mrs. H. A. Scandrett, former honorary president general, all of Chicago; Mrs. C. C. Steed, president general, Milwaukee; Mrs. H. Helgerson, general advisory officer, Green Bay; and Mrs. F. T. Ross, general director, Chicago. Standing from left: Miss E. N. Lindskog, secretary general, Chicago; Mrs. Oscar Bond, general constitution chairman, Terre Haute; Mrs. R. Vannella, treasurer general, Bensenville; Miss M. McNicholas, recording secretary general, Chicago; and Mmes. R. Rathbun and H. F. Shannon, general directors, of Milwaukee and Savanna, respectively.



How railroad women can help to protect family security threatened by the legislation known as the "Hoffa Bill" was discussed frankly by the Milwaukee Road Women's Club at district meetings in Minneapolis on Sept. 20 and in Milwaukee Sept. 22-23. The subject was introduced by Miss Etta N. Lindskog, secretary general, who reviewed the consideration given Bill S 1197 by the last Congress, and read a message from President William J. Quinn which outlined the effect its passage would have on our railroad.

In the wake of the Senate Commerce Commission's decision to postpone action on the bill until next year President Quinn had written to our employes, "This deferral undoubtedly was brought about in part by those who wrote to their Congressmen expressing their views. It must be emphasized, however, that the detrimental legislation proposed in the bill has not yet been defeated and those of us who are vitally concerned about the welfare of the railroad industry must not relax our efforts to make our voices heard effectively when the substance of the legislative proposals contained in this bill is again placed under consideration in the Congress."

A total of 34 of the club's 55 chapters

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General governing board and general executive committee members at the meeting in Minneapolis. Seated from left: Mrs. W. E. Swingle, general director, Chicago; Miss Lindskog and Mrs. Steed; and Mrs. A. G. Hillebrandt, general advisory officer, Portage. Standing, from left: Mrs. R. A. Burns, general welfare chairman, St. Paul; Mmes. R. E. Melquist and G. E. Benz, first vice president general and general advisory officer, respectively, Minneapolis; Mrs. J. Trapp, general director, Harlowton; Mrs. Shannon and Miss McNicholas; and Mrs. A. L. D'Amico, general director, Aberdeen.



Chapter presidents (unless identified otherwise) who delivered reports at the Minneapolis session. Seated, from left: Mrs. D. Tracy, Portage; Mrs. R. A. Burns, St. Paul; Mrs. E. R. Berkey, Spokane; Mrs. S. Kloeckner, Austin (treasurer); Mrs. N. T. Patch, Alberton; Mrs. J. A. Hartery, Seattle. Standing, from left: Mrs. R. J. Dimmitt, Montevideo; Mrs. B. F. Nelson, Minneapolis; Mrs. A. Johnson, La Crosse; Mrs. J. Trapp, Harlowton; Mrs. A. L. D'Amico, Aberdeen; Mrs. K. J. Anderson, Lewistown; Mrs. L. Bagaus, Milbank, and Mrs. W. Klucas, Mobridge (first vice presidents); and Mrs. J. Haelsig, Miles City.



Presidents who represented their chapters at the Milwaukee meeting. Seated, from left: Mrs. F. Liegois, Madison (Wis.); Mrs. H. E. Brulport, Perry; Mrs. R. Chamberlain, Wausau; Mrs. E. Ploog, Dubuque; Mrs. J. L. Tarbet, Kansas City; Mrs. R. R. Alexander, New Lisbon; Mrs. P. Larscheid, Green Bay; Mrs. A. Klein, Beloit (treasurer). Standing, from left: Mrs. K. P. Thompson, Janesville; Mrs. E. Bloomquist, Merrill; Mrs. F. Underwood, Marion; Mrs. O. Bond, Terre Haute; Mrs. V. Peterson, Chicago-Fullerton Avenue; Mrs. W. H. Dieckriede, Bensenville; Mrs. H. F. Shannon, Savanna; Mrs. W. Koester, Milwaukee; Mrs. J. Ashenbrenner, Iron Mountain; and Mrs. J. Fuller, Davenport.



was represented at the meetings in the Radisson Hotel in Minneapolis and the session in Milwaukee at the Wisconsin Hotel. Mrs. C. C. Steed, president general, presided at both. As usual, the programs involved going over chapter activities of 1960 and reporting the accom-

plishments of the current year.

Noteworthy among last year's calendar events was the drive which resulted in a membership total of 14,023. Local chapters reported spending \$5,564.57 for welfare and good cheer work that reached 2,385 Milwaukee Road families,

in the course of which members made 5,858 calls and sent 5,246 good cheer messages. These programs were financed in part by fund-raising activities that netted \$2,323.77.

An announcement about the awarding of a \$600 annual four-year scholarship this year to the child of a company employe included the information that the recipient, Richard L. Cole, son of Signal Maintainer J. H. Cole of Tacoma, had elected to attend the University of Michigan. Both meetings also included a memorial tribute to Mrs. Elizabeth Shortall of Chicago, the club's former recording secretary general, who passed away in January. Miss Marilyn McNicholas, a charter member and former president of Chicago-Union Station Chapter, was introduced as her successor.

As usual, too, the meetings provided opportunities to see and make friends. Pictured here is some of the socializing at the gala get-together luncheons which concluded the agenda.

Don't brag. It isn't the whistle that pulls the train.

Standard Gives "More Than Expected"

A recent radio broadcast from Chillicothe, Mo., relating to an incident that involved The Milwaukee Road and one of its suppliers took note of an unusual courtesy arising from mutual esteem and good will.

The impulse that triggered it was a hot box in a train spotted on a siding just beyond the city, which flared up in a car of creosoted poles. Although the train crew used every means at hand to extinguish the blaze, it continued to gain headway, whereupon help was sought of the Chillicothe fire department. However, the siding

proved to be outside the city's fire fighting limits, and in the emergency someone thought of calling the maintenance foreman of the American Oil Company, Mr. Troy Shedd.

In only the time it took to get there, Mr. Shedd and two of his men were Johnny on the spot, bringing with them equipment to pump water from a nearby drain ditch, with the result that the fire was soon under control. And at no cost to the railroad; just American Oil's way "of showing how we feel toward our good friend, the Milwaukee. To cite the dogma of our parent company, 'You Expect More From Standard And You Get It'."

retirements

during September-October, 1961



General Office & System Employees

Berghauer, G. A. Chief Clerk . . . Chicago, Ill.
 Branick, H. C. Chair Car Attendant . . . " "
 Eiffert, H. K. Comp. Operator . . . " "
 Fisher, G. F. Dist. Adjuster . . . " "
 Forster, E. O. Asst. Bureau Head . . . " "
 Hallwachs, D. C. Secretary . . . " "
 Hanisch, L. M. Comp. Operator . . . " "
 Hanover, C. B.
 Asst. to Chief Pur. Officer . . . " "
 Hoffman, T. J. Buffet Attendant . . . " "
 Jacobsen, P. F. Chief Sta. Accountant . . . " "
 Kauppi, R. P. Auditor . . . " "
 Kinney, P. M. Clerk . . . " "
 Larson, C. H. Trav. Frt. Claim Agt. " "
 Lowry, F. C. File Clerk . . . " "
 Montgomery, A. B. Auditor . . . " "
 Moore, H. Cook . . . " "
 Orlovski, J. D. Clerk . . . " "
 Pierman, J. P. Waiter in Charge . . . " "
 Stelzer, G. M. Asst. Engineer . . . " "
 Treskett, H. G. Clerk . . . " "
 Ugglia, E. F. Clerk . . . " "
 Wigger, F. M. Bureau Head . . . " "
 Wood, T. J. Clerk . . . " "

Chicago Terminals

Benson, A. W. Switchman . . . Galewood, Ill.
 Boldebeck, E. C. Engineer . . . Bensenville, "
 Broda, A. J. Car Inspector . . . Chicago, "
 Campbell, J. Laborer-Rndhse. " "
 Cotterell, W. W. Caller . . . " "
 Fox, H. S. Switchman . . . " "
 Hansen, H. C. Frt. Handler . . . " "
 Hedges, E. Counterman . . . " "
 Henry, M. E. Mach. Inspector . . . " "
 Hopma, H. Fork Lift Oper. " "
 Huzo, A. Coach Cleaner . . . " "
 Jarvis, J. A. Switchman . . . " "
 Klar, W. A. Engineer . . . " "
 Krappman, A. Car Inspector . . . Bensenville, "
 Leathers, J. A. Lamp Supvr. . . Chicago, "
 McCoy, G. J. Switchman . . . Bensenville, "
 Mehegan, C. C. Frt. Handler . . . Chicago, "
 Mielcarek, A. M. Supv. of Diesels . . . Galewood, "
 Newman, I. Coach Cleaner . . . Chicago, "
 Schmidt, H. H. Engineer . . . " "

PIGGYBACK IS THE ANSWER

(From a letter received by A. J. Berry, traveling freight agent, Chicago, concerning the shipment of 12 piggyback loads of lighting fixtures by the Benjamin Electric Division of Thomas Industries Inc., Des Plaines, Ill., to a Boeing Company construction project in Seattle.)

"On my visit to Seattle, I had an opportunity to check this job. . . Our deliveries were such that both distributors and contractor were tickled pink with the service rendered. The material arrived with very little, if any, damage in transit. . .

"The party, or parties, who were responsible for the handling of this movement should be complimented. The method of packing in full truck loads and sending them piggyback, I believe, is the answer for all projects on the West Coast, for in transit damage is cut to a bare minimum".

O. C. Westberg
 Thomas Industries, Inc.

Los Angeles, Calif.

Aberdeen Division

Bacon, R. I. Agent . . . Faulkton, S. D.
 Bongard, A. M. Sec. Laborer . . . Hopkins, Minn.
 Johnson, G. Oiler . . . Aberdeen, S. D.
 Jung, C. A. Loco. Engineer . . . Montevideo, Minn.
 McGuire, W. H.
 Loco. Engineer . . . Minneapolis, "

Coast Division

Bangs, H. O. Gen. Yardmaster . . . Seattle, Wash.
 Carlson, A. B&B Carpenter . . . Tacoma, "
 Darry, W. E. Carman . . . St. Maries, Ida.
 Garstad, A. H. Carman Burner . . . Tacoma, Wash.
 Gunderson, G.
 Power Station Oper. . . Cedar Falls, "
 Herren, E. I. Stenographer . . . Seattle, "
 Miller, E. P. Mach. Helper . . . Spokane, "
 Rorabaugh, N. F. Carman . . . Tacoma, "
 Stephenson, G. Carman . . . " "
 Thomas, C. R. Painter . . . Spokane, "

Dubuque & Illinois Division

Fuerst, J. G. Engineer . . . Dubuque, Ia.
 Hilkin, L. C. Lampman . . . " "
 Ishmael, C. Sec. Foreman . . . Newtown, Mo.
 Johnson, D. N. Engineer . . . Chicago, Ill.
 Lilly, R. C. Conductor . . . Elgin, "
 Riddle, F. F. Sec. Laborer . . . Chillicothe, Mo.
 Roe, E. J. Timekeeper . . . Lyons, Ia.
 Walters, D. F. Agt.-Operator . . . Lawler,
 Zubalik, J. J. Car Inspector . . . Savanna, Ill.

Iowa Division

Close, G. O. Hostler . . . Nahant, Ia.
 Dyer, H. B. Brakeman . . . Savanna, Ill.
 Dyson, H. B. Agent . . . Perry, Ia.
 Koester, J. F. Agent . . . Melbourne, "
 Kostis, G. M. Sec. Foreman . . . Sioux City, "
 Welter, F. J. Custodian . . . Sand Springs, "

Iowa, Minnesota & Dakota Division

Berg, F. Engineer . . . Austin, Minn.
 Bowers, P. G. Agent . . . Clear Lake, Ia.
 Dagel, F. M. Sec. Laborer . . . Sanborn, "
 Foote, C. A.
 Dist. Frt. & Pass. Agt. . . Sioux City, "
 Ibach, D. J. Engineer . . . " "
 Kehrberg, E. O.
 Asst. Rndhse. Foreman . . . Austin, Minn.
 Krullsh, R. Time Reviser . . . " "
 McMahon, J. F.
 Perishable Frt. Insp. . . Mitchell, S. D.
 Nelson, A. M. Engineer . . . Sioux City, Ia.
 Rinderneck, M. W. Clerk . . . Sioux Falls, S. D.

La Crosse Division

Donlevy, C. R. Loco. Engineer . . . Green Bay, Wis.
 Eberle, L. W. Agent . . . Stoughton, "
 Farmer, W. H. Conductor . . . St. Paul, Minn.
 Goggin, E. J. Conductor . . . La Crosse, Wis.
 Hedberg, E. A. Engineer . . . Minneapolis, Minn.
 Johnson, W. L. Foreman . . . Tomah, Wis.
 Nowitzke, P. F. Crossing Flagman . . . Wausau, "
 Pronold, L. S. Sec. Foreman . . . Platteville, "
 Stark, N. C. Switchman . . . Winona, Minn.
 Stokes, C. A. B&B Carpenter . . . La Crosse, Wis.
 Tebbe, E. L. Sta. Baggage Man . . . Red Wing, Minn.
 Topel, A. L. Engineer . . . St. Paul, "

Milwaukee Division

Burgeson, J. W. Loco. Engineer . . . Milwaukee, Wis.
 Dremla, J. J. Engineer . . . Menominee, Mich.
 Hansen, H. J. Sec. Laborer . . . South Beloit, Ill.
 Schuler, G. G. Agt.-Operator . . . Orfordville, Wis.
 Svogar, J. Sorter . . . Milwaukee, "
 Van Halla, U. W. Sec. Laborer . . . Brookfield, "
 Wlznar, J. Loco. Engineer . . . Green Bay, "
 Ziegler, H. C. Cashier . . . Mayville, "

Milwaukee Terminals & Shops

Anderson, S. Switchtender . . . Milwaukee, Wis.
 Donovan, J. D. Airdrum-Tester . . . " "
 Henning, G. W. Car Inspector . . . " "
 Jones, H. L. Engineer . . . " "
 Jordan, J. W. Carman . . . " "
 Kaminski, E. F. Switchman . . . " "
 Krumnow, A. F. Cabinet Maker . . . " "
 Lummer, W. C. Dist. Storekeeper . . . " "
 Martinetz, F. E.
 Tractor Operator . . . " "
 Reuter, H. A. Pattermaker . . . " "
 Rude, E. M. Switchman . . . " "
 Schuettler, E. J. Yard Conductor . . . " "
 Vasquez, R. A. Sec. Laborer . . . " "
 Wentig, P. Section Laborer . . . " "

Rocky Mountain Division

Baker, H. J. Genl. Foreman . . . Deer Lodge, Mont.
 Bjernevoid, D. Sec. Laborer . . . Tekoa, Wash.
 Burrows, E. M. Conductor . . . Miles City, Mont.
 Gallager, G. B. Conductor . . . " "
 Johnson, H. H. Asst. Foreman Ex. Gang . . . Avery, Ida.
 Kimpton, R. A. Engineer . . . Miles City, Mont.
 Munce, W. E.
 Substa. Operator . . . Deer Lodge, "
 Oechsle, F. Engineer . . . Moberg, S. D.
 Peschl, J. J. Time Reviser . . . Miles City, Mont.
 Rinehart, J. T. Brakeman . . . Moberg, S. D.

Terre Haute Division

Allen, J. W. Switchman . . . Bedford, Ind.
 Mullen, E. Carman . . . Burns City, "
 Scott, W. E. Engineer . . . Terre Haute, "
 Stagg, L. Switchman . . . Bedford, "
 West, A. L. Agt.-Operator . . . Terre Haute, "
 Wilson, B. A. Engineer . . . " "
 Young, A. R. Engineer . . . " "

Twin City Terminals

Andert, F. J. Towerman . . . Minneapolis, Minn.
 Brasgalla, E. A.
 Ex. Gang Laborer . . . " "
 Hallum, C. M. Trav. Engineer . . . " "
 Mankins, H. E. Clerk . . . " "
 Nelson, H. H. Conductor . . . " "
 O'Connor, J. R. Yard Clerk . . . St. Paul, "
 Stapp, T. E. Mail Handler . . . Minneapolis, "
 Wizback, J. F. Switchman . . . St. Paul, "
 Zimmerman, W. Machinist . . . Minneapolis, "



AGRICULTURAL MISSIONARY

Harold Baar, son of Agent E. A. Baar of Pickett, Wis., who has been working for the rehabilitation of leprosy patients at the Culion Island hospital in the Philippines since 1955, examines a device he designed to exercise the hands of a victim of the disease. The project with which he is identified is the establishment of a farming and industrial community with the address of Patag, Palawan, which has also become a rehabilitation center for patients from the seven other leprosy hospitals in the Philippines. He received his agricultural degree from the University of Wisconsin, to which he returned this year for additional training.



COMPLETING 45 YEARS OF SERVICE, A. U. "Art" Gardner, accountant in the Chicago traffic department (left), is presented with his Silver Pass by Vice President-Traffic W. W. Kremer. Art started his service in the Chicago accounting department and transferred to the freight traffic force as a stenographer in 1927. A great part of his years with the railroad has involved coal traffic work. He has been a member of the vice president-traffic staff since 1955.

WELCOMING A NEWCOMER, members of the Perry, Ia., chamber of commerce call on Martin Garelick (left) following his recent transfer to that city as superintendent of the Iowa Division. Dispensing coffee are Otto Mau, chairman of the visitation committee, Dean Negley and Glenn Johnson. (Perry Chief photo)



50 YEARS OF SERVICE earned a Gold Pass for Engineer F. J. Majeske, pictured receiving it with the congratulations of General Superintendent J. D. Shea, Milwaukee. Engineer Majeske, who lives in Milwaukee, is a La Crosse Division passenger man.



J. F. McMAHON RETIRED Sept. 1 after 49 years of service, the last 30 as perishable freight inspector at Mitchell, S. D. He and Mrs. McMahon are shown here at a dinner held in their honor Sept. 12 as he was presented with a gift from his friends and co-workers by E. J. Rummel, general agent for the Union Refrigerator Transit Lines in Minneapolis. Present for the occasion were many Milwaukee Road employes and friends from other points on the railroad. (Mitchell Daily Republic photo)

ABOUT PEOPLE OF THE RAILROAD



THE SOUND OF HER MUSIC led to Sandra Peterson (left), daughter of Signal Maintainer P. C. Peterson of Webster, S. D., being chosen a member of the International Music Camp European Tour group which will visit England, Holland, Belgium and France in August, 1962 under the sponsorship of the Good Will People-to-People program originated by President Kennedy. Sandra, pictured with Webster High School fellow student Betty Treffery who will also be on the tour, plays the contra-bass clarinet.



FLEXI-VAN—PIGGYBACK LAUNCHING. Trailer-on-flat car service was initiated at Wausau, Wis., on Sept. 15 with two shipments of paper consigned by the Wausau Paper Mills Company, Brokaw, Wis., to a Minneapolis destination. On hand to observe the departure of the Flexi-Van and Piggyback units were, from left: Assistant Trainmaster H. A. Obermowe, Wausau; E. M. Kutchera, traffic manager of Wausau Paper Mills; and H. W. Parent, traveling freight agent, Wausau.



THE NAME IS NOW "DEAN". The former LaVergne Misiak, clerk in the Chicago—Western Avenue stores department, and Richard E. Dean who recently became "Mr. and Mrs." at St. Pascal's Church in Chicago. LaVergne is the Magazine's correspondent for the Western Avenue terminal area.



SILVER PASS CONGRATULATIONS are extended to H. W. Viergutz, chief chemist in the test department at Milwaukee Shops (right), by H. H. Melzer, chief engineer of tests. Mr. Viergutz started his "lifetime" pass service with the Road on May 9, 1916.



Milwaukee Shops veterans Herman W. Klatte, assistant A.A.R. lead clerk (left), and Jerome A. Rosar, chief clerk in the general superintendent car department office, pictured as they were presented with their 45-year Silver Service passes by G. L. Wood, general superintendent of the car department. For details, see the Milwaukee Shops-car department news.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

At this writing the freight car shops are repairing about 300 flat cars for the Army's 32nd Division movement.

Augie Buetow reports that he had a good time on his vacation in Pittsburgh.

Sympathy was extended to John W. Marquardt, welder in the forge shop, on the death of his wife Marie Oct. 16. She had undergone brain surgery and appeared to be recovering nicely when she took a turn for the worse and died.

Cabinetmaker John L. Krause, 63, passed away suddenly Oct. 3. He had 36 years' service with the Road.

August F. Krumnow, a cabinetmaker in the passenger car shop for 26 years, retired Oct. 1.

Milwaukee Shops veterans who recently rounded out their 45th year of service included J. A. Rosar and H. W. Klatte. "Jerry" Rosar started with the Road on Aug. 28, 1916 as a stenographer

in the master car builder's office in Milwaukee, and also worked in the same capacity for the superintendent of motive power before transferring to the car department in 1918. He was promoted to assistant chief clerk of the car department in 1939, and later to chief clerk.

Herman Klatte started railroading with the Chicago, Terre Haute and Southeastern on Sept. 5, 1916 and joined the car department office force on July 1, 1921 when that railroad became a part of the Milwaukee. He has been assistant A.A.R. lead clerk, handling loss and damage settlements for many years.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

A retirement party was held in Austin Sept. 9 at Gus Young's Supper Club for Rose Krulish, time reviser, and Eric Kehrberg, night roundhouse foreman. A large group attended and gifts were presented to the honored guests.

Thomas C. Tyler, who was employed by the Road from 1920 to his retirement in 1951, died recently in a Mason City hospital. He had no surviving relatives and had been living in the Good Samaritan Home.

Sympathy was extended to Margaret Zard, trainmaster-roadmaster's clerk at Mitchell, S.D., whose mother, Mrs. Catherine Kelly, died Sept. 13; to Cornelio Monteon, clerk in Mason City, and Sando Monteon, assistant engineer in Austin, Minn., upon the death of their mother, Mrs. Ursula Monteon, who passed away in Mason City; to Retired Engineer T. E. LaPlante, whose wife died in Sioux City Oct. 8, and to the family of Gladys Asbe, who died in Des Moines, Ia. It will be remembered that Gladys worked for the DF&PA in Mason City in 1951.

Mrs. Fay Ness, secretary to the division freight and passenger agent, and Charles A. Foote, district freight and passenger agent, were honored at a retirement party at the Joe Gantz Steak House in Sioux City Sept. 28. Fay is looking forward to moving into her new home in Sunset City, Ariz., and Charles has already left for Lehigh Acres, Fla.

Conductor E. J. Wingett, who retired in 1955 and is living in Long Beach, Calif., recently got word that his registration for Sear's 75th anniversary won for him and his wife a four day, all expense paid plane trip to the Hawaiian Islands. They planned to leave right after the World Series.

Sioux City traffic office welcomed newcomers J. Harold Mitcham, DF&PA, and family transferred from Birmingham, Ala.; R. M. Mortenson, CF&PA, and family of Indianapolis, Ind., and your correspondent, Sophia McKillip, secretary to the DF&PA, formerly of Austin. Also involved in the changes in this office was Edwin L. Johnson, promoted to TF&PA.

While it's generally known that Peggy Lee, the famous songstress, hails from a railroad family, a recently disclosed fact

is that her father, the late Marvin O. Egstrom, got his start on The Milwaukee Road. Mr. Egstrom was born in a Wisconsin log cabin and moved in his youth to Dakota Territory. He entered the Road's service in March, 1912 as agent-operator at Hudson, S. D., and also worked at Sioux Falls until 1915, when he transferred to the South Dakota Central. After a brief period with that company and with Western Union Telegraph, he entered the employ of the Midland Continental Railroad which he served as agent at Jamestown, N. D., from 1918 until his retirement after 52 years of railroading. Miss Lee was born in Jamestown, where she is still known as Norma Egstrom.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

September and October saw great changes in personnel in the auditor of expenditure's office:

Chief Clerk George A. Berghauer retired Sept. 8 after more than 40 years' service. He began as a clerk-steno in 1921 in the superintendent's office in Green Bay, Wis., was made assistant division accountant at Dubuque, Ia., in 1929, and in 1930 transferred to the position of E&F timekeeper on the former Superior Division at Green Bay. He held the positions of chief clerk and supervisor of the centralized T&E timekeeping bureau in Chicago from 1931 to 1952 when he was promoted to the chief traveling time inspector position. In 1959 he

R. F. Kelaher

R. F. "RAY" KELAHER, 65, who retired recently as assistant to traffic manager in New York City, died Nov. 5 in the Clara Maas Hospital, Belleville, N. J. Death resulted from a fall suffered several weeks previous.

Mr. Kelaher was born in New Jersey and started his railroad career in 1912 working in the Pennsylvania's New York passenger traffic office. He was also employed briefly by the American Steel Export Company and B. H. Howell & Son prior to World War I, in which he served with the Engineering Corps. After the war he became a member of the Milwaukee's New York traffic force, and in 1926 was appointed traveling freight agent there. In 1940 he was advanced to general agent in Buffalo. In the latter capacity he was transferred later to Boston, and in 1947 to New York City, where he was appointed assistant to traffic manager in February, 1960.

Surviving Mr. Kelaher are his wife Lillian, in Belleville; and two sons, Thomas and John. Funeral services were held in St. Mary's Church, Nutley, N. J., and at Holy Cross Cemetery, North Arlington.



Honored as Agriculturist, Fighting Marine

WEARER of the big smile in the center of this picture is Henry J. Wood, agricultural agent in Chicago. The occasion is the annual banquet of the Wisconsin Council of Agriculture Co-operative in Madison Oct. 26 as he and four other individuals were presented with Honorary Recognition Scrolls for "outstanding contributions to the welfare of mankind". With him are, from left: Dr. V. E. Nylin, Wisconsin State College, Platteville; Mrs. Fannie M. Steve, WHA radio home economist, Madison; Prof. Paul Phillips, animal nutrition researcher, University of Wisconsin; and E. L. Chambers, state entomologist (retired).

Mr. Wood was reared on his grandfather's farm near Edgerton, Wis., and ran it for a year before joining the Marines. Thirty days after Pearl Harbor he was sent to the South Pacific. His hitebes involved many initial Marine landings, including American Samoa, New Hebrides, the Fijis, New Caledonia and Guadalcanal, and jungle warfare in which he underwent severe hardships. After the war he attended the University of Wisconsin, graduating with a B.S. degree in agriculture, education and commercial agricultural engineering. Later, at tractor and machinery maintenance schools, he worked with 4-H, FFA and vet trainee groups before joining the railroad's agricultural and mineral development department in 1954.

The citation conferred on him read: "To Henry J. Wood, farmer, Marine veteran and agricultural agent, typical of the many thousands who, in time of national crisis, dedicated their lives in defense of this country, and who in years of peace strive for the improvement of our social and economic systems."

was appointed chief clerk to the auditor of expenditure. George was Commander of Pioneer Post No. 768 of the American Legion in 1945. He and his wife Margaret have moved to their acreage in Warrens, Wis.

Assistant Bureau Head E. O. Forster of the material bureau retired Oct. 13 after 47 years' service. Gene started in 1914 in the office of superintendent of motive power, Milwaukee, and held various positions in the engineering department in Milwaukee until 1940 when he came to the A.F.E. bureau of the accounting department in Chicago. He became assistant bureau head of the material bureau in 1949. Gene is a Milwaukee Braves fan and one of his retirement gifts was a baseball autographed by all members of that team. A dinner was given in his honor at Weber Hall.

Clerk Pearl Kinney of the statistical bureau recently brought to a close 46

years of railroad service. Five and a half years were with the C&NW before she joined the Milwaukee as a comptometer operator in the auditor of expenditure's office, where she worked on various positions until 1947 when she became a member of the statistical bureau.

Bill and Voucher Clerk Ella Ugla retired Sept. 20 from the dining car accountant's office with more than 21 years' service. Ella began as a comptometer operator, and in 1946 was promoted to A.F.E. clerk. She transferred to Western Avenue in 1956 to work on the dining car accounting for the joint operation of the Milwaukee-Union Pacific-Southern Pacific "City" trains.

The retirements of R. P. Kauppi, assistant auditor of expenditure (see article elsewhere in the Magazine), and G. A. Berghauer brought about the following promotions:

Assistant Auditor of Expenditure E. B.



G. A. Berghauer, chief clerk in the auditor of expenditure's office in Chicago, and wife pictured at an office gathering in honor of his retirement on Sept. 8. Mrs. Berghauer is the former Margaret Callaghan, currently on leave of absence from the assistant comptroller's force. For details, read the auditor of expenditure's news.



E. O. Forster, assistant bureau head in the auditor of expenditure's office, Chicago (left), posed with R. G. Hoefs, chief disbursement accountant, as he retired Oct. 13 with 47 years of service; story in the auditor of expenditure's news.

Gehrke was appointed auditor of expenditure, Chief Disbursement Accountant W. C. Wilson succeeded Mr. Gehrke, and Assistant Chief Disbursement Accountant R. G. Hoefs moved into Mr. Wilson's position.

R. E. Risberg, who had succeeded Mr. Berghauer as chief clerk, was subsequently made assistant chief disbursement accountant; Bureau Head M. J. Schlee of the statistical bureau succeeded Mr. Risberg as chief clerk; Traveling Accountant H. P. Wisniewski was promoted to bureau head of the statistical bureau, and his successor as traveling accountant was Stephen W. Krumpack. Michael Panek became bureau head of the bill and voucher bureau and Albert Elwart was appointed bureau head of the material bureau.

Former Comptometer Operator Janet Dehn Chapman is the proud mother of baby daughter Diane Aminda.

Rose Elwart of the bookkeeping bureau resigned so she can devote full time to her new son Paul.

Bureau Head R. G. Wall of the payroll

here's how we're doing



	OCTOBER		TEN MONTHS	
	1961	1960	1961	1960
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$20,979,849	\$21,008,508	\$187,059,488	\$195,811,699
PAID OUT IN WAGES	9,025,036	9,059,802	88,710,841	95,367,152
PER DOLLAR RECEIVED (cents)	43.0	43.1	47.4	48.7
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	756,499	790,610	7,634,314	8,391,814
PER DOLLAR RECEIVED (cents)	3.6	3.8	4.1	4.3
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ..	9,143,769	8,759,427	87,985,232	91,959,111
PER DOLLAR RECEIVED (cents)	43.6	41.7	47.0	47.0
NET INCOME	2,054,545	2,398,669	2,729,101	93,622
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	104,899	108,507	904,318	967,289
Decrease 1961 under 1960 ..	3,608		62,971	



THE "COLONEL'S LADY" will be remembered by many as Edith Kohl, a former secretary in the engineering department in Chicago. Her marriage took place in Faith Lutheran Church, Security, Colo., Sept. 22. Lt. Col. Burt J. Rass, an engineer in the Army, is with the U. S. Defense Command at ENT Air Force Base, Colorado Springs, and the happy couple are living at 236 Everett Drive, Security.

bureau and Clerk Edward Villella of the accounts receivable bureau passed out cigars and candy to celebrate the births of their sons, James Charles Wall and Joseph Villella.

Sympathy was expressed to Bureau Head Michael Panek on the death of his sister, Mrs. Elizabeth M. Howe, and to Clerk Rose Pattock of the payroll bureau on the death of her brother Joseph.

Retired Assistant Bureau Head W. L. Faus of the T&E timekeeping bureau visited us Oct. 9. He has been living with his daughter in Los Angeles since the death of his wife.

Margaret L. Skaja of the office of auditor of expenditure completed 25 years of service Oct. 24. A 25-year pin and membership card in the Veteran Employees Association of The Milwaukee Road were presented to her by Harry L. (Roy) Stahl, a retired employe of the department and a charter member of the association.

Timekeeper Clerk Ann Kennedy's daughter, Chief Warrant Officer Shirley E. Klein of the 345th Medical Battalion of the Army Reserve, has been ordered to active duty at Fort Campbell, Ky. Shirley, the only woman in the 345th Battalion, recently completed a five weeks course at Adjutant General School, Fort Harrison, Ind., where she rated third highest in her class of 48.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

L. J. Hogan, Correspondent

George M. Stelzer, assistant engineer, retired in November after 39 years of service. A native of Iowa, he received a bachelor's degree in engineering at the University of Iowa in 1917. While there, he won fame on the football team, earning the sobriquet "Big George" which he still carries. He served in the Army from 1917 to 1919, and upon discharge was employed in the valuation department of the Rock Island. He came to the Milwaukee in 1927 as engineer accountant in the present office of auditor of capital expenditures and was promoted to assistant engineer in 1939. Mr. and Mrs. Stelzer are now on an extended visit in California. They plan to continue living in Chicago.

Bodell Huss, clerk in the investment bureau, has returned to work following a leave of absence during which she divided her time between the states of California and Pennsylvania.

Sandra Hammond is the new stenographer in the joint facility bureau. She replaces Vivian Mortell, promoted to the valuation bureau, who in turn replaces Mary Lorenzini, now on leave.

Carl Lee, formerly in the office of division engineer at Miles City, has been appointed assistant engineer in the valu-

ation bureau. He and Mrs. Lee with their two daughters now live in South Elgin.

Our new office girl is Geraldine Walsh, formerly in the office of auditor of passenger accounts. She replaces Marian Frank, promoted to file clerk.

AUDITOR OF EQUIPMENT ACCOUNTS

Sympathy was extended to Mr. Richardson on the death of his brother, and to Cora Eckerly Featherston whose husband passed away recently.

Bessie Berger is back in the office after a sojourn in the hospital, and Martha Schultz has her arm free of the auto-graphed cast she has been wearing.

During vacation Oma Carruthers visited her nephew in Kenai, Alaska. Joe Votava spent his in San Francisco.

LAW DEPARTMENT

George F. Fisher, district adjuster, retired at his own request Oct. 31, planning to make his home in San Pedro, Calif. He had been with the Road since 1923, starting as a crew caller at Bensenville Yard and transferring to the general adjuster department in the capacity of adjuster in 1943. Since March, 1951 he had been district adjuster in charge of the Chicago Terminals Division and parts of the Milwaukee Division and Dubuque & Illinois Division in Illinois.

Mrs. Ethel Nagle, mother of Assistant General Solicitor J. J. Nagle, passed away suddenly Oct. 18. A funeral mass was said at St. Edmund's Church in Oak Park, and burial was in St. Patrick's Cemetery, Lemont, Ill.

The Milwaukee Road Magazine

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Carol Harper, daughter of Bruce Harper, Chicago Terminals crane operator, was chosen by her classmates at North Central-Carroll College to reign as queen of the homecoming football festivities. Queen Carol, a sociology-psychology major, has worked in the Road's Union Station central typing bureau during her summer vacations from NCC.



Carol Harper

Our golf tournament was held Sept. 30 at the Golden Acres Country Club, Roselle, with seven foursomes participating. Ken Clark, division engineer at Bensenville, with a low gross of 43, again walked off with the championship trophy donated by Maurice C. Chier of Milwaukee. Slim Simmons, general roadmaster at Chicago, was runner-up with a 48. A heavy downpour prevented 18 holes of play so scores on the first nine holes determined the winners.

We're glad to see Bob Easton of the signal and communications department back on the job. He had been in the Highland Park Hospital because of injuries incurred in an auto accident Sept. 9.

Pericles (Perry) G. Savidis, 75, retired office engineer, died suddenly Oct. 17 while attending a luncheon meeting at the University Club in Winter Park, Fla. Mr. Savidis was born in Nigde, Asia Minor, Turkey. He was educated at Anatolia College in Turkey and at Ohio State University, Columbus. His railroad career began as a rodman on the Pennsylvania in 1909. In 1911 he went to work for the Rock Island and in October, 1917 came to the Milwaukee as a draftsman. He was promoted to assistant engineer in July, 1923 and in November, 1938 was made office engineer, from which position he retired July 31, 1951. Interment was in Winter Park. Mr. Savidis is survived by his widow Ethel; two sons, George, who formerly worked in the engineering and operating departments of the Road but is now with the Atomic Energy Commission at Idaho Falls, Ida., and Charles of Libertyville, Ill.; two daughters, Mrs. Frances Berg of Minong, Wis., and Mrs. Annamae Frazier of Swampscott, Mass., and 12 grandchildren.

Joseph S. Eastman, retired assistant engineer, passed away Oct. 28 after a long illness at his home in Sawyer, Mich. He was born in Waterville, N. Y., Nov. 6, 1879. Mr. Eastman was a civil engineer, class of 1904 Syracuse University. He started work with the Milwaukee Sept. 8, 1919 as a draftsman. On Mar. 1, 1925 he was appointed assistant engineer; Mar. 1, 1928, assistant engineer water service; Mar. 1, 1937 special water inspector, and Jan. 1, 1949 assistant engineer from which position he retired Dec. 1, 1949. He is survived by his widow and a son.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Candies, cookies and a variety of lovely gifts added to the festive spirit on A. B. Montgomery's retirement day Oct. 19.

Florence Wiggen, bureau head of the central computing bureau, retired Oct. 20, and Helen Eiffert, comptometer operator, Oct. 27. A party was held for Florence at Mill Race Inn, Geneva, Ill., Oct. 21 and one for Helen at DeLeo's. The girls plan to live in Florida.

Sophia Walker was appointed to succeed Florence Wiggen and Mary Kelly was made assistant bureau head.

Number three son, Ronald Scott, was born Sept. 7 to Mr. and Mrs. John Robbins.

"Lady-in-Waiting" Sue McGowan, central typing bureau, left Oct. 31.

Ardell Westerberg has returned to work following illness.

Harry Krumrei, home from Columbus Memorial Hospital, is doing nicely at this writing.

T. J. Martin and his sister from Omaha

were on the side lines cheering their favorite team, Ohio State, when it beat Northwestern a few weeks ago.

Dennis Robison and mother visited his sister in Melbourne, Cape Canaveral, Fla., recently; Gus Rohde and wife visited in San Francisco, Los Angeles and Palm Springs, Calif., and Joe Zigmond toured the West.

Wedding bells rang Oct. 28 for Dorothy Kwiatkowski, general computing bureau.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

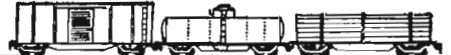
Ted Pulsha, Correspondent

Marriage vows were exchanged by Ronald J. Zabinski and Geraldine Ann Kreciak Oct. 21 in St. Edward's Catholic Church, Chicago. A reception in traditional Polish custom was held at Nuccio Post.

Oscar Jensen was a guest soloist in services at Grace Lutheran Church which were carried live over the air via radio station WXXFM.

Mr. and Mrs. Jack Jennings have wel-

Carloadings



JANUARY-NOVEMBER 1961 compared with same period in 1960

% of total revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		ELEVEN MONTHS		INCREASE	
	INCREASED in 1960 over 1959	1961	1960	1961 over 1960	% of increase
13.1%	Grain and Soya Beans	82,860	80,734	+ 2,126	+ 2.6%
2.8	All Other Products of Mines	18,268	14,946	+ 3,322	+22.2
2.3	Forwarder Traffic	28,332	28,251	+ 81	+ .3
1.5	All Other Animals and Products	10,511	9,505	+ 1,006	+10.6
1.4	All Other Products of Agriculture	21,454	18,961	+ 2,493	+13.1
1.3	Liquors, Malt	16,492	16,149	+ 343	+ 2.1
22.4%		177,917	168,546	+ 9,371	+ 5.6%
	loading of these commodities	ELEVEN MONTHS		DECREASE	
	DECREASED in 1961 under 1960	1961	1960	1961 under 1960	% of decrease
12.8%	Forest Prod. (Excl. Logs & Pulpwood)	78,865	80,318	- 1,453	- 1.8%
6.2	Iron and Steel	45,775	54,938	- 9,163	-16.7
5.3	Coal and Coke	78,462	86,467	- 8,005	- 9.3
5.0	Automobiles and Parts	33,482	40,332	- 6,850	-17.0
3.3	Meat and Packing House Products	36,056	37,129	- 1,073	- 2.9
3.0	Oil and Gasoline	35,055	41,124	- 6,069	-14.8
2.4	Grain Products	49,935	50,239	- 304	- .6
2.3	Gravel, Sand and Stone	45,790	46,920	- 1,130	- 2.4
2.3	Agri. Impl. Machinery and Parts	14,312	16,319	- 2,007	-12.3
2.1	Cement, Lime, Plaster and Stucco	20,124	23,164	- 3,040	-13.1
2.0	Fruits and Vegetables (Fresh)	23,769	24,869	- 1,100	- 4.4
1.7	Logs and Pulpwood	47,359	60,209	-12,850	-21.3
1.6	Merchandise	39,187	47,815	- 8,628	-18.0
1.2	Live Stock	14,826	17,085	- 2,259	-13.2
26.4	All Other Mfgs. and Miscellaneous	250,114	258,726	- 8,612	- 3.3
77.6%		813,111	885,654	-72,543	- 8.2%
100.0%		991,028	1,054,200	-63,172	- 6.0%

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DRAFT YOKES

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comed their seventh child, Margaret Mary.

Traveling Auditor J. C. Fisher and wife of Minneapolis have a new member in their household, a baby girl. She is the second child the Fishers have adopted, the first being a towheaded youngster named Dennis.

Jerry Luzinski, mail and tracer clerk, and Jim Pitera, claim checker, were welcomed to our department.

On Oct. 26 a retirement party was held for Paul Jacobsen, chief station accountant, a person held in high esteem by his fellow co-workers. Paul entered the employ of the Milwaukee Nov. 19, 1917.

Sympathy was expressed to Fred Brink, whose brother Harold R. and the latter's wife Myrtle passed away within the same week. Burial of both was in Irving Park Cemetery.

Mrs. F. Demski, mother of Casey M. Demski, traveling auditor's clerk, died recently. Burial was in St. Adalbert's Cemetery.

TRAFFIC DEPARTMENT

Glen Heath, Correspondent

Van Dunfee, chief clerk to W. D. Sunter, general freight traffic manager, has taken a leave of absence to accept the position of district sales manager of the Indiana Harbor Belt Railroad in Chicago.

Ella Claus, secretary to the assistant general freight agent, commerce department, became Mrs. Bax Brown Nov. 4 in Valparaiso, Ind.

When your correspondent's wife Rita left in October to await our first-born, Rose Reuther was welcomed as the new stenographer in the commerce department.

John W. McKee of Fox Lake, Ill., father of Wesley McKee, assistant to vice president, passed away in the latter's home in Cedar Lake, Ind., Sept. 19 following a brief illness. Mr. McKee retired in 1953 after about 20 years' service in our Union Street freight house.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Harry Capella has been recalled to active service with the Army.

Dennis Syverson resigned to take up a career in the automotive field.

Edward Marciszewski, adjuster, and wife Louise announced the birth of Barbara Lynn Sept. 29.

Gerald Heffron passed away Oct. 2. He started with the Road Oct. 9, 1918, so had clocked 42 years when he retired in September, 1960.

Elwin Kuehn was promoted to traveling freight claim agent replacing Carl Larson who retired in August.

La Crosse Division

WISCONSIN VALLEY

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

Larry A. Brostrom, who has worked as general foreman, machine operator and laborer in the track department, claimed Barbara Omholt as his bride in a recent ceremony in the Immanuel Lutheran Church at Wausau. A buffet supper for members of the immediate families followed at the Omholt home. The new Mrs. Brostrom will continue working as a dental assistant in Wausau. Larry has left for Fort Lewis, Wash., where he will serve with the 32nd Division of the National Guard. He is the son of Roadmaster Harold Brostrom.

The golden wedding anniversary of retired Car Foreman and Mrs. Bill Wilcox was celebrated at a reception in the Hotel Wausau. Among the out-of-town guests were former Chief Clerk Earl Hazelwood and wife.

Machine Operator Roger Marg has left for Fort Lewis, Wash., where he will be with the 32nd Division of the National Guard. His father is Section Foreman Bill Marg.

Fireman Gene Schmitt and Brakeman R. L. Carpenter are proud and happy new fathers.

A reception dinner was given at the Antler's Supper Club by Engineer and Mrs. Ray Kerr when their only daughter, Ellen, was recently married in Wausau to Henry A. Alesia of Chicago. Ellen, a graduate of St. Luke's School of Nursing in Chicago, is employed in that hospital. Mr. Alesia is associated with the Zerox Corporation of Chicago and is studying at Northwestern University toward his master's degree.

Peter Nowitzke, a veteran with service in the mechanical department, and most recently a crossing watchman, has retired.

The Superior Service Award card presented to Section Foreman Walter Rush of Tomahawk marked a safety record of

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no reportable or lost time injuries to men under his supervision over a period of 30 years.

Gib Jensen, 73, who retired in 1957 after more than 45 years service as a section foreman, many of which were spent on the old Gleason logging line, passed away suddenly in his home at Schofield Oct. 14. Funeral services and burial were at Merrill. He is survived by his widow, Bessie.

EAST END

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

Maintainer Ken Bornitzke, Watertown, Wis., found eight \$100 bills and three \$50 bills on the Third Street crossing at Watertown Sept. 6. The money was in a white envelope with no markings, but after much research Ken found the owner and returned it.

Yardmen C. C. Stanley and D. F. Sutfin, Portage, have been in the local hospital. Mr. Stanley received a broken leg while sliding into home plate during a baseball game and is now getting around on crutches. Mr. Sutfin was off work about two months but is now back on the job.

Retired Agent and Mrs. O. G. Buerkle, Portage, celebrated their 64th wedding anniversary Sept. 8. Mrs. Buerkle was confined to the Portage Hospital at the time but she is now home recuperating.

Retired warehouse employe Albert Manthey and wife of Portage celebrated their 50th wedding anniversary Sept. 27 with an open house at St. John's Lutheran Church.

Retired Conductor Eugene J. (Shine) Janda, 73, passed away suddenly Sept. 10. Mr. Janda was a member of the Company F National Guard basketball team of Portage which won the national AAU basketball championship in 1911, a squad considered world champions.

November-December, 1961

Retired Engineer George Rumpf, 72, passed away in Portage Sept. 11. Mr. Rumpf had 47 years service when he retired in 1955. He is survived by his widow, son Charles, a diesel inspector living in Denver, and a sister of Hammond, La. Eight of his graduating class of 1908 of Portage High School were the pallbearers.

Engineer Walter L. Mathias, 53, died in Milwaukee Sept. 10. Survivors are his widow and three children, William Robert and Judith. Mr. Mathias had worked for the Milwaukee since 1943. He owned a cottage near Minocqua and enjoyed fishing.

Mrs. Otto Grothman, 74, wife of retired roundhouse laborer, passed away at Portage Sept. 25, after several weeks illness. She is survived by her husband and two sons, Robert of Philadelphia and Byron of Portage.

An organizational meeting of the Portage Railroad Bowling Association was held in October to begin plans for the Milwaukee Road Bowling Tournament to be held in Portage Apr. 7 and 8, 1962. The following officers were elected: general chairman, Conductor C. E. Blake, and secretary and treasurer, Car Clerk J. L. Brunt of Portage. The Portage railroad employes are looking forward to being hosts at this tournament and to meeting their fellow employes on the new alleys at the Sport Bowl.

Brakeman and Mrs. Duane A. Catlin of Portage are the proud parents of a son, Colin Duane, born Oct. 2. Baby Colin has a sister Candice four years old.

Brakeman John S. Amend, who is stationed at Ramey Air Force Base, Puerto Rico, was commissioned captain Oct. 15. Captain Amend is the son of the late Engineer William Amend. His mother lives in Portage.

Leon Johnson, who began as a machinist's helper in the Tomah shops June 12, 1916 and rose through the ranks to

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machinist, machinist welder in December, 1930, assistant shop foreman in July, 1936, and foreman Aug. 15, 1945, retired from the last position Oct. 1. Co-workers honored him at a party and presented him with a gun and jackknife. Since Mr. Johnson plans now to catch up on the hunting and fishing neglected in his working years, both gifts will be put to good use.

children. Burial was in Oak Grove Cemetery. Mr. Gillette was a telegrapher on the La Crosse Division 23 years before his retirement Aug. 22, 1960.

Engineer Arthur L. Topel, St. Paul, retired Sept. 28 after 44 years in engine service, and Engineer E. A. Hedberg, Minneapolis, retired Sept. 30 with 46 years of service.

Conductor E. J. Goggin, La Crosse,

V. Dunham, became the bride of Kenneth Borsheim Oct. 7 in St. James Church, La Crosse. They will live in La Crosse.

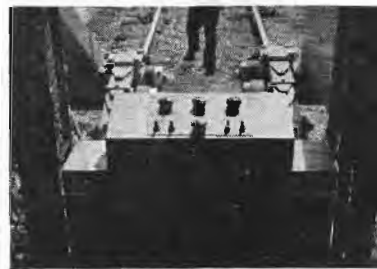
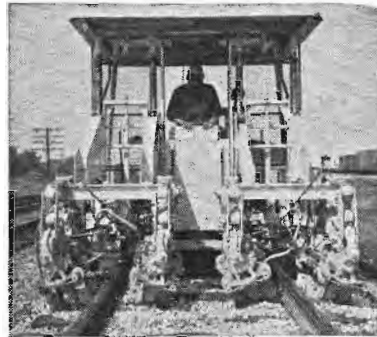
Mr. and Mrs. Glen Tilson and their four children have moved to La Crosse from Othello, Wash. Mr. Tilson assumed the duties of night foreman at the roundhouse Oct. 6.

Floyd Kriesel has been appointed to the signal maintainer position vacated by the retirement of J. T. Dettle.

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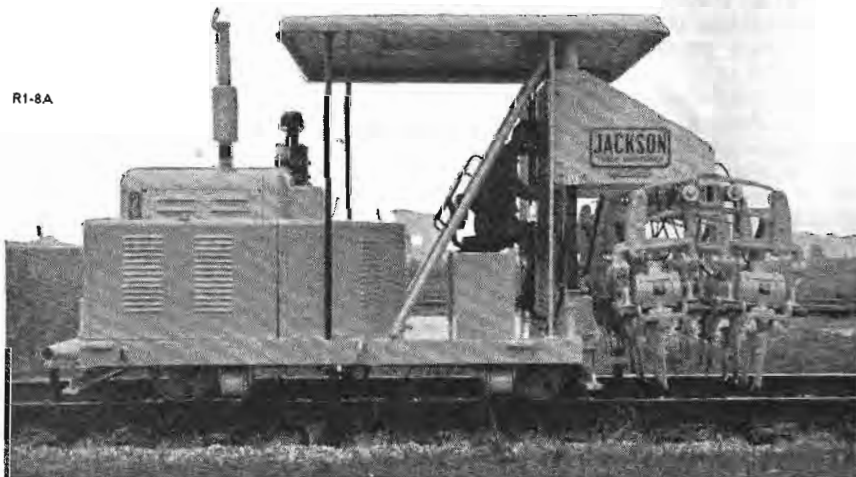
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LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Robert Blair Gillette, 66, passed away in his home at La Crosse Sept. 4. He is survived by his widow, Myrtle, a daughter Kay, Mrs. Walter Huebner of La Crescent, Minn., a sister, Mrs. Blanche Bartels of La Crosse, and two grand-

retired Oct. 8. His service dated from Sept. 6, 1909. Another conductor, W. H. Farmer of Minneapolis, retired Aug. 31 after 41 years in train service.

Edwin (Nig) Simdars, ticket agent at La Crosse, and his wife are the proud grandparents of Julie Marie, born Oct. 16 to the former Mary Lou Simdars, now Mrs. Gerald Lenz of La Crosse.

Carole Ann, daughter of Conductor J.

MADISON AREA

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

K. J. Wencil, regional data manager, underwent emergency surgery for appendicitis recently but is now back at work.

Joe Tomlinson, section foreman, Madison, and his wife Marcella made the headlines Nov. 19 when the picture of all Dads and Moms of the University of Wisconsin football players appeared in the Wisconsin State Journal. Their son Tommy, who made a name for himself as a football star while attending high school, is now a member of the sophomore team. All Dads present were introduced to the fans before the Nov. 18 game.

Janice Novak, stenographer in the freight office, and Philip Voeltzke, clerk in the regional office, were married Oct. 21 in Sterling, Ill., where Janice formerly lived.

Your correspondent is grateful to the many friends who sent flowers and cards when her brother, Stanley M. Yates, supervisor of merchandise, Chicago, passed away Oct. 8.

Retired Engineer Fred C. Dengel of Hartland, Wis., writes that he is still enjoying life and driving his car within a 100 mile radius of his home despite the loss of his right leg.

Twin City Terminals

TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

Electrician Apprentice Art McCarthy from the St. Paul locomotive department transferred to Minneapolis Coach Yard Sept. 5, and Electrician Apprentice Anthony Cox returned to St. Paul for electrical training on diesels.

Steamfitter Apprentice Lamont Wood was called to Army service Oct. 6 and is stationed at Fort Leonard Wood, Mo.

Emily J. Middleston, clerk in the locomotive department at Minneapolis for many years prior to retirement four years ago, passed away Oct. 21 following a heart attack.

Valentine Stasik, car oiler in the Minneapolis coach yard who retired in 1954, passed away Nov. 8 at age 72.

Charles C. Laird, chief clerk in the car department at Minneapolis from July 1937 through February, 1958, and subsequently in St. Paul, passed away in the Veterans Hospital in Minneapolis Nov. 18 at age 65. Mr. Laird started his service in the stores department at Minne-

The Milwaukee Road Magazine



FOR COURTESY OF THE ROAD. F. T. Sims, traveling freight agent, Minneapolis, who serves the Fargo, N. D., agency, displays the trophy awarded to him recently for safe and courteous driving by the Fargo Safety Council. The presentation ceremony was televised over KHGO-TV. Mr. Sims was chosen as the recipient as the result of a study of the actions of motorists and their obedience to the "Signs of Life" traffic signals over a period of time.

apolis and worked at Perry, Ia., and Deer Lodge prior to being appointed to his last position. Interment was in Ft. Snelling National Cemetery. Surviving are his widow, a daughter and a sister.

Carman Jalmar Bundy of Minneapolis Shops, who retired due to disability in December 1957, passed away Nov. 20 at age 62. Burial was in Ft. Snelling National Cemetery.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Sympathy was expressed to Elroy Thompson, check clerk in the freight house, whose wife died after a long illness, and to Harold Beringer on the death of his father; also to Elaine Kelly whose mother passed away.

Dennis Mack, night messenger in the Local Freight, suffered head lacerations and a broken arm in an auto accident near Minnesota City. He will be recuperating for about six weeks. Meanwhile, Larry Bowman, yard clerk, is handling his job.

A coffee hour was held Oct. 27 to honor Carol Lydon who was married Nov. 4 to Richard Tarnowski, and Paul Ryan who has since left for Army service.

The welcome mat was out for Bob Grausam, new afternoon mail clerk in the Regional, and Floyd Johnson, new employe in the traffic department.

Don Schaper, rate clerk in the traffic department, has been promoted to chief clerk in Cincinnati, Ohio.

"Boots" Sutton, general foreman in the freight house, and Lawrence Benson, assistant foreman, were recipients of one year Superior Service Award cards because of the perfect safety record of men supervised by them in 1960.

November-December, 1961

Terre Haute Division

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

Agent and Mrs. L. A. Fiorello announced the birth of a daughter, Jane, Sept. 25. They have three other children, a daughter and two sons.

Retired Conductor M. F. Ernhart is back home and looking up old friends after a confinement in the hospital at Paris, Ill., due to a heart attack.

Retired Agent E. G. Boyd and wife, now living in Mitchell, Ind., visited friends in Terre Haute recently and are planning a trip to California to visit their son.

Friends of Agent A. L. West, Manhattan, Ill., honored him with a dinner at the Blue Note Restaurant in Mokenca, Ill., Oct. 14 and presented him with a power lawnmower. Mr. West retired Sept. 18 after 55 years' service, all in the vicinity of Manhattan.

On Sept. 28 a dinner party was held in Bohannan's Restaurant, Terre Haute, in honor of Commercial Agent H. G. Sterba, who was transferred to Tulsa, Okla. F. M. Priester of Indianapolis was appointed to succeed him.

Alva Blackburn, 69, locomotive engineer, died Oct. 23 at his home in Bedford. His service with the Road added up to 44 years. Survivors are his widow Blanche; two sons, Fred of San Diego, Calif., and Carl of Bedford; two daughters, Mrs. Winifred Hubbard of North Vernon, and Mrs. Charles Anderson of California; 11 grandchildren and two great grandchildren. Burial was in Hopkins Cemetery, Bedford.

Recent retirements on this division included those of J. D. Allen and L. Staggs, switchmen at Bedford, and Locomotive Engineers A. R. Young, W. E. Scott and B. Wilson.

Recently installed IBM equipment at the Terre Haute Yard office has stepped up the transmittal of Codes 1 and 2 reports for departing trains, also the receiving of train consists many hours prior to arrival of trains at the terminal. This information has improved the programming of yard switch engines and aids the expediting of cars.



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Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Yark Clerk John "Kokomo" Miller retired Nov. 1 from his work at Western Avenue. Most of his railroad years, however, had been spent at Bensenville.

Bert Johnson, retired clerk, was visited recently by Retired Assistant Agent William Bishop and Chief Clerk Tony Martinek. Bill Bishop reported that Bert looked and felt better than he has in years.

While on vacation at the "Jo-Dee-C" at Fifield, Wis., Train Director Joe Camp caught his second musky, a 32½ inch fellow, in the south branch of the Flambeau River. "Dink" Voltz of Park Falls, owner of the Pal Cafe, added more pleasure by taking Joe for his first plane ride during which they flew over much of the vast fishing area in that section and over Joe's cottage.

William Bosomworth, tower operator at A-5, passed away Nov. 1 ending 25 years with the Road. He is survived by his widow Hazel.

Former C&M Conductor Herb Porter is now living in Waupaca and enjoying retirement. Mrs. Frank Hanes (Hazel), widow of C&M conductor, also lives in Waupaca and is interested in hearing about Frank's friends.

General Yardmaster Harvey Riedel was welcomed back on the job after a long absence due to surgery, from which he has made a good recovery.

UNION STREET

Carolyn DiCicco, Correspondent

Roy G. Larson, retired agent, Union Street, passed away in Hollydale, Calif., Oct. 5 after a long illness. When he retired in 1953 he had 45 years of service starting as freight claim agent, Fullerton Avenue, and then agent at Yankton, Sioux Falls, Sioux City, Kansas City, and at Union Street from 1940 until his retirement. Burial was in Sioux City. He is survived by his widow Anna, and sons Lewis and Roy Jr. Agent Bert M. Smith and Supervisor of Stations Ira G. Wallace were among the pallbearers.

Patrick J. Harrington, check clerk House 6, passed away suddenly Oct. 29. He had 26 years of service. Funeral mass was said in St. Sabina Church and interment was in St. Mary's Cemetery. He is survived by his widow Mary, and daugh-

Frank Lowry, President's Office Aide, Retires



Mr. and Mrs. Frank C. Lowry

FRANK C. LOWRY, long regarded as a "fixture" in the president's office in Chicago, retired on Oct. 31 after more than 54 years of service. He held the unique record of having been employed in that office under six presidents of the railroad.

Frank, or "Reverend Lowry" as he is known equally well, is a native of Chicago who started with the Road in 1907 as an office boy for the commerce

counsel. Being one of 12 children supported by a widowed mother, he finished his education at night, attending Englewood High School and Bryant and Stratton Business College, and later the Moody Bible Institute. Meanwhile he became a clerk in the law department, from which he transferred to the office of the president, then A. J. Earling. In the capacity of file clerk he served subsequently under H. E. Byram, H. A. Scandrett, C. H. Buford and J. P. Kiley before retiring under the presidency of W. J. Quinn.

Frank has been active in the ministry for most of his life, prior to World War I as representative-at-large of the Chicago Christian Endeavor Union, and since the early depression years as an ordained minister of the African Methodist Episcopal Church. In addition to his own congregational work he has filled many speaking engagements outside of Chicago, and for upward of 30 years has written a weekly syndicated column called "Sentence Sermons" for the Associated Negro Press.

Frank will continue to make his home in Chicago with his wife, who is on the faculty of Roosevelt University. Mrs. Lowry, a concert artist and opera star as well as a teacher, is known professionally as Thelma Waide Brown. The family includes four children and seven grandchildren.

ters Rosemary, Eileen and Kathleen.

Oscar W. Nelson, retired storage clerk, passed away in Geneva, Ill., in October; John W. McKee, retired cooper and father of Wes McKee, assistant to vice president, died in September, and Leo Barker, retired switchman, passed away in October.

Stanley Rebacz, cashier, became a grandpa for the second time with the arrival of Sandra Jean Sept. 22.

John Pytell, check clerk House 6, has been ill for the past few months and at this writing expects to be home another couple of months.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Dean, Correspondent

Carolyn Sue, daughter of Invoice Clerk Elmo Fleenor, proved that she isn't superstitious when she became the bride of Perk Reynolds, Friday, Oct. 13. The newlyweds honeymooned in Kansas City, where they are planning to live.

Earl Erlenbaugh, who retired from the locomotive department in 1954 after 38 years of service, celebrated his golden wedding anniversary Sept. 23 when he and his wife renewed their wedding vows in St. Timothy Roman Catholic Church. The following day about 75

guests attended an open house held in their honor in Winnetka.

Best wishes to store department Chauffeur Chester E. Marxen and Machinist Vincent Birzetis who are in the hospital at this writing.

Diesel Clerk Thomas Gish, who was involved in a serious auto accident, is reported to be recovering very well.

Albin Mielcarek, foreman at Galewood, retired Sept. 31 and is now living in his

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Best wishes to Engineer Daniel Harrison and his bride who were married Oct. 25.

Friends and relatives gave a most entertaining surprise party for Engineer Thomas Dunne and wife on their 25th wedding anniversary.

Fireman Richard Koehler, Engineer Arthur John Staty, and Apprentices Frank Gabry and Ronald Prindiville are leaving us to spend some time with Uncle Sam. In exchange Apprentice William Leitl has returned to work after leaving military service.

Milwaukee Terminals

DAVIES YARD

Catherine McConville, Correspondent

Friends of Andy Schilhansl, retired carman of Davies Yard, are glad to hear that he is recovering from surgery performed in St. Anthony's Hospital in September.

Carl Lentz of the wrecking outfit was called up for military service and left for Fort Lewis with the 32nd Division. His fellow workers presented him with a watch before he left. M. A. Weishaar replaced him as cook on the wrecking outfit.

Karl Tschmelitsch, carman, Davies Yard, has returned from a three months trip to Europe where he visited relatives.

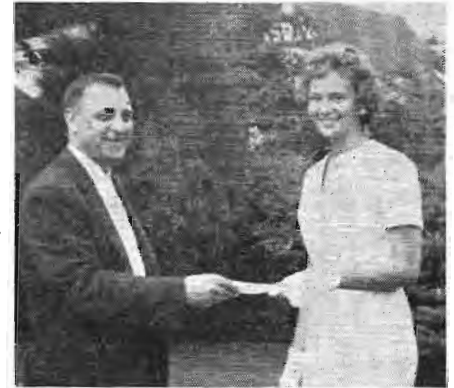
The following furloughed Milwaukee Terminal car inspectors have exercised their seniority at Bensenville, Ill.: Walter Grzywacz, Henry Landmann Jr., Donald Morrell and Raymond Wieck.

George Henning, car inspector in Milwaukee Terminals, retired Oct. 17 after 39 years of service. He will not be idle, however, as he and his wife operate Helenz Flower Shop at 4613 N. Hopkins Street, Milwaukee.

Ralph Mance, car inspector in Milwaukee Terminals, is on sick leave at this writing.

Ignatius Zielinski, 48, carman helper at Davies Yard, passed away in his home Oct. 9. Sympathy was expressed to his family, and also to the relatives of Ignatz Bushnig, 69, who died Oct. 28 after a long illness.

Helen Horan, former stenographer at Milwaukee Shops, and granddaughter of "Soda Ash" Johnny Horan, was married



"MISS MILWAUKEE ROAD CREDIT UNION". Janice Mazurkiewicz, secretary in the freight traffic department, Milwaukee, receiving the winner's award in a contest conducted by the Milwaukee Road Credit Union to select its prettiest member for a "Miss Wisconsin Credit Union" competition. In the latter, Miss Mazurkiewicz was first runner-up. Presenting her with the Milwaukee Road Credit Union award is Leonard M. Wachniak, contest chairman and a director of the credit union.

to Adolph Harwoth in St. Rose's Church Aug. 19.

Catherine, daughter of Assistant Foreman M. J. Trudnowski, has returned to her studies at Marquette University where she entered her third year in the medical school.

FOWLER STREET STATION

Pearl Freund, Correspondent

Jack Klima, retired demurrage clerk, passed away Oct. 26 at his summer home in Marquette, Ia. Death was sudden, due to a coronary heart attack. Mr. Klima, a member of a railroad family, began his career Jan. 12, 1923 at North Avenue, transferring to North Milwaukee, Chestnut Street and finally to Fowler Street as head demurrage clerk, after filling various clerical positions. He is survived by his wife Louise, and brothers Eugene and Benjamin of Milwaukee, and Joseph of McGregor, Ia. Burial was from the Evangelical United Brethren Church of Monona, Ia., and interment at Prairie du Chien, Wis.

Robert J. Millard, son of Mrs. Esther Millard, timekeeper House 7, who has been a dentist at the Army Depot, Philadelphia, has been assigned to the West Point Military Academy of Dentistry. From major he was promoted to the rank of lieutenant colonel.

A hayride scheduled for Oct. 28 was rained out, but this didn't entirely dampen the spirits of the participants from both the Agency and the Regional office. The post-hayride party went off as planned at the home of Mary and Mel Bartelt with good food and refreshments, singing and dancing. Lowell Wait and Mary Bartelt were chief planners.

Janice Mazurkiewicz, now Mrs. Gale LeFebvre, is the new stenographer in the

The Milwaukee Road Magazine

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the past thirty-five years.

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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

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

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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.

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

**POLICY FOR
DEPENDENT
WIFE**

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

Wife's name Date of birth

Amount of monthly premium for wife's policy \$.....
(See rate above according to age)

**POLICIES FOR
DEPENDENT
CHILDREN**

Please issue Life Insurance Policy or Policies in the amount of \$500.00 each for each of my dependent children listed below:
Premium 50 cents a month for each child insured.

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

First Name Age Birth Date

.....

.....

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



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traffic department at the depot.

Ronald Davely is a newcomer to the Agency, assigned to the position of bill and extension clerk vacated by Jim Roloff who is now a caller at Muskego Yard. John Smith, yard clerk at Canal, was assigned to carload billing, and Mel Clendenning to auto messenger duties, last run.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
 Office of General Superintendent

Best wishes and good luck go with our boys who left for military duty—Switchmen Dennis and Norman Justus, Tom Michels, C&M Division Brakeman F. D. Schade, and Southwestern Division Brakeman L. A. Charland Jr.

Two newcomers were welcomed to the callers' office in Muskego, Ralph Richter and Harold Gallmeier. Bruce McDonald is now clerk at Canal Yard.

Switchtender Sigmund (Ziggy) Anderson retired Oct. 1. Switchman Evan Rude retired Oct. 2 and will live in Bloomington, Calif., and Milwaukee Division Conductor M. D. Nichols retired Nov. 4.

Sympathy was extended to Switchman Gordon Gerbing whose father died Oct. 12, and to Switchman Gerhard Meister whose mother passed away recently.

Mrs. John Khoury, 35, wife of yardmaster, passed away Oct. 12 leaving, besides her husband, a little son Terry.

Milwaukee Division Conductor John Haddock and wife recently celebrated their 40th wedding anniversary.

Yardmaster Fred Curd's grandson, Paul Patrick Quinn, who is in the Navy, was married Sept. 30 to Carole Anne Vavra in St. Dominic's Church, Philadelphia.

Mr. and Mrs. Harry Braun are proud parents of a baby girl, Darlene Lynn, born Sept. 5.

Switchman Robert Reule became a grandfather for the first time Oct. 13.

Switchman Donald Christian and Caller Virginia (Mr. and Mrs.) spent their vacation on a trip to Florida.

Former Train Clerk Joseph A. J. Wuerl, who now works at Fowler Street, fell in a local supermarket and broke his arm and elbow. He will be off work for seven or eight weeks.

Switchman Ray Doyle announced the arrival of a son, John Joseph, Oct. 20.

Coast Division

SEATTLE

Agnes Horak, Correspondent

AUDITOR'S OFFICE: Ruth Fowler spent her vacation with her brother, Doctor Fowler and family, in North Carolina. She also visited Washington, D.C. . . . Charlotte M. Hill, retired stenographer-clerk, passed away in April. She started with the Road in 1918 . . . Victor R. McFadden, an employe since 1936, died in April. He was joint facility examiner before becoming chief clerk, from which position he retired shortly before his death.

FREIGHT CLAIM DEPARTMENT: Harold Emel, steno-clerk, returned to work Sept. 25 after six months' reserve

The Milwaukee Road Magazine



WEDDING BELLE Janice Eileen Mazurkiewicz, secretary to division freight agent in Milwaukee, and Gale R. LeFebvre of West Allis who were married in St. Gerard's Catholic Church, Milwaukee, on Sept. 30. They honeymooned in Canada, and are now housekeeping in Milwaukee.

training with the Navy . . . On Aug. 13 a fourth daughter was born to Steinthor Hermann and wife. Mr. Hermann is an investigator . . . Jean, daughter of Frank J. MacClellan, investigator, was married to Gerald Smith Sept. 30 in St. John's Church, Seattle . . . Carol Minard, secretary to the freight claim agent, spent her vacation in Hawaii.

GENERAL CLAIM DEPARTMENT: District Adjuster George W. Corbett was transferred to Chicago Nov. 1. Mr. Corbett began work for the Milwaukee in Chicago in April, 1953, having previously been with the GM&O. He was transferred to Omaha Oct. 1, 1956 and to Seattle in October, 1957.

INDUSTRIAL DEPARTMENT: Mrs. Lauretta Burchard, secretary in this department and president of the Seattle Women's Traffic and Transportation Club, spent part of her September vacation attending the 38th annual convention of the Associated Traffic Clubs of America in Philadelphia.

LOCAL FREIGHT OFFICE: Mr. and Mrs. William Whalen spent two weeks motoring in Canada, Washington and Idaho . . . Lola Thomson and Mrs. Nina Sutherland vacationed recently in San Francisco and Reno, and reported good luck in Reno . . . Mrs. Olive Swift returned to work Oct. 16 after three months' sick leave.

MILWAUKEE LAND COMPANY: Welcome to Alice Butler, a new employe in our office . . . John Dunn, field representative, sustained painful injuries recently in a car-truck accident near Mayfield, Wash.

RATE DEPARTMENT: Robert C. Chase, formerly of Blaine, is the new division clerk replacing H. R. Herth, promoted to chief tariff clerk . . . C. E. Jones, chief clerk to general freight agent, was transferred recently to the Chicago traffic research department. He was succeeded by Walter Zahren, former chief tariff clerk . . . Mrs. Elois Herren,

stenographer, retired Sept. 7 after 35 years of service. She was succeeded by Mrs. Kay Miller, a former employe . . . Mrs. Evelyn Hagen, former secretary to the foreign freight agent, passed away July 29 after a long illness . . . Mrs. Audrey Hotten, tariff distribution clerk, moved into her new home in Bellevue in November, and is commuting to work.

TAX DEPARTMENT: Robert H. Norman, assistant tax agent, and his wife Astrid, formerly of the auditing department, have a baby girl, Martina Louise, born Aug. 21, a little sister for Ricky and Julie Ann . . . E. J. Notske, assistant tax commissioner, was the executive chairman of the local arrangements committee for the National Tax Association convention held in Seattle Sept. 4-8. About

800 attended, including representatives from 48 states, Canada, Mexico, Japan and India.

TRAFFIC DEPARTMENT: Edwin M. Marx, who retired in December, 1954 as city ticket agent, died in Seattle Oct. 7 after a long illness. Requiem Mass was said in Blessed Sacrament Church and burial was in Calvary Cemetery. Mr. Marx was born in Kewaskum, Wis., and came to Seattle 52 years ago. He was a member of the Passenger Club and the University Post of the American Legion, being an Army veteran of World War I. Survivors are his widow Jane; a daughter, Mrs. J. Wayne Mason; and two brothers, Anton and Ollie, all of Seattle . . . George R. Webster, retired TF&PA, passed away Oct. 9 at his home in Mis-

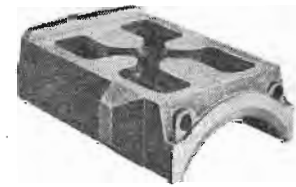
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(1) \$10,500.00 (1 and 2) \$13,000.00

J. S. Pinson

JOSIAH FOWLER PINSON, the last surviving member of the group of Milwaukee Road veterans who attended the ceremony on May 19, 1909 when construction forces from the east and west met at Gold Creek, Mont., and drove the last spike in the extension of the railroad to the Pacific Coast, died in a Seattle hospital Nov. 8 after a brief illness.

Mr. Pinson was born in a log cabin at Forney, Tex., on Sept. 2, 1877 and graduated in civil engineering from the University of Texas in the class of 1900. He started his career with the Milwaukee in the B&B department at Marion, Ia., in 1902, and when the railroad was built to the coast, transferred to Whitehall, Mont., as assistant engineer on construction of the line between Harlowton and Haugan. In 1909 he moved to Seattle as assistant B&B engineer on lines west of Avery, Ida., subsequently serving as assistant engineer of maintenance of way in the western district, and as division engineer of the Coast Division. He retired in December, 1947. He was a past president and honorary life member of the Seattle Engineers Club, a charter member of the Milwaukee Road Retired Employes Association, and a charter member and past president of the Milwaukee Puget Sound Pioneers Club.

Surviving Mr. Pinson are his wife, Bertha, two daughters, Mrs. R. E. Beaumont of Bellevue, Wash., and Mrs. C. W. Hallstrom of Seattle, two grandchildren, and eight brothers and sisters in Texas.

soula, Mont., after a long illness. Services were held in the Rose Chapel of Squire, Simmons and Carr in Missoula. Mr. Webster is survived by his widow Emma Marie and two grandsons.

TELEGRAPH RELAY OFFICE: Mrs. Lucille W. Eaton is with her parents in Minneapolis at this writing, called there by the illness of her father, W. R. Wright . . . Mrs. Julia E. Field, former switchboard operator, is working in this office at the present time.

EAST END

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

Funeral services for Mrs. Ruth White, stenographer to assistant superintendent in Spokane, were held in Our Savior's Lutheran Church, Spokane, on Nov. 24. Death was caused by injuries sustained Nov. 3 when she was thrown from her car in a collision with another car, the driver of which has been charged with negligent homicide.

Mrs. White had been with the Road since 1943, starting as a steno-clerk in the Spokane freight house. Since that time she had served as assistant cashier, billing clerk, file clerk in the office of the superintendent of the former Idaho Division, and as stenographer to chief dis-

patcher and trainmaster before assuming her last position. Starting in 1947 and continuing for more than 10 years, she was also the Milwaukee Road Magazine's correspondent at Spokane. She was active in her church and in the Spokane chapters of The Milwaukee Road Women's Club and the National Association of Railway Business Women. Surviving are her husband, Gilbert J., and a sister, Mrs. Lulu Place of Plummer, Ida. Interment was in Spokane Memorial Garden.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Leo Thiel, chief operator in the communications department, Tacoma, who retired last year, recently returned from an extensive motor tour. He visited his 98 year old mother in Michigan, a daughter in Wisconsin, went to Niagara Falls and on the return trip toured the Black Hills and Yellowstone Park.

Frank Blair, retired from the relay office, is living in San Luis Obispo, Calif., with his daughter. He recently visited his son in Seattle. Frank Jr., who formerly was on a program with Dave Garroway, now has the program "Today" over NBC 7 to 9 A.M. each day.

Roxy Hall, storekeeper at Othello, is in a local hospital at this writing. He is being relieved by C. H. Sullivan.

Charlie Stevens, store department, Tacoma, bagged a deer near his cabin on Harsten Island recently.

Roy Crippe of the signal department, who retired several months ago, was recently honored at a luncheon in Mr. Nyberg's office. He was presented with a purse from his fellow workers.

Clyde R. Williams, 73, died Oct. 6 shortly after his retirement as section foreman. His retirement gifts of a well filled wallet and a fish line were presented to him in the hospital, and truly appreciated. He is survived by his widow Bessie; a daughter, Mrs. Gweneth Renk of Sacramento, Calif.; a stepdaughter, Mrs. Marie Sheets of Tacoma; two brothers; two grandchildren and two great grandsons.

Tacoma is dressing up for "Century 21" as a salute to the World's Fair to be held in Seattle in 1962. The blue-ash-tree

containers on downtown sidewalks were given by the Puget Sound Bulk Exchange and members of the Tacoma Garden Club will plant daffodil bulbs in them.

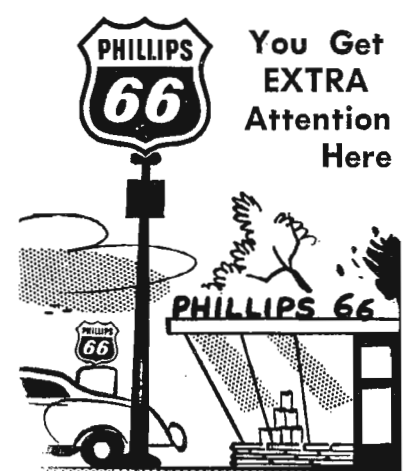
Larry W. O'Neill, roundhouse clerk at Tacoma, was married in a quiet family ceremony to Violet Christensen Sept. 2. On Oct. 10 Larry was notified to report to the draft board and he is undergoing "boot" training at Fort Ord, Calif., at this writing.

Retired Operator E. B. Beeman, Box 453, Sunset Beach, Calif., has written to say that Retired Agent R. P. (Dick) Rozell, 83, passed away in August. The two men worked together at Beverly in 1912, and all their service was at points west of the Cascades, Mr. Beeman retiring at Frederickson in December, 1949. Mrs. Beeman died a year or more ago and we're sure her husband would be happy to hear from old time friends.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

J. C. Fortune, signal maintainer at Byron, Ill., was commended recently for alerting a train crew to a condition which could have caused a derailment. Although he was off duty at the time, his interest in inspecting a passing train revealed a broken wheel on one of the cars, and on his signal to the caboose, the train was stopped before it could cause serious damage.



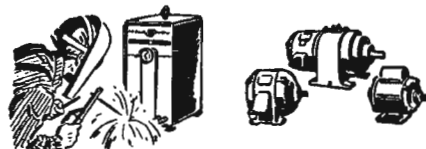
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MARKING THE 50TH ANNIVERSARY of their marriage in St. Mary's Church, Crivitz, Wis., on Sept. 13, 1911, Mr. and Mrs. Paul F. Matykowski repeated their vows in the same church on Sept. 16. After the anniversary mass, the couple were honored at a dinner served to family members and at an open house in the church parlors. They have 10 children, 25 grandchildren and one great grandchild. Mr. Matykowski retired as a B&B carpenter in 1956, with 51 years of service.

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Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Mike, son of Conductor R. G. Wussow, received the Eagle Scout award Nov. 8. For a lad of 13 this is an enviable achievement and bodes well for his future. In addition, he was recently awarded the Scouts' "Altere Dei" medal for service to his church.

Conductor Herman Rohde, who has been disabled since 1957, passed away Oct. 23. Sympathy was expressed to his widow.

Conductor Fred Mittlebach, just returned from a two months' motor tour of the southern and western states, visited Retired Conductor E. C. Holden in California and found him enjoying life under sunny skies.

Conductor M. D. Nichols of Round Lake, Ill., retired Oct. 14.

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SKOKIE, ILL.

Agent Sam Kern, Ladd, Ill., told me recently of the deaths of Engineer E. J. Higgins and Conductor R. A. Noling of the old Racine and Southwestern line. Both had been retired for a number of years.

Robert Carruthers, 87, who retired as an engineer May 29, 1944 after serving the Road 47 years, died Oct. 19.

SECOND DISTRICT

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

Richard G. Williams, traveling freight agent, was transferred from Pittsburgh to Green Bay where he will work with District Freight Agent Gail F. Meintzer.

Switchman Harry Harvey is in St. Vincent's Hospital at this writing recovering from an accident.

Florence Gotto, former correspondent for this column, entered the hospital for surgery. We hope for her speedy return to good health.

Mrs. Harvey Hayden, wife of retired car inspector, passed away recently.

A special "package deal" train brought 286 people from Green Bay to Chicago for the Packer-Bear game Nov. 12. The price included return rail fare and bus fare to and from the Stadium.

Individuals and business firms who have made donations to the National Railroad Museum in Green Bay, in the form of cash, goods and services, have been honored with membership in a new organization known as the Officers Club of the Wisconsin and Yesterday Railroad. Listed on the initial roster of 228 are The Milwaukee Road and President William J. Quinn, in recognition of the gift of a steam locomotive and other facilities, hauling equipment to the museum site, and the services of volunteer crews. Individual members include Assistant Superintendent Bill Freund, Leo Bordeleau and Duke Hawkins. The members will be given railroad caps emblematic of their rank in the club, and cards entitling them to museum admission.



Mr. and Mrs. Joseph T. Dettle being congratulated by Division Superintendent F. H. Ryan (right) and Signal Inspector J. D. Aldern. (Winona Daily News photo)

"Dead", He Retires 48 Years Later

BACK in August, 1913, Twin Cities newspapers carried a story of the death of Joseph T. Dettle in a railroad accident. The "corpse" remained on the Milwaukee Road payroll for 48 more years, however, and looked very robust at a

party held in Winona, Minn., Oct. 2 to honor his retirement after a half century of service.

Signal Maintainer Dettle recalls that he had joined the Road's track department at Cologne, Minn., two years earlier and was riding in a caboose when it was involved in a collision that sent him to a hospital. Laid up with a wrist injury, he telephoned a brother to notify his family that they needn't worry, but in the meantime the newspapers had written him off as a fatality.

Continuing in the track department, Mr. Dettle worked on the former H&D Division before transferring to the B&B department at St. Paul where he became a signal man in 1917. He had served as signal maintainer at Winona since 1926. He is a former member of the Winona City Council and a charter member of Local 61, Brotherhood of Railroad Signalmen.

Aberdeen Division

EAST END

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

Agent Virgil Parker's bachelor days are now a memory. In St. Joseph's Catholic Church, Montevideo, he was recently married to Margaret Beer, home economist at Northern States Company, Montevideo. With that kind of a set up, the food served in the Parker home is super duper. We've had samples. We know.

Conductor Warren Hocum rented his house and moved his family out to the farm where a new house was built to replace the one destroyed by fire.

Tom Fasching, operator at Montevideo, bid in the agency at Cologne. He was replaced by Lynn Van Horn, formerly agent at Wegdahl. Agent John Mulenberg is now at Wegdahl.

After being ill for two years, 24 year old Agent-Operator Curtis Paulsrud died in his home Sept. 18. Retired Engineers Edward Rostratter and Clarence Schmitz passed away in October. Mrs. Fred Snowden, wife of retired engineer, died

MORE NEW, EFFICIENT EQUIPMENT TO ROLL on the MILWAUKEE ROAD



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Oct. 18 of a heart attack.

Fire, presumed to have started by spontaneous combustion, partially destroyed the home of Section Laborer Francis Golden. Considerable work must be done before it will be livable.

Susan Dimmitt, daughter of Assistant Superintendent R. J. Dimmitt, recently appeared in a voice recital. She is a junior in the local high school.

A new depot was recently completed at Hector, Minn., and the agent, Rudy Webber, was pleasantly surprised with a

"house warming" one afternoon by a representation of the townspeople who are happy with the improvement. They brought coffee and flowers, and there was much good natured kidding about the bouquets of rhubarb, weeds and sugar beets, the latter being a product of that community shipped out annually on the Milwaukee.

Sports fans in this area are keeping their eyes on Roger O'Shaughnessy, son of Engineer Dan. Roger made the freshman football team at the University of

Minnesota this fall.

Our new car foreman is Ronald Quirk, lately of Dubuque, Ia. He replaced Nels Bjorndahl who took the pension.

Conductor Joe Tessari has taken another daughter down the church aisle. This time it was Leslie who was married to Tom O'Keefe, the boy-at-the-end-of-the-block. The young couple are living in Neenah, Wis.

We like the beyond-the-call-of-duty attitude of Engineer Don McLeod. He had been at his lake property cleaning up the charred remains of a cottage that had been burned by vandals and on his trip home he came upon an elderly gentleman who was having car trouble. Don stopped to help and found the man was trying to catch the noon Hiawatha. Even though it meant miles out of his way, Don took him to the Minneapolis depot and then dashed home, made a quick lunch, changed clothes and got back to South Minneapolis to go out on his call. He made it—and also made a friend for himself and the Road.

Rocky Mountain Division EAST END

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

Mrs. Helen Decker, daughter of Mrs. Signe Rawlings, recently received her master's degree from the University of Minnesota. For the past six years she has been an instructor at Immanuel Lutheran School in Plainview, Minn. Mrs. Rawlings attended the graduation and also visited her daughter and grandchildren in Plainview.

Webb Smith, retired machinist, passed away Sept. 1 after a long illness. Funeral services were held in Miles City with final rites and interment at Bowling Green, Ky. He is survived by his wife, two sisters and a brother.

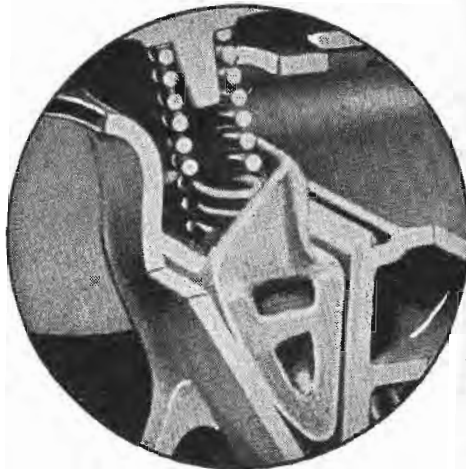
Hugo E. (Hook) Zuelke, 74, retired conductor, died in a Miles City hospital Sept. 19 after a long illness. He was born in Germany and came to the United States with his parents as a child of two. The family settled in Wisconsin and in 1912 Mr. Zuelke came to Miles City and entered the employ of the Road. He retired in 1957. He is survived by his wife, two daughters, three sons, six grandchildren, three brothers and five sisters. Funeral services were held in the Graves Funeral Home, the Rev. Mr. Burdsall of the First Methodist Church and Miles City Elks Lodge officiating. Interment was in Custer County Cemetery.

Peter A. Strom, 76, passed away Sept. 21 in a Miles City hospital. He was born at Springville, Ia., and moved to Montana in 1911 to homestead in the Rock Springs community. He entered the employ of the Road in 1942 in the mechanical department and retired in 1951 due to poor health. He is survived by his wife, two daughters, three sons, four brothers and 20 grandchildren. Funeral services were held in the Graves Funeral Home by Rev. C. H. Jacobson of the First Lutheran Church. Interment was in Custer County Cemetery.

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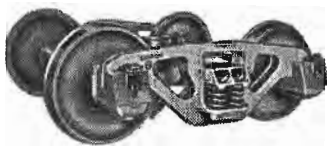
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RETIREES FROM SPIRIT LAKE AGENCY.

H. B. Dyson, a 45-year veteran, retired Oct. 13, closing a career which included service as a station helper, telegraph operator, traveling auditor, in B&B work, and as agent at Spirit Lake, Ia., since 1937. In the latter community he had helped to organize the Boy Scout movement, served as master of the Masonic Lodge and Commander of the American Legion, and for the past 10 years as chairman of the board of trustees of the Iowa Great Lakes Sanitary District. He and Mrs. Dyson have moved to St. Cloud, Minn., but will spend the summers at their cottage on Big Spirit Lake. (Spirit Lake Beacon photo)

Installation of the boot tank has been completed for the new section of the Occident Elevator, which will replace the section destroyed in a spectacular early morning fire several months ago. It is expected that the new facility will be finished by mid-January.

Funeral services were held Oct. 3 at the Christian Church in Lucerne, Mo., for Jesse O. Callen, retired carman, formerly of Miles City. He was born June 1, 1895 in Mercer County, Mo., and in 1937 moved to Miles City where he was employed in the roundhouse as a tankman until he became disabled in 1954. He is survived by his wife, a son, two sisters, a brother and seven grandchildren.

Word has been received of the sudden death of Mrs. Thomas (Margaret) Nugent at her home in Kirkland, Wash. She is survived by her husband, retired warehouse foreman, a son, two brothers, a sister and three grandchildren. Funeral Mass was held at Holy Family Church

and burial was in Kirkland.

William I. Freeland, 73, retired conductor, died Oct. 10 in a Miles City hospital after having collapsed of an apparent heart attack. He was born in Kimball, S.D., and came to Montana in 1913. He retired in 1956. He is survived by his wife, three stepsons, three granddaughters and two sisters. Funeral services were held in the Graves Funeral Home. Burial was in Custer County Cemetery.

Lars Haaberg, 77, retired machinist, passed away Oct. 20 in a local hospital following a long illness. He was born in Norway and came to the United States in 1901. The family came to Montana in 1912 and he later went to work in the shop retiring in 1946. Mr. Haaberg is survived by his daughter, a granddaughter, three brothers and two sisters. Funeral services were held in the Graves Funeral Home with Rev. Paul McNeece of the Assembly of God Church officiating. Interment was in Custer County Cemetery.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Retired Switchman Leonard Gale Smith, a Cedar Rapids resident for 44 years, died in his home Oct. 7. He was born May 22, 1894 at Bard, S.D. Surviving are his wife Ella, a daughter, Mrs. Ralph Spalding, his mother, three sisters and a brother, all of Cedar Rapids; a son, Leonard J. Smith, El Cerrito, Calif., and four grandchildren. He was a veteran of both World Wars and a member of St. James Methodist Church.

Fred H. Long, 79, a long time Milwaukee employe, died Sept. 6 in the Veterans Hospital, Madison, Wis. Mr. Long was born at Little Falls, Minn. He served with the Navy in the Philippine Islands prior to and during World War I, and with the Merchant Marine in World War II. He was a member of Marion Post 296, American Legion. Surviving are two sons, Richard of Des Moines, and Fred of Cedar Rapids; a daughter, Mrs. Ernest Benedict of Anamosa, and five grandchildren. Interment was in Oak Shade Cemetery.

Louis J. Pazour, 65, died suddenly Nov. 3 in a Cedar Rapids hospital. Born in Savanna, Ill., he resided in Marion for more than 50 years and in Monticello for seven years. When he retired from the Road after 37 years' service he was a

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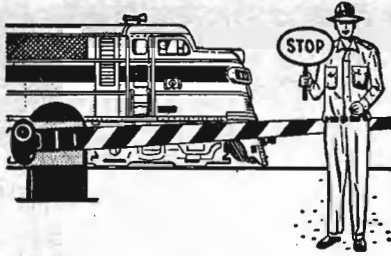
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passenger conductor. A veteran of World War I, he was a member of Marion Post 298, American Legion; Veterans of World War I No. 695, and the Brotherhood of Railway Trainmen No. 319. He is survived by his wife Mary; two sons, Louis Jr. of Savanna, and John at home; two daughters, Mrs. Jean LeMar of Cedar Rapids, and Ensign Mary Lou Pazour of the Navy, stationed at Glynco, Ga.; five grandchildren, three brothers and a sister.

Keypunch Operator Gene Gonsales and wife are parents of a son, Jeffrey Charles, born Oct. 29.

From a recent story in the Cedar Rapids Gazette we learned that Gazette Newsboy Richard Woodford, son of Dean Woodford, our ticket clerk at Marion, at the age of 14 has his eye on an electrical engineering career. In fact, he even has his college chosen. It will be the University of Iowa, where Mrs. Woodford is an instructor in the school of nursing. Part of the money for his education will come from earnings he has accumulated delivering the newspaper.

Everett Rose, a retired employe, 86, died Oct. 16 in an Iowa City hospital after a long illness. He is survived by a daughter, Mrs. Archie Scott of Marion, two sons, George W. of Marion, and Ralph of Hermiston, Ore., and a sister, Ann Werner of Dorchester, Wis. Interment was in Oak Shade Cemetery.

Retired Conductor Grant U. Young, 70, a former Cedar Rapids resident, died Oct. 13 at Huntington Beach, Calif.

MIDDLE AND WEST

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

A. E. Fairhurst, retired traveling freight claim agent, Amherst, Mass., visited his daughter and son-in-law, Mr. and Mrs. Hugh Jones, Perry, in September. Mrs. Jones is clerk for the chief dispatcher at Perry, and Mr. Jones is a retired clerk. While in the area, Mr. Fairhurst also visited many of his former acquaintances in Marion and Council Bluffs.

Retired Engineer and Mrs. Jesse Snipe of Perry celebrated their 50th wedding anniversary Sept. 3. A reception was held in the Methodist Church where many friends congratulated them. Many cards and gifts were also received.

Vern Schliesman, former agent and operator on the Des Moines Division, has been appointed assistant agent at Rockford, Ill. His last regular position was agent at Redfield, Ia.

W. A. Hamilton is another to be added to the list of retired employes. He worked for many years as an operator on the Iowa Division, mainly between Manilla and Council Bluffs. He plans to devote his time to farming.

Another operator to retire is J. F. Koester, who last held the agent's position at Melbourne, Ia. He had previously been operator at Tama for many years. His retirement was effective Sept. 1, and he has returned to Tama to live.

Ronald Prindiville, son of Traveling Engineer Edward Prindiville of Perry, was inducted into the Army and is taking his basic training at Fort Leonard Wood. Prior to his induction he was employed in our shops in Bensenville.

Darrel and Franklin Snyder, sons of Yardmaster Jack Snyder of Perry, are attending the University of Iowa, Darrel as a sophomore, and Franklin as a freshman. Darrel worked during the summer as night ticket clerk in Perry.

Bob Middleton, son of Assistant Superintendent R. A. Middleton of Perry, has returned to Carleton College at Northfield, Minn., where he is a junior.

Ruby Eckman, retired clerk and former correspondent of this column, has moved from the Merritt Apartments in Perry where she resided for many years, to 1323 First Avenue, Perry.

Army Private Kenneth L. Laborde, son of Engineer Kenneth Laborde of Perry, has been assigned to Headquarters Fifth U. S. Army in Chicago. He was graduated from Perry High School in 1960, and entered the Army last April.

Second Lieutenant Arthur S. Kibby, son of Storekeeper Clerk Elvin Kibby, left in October for Frankfurt, Germany, where he will be stationed with the 45th Medical Battalion of the third Armored Division. He completed the orientation course for Medical Service Corps Officers at Fort Sam Houston, Tex. Mrs. Kibby expects to join her husband in Germany soon.

Retired Engineer and Mrs. Ralph Shaw, former Perry residents and now of Burbank, Calif., returned to Perry and Savanna in September to visit relatives

The Milwaukee Road Magazine

and friends. While in Perry they were guests of Retired Engineer and Mrs. Arthur Cortner.

Mr. and Mrs. Kenneth Davis of Englewood, Colo., visited Ruby Eckman, retired clerk, in October.

Arthur Johnson Jr., son of roundhouse employe Arthur Johnson Sr. of Perry, was married in the Johnson home to Clarenda Fern Two Hearts, daughter of Mrs. Lydia Two Hearts of Rapid City, S.D. Arthur recently received his honorable discharge from the Army Air Force.

Larry Fister, operator in the Perry relay office, was recalled from the Army reserves for duty, effective Oct. 15. A surprise party was held prior to his leaving, in the office of Superintendent M. A. Garelick. Refreshments were served and he was presented with a transistor radio.

Retired Engineer George Starliper of Perry was injured in a fall while visiting relatives in Pennsylvania in September. His wife and daughter went late in October to accompany him home.

Retired Roadmaster Louis W. Anderson, 78, of Rockwell City, passed away Oct. 21 in the Rose Nursing Home. He started work with the Milwaukee as a lamp and switchtender. Later he worked in the track department as a laborer, section foreman, and extra gang foreman, before being promoted to roadmaster, a position he held for 34 of his 49 years of service. He retired in 1947. Last rites were held at the Morton Funeral Home in Rockwell City.

Iowa Division Engineer Keith Speck of Perry was in the Methodist Hospital, Des Moines, in October because of an injury sustained when he caught his left hand in a combine while helping his father on the farm. A specialist performed the necessary surgery, and he has been progressing very satisfactorily.

On Sept. 23 Marianne Martens became the bride of Brakeman Thomas R. Morfoot in the First Congregational Church at Granville, Ill. Both bride and groom attended the University of Iowa, and are continuing their education at Parsons College, Fairfield, Ia., where they will live. Tom served three years in the Army, two of which were spent in Japan. Currently he is on leave of absence from the railroad.

Elmer Fister, assistant foreman of the Jefferson section and an employe of the Road for nearly 40 years, applied for disability retirement in September. He started work in the track department in 1917 with most of his time spent on the Des Moines Division. He will continue to make his home in Herndon, Ia., where he has lived for many years.

Retired Perishable Freight Employe Alfred N. Noack and wife of Perry are staying in Des Moines at the home of their son-in-law and daughter, Mr. and Mrs. Lee Sullivan. Their address is 2901 Ingersoll, Apartment 5. Mr. Noack has been a patient in the Iowa Methodist Hospital several times during the past few months.

A number of changes were made in clerical positions at Perry when the abstract and ticket clerk's position was abolished. G. A. Guinn, who had been cashier at the depot, exercised seniority on the position of statistician in the superintendent's office, Ralph Jackovitch, who had held that position, displaced Larry Whelchel on the switchboard, and Larry was awarded the cashier's position on bulletin.

The new traveling lineman on the division is Gary Adametz, who took the position vacated when Clinton Froke took a similar job in Butte. Gary will make his headquarters at Perry. He was previously lineman at Savanna.

One of the names on the Loyalty Party ticket filed at Perry for the various city

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"SCIENCE RIDES THE HIGH IRON," a 16 mm color motion picture produced by the Association of American Railroads, provides a dramatic answer to the question of what the railroads have done and are doing to modernize and improve their operations and services before appealing for legislative relief from the factors responsible for their financial difficulties. The 25-minute film, with narration by news commentator Chet Huntley, shows laboratory research work and scientific techniques employed by the railroads in the almost 17 billion dollar modernization program they have carried out since World War II. The innovation pictured here is radioactive isotope studies of lubricating oils going on in a radiology laboratory. Public showings of the film will be held throughout the country.

offices for the forthcoming term, was that of W. E. Failor, chief clerk to superintendent. On Nov. 7 he was elected councilman of the Second Ward for a two year period.

Kenneth Shearer, son of Engineer K. L. Shearer of Perry, and Mary Jane Wall, daughter of Dispatcher E. C. Wall, also of Perry, were selected to be members of the Singers of the Iowa State University at Ames.

Richard L. Anfinson, son of Retired Engineer P. L. Anfinson of Dawson, Ia., is serving aboard the Navy icebreaker USS Burton Island. Operating out of Seattle, the icebreaker left in September for the South Pole to participate in Operation Deep Freeze 1962, a scientific ex-

pedition. The cruise will take approximately six months during which the ship will open icejammed waters for cargo ships supplying operations at McMurdo Sound, Antarctica. The crew will also participate in oceanographic research within the frozen Ross Sea.

Several changes in agents were made during recent months. G. E. Finders was appointed to the Melbourne-Rhodes station. Ray Dawson, for many years agent at Yale and later at Grimes, took over the agency at Spirit Lake. G. Rasmussen was awarded the agency at DeWitt. Among the operators, James Berner has started work in the Perry relay office on the position vacated by Larry Fister when he was recalled to the Army.

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Brantmeyer, V. A., conductor-----Madison, Wis.	Fuerst, John G., loco. engineer-----Dubuque, Ia.
Broda, Andrew J., car inspector-----Chicago, Ill.	Klein, J. J., loco. engineer-----Mobridge, S.D.
Butzlaff, W. R., loco. engineer-----Portage, Wis.	Majeske, F. J., loco. engineer-----Milwaukee, Wis.
Dettle, J. T., signal maintainer-----Winona, Minn.	Pease, G. C., loco. engineer-----Steger, Ill.
Dudley, L., station agent-----Redfield, S.D.	Power, Fred, machinist-----Milwaukee, Wis.

Silver-45-Year-Passes

Birzetis, B. J., pipefitter-----Chicago, Ill.	Lockman, R., loco. dept. foreman--Jasonville, Ind.
Constantine, James J., foreman-----Chicago, Ill.	Maertz, George, car inspector-----Milwaukee, Wis.
Costello, James G., loco. engineer--Richfield, Minn.	McGinnis, Clarence J., yard
Dafnis, W. D., machinist helper-----Aberdeen, S.D.	conductor-----Milwaukee, Wis.
Davies, Elmer S., switching and	Merz, Ann T., clerk-----Chicago, Ill.
demurrage clerk-----Minneapolis, Minn.	Nielsen, Theodore, machinist-----Elmwood, Ill.
Ewig, Walter, blacksmith-----Milwaukee, Wis.	Raue, Felix C., traveling auditor-----Deerfield, Ill.
Fick, Carl R., chief clerk-----Tomah, Wis.	Rosar, Jerome A., chief clerk-----Wauwatosa, Wis.
Fredrickson, John H., yard	Taylor, W. J., conductor-----Portage, Wis.
conductor-----Minneapolis, Minn.	Viergutz, H. W., chief chemist-----Milwaukee, Wis.
Fuller, Milo B., car foreman-----Poynette, Wis.	Wager, Joseph, division clerk-----Evanston, Ill.
Gardner, Arthur U., accountant-----Chicago, Ill.	Williams, L. A., telegraph
Klatte, Herman W., assistant AAR	operator-----Burlington, Wis.
lead clerk-----Wauwatosa, Wis.	Wizback, J. F., yard conductor--St. Paul, Minn.



THE CAMERA SENSES THE CLIMATE of a winter night as the Copper Country Limited, en route from Chicago to Calumet, Mich., makes its scheduled stop at Green Bay, Wis. A TRAINS magazine photo study by John E. Gruber, Madison, Wis.



STEVE LAWRENCE, EDYIE GORME AND SON DAVID, detraining from the Milwaukee Road-Union Pacific City of Los Angeles in the Chicago Union Station Oct. 26, obliged with this pose of show business troupers. The popular entertainers and recording artists were en route from an appearance at the "Sahara" in Las Vegas to an engagement in Boston.

MAMMOTH BUILDING PROJECT INVOLVES CHICAGO UNION STATION AIR RIGHTS

A multi-million dollar construction program involving an 18-story office building and a self-contained transportation center to be built over the tracks of the Chicago Union Station was announced Nov. 16. The project, which is being undertaken by a British-American investment group headed by Erwin S. Wolfson, a New York real estate developer, takes in 7 1/2 acres of air rights property in a 3-block area bounded by the Chicago River and Madison, Canal and Van Buren Streets.

Pending a final determination, present intentions call for the office structure to occupy the block between Adams and Monroe Streets, and the transportation facility to straddle the Monroe-Madison block.

The \$20 million office building will rise above an elevated plaza, set back 20 feet from the curb and landscaped. Beneath the plaza will be automobile parking facilities and rental space for offices, shops and a restaurant. Projected for the transportation center are a bus terminal, airline ticket offices, limousine and parking areas, and a heliport. Definitive plans are awaiting discussions with the department of city planning.

Plans for a third major facility in the block between Jackson Boulevard and Van Buren Street will be announced later.

Above, right: Artist's conception of the office building and transportation center.

Below: How the two-block site north of the station looks today.



LIFTING A 464-TON BRIDGE. Scene at La Crosse, Wis., showing the Rose Street viaduct which spans the Milwaukee Road's main line and yard tracks west of the depot as it was recently in the process of being raised 6 inches. The engineering feat, a part of the Road's over-all program to provide higher clearances for modern loadings, entailed jacking up the span and inserting steel plates between it and the piers underneath. Here, D. H. Fisher, supervisor of bridge maintenance (left), is standing by as Steel Bridge Erector Robert McCall welds plates on expansion bearings. (La Crosse Tribune photo)



WINTER SPORTS GUIDE to ski resorts reached by The Milwaukee Road are listed in a new travel folder. For a copy, see your travel agent or write to the Road's general agent passenger department in the Chicago Union Station.



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NOTHING LIKE THIS was ever found under a Christmas tree, and youngsters all dressed up for the annual Gold Rush Days at Bensenville, Ill., made the most of it. See page 7.

