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Higher Tunnels for Higher Loads ... page 4.

MARIE HOTTON
Managing Editor

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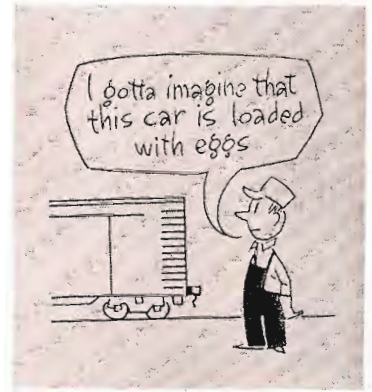
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BULLETINS

MINUTEMAN CONTINUES ON WHEELS. A White House announcement of Sept. 20 said that the Boeing Airplane Company contract for the development of a mobile Minuteman missile system which expired Sept. 15 had been extended to Dec. 15. The contract involves expenditures of about \$5 million a month for research on mobility of the new Air Force inter-continental ballistic missile by rail. Department of Defense representatives want the program to continue because of the need for a highly deceptive retaliatory weapon force . . . **Porters Union Officer Honored.** President Kennedy has appointed Ashley L. Totten of New York City, secretary-treasurer of the Brotherhood of Sleeping Car Porters, to the board of directors of the Virgin Islands Corporation. The board is authorized to engage in activities to promote the general welfare of Virgin Islanders. Mr. Totten is a native of the island of St. Croix . . . **Freight "Smashers"** are the target of an industry-wide campaign which The American Railway Magazine Editors Association will launch in January, 1962 to put new fight into the battle against loss and damage. At a meeting in French Lick, Ind., Sept. 13-15, the group named a five-man committee to prepare a series of articles which will personalize to line employees the connection between customer dissatisfaction and job security. Chairman of the ARMEA effort, which complements that of the A.A.R. Loss and Damage Section, is Joseph Shallit, editor of The PENNSY magazine . . . **One-Man Society** for the Prevention of Cruelty to the Iron Horse is K. Fritz Schumacher of Sierra Madre, Calif., known coast to coast as a letter-writing crusader for the railroads' "Magna Carta" principles. Since 1958 he has written more than 1,000 letters to editors and hundreds to congressmen and legislators, all dealing with railroad or related transit subject. Some have been printed almost simultaneously in up to 55 newspapers . . . **A.A.R. Obit.** Dr. Julius H. Parmelee, who headed the Association of American Railroads Bureau of Railway Economics for 33 years until his retirement on Nov. 1, 1953, died Aug. 22 at his home in Falls Church, Va. He was also an A.A.R. vice president from 1947 to 1953 . . . **First Special Troop Train Movements** since the Korean war are being arranged by railroads throughout the country as the result of tension over the Berlin situation. Military traffic increased to sizeable proportions about Oct. 1, when the first of the National Guard and reserve units were called to active duty. On The Milwaukee Road it has been reflected in stepped up movements of draft inductees from Milwaukee to Fort Leonard Wood, Mo. . . **Irish "Western"**. A holiday excursion train returning to Dublin, Ireland, Sept. 3 was flagged to a stop with lamps swung by Irish Republic Army men who boarded the engine and ordered the crew at gunpoint to disconnect the diesel and drive it clear of the coaches. Then, in true Hollywood style, the raiders blew it up . . .



"Mainline to Security" is the title of a color film produced recently by the

(Continued on page 46)

The Cover

THE problems of a "Life" magazine photographer had nothing on those of the fellow who took the pictures of the Road's \$800,000 tunnel enlarging project carried out this year on the Rocky Mountain and Coast Divisions. In addition to contending with the noise of machinery ripping out roadbed as it bounced back from tunnel walls, and the whirlwind stirred up by "cyclone" fans that kept the air free of dust and fumes (both hardly noticed by the men on the job), not the least of his problems was getting anyone to stand still for a picture. Since all of the work was done under traffic, everyone was "sorry, too busy". However, here is a group of Rocky Mountain key personnel he persuaded to stop long enough for him to snap a shutter. From left: Roadmaster T. A. Prata, General Foreman John Satake, Assistant Division Engineer Ted Striebel and Section Foreman John Russo. For the story, turn to page 4.

Do Your Christmas Shopping Early!

WANT to get a head start on your Christmas shopping? Here's your chance to lay in some terrific "stocking stuffers". And you don't even have to leave home. Just write to our company's advertising department.

Because so many employes who bought these pocket-size articles for Christmas giving last year continue to order them, a quantity supply has been stocked in anticipation of this year's pre-holiday demand. For the price, the values can't be matched anywhere.

For one, there's a handsomely styled cigarette lighter at the bargain price of 75 cents. The maroon enamel finish has the Road's trademark stamped in white on one side, and the traditional Running Indian medallion on the other. It's gift boxed in maroon with a Milwaukee trademark decoration.

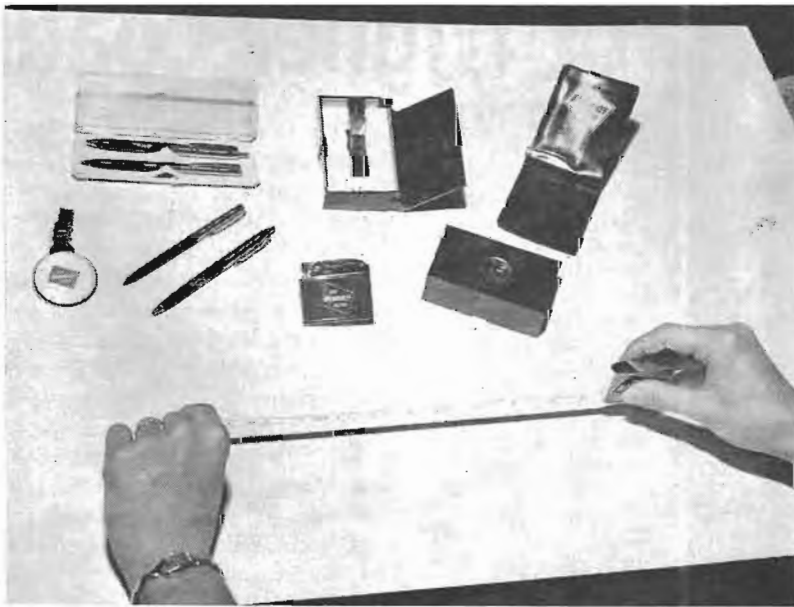
Available also are a ball point pen and matching automatic pencil that write like the high-priced kind; black with gold, including the Road's trademark stamped in gold color. Purchased individually, the pens are 20 cents, and the pencils 30 cents. For gift giving, the set of two can be had in an attractive plastic box, priced at 60 cents for the combination. Refills for pens are 10 cents each, or 85 cents a dozen.

An item that has made a hit with



C. N. Rank, advertising agent, has a customer for a cigarette lighter in Stenographer Marge Yeaman of the treasurer's office in Chicago. The lighters are gift boxed.

travelers is a baggage identification tag—white plastic secured by a leather strap. This, too, is imprinted with the Road's trademark in red and black; price, 25 cents. Another good value at 25 cents is a wallet-type money clip with a pocket for identification or business cards. It is made of soft but durable plastic, black in color and with a texture resembling English Morocco leather. The Road's rectangular insignia is on the inside, stamped in gold.



A display of the articles which may be purchased through the Road's advertising department. In the foreground is the 6-foot steel pocket rule, and above and clockwise are the cigarette lighter, ball point pen and matching automatic pencil, the baggage identification tag, the pen and pencil boxed for gift giving, the purse size vial of Lanvin "My Sin" perfume extract, the wallet type money clip, and the perfume box in the closed position. The perfume and pocket rule will be available early next year.

If any of these items solve part of your Christmas shopping problem, the time to get them is NOW! Send your order, enclosing a check payable to The Milwaukee Road, to C. N. Rank, advertising agent, 824 Union Station, Chicago 6, Ill.

New novelty articles presently on order include a woman's plastic rain hood, a 6-foot steel pocket rule, and a purse-size vial of Lanvin's "My Sin" perfume extract packaged in an ornamental hinge-top box. Watch this magazine for an announcement as to when they will be available.

USDA Praises Rail Service For Farm Products

THE nation's railroads have received a pat on the back from the U. S. Department of Agriculture for their efforts to improve the movement of farm products to market. In a report issued recently by the USDA's Economic Research Service, which keeps watch on increased efficiencies in marketing, they were cited for these developments:

Stepped-up icing for perishables; speedier, automatic handling of farm freight; wider doors on boxcars to make loading easier; and covered hoppers to provide a more sanitary means of shipping bulk commodities. The report noted that many railroads are painting livestock cars with aluminum on the outside to provide a cooler trip to market for animals; that new cars cut down shipping damage to farm products; and that improved facilities such as automatic classification yards and centralized traffic control help to speed food to its destinations.

Also highlighted was the fact that the delivery time of perishable traffic from the West Coast to the East has been shortened by three days, and that piggy-back time from Florida to northeastern cities is a day less than the normal freight schedule. "As for the future," it noted, "the railroads promise more of the same improvements."

IT'S A NEW CHINESE CUSTOM. According to a report issuing from Peiping, during train stops of 15 minutes or more the Chinese railroads broadcast music over platform loudspeakers so travelers may do setting up exercises and stretch their muscles. Crews of one train have received 1,500 letters from passengers thanking them for providing the calisthenics breaks, said the report. A women's delegation is quoted as writing, "After the exercises our limbs feel much more relaxed, our brains more sober."



*Unique Track Lowering Project
Increases Headroom in Mountain
Bores of the Far West . . .*

Work was carried on simultaneously at both ends of a tunnel. Here a heavy duty crane is backing out of Tunnel 25 near Adair, Ida., with a track panel. The 39-foot panels were replaced from time to time to permit the passage of trains.

Higher Tunnels for Higher Loads



In-the-field supervisors accompanying Chicago headquarters officials on an inspection tour. Posed at the entrance to Tunnel 22 just west of Roland, Ida., are, from left: Rocky Mountain Assistant Division Engineer F. W. Striebel; P. L. Cowling, assistant to president; M. T. Sevedge, superintendent of the Rocky Mountain Division; L. V. Anderson, general manager - system; and R. D. Claborn, division engineer for the Rocky Mountain Division.

GANGWAY for progress! Milwaukee Road trains will henceforth carry still higher and wider loads through the mountainous Northwest!

The dust has just settled on a unique engineering project, the largest undertaken in the Road's western region since the line was built through that territory a half century ago. The work, completed on Oct. 1, involved lowering the floors in 31 of the 46 tunnels between Ringling, Mont., and Whittier, Wash.—the 706 miles of electrified railroad in the Belt, Rocky, Bitterroot, Saddle and Cascade ranges—and raising the trolley for the electric locomotives in 36 of the tunnels. Various phases of the project such as the installation of drainage facilities and final ballasting are continuing for another month, however.

By providing more headroom in the tunnels, the project cleared the way for the Road to transport more massive "dimension" loads, such as automobiles

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on tri-level racks, larger prefabricated houses, high and/or wide industrial equipment, and the like. The work cost slightly in excess of \$800,000, including phases of an over-all program for lowering the track under overpasses in Minneapolis, Minn., and La Crosse, Wis. Altogether, 7.54 miles of the main line were lowered at least 6 inches, and in many places as much as 2 feet. Of the total distance, 4.55 miles were actually inside the tunnels. The remaining 2.99 miles consisted of tunnel approaches.

Despite the difficulties involved, which included doing all of the work without interrupting train operations, the project was finished a full month earlier than was originally thought possible. In some of the tunnels this was accomplished by replacing the track from time to time during the progress of excavation in order to permit trains to pass. According to V. E. Glosup, assistant vice president-operation, chief engineer, the undertaking was of a kind and on a scale without parallel in modern railroading.

Chicago headquarters engineers who planned the project's unusual features under Mr. Glosup's supervision included B. J. Ornburn, assistant chief engineer-structures; B. J. Worley, engineer maintenance of way-track; E. E. Burch, bridge engineer; N. E. Smith, principal assistant engineer; and Assistant Engineers R. W. Middleton and O. C. Denz. Mr. Denz also designed some of the equipment required to carry it out and supervised the building of the equipment at Milwaukee Shops. On-the-project supervision was handled by R. D. Claborn and F. W. Striebel, division engineer and assistant division engineer, respectively, of the Rocky Mountain Division, and T. M. Pajari, division engineer for the Coast Division.

The actual track-lowering got underway in May, with excavation work starting in the tunnel near Deer Park, Mont. After the program was well launched, work went on simultaneously at various points, with most of it concentrated on the Rocky Mountain Division. Among the larger tunnels involved were the Garrison bore near Deer Lodge, Mont., 1,975 feet long; Blacktail No. 1 near Penfield, Mont., 1,171 feet; Nimrod, 1,157 feet near Ravenna, Mont.; the 8,771-foot St. Paul Pass tunnel high in the Bitterroots; and Johnson's Creek Tunnel, the 1,973-foot bore at the summit of the Saddle Mountains.

Two principal techniques were used. One consisted of undercutting the tracks without removing them and disposing of



Top: While bulldozers remove excavated material from a tunnel, work crews inspect track panels preparatory to rebuilding them. The work was done with mechanized equipment.

Below: A heavy duty crane stacks track panels taken from Tunnel 25 in the distance. Keeping in touch with the division dispatcher by radio, the crews were able to replace the track in time for the passage of trains.



A string of air-dump cars with conveyors for carrying excavated material shown in operation behind a Matisa undercutter machine (out of sight in the tunnel). The cars and conveyor system were specially adapted to this use by the Milwaukee's engineers.



The Matisa train in operation outside the 8,771-foot St. Paul Pass tunnel. Lowering the track in this tunnel at the summit of the Bitterroot Mountains was the largest undertaking in the project.

the excavated material by a system of conveyor belts and dump cars especially adapted to the project by the Road's engineers. The other, which required even closer coordination with train operations, called for removing short sections of track and quickly breaking up the floor by ripping or blasting operations, then pushing the material out of the tunnels with bulldozers and replacing the track in time for the next train to pass.

The first type of excavation was accomplished with a Matisa ballast cleaner and undercutter, a machine developed in Switzerland which was leased by the railroad for this project. The machine

has a digging chain which in tunnel work operates at high speed under the ties at a right angle to the track center. It is able to excavate a maximum of 12 inches under the ties in one pass.

The Matisa unit, pulled forward slowly by a large cable winch, loosened and pushed the material under the ties and in the cribs to one side, and then tossed it up onto a 40-foot long transfer conveyor mounted on a flat car. This conveyor, in turn, deposited the waste onto a string of six belt conveyors mounted on top of standard side dump air-dump cars. Each of the latter conveyors had three sweeps which could be controlled individually. When a sweep was lowered,

all of the material on the belt was swept into the box of the car. When all were raised, the material flowed along the full length of the conveyors onto a special diversion chute at the end of the string which directed it over the embankment.

Thus it was possible to move a considerable distance into a tunnel and still deposit the excavated material directly over the embankment without first loading it into cars. When work progressed to the point where waste couldn't be diverted directly over the embankment, the belt sweeps were brought into operation

A work train passes through Tunnel 26 just west of Adair, Ida. From left: Conductor Charles Rock, Brakeman John Patch, Brakeman Al Manuel, Section Foreman Felix Marsillo, an unidentified member of the Avery section crew, and Assistant Division Engineer F. W. "Ted" Striebel.

Following blasting and ripping operations in a tunnel, bulldozers remove excavated material. Each pushed toward the machine ahead so the material, in effect, was relayed to the outside.



and it was deposited in the air dump cars, which were then hauled out and emptied in the usual way.

The track structure was not disturbed, but lowered onto a smooth roadbed behind the Matisa machine. Ties and ballasting were renewed after the machine was moved to another location.

The bulldozer technique involved preparing the track in advance by adjusting the rail on one side so the joints were opposite each other. Immediately ahead of the bulldozer work the joint bars were removed and the track panels were taken out one rail length at a time. Rail-mounted self-propelled cranes were used to pick up the 39-foot panels.

Up to 15 panels were taken up in one day's operation. Two cranes split the work, with half of the panels taken out of the tunnel to the east and half to the west. As soon as there was sufficient room to operate, the bulldozers backed into the tunnel and started pushing out the excavation material. Each pushed a short distance toward the machine ahead, so that the material in effect was relayed from unit to unit until it was pushed clear of the tunnel. Excavation of the slope up to the existing track outside was handled by bulldozing the waste material over the adjacent embankment. When rock was encountered it was loosened by a large tractor-mounted hydraulic ripper, or dynamited, depending on the size and hardness.

As soon as the track panels were removed and while the bulldozers were excavating the old roadbed, crews started rebuilding the track. This was done by stripping the rails and tie plates from old ties and using them, plus new ties and spikes, to construct new panels. Only

the panels from inside the tunnels were so reconstructed.

Restoration followed immediately after the excavation was down to the desired level. As soon as the track was back, after each day's work, a center dump of new ballast was made to hold the track in position.

When all the excavation work for a single tunnel was completed and drains installed where needed, the track was given an initial surfacing. Final surfacing followed several weeks later. A total of 29,070 lineal feet of pipe drains was laid.

Because the work was carried on in electrified territory, it was necessary to de-energize the trolley each day before track was removed or cranes started work. After track was restored, crews checked out the trolleys and signals to insure they were in working condition.

The fact that it was also done under traffic required a close scheduling of operational details, including the coordination of machinery and men. The equipment on the Matisa unit was driven by electric motors which received their power from two diesel-driven engines on a small track car ahead. Power for light and for driving the conveyors was supplied by diesel driven generators on flat cars to the front and rear of the air-dump cars. The rear flat car also had an air compressor and reservoir to assist in rapid dumping. An electric locomotive used to handle air-dump cars behind the Matisa machine also transported the camp and equipment cars from one tunnel to the next.

The bulldozing operation was assigned a work train with a diesel locomotive. This handled track cranes and



Workmen check the digging chain under the Matisa undercutter. The Swiss-made unit, operating at high speed under the ties, is capable of ripping up 12 inches of material in one pass.

cars used to move the heavy off-track equipment from tunnel to tunnel, as well as cars of ties, ballast, fuel, oil, and miscellaneous items.

The project was carried out in cooperation with the Road's traffic department officers, who conducted a study of the volume and character of outsize shipments moving over the railroads today. Although the Milwaukee has long been one of the major carriers of "dimension" loads, the enlarging of the tunnels is expected to increase materially the flow of that type of traffic over the transcontinental main line. In relation to the country's defense plans, the stepped up service has also increased the Road's ability to accommodate military traffic calling for unusual clearances.

Action on "Hoffa Bill" Tabled Until Next Session of Congress

THE railroads gained a temporary victory in their fight against S. 1197, commonly known as the "Hoffa Bill", on Sept. 15 when the Senate Commerce Committee voted 9 to 8 against a motion to reconsider a previous 12 to 3 vote that favored shelving the bill until 1962.

The announcement that the Senate committee was reconsidering the earlier vote aroused a fresh storm of protest against the Hoffa legislative scheme, which would amend the provision of the 1958 Transportation Act that stipulates "rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode of transportation." Newspapers across the country cited that

the enactment of the bill would not only spell the doom of the railroads under private ownership, but would be harmful to the public, compelled to pay the higher costs which would result from the absence of competition.

Importance was attached to the close vote, which put all members of the 17-man committee on record. Numerous editorials warned that the postponement should not lull the public into security, since further action by Hoffa factions can be anticipated at the next session of Congress, and that fair-minded Americans should protect their interests by urging legislators to see that the railroads get a square deal.



"Relax, relax, the boys on the Milwaukee Road are tops in careful car handling!"

NEWSPRINT — handled with care!

Test Hauls Set Damage-Free Record

THE formula is simple—wood, sulphur, limestone, water, a dash of chemicals, a blast of steam. Mix well, and what you have is newsprint, a commodity which has long resisted the efforts of transportation agencies to handle it without damage.

In observing October as Careful Car Handling Month, The Milwaukee Road can point to 1961 as the year in which the newsprint problem received its come-uppance on this railroad. The factor that turned the tide was the watchword "cooperation". Pulling together with a paper manufacturer, a newspaper publisher and four other carriers, the Milwaukee participated in a test that produced the record of eight months of shipping newsprint virtually damage-free.

The shipments involved originated in Canada, at the Ontario mills of the Abitibi Power & Paper Company, Ltd., and terminated in Des Moines, Ia., at the plant of the Des Moines Register-Tribune, with the Milwaukee as the delivering carrier. In the eight months ended June 1, a total of 337 cars of newsprint handled for these firms was loaded, moved to destination, unloaded and stored, with minor damage in only 20 cars.

Hauls averaged more than 1,000 miles, of which the longest movements were over the Milwaukee. The record

The prevention of newsprint damage is the theme of this Association of American Railroads poster emphasizing careful car handling which is displayed here by R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service.



Interior of a car of newsprint being unloaded at the plant of the Des Moines Register-Tribune, Des Moines, Ia., which cooperated with the eight-month shipping test. Milwaukee Road representatives on hand to observe the delivery are from left: W. E. Van Maren, city freight and passenger agent; E. H. Houston, freight service inspector in the Des Moines area; and A. S. Price, division freight and passenger agent at Des Moines. At the right is G. "Jerry" Batten, warehouse foreman for the Register and Tribune, who is responsible for the inspection of the rolls upon arrival.

was established by following to the letter precautions recommended by the Association of American Railroads Special Committee on Prevention of Loss and Damage to Newsprint.

In announcing the results of the test, R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service, praised the participants and the corrective measures specified by the committee. "Newsprint damage is one of the oldest and most acute problems in freight handling", he said, "and we are elated that we helped to prove it can be licked. True, we haven't solved the problem everywhere, and we don't suppose all damage will be prevented for

all time. But the record shows that all of us working together can eliminate a big headache".

An increase in newsprint damage claims in recent years has been a cause for serious concern to the railroads, and a great deal of time and effort have been expended in devising prevention methods. To the industry, the damage meant an annual loss of approximately \$1,750,000, which is about 2 per cent of the revenue from hauling newsprint.

The situation developed from the general switch to high speed printing presses, which require completely cylindrical and firmly wound newsprint rolls. Under high speed tension, imperfections



Laboratory shot of a roll of newsprint with an impact recorder attached to the top, undergoing shock in an incline contour test at the Association of American Railroads research center in Chicago. The numbers on the roll indicate where impact starts. The out-of-round condition at the right is known as "starring".

such as soft winding, gouges and cuts, flat spots caused by compression, and the condition known as "starring", create tears. When they occur, it is necessary to re-thread the entire web through the press.

About 80 per cent of the newsprint used in the United States is produced in Canada. In 1958 this amounted to approximately 4,700,000 tons, with a potential gross rail revenue exceeding \$70 million, or a total for both domestic and Canadian shipments of more than \$95 million.

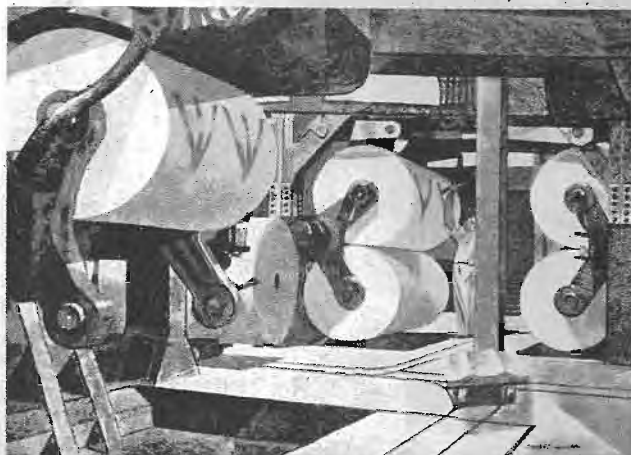
Damage claims in that year totaled \$1,730,000, or about \$7 per car shipped. This figure did not include the losses suffered by publishers owing to wasted paper and lost time. The need for action was emphasized when claims increased more than 11 per cent during the first seven months of 1959, compared with the same period in 1958.

Accordingly, in January, 1960 a special committee was formed to make a study of the handling of newsprint from the time it rolled at the mill until it was placed on the press. The members were R. A. Fasold, chief special representative of the Freight Loss and Damage Prevention Section of the A.A.R., who was chairman; J. G. Britton, of the A.A.R. research department; G. A. MacLennan, system supervisor for loss and damage prevention of the Canadian National Railroad; and T. C. McNabb, special research engineer on claim prevention for the Canadian Pacific.

In the course of the study the com-

The Milwaukee Road's record of shipping newsprint for an eight-month period without experiencing any appreciable transit damage inspired this recent "creative crews" advertisement. High speed presses quickly show up conditions in the rolls like "starring" and loose winding. The elimination of these and other damage factors is expected to result in more shipping of newsprint by rail.

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



Rolls like this simply starve a roll, when not off-center. May create additional web damage.

A WORKING IDEA TESTED AND REFINED BY OUR

CREATIVE CREWS



America's resourceful railroad

mittee visited nine Canadian and five U. S. newsprint mills, and made observations of 32 publishers' operations. It also observed the handling of paper from destination rail-head by trucks, and operations on 38 railroads.

The report of the committee, delivered in October, 1960, contained a long list of recommendations for correcting faulty procedures. Shippers were advised to inspect rolls more closely to detect soft winding; to wrap them more carefully; to place steel plates in freight cars so as to prevent damage to the floors from lift trucks; use pressure gauges on hydraulic lift systems to prevent pressure damage; to make further laboratory tests on loading and bracing to protect both paper and car, and so on. Publishers were likewise cautioned to exercise greater care in unloading and lifting rolls,

and to improve warehousing.

From the railroad angle, the operations scrutinized were the type and condition of cars furnished for newsprint, and their handling in transit. Carriers were advised to use only class A cars, to inspect the interiors more closely for protruding objects; to provide cars with all-steel floors; to cease tests for damage during transit; and to give close attention to speed impact in yards and terminals.

The effects of the recommendations were reflected clearly in the eight-month shipping record, particularly in the handling by the Milwaukee. In reviewing the operation however, Mr. Kemp stressed that the job isn't finished. "We must exercise eternal vigilance to maintain the record", he said, "and extend it to all shipments we handle. But a great start has been made".

Rolls of newsprint being stacked in the warehouse of the Des Moines Register-Tribune by Lift Truck Operator Coury. The clamp type truck, in addition to lifting and transporting rolls, is equipped to turn them from a vertical to a horizontal position, and conversely. Many rolls weigh close to a ton, and care must be exercised to prevent clamp damage from pressure.





Scene at the last of the series of "Sales Analysis" conferences. At the podium is T. Perry Smerl, the instructor. The classes

were conducted in the Continental Illinois Bank Building in Chicago.

Traffic Students "ANALYZE" Sales Methods

"SINCE transportation service today is largely relative as to cost, and often parallel in operation, the choice of one type of service in preference to another is generally determined by human relations. Consequently, the success of our sales efforts depends to a great extent on our ability to get along with people; to put ourselves in the other fellow's shoes and see things through his eyes.

Even the toughest prospect or customer responds to a friendly and intelligent approach to his problems."

The foregoing observation by W. W. Kremer, vice president-traffic, relates to a new element injected recently into the Road's over-all program for strengthening its selling and marketing position. To help the sales organization handle its work more effectively—to improve its

understanding of the attitudes and objectives of the people with whom it deals—key personnel of the traffic department were provided with a special training course in "Sales Analysis".

The course, conducted in Chicago, consisted of three weeks of concentrated class room study begun May 15 and extending through the weeks starting June 19 and July 17. Trainees were 24 traffic department officers and sales supervisors from headquarters in Chicago, Milwaukee, Minneapolis, Seattle, New York City, Kansas City, St. Louis and San Francisco.

The training was similar to that taken by personnel of the purchasing and stores division several years ago as a means of maintaining constructive public relations with supply firms and shippers. According to V. E. McCoy, chief purchasing officer, the application of its principles paid off for that department within a little more than a year. Among other organizations which have obtained results from it, to name a few, are the Monsanto Chemical Company, Union Carbide Corporation, General Motors, Cities Service Oil, the Chrysler Corporation, the Burlington railroad, Commonwealth Edison, and the Goodyear Tire and Rubber Company.

The endorsement of these and like firms reflects the great expansion of industry in recent years, and manage-



Analysis charts provided a base for organizing logical thinking. Leading the group in the solution of a problem are R. T. White, traffic manager Wisconsin Region, Milwaukee (left), and M. M. Wolverton, assistant traffic manager, Minneapolis.

ments' need for well rounded capable men to handle administrative problems. This is particularly true of railroading, in which rising costs of material and labor and the increased activities of competitors make management's and the salesman's jobs more difficult than ever before.

Defined simply, the course teaches rule-of-thumb procedures for analyzing people in order to determine what motivates them and thus make it easier to approach the selling situation from the buyer's viewpoint. While this concept of salesmanship was already an established practice among the personnel involved, it was felt that additional benefits would be derived from a study of systematic methods for enhancing their skill.

Specifically, the course dealt with the basic desires and needs of people, together with factors that influence their business and personal lives, and their emotional reactions to proposals related to their work. Typical of the techniques studied were: how to determine a prospect or customer's objectives; how to win his respect and confidence; how to make him more readily receptive to ideas; how to correct unsound thinking or the use of services without forfeiting good will; how to parry the "But we've always done it this way" attitude; how to present facts clearly and concisely, and so on.

The program also covered procedures within an organization such as delegating responsibility and inspiring willing group action; handling objections and avoiding arguments; putting a group at

ease; checking the progress of work; leading a group in the solution of an assigned problem, and similar administrative duties.

Emphasis was placed on the common interests of a business and social nature which draw people together, and the characteristics which influence a customer's opinion of the salesman's ability and experience. This took into account the desire of every normal person to have his needs and goals recognized, and treated with consideration. A good business relationship, it was stressed, is based on appreciating this universal ambition, and cooperating with the individual to help him get what he wants.

The classes were of the conference type and covered approximately 140 hours of instruction and discussion. Principles of logic were explored, with the trainees being required to apply them to actual as well as hypothetical problems. Each presentation involved analyzing the problem with regard to the other person's point of view and charting a course of action which would serve to envision the benefits for him in following the salesman's recommendation.

Upon finishing the training program, the men expressed unanimous enthusiasm for the method system of sales analyzing, particularly for critical competitive situations. General, too, was the feeling that the keener understanding of human behavior they had gained would enrich their personal relationships as well as result in more business for the railroad.

O. G. Edwards

ORVILLE G. EDWARDS, retired assistant general counsel of the railroad, died Aug. 2 in Santa Cruz, Calif., where he had made his home in recent years. He was 75 years of age.

Mr. Edwards was a native of Scranton, Pa., who was educated at Whitman College, Walla Walla, Wash., and the University of Oregon Law School, from which he received an LL. B. degree in 1916. His railroad career was launched, however, in 1904, starting as a stenographer-clerk for the old Oregon Railroad & Navigation Company and progressing through various positions in that company's tax, operating and traffic departments until 1922, when he became an attorney for the Oregon-Washington Railroad & Navigation Company (now the Union Pacific Railroad).

From the last position, Mr. Edwards came to the Milwaukee Road in 1931 as an assistant general attorney in Seattle. In 1936 he was appointed tax commissioner with headquarters in Chicago, and in 1942 became assistant general solicitor in Chicago. He was appointed assistant general counsel in October, 1948, and retired in that capacity on Mar. 31, 1951.

Funeral services were conducted for Mr. Edwards in Santa Cruz. He is survived by his widow, Anne; a son, Benjamin, of Seattle; two stepdaughters, Mrs. M. L. Boydston, wife of the Road's tax commissioner, and Mrs. Jacqueline Sherman; and 11 grandchildren.

Joseph B. Murray

JOSEPH B. MURRAY, 73, vice president and fiscal officer of The Milwaukee Road in New York City from 1950 to 1954, died in St. Luke's Hospital in that city on Sept. 14, after several months' illness.

Mr. Murray was a native of New York State and a graduate of Yale University whose career had been distinguished in various fields. He was chairman of the board of the Murray Manufacturing Corporation of Brooklyn, N. Y., formerly the Metropolitan Engineering Company, and a member of the American Institute of Electrical Engineers known as the inventor of numerous electrical devices and processes. In addition to his business interests, he was affiliated with many philanthropic organizations. His hobby was horticulture, on which he was an authority, having done extensive research work on the subject. A prominent Catholic layman, he had received several papal honors.

Survivors include his widow, Theresa, and five daughters, including Mrs. Walter J. Cummings Jr. of Chicago.



Members of the group receiving individual instruction study a chart directed to understanding the prospect's or customer's viewpoint. From left are P. J. Cullen, assistant general freight traffic manager, Seattle; E. W. Chesterman, director of automotive and rail-highway traffic, Chicago; Instructor Smerl; and J. K. Pain, general passenger agent, Chicago.

Trackage Increased in Seattle Area; New Spur Geared to Industrial Growth

AN INDUSTRIAL development project calculated to have a telling effect on the expansion of the Milwaukee Road's business in the Pacific Northwest was launched with a celebration in the vicinity of Seattle on July 25. Leading off the main event, a special Milwaukee Road-Union Pacific train carried approximately 75 Puget Sound business leaders, civic officials and railroad representatives from the Union Station to the community of Tukwila, where a formal program marked the beginning of construction on a \$1,500,000 General Electric Company plant.

The ground-breaking was the first in Andover Industrial Park, a 325-acre site 10 miles south of Seattle which has been developed for light manufacturing and distribution operations by Puget Western, Inc., a subsidiary of the Puget Sound Power & Light Company. A major advantage of the location is its immediate proximity to a unique combination of railroad, highway and air facilities, including the joint Milwaukee Road-Union Pacific main line.

Marking the start of construction on the General Electric Company plant, cement gravel is poured into a symbolic form. Taking part in the ceremony are, from right: C. C. Walker, vice president of General Electric, J. H. Clawson, president of the Puget Sound Power & Light Company, and C. O. Baker, mayor of Tukwila, Wash.

From this trackage skirting the eastern boundary, a recently completed lead will provide the park with direct freight platform service. The rail extension, entailing the construction of a steel truss bridge over the Green River, was built by the two railroads at a cost of \$300,000.

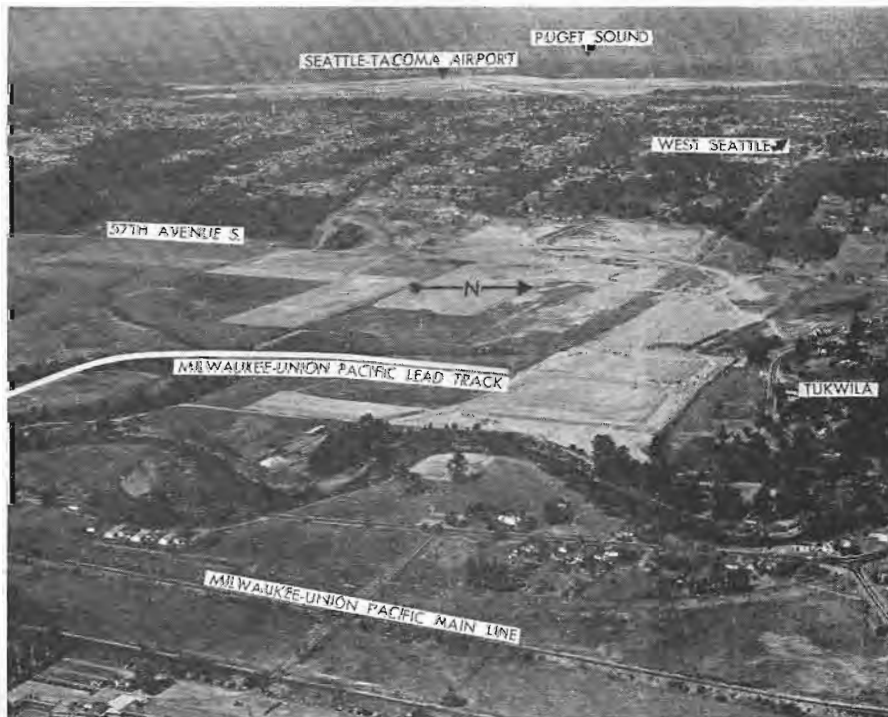
The "Andover Special" celebration, which initiated the use of the new track, was sponsored jointly by the Milwaukee Road and the Union Pacific, together with General Electric and Puget West-



ern, Inc. Upon arriving at the building site, the official party was greeted by William Bugge, state director of highways, acting for Governor Albert D. Rosellini. Representing the Milwaukee Road were L. H. Dugan, vice president and western counsel; R. G. Scott, assistant general manager at Tacoma headquarters; E. C. Derr, assistant traffic manager, Seattle (appointed traffic manager Sept. 1); and D. C. Miller, industrial engineer, Seattle. Mayor Charles O. Baker of Tukwila was the principal speaker on the program, which included remarks by J. H. Clawson and F. W. Kimball, president and vice president, respectively, of Puget Sound Power & Light; C. C. Walker, vice president of General Electric; and B. L. Heywood, northwest district manager of General Electric's major appliance division. The festivities included a buffet lunch served aboard the train during the return trip to Seattle.

Andover Industrial Park, situated strategically between Seattle and Tacoma, is considered to have one of the most promising traffic potentials in the Northwest regional market. Its boundaries extend from the Three Tree Point Highway on the north to 108th Street on the south, and encompass an area west from the Green River to 57th Avenue South. Development plans include space for 50 or so plant sites, representing a total investment of more than \$60 million and providing employment for about 5,000 people.

The 325 acres opened for industrial use are adjacent to a tract of some 80 acres now being developed as a prestige



Aerial view of Andover Industrial Park looking west, showing the location of the Milwaukee Road-Union Pacific joint main line with relation to the new spur extending into the plant site. The junction of the new lead and the main line track is just out of camera range at the left. Construction work on the service facility involved building a 242-foot bridge to span the Green River in the foreground.



Railroad representatives and Puget Sound business and civic leaders discussing plans to locate the new trackage system for Andover Industrial Park. From left: F. W. Kimball, vice president of the Puget Sound Power & Light Company; L. G. Stahl, assistant traffic manager of the Union Pacific, Seattle; G. H. Kronberg, traffic manager of the Milwaukee Road, Seattle (appointed director of public relations and advertising Sept. 1); W. B. McCurdy, executive vice president, Puget Western, Inc.; and C. O. Baker, mayor of Tukwila. The aerial view is an artist's conception of the completed project.

retail section by Allied Stores, operator of the Bon Marche chain. This project, known as South Center, will contain a number of department stores and a variety of shops, restaurants, and entertainment and service establishments. It will be the only shopping center in the country served by its own railroad spur.

The General Electric Company plant has been designed as a branch office, warehouse and sales center. Plans call for a steel, glass and concrete one story and mezzanine building equipped with the latest all-electric features. The interior design incorporates a 140-seat auditorium and appliance sales area. Total floor space is 108,800 feet. The plant will employ about 100 people with an annual payroll of \$1,100,000, and serve General Electric's interests in Washington, Oregon, Alaska, and parts of California, Idaho and Montana. The warehouse is expected to be completed in December and the office portion next April.

Milwaukee Road Forces Handle Construction Work

Construction on the new track extension, a single lead off the main line about two miles south of Black River Junction, got underway May 8. The work was handled by Milwaukee Road forces under the immediate supervision of T. M. Pajari, division engineer at Tacoma, and W. C. Wallis, assistant

division engineer at that point, with Roadmaster J. Spatafore and Chief Carpenter W. E. McFadden in charge of the track and B&B crews.

The project involved laying 5,430 feet of single track, including a 2,750 foot siding on the Orillia side of the Green River. The steel truss bridge over the river, 242 feet in length, has two girder approach spans each 40 feet long, two pile trestle approaches each 16 feet long, and a main span of 130 feet. River clearance is 26 feet, or higher than the peak river height in the past.

The rail service to the property reflects the Milwaukee's over-all efforts to encourage industrial development in Western Washington. Spurs will be built off the lead track as they are required by other name firms now planning to locate there.

\$1 OF FUEL TRANSPORTS BIG LOAD ON RAILROADS

How far will \$1 worth of fuel move 40 tons of vehicle?

By railroad: 151 miles

By truck: 11.9 miles

By plane: 3.1 miles

How much manpower does it take to move 100,000 net tons of freight from the east coast to the west coast?

By railroad: 3,500 man-days

By truck: 72,210 man-days

• Comments From Our Customers •

MORE THAN COOPERATIVE

"This is to compliment your organization and in particular your Mr. Buell of the Philadelphia office [chief clerk].

"We recently had occasion to quote on a large tonnage requirement to Des Moines, Ia. Mr. Buell was more than cooperative, and with his help we were able to get our quotation forwarded in time and with a feeling that our quoted rate was not only correct but checked for all possible commodity tariffs.

"... We were very appreciative of your attention and... whenever possible, we will ship via The Milwaukee Road."

*Anthony Maladra, Vice President
K S M Products Inc.*

Moorestown, N. J.

FOR SAFETY AND SERVICE

"I am writing in respect to Mr. Mike Butler, brakeman on Milwaukee and Savanna trains 25 and 26. I have a son who has been a personnel man in Milwaukee for the past 10 years, and during this time I have been traveling on the Milwaukee railroad to visit him.

"I know nothing about Mike Butler... but in the 10 years I have been riding this train he has been one of the most thoughtful and courteous employes I have ever met... at all times his concern is for company safety and service to the passengers."

Kenneth C. Anderson

Clinton, Ia.

LEFT WITH A PLEASANT FEELING

"My wife, daughter and I landed at Columbus, Wis., to take the Hiawatha to Chicago... and were advised to carry our bags to a certain point to board the parlor car on which we had accommodations... When the train pulled into the station, though, our car was a long way back from where we were waiting.

"We had started to carry our bags along the platform when, from the last car on the train, a man came hustling toward us and quickly relieved us of the two heaviest and took them to our car, where he saw that we were comfortably settled. I then asked for his name—he was W. R. Manion, supervisor of passenger train personnel.

"This experience leaves us with a pleasant feeling toward your road, especially as Mr. Manion's courtesy was followed up by that of other train personnel."

W. E. Cadbury

Philadelphia, Pa.

BOMB ALERT. An inexpensive hot box detector being researched by the Association of American Railroads is simply a precision-type smoke bomb which is fastened to a wheel bearing and set to go off at a predetermined temperature. The smoke is highly pungent, so as to attract quick attention to an overheated bearing. The smoke-type detector is under study for use in areas not covered by electronic detectors.

The image shows three overlapping punch card reports from 1941. The top report is an 'ACTION REPORT' dated June 30, 1941, with columns for 'LOCATION', 'ITEM', 'QUANTITY', 'UNIT PRICE', and 'TOTAL VALUE'. The middle report is a 'STOCK STATUS REPORT' dated June 30, 1941, with columns for 'ITEM DESCRIPTION', 'QUANTITY', 'UNIT PRICE', and 'TOTAL VALUE'. The bottom report is an 'OPEN ORDER STATUS REPORT' dated June 30, 1941, with columns for 'ITEM DESCRIPTION', 'QUANTITY', 'UNIT PRICE', and 'TOTAL VALUE'. The reports list various items such as SCREW, NUT, WASHER, and BRACKET, along with their respective quantities and prices.

As of now, the Road has mechanized 20 of the 30 classes of material carried—some 43,000 individual items.

HOW BIG MY WOODPILE

The Milwaukee Road Converts to Punch Card Storekeeping

by **V. E. McCoy**,
Chief Purchasing Officer



V. E. McCoy

This article is condensed from one written by Mr. McCoy for "Railway Purchases and Stores" and, with the illustrations, is reproduced through the cooperation of that magazine.

ALL of us remember outstanding experiences of our childhood because, as children, we were very impressionable. Almost everything we undertook was completely new to us then, and we were apt to greatly exaggerate our impressions. Rabbits might, in our eyes, be as big as large dogs. A horse might look as tall as a house, and so on. In light of later years, we were indeed fortunate if, in our childhood, we had a home life that gave us certain responsibilities known as "chores." We certainly did not appreciate those chores then, however, as they took up so much time and effort which we wanted to spend at more pleasurable pursuits such as baseball or ice skating, or many other games.

One chore that was assigned to me when I was about nine years of age made a tremendous impression on me, and its solution has helped me through many a tough job since. The telling of this story

has also been helpful to others in solving some tough problem they had.

Raised in a small town in the Midwest by hard working parents, it was a way of life for every one we knew to require each child to do certain chores each day. This might be to set the table before a meal, to clear off the table, to help with the dishes, to carry firewood, or water for the laundry, to milk the cow, feed the horses — seemingly an endless list of tasks that were shared by every member of the family. We grew up on this sort of thing and accepted it, although reluctantly.

In the fall of that year when I was nine, my father bought a load of firewood from a farmer, which was delivered to our back yard. The farmer drove in with a wagon that seemed at least as big as a box car, drawn by a team of horses that were the size of elephants, so it seemed to me. The wood was cut in

H. T. Hansen, traveling storekeeper with headquarters at Milwaukee Shops, and Joy M. Niederfeld, key punch operator, examine a punch card containing a record of a daily transaction furnished by the district storekeeper's office in Milwaukee. Mr. Hansen played a prominent role in setting up the new system.



lengths of four to five feet, and the pieces were actually four to six inches in diameter but they looked the size of tree trunks to me. The pile was nearly as high as the barn, I thought, for you see—I was told it was my job to cut it up into firewood and store it in the basement of the house! There I was, a very little boy, terrified at the enormity of my task.

Fortunately for me, I had a friend in a neighbor boy who was a little older and wiser than I. He told me not to worry, that he would help me. He explained that you didn't cut the whole woodpile at one time, but you took it a stick at a time. Now one stick of that wood didn't look so big after all, and I was certainly able to split it and chop it into size. That I could do. Then we talked it over and decided that a reasonable quota for a day would be five pieces. It was easy to figure out, if this rate were kept up, there would be no complaint from parents, and maybe it would get the job done without monopolizing all of my precious time.

Well, this quieted my fears and, while my friend wasn't available after that to help out, I shall always remember the lesson he taught me. The plan worked out, and before long that woodpile disappeared. As it shrank in size day by day, I realized that my eyes had played tricks on me in making it look so large in the first place.

However, no small boy given a big woodpile to chop into firewood was ever

more frustrated in his contemplation of the job than a group of older "boys"—known as storekeepers—when they were told, "some time soon we are going to throw out all your old records and you will then be required to handle all your transactions on a computer." We recognized this had to be done on the Milwaukee, and my story of the woodpile came in mighty handy as its lesson was applied, time and again, to our preparations for full-scale computer operation. I am sure when we get into this further we will all realize that our eyes played tricks on us when we first looked at *our* woodpile.

Our story starts in 1954, when we first decided that mechanization had to come eventually, so why not start?? We had been reading articles on this subject and we had talked to representatives of the various companies. We decided that for our storekeeping needs we could do certain things. So, we went ahead on our own, planning to take up accounting features later on. Our objective was to prepare for a gradual evolution of education and development. We wanted to avoid a "crash program", as we felt such an approach might be very costly. Several of us held a meeting and decided that we could make a start by selecting one class of material and concentrating on that. We chose Class 22—Air Brake Material. It is a relatively small class. Its use is confined to the mechanical department and the parts are generally small and readily identifiable.

Our first job was to assign a code number to each part. Thus we made up our first catalogue. By working ahead, we were able to have a complete card record of each part by location at which stocked, taken at inventory time. At the same time, we recorded monthly use for each point or, in the case of slow-moving material, the month and year of last use.

When we started on Class 22, we had about \$475,000 worth of this material and we set an arbitrary goal of \$200,000. The Stores people felt this was unrealistic because they knew there was a lot of slow-moving material on hand which they felt had to be kept for protection. Our experience developed in the following two years that this was only partly true.

Our first operation was to print complete stock catalogues for the system, showing each part separately. This immediately showed us too many stores points were keeping the same item of protection stock, whereas it could as well be limited to one or, at the most, a few points. We were thus able to identify our problem in the only way we have learned it could be done to accomplish a reduction in stock. Strike-off card records, good as they undoubtedly were, could not do this job when each store kept its own record.

We identified our problem areas and within a two-year period attained a figure well below our goal of \$200,000, or approximately a 90-day stock of the entire class.

Then, in 1957, we decided we were ready to take on a new class, and decided on Class 2, Signal and Telephone and Telegraph Material. We had excellent cooperation from users and suppliers on this class also. Here again, we started with a \$2,000,000 supply, and set an arbitrary goal of \$1,000,000. In two years we exceeded this goal and reached a figure of about \$900,000.

We have since done the same work with other classes until, as of now, we have succeeded in mechanizing 20 of the 30 classes carried in our records, with approximately 43,000 individual items. We take pride in the fact that all this has been done with our own forces. It has involved a considerable amount of work by every one concerned; and we are proud of the job our men have done.

In effect, our woodpile looks as though it were of manageable size at this time. Work is progressing with all remaining classes of material, and it is expected that we will complete our program before the end of this year.

Public Safety Program Cited for National Award

A PUBLIC announcement from the National Safety Council on Aug. 22 named The Milwaukee Road as one of 15 railroad winners of its Public Safety Activities Award for 1960. The citation was conferred for conducting an outstanding program stressing traffic, home, and public safety for the benefit of employes and the general public.

Among the activities and accomplishments for which the Road was honored were the attention given to off-the-job safety in the thousands of safety meetings conducted for school children by district safety engineers, efforts to prevent trespassing accidents on railroad property, and cooperation with the objectives of the national and local safety councils.



The railroad was also cited for the work of company officers with the Committee on Traffic Safety at Highway-Railroad Crossings. Commended, too, were the use of leaflets, posters and other media in telling the safety story, and work involving the Boy Scouts. The last named activity concerns the Railroad-Scouting Guidance Plan sponsored by the Milwaukee which is directed by Superintendent of Safety A. W. Shea in association with the National Railroad Committee on Scouting.

The Milwaukee received a similar award in 1956 and also in 1957.



District Safety Engineer M. E. Stewart, Chicago, preparing to show a public safety educational film, discusses it with, from left: A. W. Shea, superintendent of safety; G. M. Dempsey, assistant superintendent of safety; and R. E. Magnuson, master mechanic for Bensenville Yard and the Terre Haute Division.



A scene in the diesel house at Bensenville Yard as Superintendent of Safety A. W. Shea shows the award plaque to mechanical department employes assembled for an on-the-job safety meeting. Approximately 60 were present.

APPOINTMENTS

Traffic Department

Effective June 1, 1961:

W. E. Cartwright, district supervisor rail-highway sales, Chicago, is appointed chief clerk to vice president-traffic, Chicago.

Effective June 16, 1961:

V. Dunfee, traveling freight and passenger agent, Sacramento, Calif., is appointed chief clerk to general freight traffic manager-sales and service, Chicago.

Effective Aug. 1, 1961:

W. S. McKee, general foreign freight agent, Chicago, is appointed assistant to vice president-traffic with office at Chicago, succeeding P. L. Cowling.

J. S. Mahoney Jr., traveling freight and passenger agent in Seattle, is appointed traveling freight and passenger agent, Buffalo, N. Y.

G. F. Flynn, division freight and passenger agent at Miles City, Mont., is appointed traveling freight agent, Seattle.

Effective Aug. 16, 1961:

E. E. White, assistant to traffic manager, Seattle, is appointed general foreign freight agent with office at Chicago.

H. A. Sauter, foreign freight agent in Chicago, is appointed foreign freight agent, Seattle.

W. F. Findley, foreign freight agent with headquarters in Seattle, is appointed foreign freight agent, Chicago.

Effective Sept. 1, 1961:

G. H. Kronberg, traffic manager, Seattle, is appointed director of public relations and advertising with headquarters in Chicago. (See article elsewhere in the Magazine).

P. J. Cullen, assistant general freight traffic manager-sales and service, Chicago, is appointed assistant general freight traffic manager with headquarters in Seattle.

E. C. Derr, assistant traffic manager, Seattle, is appointed traffic manager with office at Seattle, succeeding G. H. Kronberg.

E. W. Chesterman, manager of rail-highway sales, Chicago, is appointed director of automotive and rail-highway traffic with office at Chicago.

D. A. Keller, assistant manager of rail-highway sales, is appointed manager of rail-highway sales, Chicago.

S. E. Pilson, general agent, New York City, is appointed assistant traffic manager with office at New York City.

D. M. Wiseman, general agent in Philadelphia, is appointed general agent, New York City.

W. A. Dietze Retires; G. H. Kronberg Heads Public Relations and Advertising

WALTER A. DIETZE, a right hand man to presidents of the railroad for 37 of his 45 years of service, relinquished the responsibilities of director of public relations and advertising Sept. 1. His retirement focused attention on a career reflecting a singularly broad knowledge of the company's operations, a large capacity for friendship, and a polished performance in his field of work.

George H. Kronberg, western traffic manager in Seattle, succeeds him as public relations-advertising officer.

Mr. Dietze, born in Des Plaines, Ill., and reared in Chicago, started his service in the Chicago freight claim department as a stenographer-clerk in June, 1911. Five years later he decided to have a go at the Illinois Central, by which he was employed as a secretary when he heeded the call to arms in World War I. After he was mustered out of the Army he resumed railroading with the Milwaukee as a freight service inspector in the Midwest territory.

When in 1922 the Road's operating vice president requisitioned Mr. Dietze's services as a secretary, he recalls that he transferred to the executive department reluctantly, having set his sights on the top claim prevention job. Two years later, however, he became secretary to the president, and in 1925 he was promoted to the position of office assistant to president.

In the latter capacity Mr. Dietze served under two presidents until Jan. 11, 1948, when he was appointed public relations officer. Those duties were expanded with his appointment as director of public relations and advertising on July 1, 1959. His well-rounded experience in both fields found expression on the advisory committee on public rela-



A Silver Pass, recognizing 45 years of service, is presented to W. A. Dietze, director of public relations and advertising (left), by President William J. Quinn, with the additional good wishes of Board Chairman Leo T. Crowley

tions of the Association of American Railroads, of which he became a member in 1948, and the committee which created the Railroad Public Relations Association in 1952, as well as the Road's advertising committee, on which he had served since 1950.

A luncheon in the Chicago Club on Aug. 7, at which Mr. Dietze and V. P. Sohn, general superintendent of transportation, were honored jointly (see the July-August Magazine for an article concerning Mr. Sohn), abounded with congratulations. As guests of Leo T. Crowley, chairman of the board of directors, and President William J. Quinn, approximately 85 of their associates provided ample evidence of their regard and lasting friendship.

For the ideal retirement location, Mr. and Mrs. Dietze have purchased a home in Pompano Beach, Fla., close to the golf course. Both are ardent golfers, Mr. Dietze being a three-time trophy winner of Chicago area employe golf tournaments.

Mr. Kronberg, who has been appointed director of public relations and advertising, is a native of Detroit who attended Wayne University there. He started his service as chief clerk in the office of the general agent in Detroit in 1936, having previously been with the Universal Carloading & Distributing Company in that city. In 1942, on loan from the railroad, he was employed in the traffic department of the Army Ordnance Department in Washington, D. C., later being transferred to the Tank Automotive Center of the Ordnance Department in Detroit as assistant chief of transportation.

He served in the Army from July 1945 until September, 1946, at which time he was appointed traveling freight and passenger agent in Atlanta, Ga. In

1951 he was transferred in the same capacity to Mason City, Ia., and in 1953 to Washington, D. C., as district freight agent. He was appointed general agent in San Francisco on Sept. 1, 1957, assistant to freight traffic manager in Chicago on Nov. 1, 1958, and on May 1, 1959, advanced to the position of assistant freight traffic manager, sales and service, Chicago. He had been traffic manager at Seattle headquarters since July 1, 1959.



G. H. Kronberg

J. M. Fortman, general agent, Detroit, Mich., is appointed traffic manager with office at Detroit.

H. A. Springer, division freight and passenger agent in Sioux City, is appointed general agent, Detroit.

J. H. Mitcham, general agent, Birmingham, Ala., is appointed division freight and passenger agent, Sioux City.

R. W. Bigelow, assistant general agent in Seattle, is appointed general agent, Birmingham, Ala.

J. T. Conlin, commercial agent at Tulsa, Okla., is appointed general agent, Seattle.

G. J. Sattelle, general agent in Cleveland, Ohio, is appointed general agent, Philadelphia.

M. E. McCarrell, general agent at New Orleans, La., is appointed general agent in Cleveland.

H. K. Williams, division freight and passenger agent at Tacoma, is appointed general agent in New Orleans.

E. W. Jacobson, district freight and passenger agent at Oakland, Calif., is appointed division freight agent, Tacoma.

R. G. Graham, district freight and passenger agent in San Francisco, is appointed district freight and passenger agent at Oakland.

H. G. Sterba, commercial agent at Terre Haute, Ind., is appointed general agent at Tulsa, Okla.

F. M. Priester, traveling freight and

passenger agent at Indianapolis, is appointed commercial agent at Terre Haute.

A. G. Gore, traveling passenger agent, New York City, is appointed traveling freight and passenger agent, Boston, Mass.

R. E. Bennett, traffic analyst, Chicago, is appointed special rate officer with office at Chicago.

Effective Sept. 16, 1961:

W. A. Zimmerman, district supervisor rail-highway sales, Chicago, is appointed assistant manager, rail-highway sales in Chicago.

H. J. Millard, assistant district supervisor rail-highway sales, Chicago, is ap-

pointed district representative, rail-highway sales, New York City.

The Milwaukee Motor Transportation Company

Effective Sept. 1, 1961:

Orton L. Johnson is appointed safety inspector of The Milwaukee Motor Transportation Company for the entire system, with headquarters at Portage, Wis., a newly created position. Mr. Johnson formerly owned a fleet of tractors and trailers and a tanker service which operated within Wisconsin and between Wisconsin points and the East. He is the organizer and a former chief of the Columbia County (Wis.) Highway Patrol, and had previously assisted with Milwaukee Motor Transportation Company safety programs.



O. L. Johnson

Operating Department

Effective Aug. 1, 1961:

A. C. Novak, superintendent of the Iowa Division with headquarters at Perry, Ia., is appointed superintendent of the Dubuque & Illinois Division with headquarters at Savanna, Ill., following the retirement of A. O. Thor.

L. H. Walleen, superintendent of the Rocky Mountain Division with headquarters at Deer Lodge, Mont., is appointed superintendent of the Iowa, Minnesota & Dakota Division with headquarters at Austin, Minn., following the retirement of J. T. Hansen.

M. Garelick, superintendent of the Aberdeen Division with headquarters at Aberdeen, S. D., is appointed superintendent of the Iowa Division with headquarters at Perry.

R. H. Love, superintendent of the Milwaukee Road-Kansas City Southern Joint Agency, Kansas City, is appointed superintendent of the Aberdeen Division with headquarters at Aberdeen.

M. T. Sevedge, assistant superintendent of the Dubuque & Illinois Division with headquarters at Savanna, Ill., is appointed superintendent of the Rocky Mountain Division with headquarters at Deer Lodge.

J. W. Stuckey, assistant superintendent of the Iowa Division with headquarters at Marion, Ia., is appointed superintendent of the Kansas City Joint Agency with headquarters at Kansas City.

S. O. Jones, trainmaster of the La Crosse Division with headquarters at La Crosse, Wis., is appointed assistant superintendent of the Iowa Division with headquarters at Marion.

Chicago Terminals Engineer a "Burbank"

A MILWAUKEE ROAD locomotive engineer long marked for his possession of a "green thumb" was recently acclaimed in horticultural circles as the creator of a new variety of flower, the Mary MacArthur iris.

This intelligence was hardly news, however, to co-workers of A. L. Murawska at Bensenville Yard. The hybrid plant, named for the late daughter of actress Helen Hayes, is the ninth original iris he has developed during a lifetime interest in flower breeding. The blossom, borne on a stalk averaging 38 inches, is a pale salmon shade with hair-like growths of a tangerine color extending over the lower petals.

Art Murawska has been a horticulturist for all of his 48 years of service with the Road. Around River Grove, Ill., where he lives on a three-acre tract called River Drive Peony Garden, he serves as the area "Burbank". Starting years ago with a large vegetable garden and the production of high grade perennials, he has developed a commercial trade in both lines. One portion of the garden is devoted to growing record size cabbages from a new hybrid seed, for use by canneries. The heads, which weigh up to 20 pounds, are ideal for making sauerkraut and sauerkraut juice.

He is best known, though, as a grower of champion iris and peonies. Some of them have been named for fellow employees on the railroad. Through the years he has donated specimens of more than nine types of iris and 15 original peonies to public gardens in this country and Canada. The garden of the Queen Mother of England also contains one he originated, the Princess Margaret.

Among honors he has received is a gold medal from the American Peony Society for developing the hybrid "Moonstone". The award recognized him as the creator of an original bloom which has had worldwide commercial acceptance.



Engineer A. L. "Art" Murawska compares blossoms of his newly developed "Mary MacArthur" iris. (Chicago Tribune photo)

Mr. Murawska is looking forward to completing his 50th year of service in 1963, and then retiring to give more time to his hobby. In anticipation of competing in flower shows, for which plants must be established two years, he has already entered hybrids in the 1963 national iris show to be held in the Denver Botanical Gardens, and in the International Horticulture Exhibition scheduled for that year in Hamburg, Germany. He plans to attend both. His entries in the latter show will include an iris named the "City of Hamburg", and two peonies, his famous "Moonstone" and a single pink variety called "Liebchen".

Horticulture is a waiting game, but Mr. Murawska is not a hurried man. His current project is the creation of a perfect yellow peony. He's confident of success, too—sometime within the next seven years!

G. A. Chamberlain, trainmaster of the Rocky Mountain Division with headquarters at Harlowton, Mont., is appointed assistant superintendent of the Dubuque & Illinois Division with headquarters at Savanna.

N. D. Owen, trainmaster of the Twin City Terminals with headquarters at St. Paul, is appointed trainmaster of the La Crosse Division with headquarters at La Crosse.

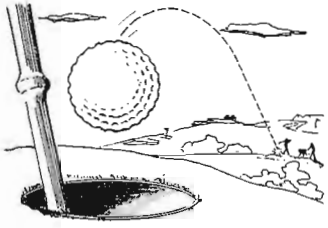
F. A. Deutsch, trainmaster of the Iowa, Minnesota & Dakota Division with headquarters at Austin, Minn., is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul.

W. K. Peterson, acting supervisor of stations-system, Chicago, is appointed trainmaster-traveling engineer of the Rocky Mountain Division with headquarters at Miles City, Mont.

H. J. McGuin is appointed trainmaster-traveling engineer of the Rocky Mountain Division with headquarters at Harlowton, Mont.

C. L. Shaw is appointed trainmaster-traveling engineer of the Coast Division with headquarters at Othello, Wash.

E. Peters is appointed trainmaster-traveling engineer of the Rocky Mountain Division with headquarters at Miles City, Mont.



CHICAGO GOLF CROWN MATCH



AN 18-hole title match for the championship of the Chicago traffic department's second annual invitational golf tournament proved to be a historic playoff which will long figure in locker room annals. The scene for the event was the rolling links of the Bartlett Hills Country Club on Sept. 9, one of the hottest Saturdays of the year. As the temperature soared, so did the scores, but the 10 foursomes who competed for the golf crown played the sun-drenched course with the determination of dead game sports.

Winner of the Sunter Trophy, donated by W. D. Sunter, general freight traffic manager-sales and service, was G. F. Fisher, district adjuster, Chicago. Under the Peoria handi-

The winner's trophy is presented to G. F. Fisher, district adjuster (left), by its donor, W. D. Sunter, general freight traffic manager-sales and service.

cap system, his 66 was low net score. The winning card for low gross score, an 86, was turned in by G. A. Kellow, data processing manager. Resolute survivors of second low net, a tie, were W. E. Nelson, chief clerk-rail highway sales, K. L. Clark, division engineer of the Chicago Terminals and Terre Haute Division, and R. F. Munsell, assistant general solicitor. Bill Nelson also came in with the least number of putts, taking 29.

They Were In the Cup Race



From left: J. M. Jarmotz, secretary to president; A. A. Ische, assistant general adjuster; W. S. McKee, assistant to vice president-traffic; and L. M. Walch, contract assistant.



From left: R. F. Munsell, assistant general solicitor; R. K. Merrill, commerce counsel; P. A. Larson, traffic manager, South East Region; and J. T. Hayes, assistant to vice president-operation.



From left: J. J. Landrigan, assistant to general freight traffic manager; F. K. Brennan, assistant general freight agent; and L. B. Horton, commissioner of agricultural and mineral development.



From left: W. C. Wilson, bureau head, statistical bureau; O. R. Anderson, traffic manager, Illinois Region; G. F. Fisher, district adjuster; and K. G. Hosfield, assistant to freight traffic manager-sales and service.

"Blue Haven" Becomes Home

"Blue Haven" in summertime. The new wing is in the foreground, and the living room, dinette, kitchen and bedroom-with-bath at the right.



Do you cherish every hour spent at your week end cottage? Do you wish you didn't have to leave it for the workaday city? That it could be your year around home?

If the answer to all of these questions is "yes", you've taken the first step toward accomplishment, according to Betty Montgomery, clerk in the Chicago law department. And don't be deterred by the idea that the conversion job requires special skills—Betty's know-how stems from a basic woodworking course at evening school!

Back in 1954, this magazine recounted how Betty and Miss Martha Heindl, di-



The multi-purpose room, an ideal place to relax after a work day, entertain friends, do laundry, and carry on woodworking projects. The Pullman launderette is behind the doors at the right, and the workshop back of the mobile cabinet at the left.

rector of the Infant Welfare of Evanston, Ill., had succeeded in erecting a summer cottage with their own dainty hands. Starting with a four-room "shell" roughed in to their specifications by a contractor, the do-it-yourselfers had undertaken the complete finishing, inside and out, of "Blue Haven", their week end retreat at Paddock Lake, Wis.

What's noteworthy about this is that Betty and Martha are still at it; in fact, have never stopped. From the outset the project proved to be so enjoyable that, working on week ends and vacations, they took their time about adding the decorative touches. Then two years ago, with every nail and daub of paint in place, and commuter service accessible from our road's station at Fox Lake,

Ill., they decided to occupy it permanently.

For year round residence, however, the cottage required additional conveniences, and so another shell was planned to include a multi-purpose room, a double garage and a covered breezeway. In this wing their flair for carpentry and design has found full expression.

The showplace feature is the 16 by 18 foot multi-purpose room, an ingenious combination of recreation space and the concealed facilities of a laundry and work shop. For easy maintenance, the walls are paneled in walnut-grained hardboard, and the floor covered with asphalt tile.

The laundry, tiny but complete, is closeted behind shadowbox-type doors



Betty Montgomery rinses clothes in the laundry. The tubs have wheel-around casters. Pegboard expanses on the swinging doors were designed for hanging decorative objects.

All of the construction material and furnishings in the multi-purpose room were selected for easy maintenance. The pull-down table in the mobile cabinet at which Betty Montgomery is serving Martha Heindl has a non-scuff plastic faced top. The unit at the left conceals ironing equipment, that at the right a sewing machine and a built-in laundry hamper.



"How To" Ideas Aid Stores Handling

An element which has always marked the operations of The Milwaukee Road is the "do it yourself" aptitude of its employees. For instance, illustrated here is a device credited to the inventiveness of G. V. Ireland, general storekeeper with headquarters at Milwaukee Shops, which has solved a problem associated with shipping diesel locomotive wheels to on-line points.


The problem related to the method of shipping the mounted wheels in small quantities, whereby they were blocked and transported on flat cars and in box cars. The floors of the box cars, however, being of light construction, had to be reinforced with planking. This way of handling was inefficient and costly.

The solution was a rack incorporating a saddle feature which holds a single pair of mounted wheels in a stationary position and free of the floor. It was

designed for handling with a lift truck. The rack has the additional advantage of being available for returning defective wheels to the wheel shop in Milwaukee.

Another unique device used in the stores department is a pallet type bulk shipping container which conserves space in regular "sailing date" cars consigned to stores points. It was made to transport packaged and loose materials, as well as blocking used in the Road's freight houses.

The container has removable front gates made in two sections, and a collapsible center shelf which serves to separate fragile materials from heavy items, so the lighter parcels will not be damaged by excessive weight. The shelf can be folded back when it is not required.



With the mobile cabinet (left) rolled aside, Martha Heindl demonstrates her carpentry ability at the folding workbench. The home-made cabinet at the right holds large tools and do-it-yourself supplies.

which conceal a washing machine, rinse tubs, hot and cold water lines with a floor drain, and overhead fluorescent lighting. Cabinets suspended from metal splines between the wall paneling provide storage space for supplies. Nearby is a guest closet with a folding door.

On the opposite side of the room, parallel to and about 18 inches from the wall, stands a cabinet built of tempered hardboard and lumber, six feet in height and width and approximately 18 inches deep, which is equipped with casters. Upon being rolled aside, there is revealed a folding workbench that in its closed position projects only three inches from the wall. A pegboard panel over the bench holds small tools, and a storage cabinet at a right angle contains large tools and do-it-yourself supplies.

The mobile cabinet houses, in the center, a pull-down table with removable legs which Betty and Martha use for dining and sewing, or as a desk. The box-like space behind the table is lined with pegboard which supports a cache of dishes. Concealed at one side of this unit is an ironing board and iron, and at the other a portable sewing machine and built-in laundry hamper. Pegboard paneling applied to the door of the sewing center holds sewing accessories, and the shallow space back of the ironing unit hides a handy store of cleaning equipment.

A major part of the handywoman project was the application of asbestos siding in a blue-gray color to the new building, as well as to the painted exterior of the old. Flower boxes and a patio floored in concrete blocks of red and grey add to the outdoor charm which now makes "Blue Haven" in every sense "home".

September-October, 1961



Top: The wheel rack pictured in use at the Milwaukee general stores, with the lift truck operation controlled by Chauffeur Edward Beier.

Below: A bulk shipping container, with front gate in place, being taken to a box car for shipment from the general stores in Milwaukee. Chauffeur John Schluge is operating the lift truck.

retirements

during July-August, 1961



General Office & System Employees

Bradon, M. A. Clerk. . . Chicago, Ill.
 Branick, H. C. . . . Chair Car Attendant. . . " "
 Collier, F. Clerk. . . " "
 Dietze, W. A. . . . Dir. Pub. Rel. & Adv. . . " "
 Harrer, E. D. Clerk. . . " "
 McMakin, L. R. . . . Comp. Operator. . . " "
 Moore, W. Dining Car Waiter. . . " "
 Mueller, H. G. . . . Bureau Head. . . " "
 Nixon, A. C. Clerk. . . " "
 Petri, A. F. Clerk. . . " "

Chicago Terminals

Bohlman, E. E. Engineer. . . Chicago, Ill.
 Brown, G. Laborer. . . Bensenville, "
 Cortada, A. M. . . . Pipe Fitter Helper. . . Chicago, "
 Cousineau, N. J. . . Carman Helper. . . Bensenville, "
 Crue, J. Car Inspector. . . Chicago, "
 Ellefson, E. Mach. Helper. . . " "
 Friend, W. F. Switchman. . . " "
 Glasser, W. A. Caller. . . " "
 Heyden, A. D. . . . Diesel Machinist. . . " "
 Hooper, F. L. . . . Seal Taker. . . " "
 O'Shea, T. E. . . . Stevedore. . . " "
 Reilly, T. E. . . . Crossing Watchman. . . " "
 Weidon, J. S. . . . Frt. Handler. . . " "
 Wozniak, W. J. . . . Car Inspector. . . Bensenville, "

Aberdeen Division

Bjork, A. Agent. . . Eureka, S. D.
 Bosanco, W. L. . . . Sec. Foreman. . . Mott, N. D.
 Flor, E. J. Mach. Helper. . . Marmath, "
 Hungerford, J. C. . . Engineer. . . Montevideo, Minn.
 Jiran, F. J. . . . Signal Maintainer. . . Groton, S. D.
 Kalesh, W. S. . . . Sec. Foreman. . . Faith, "
 Martinson, E. J. . . Conductor. . . Ortonville, Minn.
 Medley, E. J. . . . Sec. Foreman. . . Woonsocket, S. D.
 Milne, D. J. . . . Sec. Foreman. . . Leith, N. D.
 Polos, J. Sec. Laborer. . . Plevna, Mont.
 Sweeney, L. F. . . . Engineer. . . Aberdeen, S. D.
 Talbot, B. H. . . . Engineer. . . " "
 Wanous, H. O. . . . Telegrapher. . . Glencoe, Minn.

Coast Division

Brain, A. C. . . . Sec. Foreman. . . Cedar Falls, Wash.
 Dick, R. B. . . . Sec. Foreman. . . Auburn, "
 Evans, R. E. . . . Carman. . . Spokane, "
 Harvey, I. M. . . . Sec. Foreman. . . Rathdrum, Ida.
 Hasslinger, H. E. . . Rate Clerk. . . Seattle, Wash.
 Krueger, W. R. . . Lumber Inspector. . . "
 Lewis, J. A. . . . Brakeman. . . Tacoma, "
 Mitchell, C. . . . Stat. and Roadmstr. Clerk. . . Cedar Falls, "
 Montgomery, H. W. . . Pipefitter. . . Tacoma, "
 Smith, L. C. . . . Ticket Clerk. . . " "
 Sowa, A. J. . . . Machinist. . . " "

Dubuque & Illinois Division

Boylan, R. Carman. . . Savanna, Ill.
 Burgmeyer, O. S. . . Crossing Flagman. . . Dubuque, Ia.
 Burns, R. R. . . . Agt. Telegrapher. . . Savanna, Ill.
 Deis, S. G. . . . Section Laborer. . . Lyons, Ia.
 Feider, A. J. . . . Agent Tel. Oper. . . Guttenberg, "
 Goltz, L. H. . . . Inspector. . . Marquette, "
 Hatchitt, R. . . . Conductor. . . Kansas City, Mo.
 Hernandez, F. S. . . Caboose Tender. . . Savanna, Ill.
 Meyer, J. M. . . . Sec. Laborer. . . Marquette, Ia.
 Nast, L. C. . . . Switchman. . . Savanna, Ill.
 Nauman, C. F. . . . Sec. Laborer. . . Dubuque, Ia.
 Sack, A. F. . . . Conductor. . . Savanna, Ill.
 Schaefer, A. J. . . Machinist Helper. . . " "
 Schreiner, R. S. . . Fireman. . . " "
 Vanderpool, S. . . . Sec. Laborer. . . Braymer, Mo.
 Winkler, H. H. . . . Boilermaker. . . Savanna, Ill.

Iowa Division

Leiffert, E. S. . . . Engineer. . . Des Moines, Ia.
 Lint, C. E. . . . Sec. Laborer. . . Marion, "
 Mansfield, C. C. . . Sec. Laborer. . . Herndon, "
 Tull, C. J. . . . Laborer. . . Cedar Rapids, "

Iowa, Minnesota & Dakota Division

Bouthilet, W. E. . . Brakeman. . . St. Paul, Minn.
 Kellner, W. A. . . Crossing Flagman. . . Austin, "

Kelly, W. P. Flagman. . . Sioux Falls, S. D.
 Richard, M. J. . . . Custodian. . . Hartley, Ia.
 Rickerl, B. A. . . . Track Laborer. . . Sioux City, "
 Rislov, G. W. . . . Engineer. . . Minneapolis, Minn.

La Crosse Division

Dempsey, I. E. . . . Steno. Clerk. . . Madison, Wis.
 Dettle, J. T. . . . Signal Maintainer. . . Winona, Minn.
 Hintze, T. F. . . . Engineer. . . New Lisbon, Wis.
 Jackson, W. A. . . . Conductor. . . Janesville, "
 Jaedecke, P. . . . Train Baggage. . . Milwaukee, "
 Lorden, R. C. . . . Crossing Watchman. . . Madison, "
 Maker, T. M. . . . Crossing Flagman. . . La Crosse, "
 Simonson, A. . . . Sec. Laborer. . . Wisconsin Dells, "
 Winkler, A. L. . . . Wrhse Foreman. . . Watertown, "
 Wood, H. L. . . . Custodian. . . Twin Bluffs, "

Milwaukee Division

Callahan, F. J. . . . Engineer. . . Janesville, Wis.
 LaHaye, E. J. . . . Carman Inspector. . . Green Bay, "
 Roden, J. J. . . . Laborer. . . " "
 Tracy, C. J. . . . Conductor. . . " "

Milwaukee Terminals & Shops

Adams, J. B. Machinist. . . Milwaukee, Wis.
 Brandenburg, A. E. . . Painter. . . " "
 Cole, C. W. . . . Machinist. . . " "
 Comdohr, A. C. . . . Upholsterer. . . " "
 Hoffman, H. L. . . . Air-Brake Inspector. . . " "
 Jankowski, A. R. . . Blacksmith. . . " "
 Kabacinski, K. M. . . Loading Inspector. . . " "
 Krueger, W. H. . . . Steamfitter. . . " "
 Lawton, E. J. . . . Carman. . . " "
 McGinnis, C. J. . . Switchman and Yard Cond. . . " "
 Morris, C. J. . . . Pipefitter. . . " "
 Mueller, R. G. . . . Clerk. . . " "
 Mulvanny, F. J. . . Machine Hand. . . " "
 Pestalozzi, R. H. . . Switchman. . . " "
 Schaffer, H. . . . Carman. . . " "
 Schwan, F. J. . . . Boilermaker. . . " "
 Schwartz, L. V. . . . Asst. Genl. Storekeeper. . . " "
 Skrbac, P. J. . . . Fireman. . . " "
 Wallner, F. . . . Carpenter. . . " "
 Wolf, H. J. . . . Crossing Watchman. . . " "

Off Line

Austin, H. W. . . . City Frt. and Pass. Agt. . . Buffalo, N. Y.
 Kelaher, R. F. . . . Asst. Traf. Mgr. . . New York, "

Rocky Mountain Division

Bensley, H. J. . . . Pipefitter. . . Miles City, Mont.
 Buntin, E. R. . . . Telegrapher. . . Missoula, "
 Engstrom, R. W. . . Gen. Foreman of Sub-Sta. . . Deer Lodge, "
 Fous, E. C. . . . Engineer. . . Avery, Ida.
 Grindvoll, E. M. . . Mail Baggage Handler. . . Harlowton, Mont.
 Hinthier, J. J. . . Machinist. . . Miles City, "
 Kantner, W. B. . . . Armature Winder. . . Deer Lodge, "
 Metzell, L. L. . . . Agent-Operator. . . Lavina, "
 Rodgers, I. H. . . . Ticket Clerk. . . Miles City, "
 Smeltzer, E. A. . . Engineer. . . Three Forks, "
 Storrar, M. B. . . . Clerk. . . Butte, "
 Wade, G. T. . . . Lineman. . . Deer Lodge, "

Terre Haute Division

Chapman, W. E. . . Agt. Operator. . . West Dana, Ind.
 McMahon, J. J. . . Clerk. . . Terre Haute, "
 Procarione, D. . . Car Shop Labr. . . " "

Twin City Terminals

Breen, B. J. . . . Switch Foreman. . . St. Paul, Minn.
 Enger, L. J. . . . Switchman. . . Minneapolis, "
 Gillick, W. E. . . Switchman. . . " "
 Harrington, D. S. . . Car Inspector. . . St. Paul, "
 Kobilka, A. N. . . . Yard Clerk. . . " "
 Kurtz, E. E. . . . Pipefitter. . . Minneapolis, "
 Landus, T. . . . Carman Helper. . . " "
 Maschke, A. F. . . Sec. Stockman. . . " "
 Miller, A. C. . . . Switchman. . . St. Paul, "
 Mueller, J. H. . . Bridge Foreman. . . Minneapolis, "
 Schwab, W. P. . . Yard Conductor. . . St. Paul, "
 Sirotiak, M. . . . Carman. . . Minneapolis, "
 Sundt, C. O. . . . Machinist. . . St. Paul, "

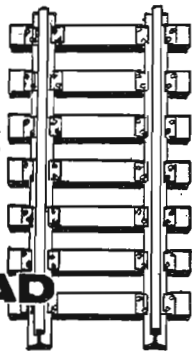


Oldest Pensioner Observes 103rd Birthday

RETIRED MACHINIST Albert Jay Blair, who holds the distinction of being the Road's oldest retired employe, observed his 103rd birthday June 23 at the Tomah (Wis.) Memorial Home, where he has lived the last few years. His visitors shown here are Mr. and Mrs. Walter Leuschner. Mr. Leuschner, also retired, was a fellow machinist at Tomah Shops.

Mr. Blair started his service at Tomah in 1909 and retired there on Jan. 10, 1936, after 58 years at the machinist trade. (Tomah Monitor-Herald photo)

ABOUT PEOPLE OF THE RAILROAD



RETIRING AT GUTTENBERG, IA., Sept. 1, Agent A. J. Felder prepares to turn over the records to his son, Lawrence A., who was appointed to his father's position. The senior Mr. Felder started as a telegrapher at Heytmans, Ia., in 1912, transferred to Lansing, Ia., the following year, and worked briefly at Clayton Ia., before settling down to his long agency service at Guttenberg on Apr. 25, 1917.

HALF-CENTURY MEMBER of the Brotherhood of Locomotive Engineers, Engineer Lew Walter of Mason City, Ia., receives his 50-year pin from General Chairman J. H. McLaughlin, Chicago. Watching is Edward Walter, a brother of Lew and a 45-year member of the B. of L.E. Lew has 58 years' service with the Road and Ed has 55 years. (Mason City Globe-Gazette photo)



KEEPING IN TOUCH, this group of former engineering department men met recently in Milwaukee for lunch, at the invitation of J. G. Wetherell, who was assistant engineer at Milwaukee before he retired and moved to La Mesa, Calif. From left: F. M. Sloane, retired division engineer, now an engineer on the city of Milwaukee's board of assessments; F. P. Zeidler, former mayor of Milwaukee who at one time was employed in the Road's engineering department; Mr. Wetherell; T. H. Strate, retired division engineer, Chicago, now a resident of San Ysidro, Calif.; J. P. Kaysen, former assistant signal engineer at Milwaukee, now general manager of the Spray O' Bond Co., Milwaukee; and B. V. Burtch, retired assistant engineer, Milwaukee.



NEW YORK RETIREMENT SEND-OFF. Members of the railroad family in New York City, including husbands and wives, at a retirement party in honor of R. F. Kelaher, assistant to traffic manager, and Elizabeth Hoffman, clerk (seated, left and center), June 28. J. E. Marshall, traffic manager, is standing in back of Miss Hoffman, and S. E. Pilson, assistant traffic manager, is seated at the right. Mr. Kelaher had been with the traffic department since 1921, as general agent in New York from 1947 until he was appointed to his recent position in February, 1960. Miss Hoffman's service, starting in 1926, was all in the New York office. She passed away shortly after she retired.



Wise Owl-Sighted

YOU'RE looking at (center) a new member of the Wise Owl Club of America, Section Foreman Art Larson of the IM&D Division, Egan, S. D. Presenting his membership certificate in the National Society for the Prevention of Blindness organization is Roadmaster A. P. Vogel, Madison, S. D., with Trainmaster F. A. Deutsch of Austin, Minn., headquarters as a witness. The story? Art was picking the flange in a crossing recently when a stone flew up and hit, with dead shot precision—his safety glasses. The only resulting damage was a cracked lens. His membership in the club composed of industrial workers who have thus protected their sight entitles him to wear a lapel pin and a badge bearing the owl emblem.

here's how we're doing



	AUGUST		EIGHT MONTHS	
	1961	1960	1961	1960
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$22,133,951	\$23,550,101	\$146,021,193	\$154,518,252
PAID OUT IN WAGES	9,505,536	10,299,742	70,882,608	76,485,370
PER DOLLAR RECEIVED (cents)	42.9	43.7	48.5	49.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	798,795	890,759	6,117,732	6,748,609
PER DOLLAR RECEIVED (cents)	3.6	3.8	4.2	4.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,664,808	10,369,619	69,415,574	73,890,494
PER DOLLAR RECEIVED (cents)	43.7	44.0	47.5	47.8
NET INCOME	\$2,164,811	\$1,989,981	—	—
NET LOSS	—	—	\$394,721	\$2,606,221
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	100,894	107,234	705,084	758,486
Decrease 1961 under 1960. .	—6,340		—53,402	

Milwaukee Terminals

FWLER STREET STATION

Pearl Freund, Correspondent

The "Miss Milwaukee Road Credit Union" contest closed with Fowler Street employes placing first and second. Janice Mazurkiewicz, expense clerk, received \$50 worth of clothing and will be entered as a contestant in the "Miss Wisconsin Credit Union Contest". Penny Dresden, expense clerk, the runner-up, received three shares in the Milwaukee Road Credit Union, value \$15.

Joseph M. Hoerl, head outbound rate clerk, and wife Eleanor spent their vacation visiting son Robert, now stationed at Fort Riley, Kans.

On Aug. 12 Edward Nowicki Jr. was married to Anita Elser by Bishop Atkielski in St. Sebastian's Catholic Church. Immediately following, a dinner was served at the Alpine Village, Thiensville. Edward is the son of Edward T. Sr., C&O accountant at Fowler Street, and is on the faculty of the Milwaukee Vocational School. His bride is a nurse on the staff of Milwaukee County Hospital. Another Nowicki son, John, was married Sept. 2 to Barbara Borek. John is a student at Milwaukee School of Engineering and will attend evening classes while being employed during the day. Miss Borek is

a secretary at the V. A. Hospital, Wood. Friends and co-workers of Janice Mazurkiewicz honored her Sept. 6 at a shower in Hindman's Restaurant. A late September wedding was planned.

A project commenced four years ago by Gene Summerfield, outbound rate clerk, was finished and put to the test recently when he drove his low, red sports car to the office. Gene built it completely from scratch, using a variety of materials—a Henry J. frame, Kaiser body, Ford transmission, Thunderbird engine, bucket seats salvaged from a bus, and a top and windshield from a Fairthorpe (British racing car). For these parts assembled into one, he chose the name "Jay Bird" under which the car is registered with the Motor Vehicle Department.

Casimir Maciolek reports a new grandson, born July 11 to his daughter Norlene. Mrs. Rudy Reynosa.

Edward J. Eckhart, 47, yard clerk, North Milwaukee, known to employes as "Lefty", passed away suddenly Aug. 11. He is survived by his wife Virginia and daughter Cathy Ann. Edward was a 31 year employe.

Sympathy was extended to the family of Lester Veit, yard clerk at the C&O dock, on the death of his wife Norma, who had been ill for some time. Five children, Lester, Robert, Ralph, James and Patricia, survive; also four grand-

children. Funeral services were Aug. 16 from St. Patrick's Church.

Regional employes celebrated their first anniversary with a dinner at Old Heidelberg. The new regional manager is D. C. Fish, formerly manager at Madison regional office. He replaced J. J. Komurka who was transferred to Austin, Minn.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Your correspondent recently heard from S. A. Close (Ace), former switchman at Muskego Yard. Ace left Milwaukee in 1953 because of his wife's health, and has been working around Seattle on our Road since that time. He says that Mrs. Close died over a year ago. Many Muskego Yard folks will remember her since she worked in the restaurant at 27th and National for a long time. Ace would like some of the fellows to write him at 9738 10th Place, Seattle 6. He sends best wishes to all, especially to Ed Kaminski who was hospitalized at our last writing. Ed is now home and grateful to the many who donated blood for him.

Stanley Miller's daughter Sharon was married Aug. 12 to William Francis Fogarty in Holy Angels Church. A reception followed at the Bavarian Club on the Port Washington Road attended, among others, by Don and Virginia Christian, caller, and New Caswell.

Mrs. William Cary Jr. was injured when she was thrown while riding horseback in northern Wisconsin.

Switchman Lee Myers' wife is recuperating at home following a heart attack.

Trainmaster Odekirk, who was taken ill while on vacation, is recovering after surgery in Mt. Sinai Hospital.

Mr. and Mrs. John Groszkiewicz announced the birth of a son, Dale Michael, Aug. 9. Baby girls arrived for the Herbie



WEDDING PARTIES. John Macht, secretary to chief mechanical officer at Milwaukee Shops, with his daughter Diane May at her marriage to Dr. Alfred Miller in St. Leo's Church, Milwaukee, on Aug. 26. The Millers spent their honeymoon in New York City.

The Milwaukee Road Magazine



STORES DIVISION RETIREMENT at Milwaukee Shops July 31 highlighted the service of H. A. Rieff, inspector of stores (left), shown here with General Storekeeper G. V. Ireland at a party in his honor at the Serb Hall. Mrs. Rieff and daughter Janan were present also. Since starting with the Road in 1922, Mr. Rieff had served the stores division in the capacity of chief clerk, supply car storekeeper and supervisor, division storekeeper, and as inspector of stores since 1951.

Schneider family and the Louis Bodis (switchman). The Bodis' daughter has been named Patricia Marie.

Switchman Clarence McGinnis, number one on the seniority list, has retired, as did Switchman Rudy Pestalozzi Sept. 1.

Switchman David Cammack is a patient in Columbia Hospital at this writing.

Sympathy was extended to the families of George Wilson, C&M conductor, who passed away July 30, and Northern Division Conductor Harry Luker (retired), who died in Oshkosh July 25.

Train Clerk Joseph A. J. Wuerl has been assigned the clerk-typist job at Fowler Street.

Retired Engineer Wilbur Gilker has returned from an extensive trip through Canada, his birthplace, where he visited friends and relatives.

Retired Switchman Frank Buchner announced with regret that he is moving to Buffalo, N.Y. He has a sister and other relatives there, and circumstances are such that he must be near them. He'll miss the Milwaukee folks and hopes they will write him care of Mrs. John Garus, 244 Stanton Street, Buffalo.

Train Clerk Tom Spousta was married recently to Judy Helmo in St. Bernadette's Church.

Terre Haute Division

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

Karen, daughter of Traveling Engineer L. F. Shanahan, was graduated from the Methodist Hospital School of Nursing, Indianapolis, Aug. 31 and has accepted a position with the Bartholomew Memorial Hospital at Columbus, Ind.

Sympathy was extended to Fireman J. P. Smith on the recent death of his

father at Clinton, Ind.

Assistant Division Engineer C. E. Harrington and wife welcomed a son and a daughter, Jerome Lyle and Janet Mary, July 7. The twins keep the family record even, there being three boys and three girls already in the family.

J. R. Fielder, section foreman at Cheneyville, has been presented with a 31-year Superior Service Award card for his safety record of no reportable or lost time injuries during that period.

Archie L. West, who retired Sept. 18 after 53 years as agent at Manhattan, Ill., will be 81 years old Oct. 27.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

California ranks high as a vacation spot. Augie Plicka and his wife wore out a sleeping bag on their five-week motor trip there; Ruth Schmidt and her sister spent two weeks touring the state, and Bernice Kruse also traveled there. Ed McDermott and wife visited Mexico,

while Jake Hansen and family enjoyed a fishing trip to Canada. Skipper Lentz and his wife enjoyed the experience of being raised in the locks near Dubuque while cruising on the Mississippi.

There have been several deaths among our retired people recently. Joseph J. Synek, 68, who retired as a carman helper in June, 1956, passed away in the V. A. Hospital at Wood June 26. Louis Reimer, 62, who retired on disability after 43 years' service, died July 20. His last position was painter in the passenger car shop. Oscar Mueller, machinist in the wheel shop, who had been on disability pension since 1960, died of a heart attack Aug. 6.

Adolph Rogahn, 66, a carpenter in the passenger car shop, died July 7. He was a 44-year employe.

Alex R. Jankowski, blacksmith in the forge shop, retired July 27 after 44 years of service.

A number of shop men chose August for retirement. Frank Wallner, carpenter in the passenger shop who started railroading in 1912, retired Aug. 1. Harry L. Hoffman, who began as a carman in

Carloadings

JANUARY-SEPTEMBER 1961 compared with same period in 1960

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASED in 1961 over 1960		DECREASED in 1961 under 1960	
		NINE MONTHS		NINE MONTHS	
		1961	1960	1961 over 1960	% of increase
13.0%	Grain and Soya Beans.....	69,451	62,990	+ 6,461	+10.3%
3.0	All Other Products of Mines	14,332	13,456	+ 876	+ 6.5
1.5	All Other Animals and Products	8,506	7,903	+ 603	+ 7.6
1.4	Liquors, Malt	13,834	13,829	+ 5	0
1.3	All Other Products of Agriculture	13,558	12,598	+ 960	+ 7.6
20.2%		119,681	110,776	+8,905	+ 8.0%
13.0%	Forest Prod. (Excl. Logs and Pulpwood)	64,925	67,653	- 2,728	- 4.0%
6.5	Iron and Steel	36,896	48,517	-11,621	-24.0
5.1	Automobiles and Parts	25,200	32,803	- 7,603	-23.2
5.1	Coal and Coke	61,326	68,031	- 6,705	- 9.9
3.2	Meat and Packing House Products	28,856	30,081	- 1,225	- 4.1
3.1	Oil and Gasoline	28,359	33,514	- 5,155	-15.4
2.4	Agri. Impl. Machinery and Parts	12,523	14,272	- 1,749	-12.3
2.3	Grain Products	40,944	41,231	- 287	- .7
2.3	Gravel, Sand and Stone	37,363	37,998	- 635	- 1.7
2.0	Forwarder Traffic	22,309	22,866	- 557	- 2.4
2.0	Fruits and Vegetables (Fresh)	20,038	20,474	- 436	- 2.1
1.7	Cement, Lime, Plaster and Stucco	16,921	18,409	- 1,488	- 8.1
1.6	Logs and Pulpwood	37,085	49,615	-12,530	-25.3
.8	Merchandise	32,359	39,951	- 7,592	-19.0
26.3	Live Stock	9,196	9,764	- 568	- 5.8
	All Other Mfgs. and Miscellaneous	205,438	212,827	- 7,389	- 3.5
79.8%		679,738	748,006	-68,268	- 9.1%
100.0%		799,419	858,782	-59,363	- 6.9%

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the freight shop in 1948 and later worked in the passenger shop air brake room, retired Aug. 1. William H. Krueger, a steamfitter in the passenger shop, decided that 53 years was long enough and he, too, retired Aug. 1. Elmer J. Lawton Sr., carman in the freight car shop, ended 25 years of service Aug. 3. Frank J. Mulvanny, 70, machine hand in the wood mill passenger car department, chose Aug. 10 to end his service which started as a clerk in 1908, and Alfred C. Comdohr, upholsterer in the passenger shop, ended 49 years of continuous service Aug. 9.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Machinist Charles Cole of the locomotive machine shop retired in July. So also did Pipefitter Charles Morris who plans to live in Ottumwa, Ia.

Retired Pipefitter Helper August Wag-enknecht recently passed away.

Earl Hogan, foreman, was welcomed back after his recent absence due to illness.

Retired Machinist Ben Davey is in the hospital at this writing and several of his co-workers have donated blood for his account.

The annual Bratwurst Fry of the supervisory force, Milwaukee Shops, was held in August at Wisconsin Park and a lot of "wurst" and corn-on-the-cob was consumed by those present.

Bill Geil and family recently returned from Florida and visited all retired locomotive department employes including Pop Guentner.

Joseph Macht, chief clerk, spent his vacation in Canada with his family.

The annual Hiawatha Service Club picnic was held in August and all reported a good time.

I M & D Division

AUSTIN-MASON CITY AREA

Sophia P. McKillip, Correspondent
Office of Superintendent, Austin

Ann C. Moore, a former employe and wife of C. H. Moore a 45-year veteran, passed away July 16. Mr. Moore retired from the agency at Lime Springs, Ia., and now lives in Merrill, Wis. In addition to

Clarence E. Brophy

CLARENCE E. BROPHY, 64, electrical engineer in the mechanical engineering department at Milwaukee Shops, died Sept. 5 at his home in Wauwatosa, Wis., of a heart condition.

Mr. Brophy was born in Dubuque, Ia., and was graduated from the old Dubuque College, now Loras College, with a bachelor of science degree in 1918. He worked for the Road in Dubuque and Sioux City before transferring to Milwaukee in 1926 as a draftsman in the mechanical engineering department. He was made engineer of electrical maintenance of the department in 1945, and electrical engineer in 1955.

Funeral services were conducted at St. Bernard's Catholic Church in Wauwatosa, and burial was in Holy Cross Cemetery. Surviving are his wife, Evelyn; a son, Michael J., a student at Marquette University; and a brother, Arthur, of Mankato, Minn.

her husband, three sons survive; Dr. Curtis H. of Rockford, Ill., Charles H. of Minneapolis, and Major Merle E. of Fort Leonard Wood, Mo.

Recently we heard that A. W. (Al) Parker, former roundhouse foreman at Mitchell, S. D., died at his home in Sanborn, Ia., Mar. 30. Funeral services were in the First Presbyterian Church there.

Another retired employe, Joseph William Shovein of Clear Lake, passed away Aug. 27 and was buried from St. Joseph Catholic Church, Mason City. He is survived by two daughters, two sons, and 16 grandchildren.

Six section foremen have been presented with 31-year Superior Service Award cards for their safety records of no reportable or lost time injuries during that period: G. M. Kostis of Morningside, Ia., E. L. Rasmusen of Wells, Minn., G. E. Tonsager of Elko, Minn., P. O. Weber of Albert Lea, Minn., C. W. Burris of Akron, Ia., and A. Aleck of Sioux Falls, S. D. Similar awards were made to three foremen: E. A. Bork of Carpenter, Ia., W. H. King of Emmetsburg, Ia., and G. I. Stock-

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Head table groups at the retirement banquet. At the left are Mr. and Mrs. W. C. Lummer, and at the right is R. K. Baker, assistant general storekeeper, with Mr. and Mrs. L. V. Schwartz.

STORES DIVISION "VETS" RETIRE; W. C. Lummer and L. V. Schwartz Feted

THE Serb Hall in Milwaukee was the scene of a festive retirement party Aug. 19 when W. C. Lummer, district storekeeper, and L. V. Schwartz, assistant general storekeeper, both with headquarters at Milwaukee Shops, were honored by a host of their railroad associates and friends. Mrs. Lummer and Mrs. Schwartz shared the attention showered on the Stores Division veterans.

G. V. Ireland presided at the affair, which brought from retirement J. E. Bjorkholm, former superintendent of motive power, to serve as the principal speaker. Among the tributes accorded "Lum" and "Louie", as the honored guests are affectionately known, was Mr. Ireland's citation of their combined 94 years of dedicated service. "Each can claim the respect, confidence and admiration of all of us", he said, "and each has the right to be proud of the reputation he has earned."

Mr. Schwartz had been with the Road since December, 1917, starting as a store-helper at Dubuque, Ia. In the years that followed he advanced through various positions, including those of stockman

J. E. Bjorkholm



and chief clerk, to division storekeeper of the D&I Division at Savanna, Ill., in January, 1941. He became district storekeeper of the Southern District at Savanna in June, 1943, was promoted to district storekeeper at Milwaukee Shops in 1949, and appointed assistant general storekeeper in 1951.

Mr. Lummer, a Gold Pass veteran, started his service on June 20, 1911 as a machinist helper in the locomotive department. Transferring to the Stores Division in 1920, he rose through the positions of foreman, shop superintendent of transportation, storekeeper and assistant district storekeeper, to district storekeeper of the Milwaukee Shops and Terminals in September, 1951.

The presentation of Mr. Lummer's Gold Pass was a highlight of the banquet program. In an atmosphere teeming with good fellowship both of the honored guests were also presented with "purses" as tokens of their associates' regard.

well of Algona, Ia.

Sympathy was extended to Harold C. Rockwell, B&B carpenter, upon the death of his wife Cornelia Aug. 8 at Mason City. A son, James H. of Escondido, Calif., and five grandchildren also survive.

Paul O. Weber, section foreman, Albert Lea, Minn., passed away Aug. 13, and Arnold W. Saxon, fireman, Rapid City, S. D., died July 31.

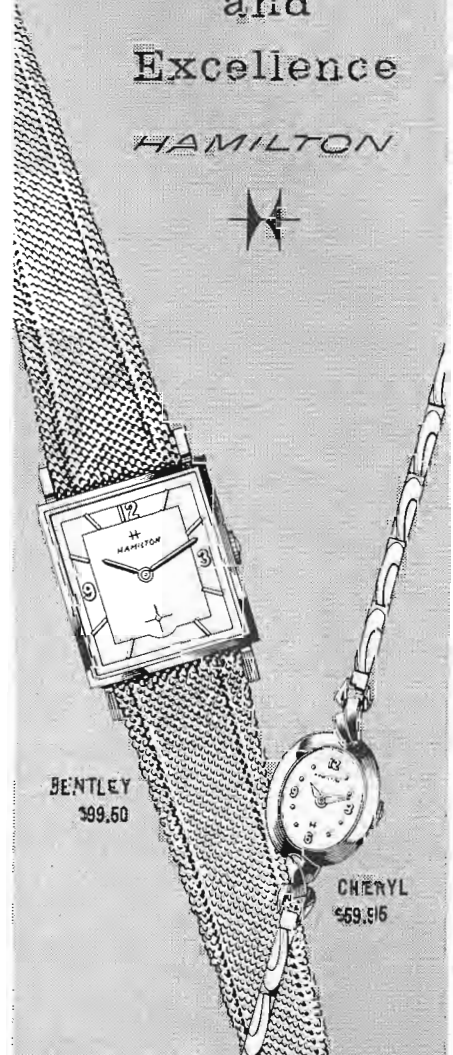
Ernest D. Barton, retired supervisor of signals and communications at Mason City, died in a Mason City hospital July 8. Funeral services were held at the Patterson-James Chapel and burial was in Memorial Park Cemetery, with Masonic rites. Mr. Barton was born at Motley, Minn., on Aug. 30, 1891 and started

his Milwaukee Road service in 1910 as a signalman between St. Paul and Minneapolis. He had held various signal department positions before being appointed supervisor at Mason City headquarters, the position from which he retired in 1956 with 46 years of service. Surviving him are his wife, Della; two sons, Richard at home and Bernard in Milwaukee; five daughters, Mrs. Donald Ream, Roundup, Mont., Mrs. R. G. Clement, Stockton, Calif., Mrs. Otis Chandler, Freeport, La., and Mrs. Dwaine McDougle and Mrs. Terence Lane of Mason City; also 32 grandchildren and eight great-grandchildren. Mr. Barton was a member of the Veteran Employees Association.


September-October, 1961

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TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

The junior Aquatennial Queen of the Minneapolis Aquatennial celebration July 15-24 was eight-year-old Linda Kay Claypatch, daughter of Henry Claypatch, former coach yard electrician, and granddaughter of H. C. Claypatch, general chairman of the Electrical Workers. Linda Kay won the title last year in competition with some 4,200 contestants. During the Aquatennial she was the guest of Jack Bailey on the opening show of the Queen For A Day program.



Linda Kay Claypatch

Electrician Apprentice Anthony C. Cox was married to Judy Sullivan of St. Paul May 27. Tony took his bride to his native West Virginia to meet his kinfolk.

Coach Cleaner Robert Pfeifer and wife have a baby boy who arrived June 9. Bennie Lubow is grandpa for the second time, a son having been born to his daughter and Irish son-in-law.

Stockman Art Maschke of Minneapolis Coach Yard storeroom retired July 16 after more than 40 years of service. Lief Trang of St. Paul store department replaced him.

Sympathy was extended to District Safety Engineer H. V. Allen whose mother passed away July 6 after a long illness.

Carman Mike Sirotiak of Minneapolis Light Repair retired July 24, having chalked up 45 years' service in the car and locomotive department.

When the first continuous railroad from Atlantic waters to the Great Lakes opened in May, 1851, Daniel Webster, at his own request, made part of the trip in a rocking chair fastened to a flat car to "better view and enjoy the fine country".

MINNEAPOLIS LOCAL FREIGHT AND
TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

At the present writing, A. W. Wareham, regional data manager, and S. H. Smith, chief clerk in the Local Freight, are patients in St. Andrews Hospital. Frank Thori, chief rate clerk in the Regional, is at home recuperating from surgery.

Welcome to Denzel Richards, new carload bill clerk in the Local Freight, and to Pete Nielsen, vacation relief help on the mail desk in the Regional.

Gene Tonsanger, former LCL bill clerk in the Local Freight, stopped in the office recently to say goodbye before leaving for Portland, Ore. He was recently appointed assistant freight salesman for the C&EI with headquarters in Portland.

La Crosse Division

EAST END

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

District Lineman and Mrs. W. W. Schwock, Watertown, have a baby daughter named Cindy Lee born June 30. They have another girl, Cathy Dee, aged six.

Conductor G. A. Smith, New Lisbon, died July 4 after a long illness. He had been in train service since Aug. 17, 1943.

Fireman Paul Vogel, 52, Milwaukee, passed away July 14 after a short illness. He had worked on the La Crosse Division since June 28, 1944. Survivors are his wife, son Paul and daughter Ivone. Mr. Vogel had many hobbies including coin collecting. He owned several motorcycles, had a "ham" radio operator's license, and was considered an expert perch fisherman. Many co-workers will miss their fishing trips with him.

Paul Roeker, 85, Portage, retired warehouse foreman since 1941 and father of this correspondent, passed away July 22 after a three weeks' illness. Mr. Roeker lived his entire life in the house in which he was born on the bank of the Wisconsin River in Portage, and was always known as a great river fisherman. At retirement he had worked 47 years for the Milwaukee. He is greatly missed by his widow, myself and my husband Joe, car clerk at Portage, and the rest of the family.

On Aug. 17 Lodge 1231 of the BRC held their annual picnic for employes, wives and retired guests at Pardeeville Park. A delicious supper was served and the evening spent in visiting. Yard Clerk Ralph A. Jorns, former president of the Lodge, was presented a gift in appreciation of his many years of service as an officer. The committee in charge of arrangements consisted of Cashier P. F. Jacobs, Yard Clerk W. J. Tessman and N. R. Brunt, stenographer to the assistant superintendent.

The following section foremen have been presented with 31-year Superior Service Award cards for their safety record of no reportable or lost time injuries during that period: R. Leistiko of

The Milwaukee Road Magazine

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C. M. Oleson holding the oldest copy of his collection of the railroad's magazine, the issue for May, 1913.

Collector's Items

COLLECTORS of railroadiana, please note. Outside of this railroad's own bound volumes of *The Milwaukee Road Magazine*, C. M. Oleson, agent at Lemmon, S. D., is believed to have the largest private collection of back issues now existent. It dates from May, 1913—from the second issue of what was then known as *The Milwaukee Railway System Em-*

ployes Magazine.

The preservation of records is one of Charles Oleson's hobbies. He has a library of *National Geographic Magazines* going back to January, 1916, and daily diaries started in 1921. The collection of *Milwaukee Road* magazines he has been building up since 1913 is almost complete, the principal exceptions being some numbers issued in the early 1920's.

Mr. Oleson has been a *Milwaukee Road*er since 1912 when at the age of 11 he left school for three weeks to replace the operator at Wakpala, S. D. Two years later he went on the regular payroll, substituting for "boomers". Most of his service has been at Lemmon, first as third trick, and as operator from 1919 to 1944 when he was promoted to assistant wire chief at Moberg, S. D. He returned to Lemmon as agent on Jan. 1, 1953.

Inasmuch as *The Milwaukee Road Magazine* is the fourth oldest railroad employe publication in the nation, the early copies he has preserved have long been collectors' items.

Doylestown, W. Rush of Tomahawk, H. C. Sackmaster of Camp Douglas, J. F. Salava of Richland Center, and G. Udell of West Salem. H. E. Moran, car foreman of New Lisbon, received similar recognition.

MADISON AREA

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

Mr. and Mrs. Cash Allemang, Madison, observed their golden wedding anniversary Sept. 3 at the home of their son Wayne in Whitehall, Wis. Mr. Allemang retired two years ago as a locomotive engineer after 48 years with the *Milwaukee*, during which time he lived in Madison. Besides Wayne, the Allemangs have another son, Don of Rochelle, Ill., and five grandchildren. At this writing they are spending some time in their trailer at Wildwood Resort, Chetek, Wis.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

William Kolefsky, 81, retired engineer, died enroute to a hospital at La Crosse July 7. He worked for the Road about 40 years. Survivors are two daughters, Mrs. Irene Gilles and Miss Helen Kolefsky of La Crosse, five grandchildren and 23 great-grandchildren. Burial was in the Catholic cemetery at La Crosse.

Mr. and Mrs. Dan Smith became

grandparents July 12. Their daughter Dee, Mrs. Dick Eggen, gave birth to a boy in Mannheim, Germany. The proud grandfather is chief clerk in the engineering department at La Crosse.

Carman Melford Christenson, 49, died suddenly in his home at La Crosse July 15. He is survived by his widow Lucille, a son Tom at home, and a daughter Connie, Mrs. Archie Burke of La Crosse. His father Ole also survives. Interment was in the Oak Grove Cemetery at La Crosse.

Funeral services were conducted July 31 for Floyd L. Cole, 72, of Reads Landing, who was found dead in his home.



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Mr. Cole, who retired as conductor in 1955, had worked for the Road for 43 years. He is survived by his wife Martha and two brothers, Lewis of Chicago and Coleman, Saskatchewan, Canada. Burial was in Wabasha, Minn.

Conductor John B. Shafer, 61, passed away Aug. 15. He had worked for the Road 45 years. He is survived by his wife Violet, two sons, William and Charles of St. Paul, and two sisters, Mrs. John Sullivan, Minneapolis and Mrs. John Whiting, Milwaukee. Interment was at St. Paul.

Rose Marie, daughter of Engineer Ross Lapham of Holmen, Wis., was married to Russell Dean Moran July 15 in the Methodist Church at Onalaska, Wis. They will live in South Beloit, Ill., where Mr. Moran is a pharmacist.

WISCONSIN VALLEY

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

Engineer T. F. Hintze, with over 45 years' service to his credit, has retired. An enthusiastic fisherman, Tom expects to spend much of his time in the north woods where he is building a cottage. Looking forward to traveling, which he also enjoys, Mr. and Mrs. Hintze plan a trip to Seattle next spring.

Retired Carman Henry Ash and Mrs. Ash recently celebrated their golden wedding anniversary at a dinner with friends and relatives at the home of their

son and daughter-in-law, Mr. and Mrs. Maurice Ash in Schofield. A high mass in St. James church, Wausau, was attended early in the day.

SOUTH END

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

The old depot, long a landmark in Janesville, has been torn down. It was built when passenger business on the railroad was booming, but it has not been used for the past year or so. It contained a large waiting room on each end with a ticket office and operators' room between, and on the second floor offices for roadmaster and others and a record storage room which, in recent years, has been used by the signal department for a shop. A section across the street, formerly joined by a roof, has been remodeled into a modern, well-lighted ticket office, waiting room and freight office.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Dr. and Mrs. William Fritz of Socorro, N.M., announced the birth of Peter William, their first child, July 22. Mrs. Fritz will be remembered here as Judy, daughter of former Superintendent J. T. Hansen.

A large number attended the luncheon held in the Officers' Lounge at the Top of the Ocean Aug. 24 in honor of Division Freight Agent H. K. Williams who was transferred to New Orleans, La., Sept. 1.

Mrs. Ruby Tiffany is back on the job as stenographer to superintendent's chief clerk after a siege in the hospital.

At this writing Anne Beaumont is recovering in hospital after major surgery.

Bernice Clark says she'll never again tiptoe about in the dark, though the 19 stitches in her head are healing nicely.

Helen Ivory's daughter Patty recently spent two weeks vacation in Disneyland, Hollywood, a 12th birthday gift.

Joe Forte and E. W. Stratton, section foremen at Everett, Wash., and Worley, Ida., respectively, Edward Cave, assistant section foreman at Sumas, Wash., Roxy Hall, local storekeeper at Othello, and J. W. Ackerman, foreman at Cedar Falls, have each been presented with a 31-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period.

Yard Clerk Willis Wellentin, 58, died

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CREW OF THE "ANDOVER SPECIAL" operated July 25 for the formal opening of Andover Industrial Park at Tukwila, Wash., consisted of, from left: Conductor E. C. Warren, Engineer E. W. Griffin, Fireman M. J. Larson and Brakeman D. T. Freeman. An article concerning this event appears elsewhere in the Magazine.

Sept. 14 in a Tacoma hospital. He is survived by his wife Ethel; two sons, Robert D. of Tacoma, and Willis E. of Van Nuys, Calif.; a daughter, Mrs. Donald Nelson of Seattle; three brothers, five sisters and eight grandchildren. Mr. Wellentin was a member of St. Leo's Catholic Church.

SEATTLE



Mr. and Mrs. Roland C. Sanders

Having sampled the tourist offerings in Hawaii, the Bahamas, Florida, Southern California and Las Vegas since his retirement, R. C. "Doc" Sanders, formerly general freight agent of the western region at Seattle headquarters, together with Mrs. Sanders, recently made an escorted tour of Europe. Of their return from Capri and Rome via the Italian and French Rivas, Mr. Sanders reported that they stopped at the palace in Monaco, but the Prince and Princess were "out"; that he visited the Casino without losing his shirt, and enjoyed the passing scene on the beach at Nice and the Lido. Business notwithstanding, he commented, passenger travel is booming, and freight traffic appears to be equally heavy. The Sanders returned via Cherbourg on the Queen Elizabeth.

Rocky Mountain Division

EAST END

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

A candlelight service in the First Christian Church of Miles City June 11 united Margaret Jeanne, daughter of Mr.

September-October, 1961



CHICAGO-SEATTLE DATA CUTOVER. Left: R. P. Heinen, manager of the new regional data office in Seattle, directs IBM Operator Camille Bader in the intricacies of handling a Data Transceiver as direct transmission of data from that city to Fullerton Avenue freight accounting headquarters in Chicago was recently inaugurated over company lines. Right: Mr. Heinen listens in as Assistant Engineer-Communications C. F. Kaump talks to Chicago following the successful completion of the first night of direct transmission of data using IBM Data Transceivers.

and Mrs. Charles J. Fulks, and Lonnie Forrest Shields, son of Mr. and Mrs. Lonnie D. Shields.

Warren H. Ploeger, assistant general attorney for the Milwaukee, was the featured speaker at the Miles City Chamber of Commerce meeting July 12. A large number of members were on hand to hear him discuss the position of the Road with regard to the "Northerners" merger.

Albert Henry, retired section foreman, passed away June 15 at his home in Highwood, Mont. He was born Sept. 13, 1893 in Chicago. He retired in 1959 after 40 years with the Road, 39 of them as section foreman at Highwood. His survivors include his wife, a son, a daughter, six grandchildren, three brothers and two

sisters. Mr. Henry was a veteran of World War I. He was accorded military honors at funeral services held in Croxford's Mortuary and interment in Great Falls, Mont.

Mr. and Mrs. Ben C. Schultz of Miles City, who were married at Harlowton in 1911, were honored July 9 at an open house held at the home of their daughter and husband, Mr. and Mrs. Charles McRae, Van Norman, Mont. Also present were the couple's other two daughters, five of their eight grandchildren, and more than 40 guests. Mr. Schultz was employed as locomotive engineer from 1907 until his retirement in 1960.

Edmund Bensel, retired machinist, passed away at his home July 21. He had



been in ill health for several years. Mr. Bensele was born Apr. 1, 1876 at Green Bay, Wis., and came to Miles City in 1910. He retired in 1945. He is survived by two daughters, a brother, a sister and six grandchildren. Funeral services were held in the chapel of Graves Funeral Home with interment in Custer County Cemetery.

Edmund M. Kenney, machinist, died suddenly in a Billings, Mont., hospital Aug 15. He was born in Cummings, Ia., Nov. 10, 1898 and came to Montana in 1917. He entered the employ of the Road in 1933. Mr. Kenney is survived by two brothers. Requiem Mass was said in Sacred Heart Church and interment was in Calvary Cemetery.

WEST END

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

Retired Baggage Clerk Clifford C. Persinger died Mar. 15 in a Spokane hospital. He worked 39 years for the Road and retired in 1948.

Ray W. Engstrom, general foreman of substations between Harlowton and Avery, Ida., retired July 14 after nearly 44 years of continuous service. Ray began his railroad career in Minneapolis, his home city; later joined the electrical department as operator, and was a load dispatcher prior to becoming foreman. He served in Butte in 1920 and was assigned there on two later occasions, coming to Deer Lodge in January, 1958 when the division offices were moved from Butte. A party was held in his honor at the Deer Lodge Hotel with L. W. Wallen, division superintendent, acting as host. Mr. and Mrs. Engstrom plan to live in Portland, where their son Dick and daughter, Mrs. W. Stelling, live.

Rollyn Phillip, son of Engineer Rollyn Allen, was married to Alice Darleen Watson of this city June 10. They will continue to live in Three Forks where Mr. Allen is manager of the Enco service station.

Joseph Eugene, son of Engineer Joseph E. Evans, was married May 30 to Nancy Peak of Mountain Home, Ida.

Airman Second Class Harold Ruegamer and wife of Mt. Clemens, Mich., are visiting his parents, Engineer and Mrs. Everett Ruegamer, at this writing.

Retired Conductor Amos E. Workman passed away July 18 in the Bozeman Deaconess Hospital. Mr. Workman came to Three Forks in 1912 and began working for the Road the same year.

Three section foremen, B. B. Eloff of Butte Yard, Mike Makich of Square Butte, and T. Thompson of Superior have been presented with 31-year Superior Service Award cards for their safety record of no reportable or lost time injuries during that period.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

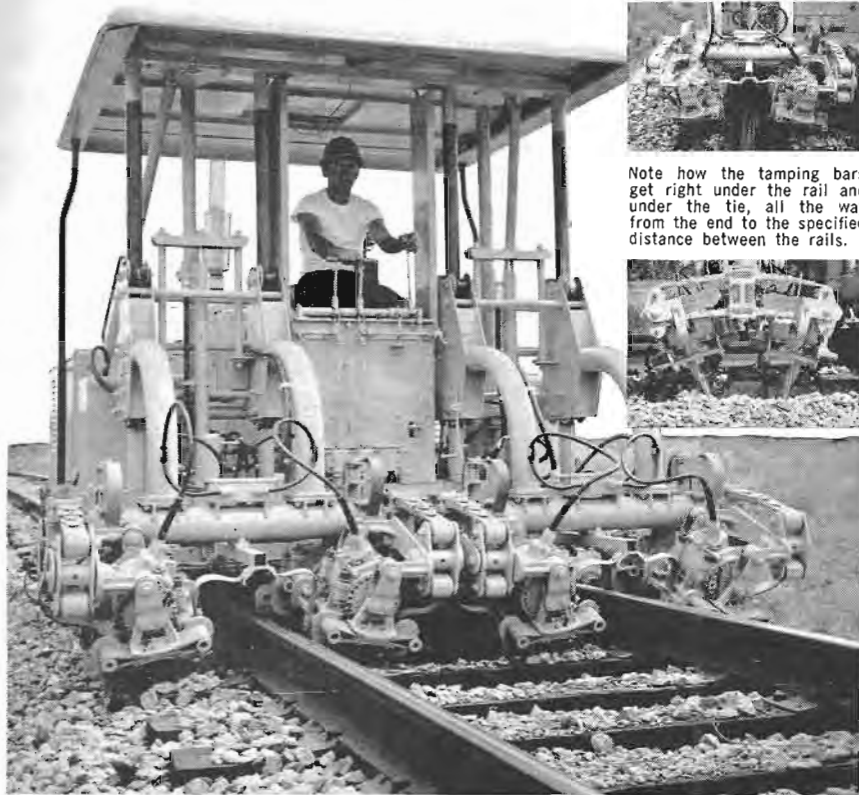
Bill Tidd, Correspondent

A. M. "Art" Dryer, retired auditor of passenger accounts, who now lives in Fort Lauderdale, Fla., was in this part of the country during August to visit friends and relatives and fellow members of the S.P.E.B.S.Q.S.A.

(Society for the Preservation and Encouragement of Barber Shop Quartette Singing in America). Art's interest in "barbershopping" goes back to 1944 when he signed up with the Pioneer Chapter in Chicago. He is now a member of the Fort Lauderdale unit.

Marge Wagenknecht left the Road after

The Milwaukee Road Magazine



Note how the tamping bars get right under the rail and under the tie, all the way from the end to the specified distance between the rails.

the JACKSON TRACK MAINTAINER the best will be even better for '62!

The fact that there are more Jackson TRACK MAINTAINERS in use than the total of all other machines in its category clearly indicates that in the opinion of experienced trackmen it is by far the BEST. Good as the '61 and its predecessors have been, mighty important improvements will be incorporated in the 1962 model soon to be announced. You can specify the Jackson TRACK MAINTAINER, and any of the other JACKSON tamping equipment, with complete confidence that it will enable you to put up and maintain the longest-lasting high quality track at the very minimum of cost. For more than 40 years JACKSON has occupied the top spot as builders of the best tamping equipment available... all backed by a practical, wholehearted field service that has no equal in the railroad world.

Write, wire or phone for further information.

JACKSON
VIBRATORS, INC.
LUDINGTON, MICHIGAN

RT-7A

William Bruce Elmer, 69, retired express messenger, passed away Aug. 1 in a Miles City hospital after a long period of ill health. "Boots" was known all along the line having been messenger between Minneapolis and Miles City for many years on the Columbian and Olympian runs. Funeral services were held in Minneapolis with interment there.

Funeral services were held Aug. 26 in Miles City for Mrs. Clarence Drake, a former resident, who passed away at Caldwell, Ida. Mrs. Drake was the widow of pump repairer.

R. C. Lehfeldt, section foreman at Ryegate, Mont., has been presented with a 31-year Superior Service Award card for his safety record of no reportable or lost time injuries during that period.

Mequon's Man For Civil Defense

"SPURRED by increasing world tensions which make it daily more apparent that Americans may face the necessity of guarding actively their freedoms and their homes, Civil Defense groups throughout the nation have returned to active duty. Mequon has had a dedicated man at the helm of its organization. The community owes Leroy Wallace a huge vote of thanks for the work he has contributed in devising a survival plan for the city."

The foregoing, quoted from an editorial in the Mequon, Wis., local paper, refers to the fact that L. F. Wallace, chief rate clerk in the Milwaukee traffic office, was recently appointed director of Civil Defense for his home town. At present Mequon's defense personnel consists of a seven-man police department and three auxiliary policemen, 30 persons trained in first aid, and a volunteer fire department of 35 men, 10 of whom are trained in radiation detection. The projection of plans to safeguard health and safety in the event of disaster includes an addition of 200 auxiliary policemen to the existing force, equipping the schools to serve as shelters and evacuation centers, providing food stockpiles, equipment for emergency medical treatment, facilities for sanitation and water, and solving transportation details. Starting in September, classes were scheduled for first aid, radiology, home defense and police work.

The editorial pointed out that Mr. Wallace has taken on more than a one-man job: "We've been shaken enough by the history of recent weeks to realize that our survival may rest, not on the Civilian Defense director, but on each of us cooperating with him. Mequon's citizens owe Leroy Wallace whatever time they can spare for implementing the survival plan."



At home in Mequon, Wis., Leroy Wallace enjoys the role of cook-out man.

25 years in the computing bureau. A party was held in her honor at the Golden Pheasant.

A. B. Montgomery underwent surgery recently and made a splendid recovery. Irene Barry, Ethel Brodbeck, Ann Sundin and Jo Pflanz are back after sick leave.

June Mathisen transferred to the auditor of capital expenditures' office.

Lou Corsiglia and family went to New York and Washington, D.C. for vacation; the Baumgartners to Albuquerque, where Roy Tiedje and family also visited; Charlie Baker toured the West and made a killing in Las Vegas; the Zahnens visited Arizona and Minnesota, and Tom Gavin and his wife went to Colorado Springs.

Sympathy was extended to Helen Eiffert on the death of her mother, and to Edna Anderson whose brother passed away.

Joyce and Bob Galas are proud parents of Susanne Robin born Aug. 11.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Rudy Johnson, assistant engineer and steel bridge inspector for many years prior to retirement to Yuma, Ariz., Aug. 1, 1950, stopped in to say hello to his Chicago office friends while in the area recently. Rudy credits the climate and sunshine of Arizona for his good health.

Assistant Engineer E. R. Wiltz and family have living with them an exchange

student, Kirsten Reisby, aged 16, from Roskilde, Denmark. Kirsten is here on an American Field Service scholarship and is attending Lake Park High School in Medinah.

Linda Pucci was recently welcomed to our department. She is replacing Kathleen Bolger, who has been granted a leave of absence, as secretary to architect. Linda was formerly a typist in the paymaster's office, and most recently secretary to the manager of claim prevention, refrigerator and merchandise service.

OFFICE OF FREIGHT AUDITOR

Rose Cirrincione, Correspondent

John Orlowski started his railroad career 49 years ago when he was 14 as an office boy with the Chicago and North Western Railroad. Seven years later he joined the Milwaukee and worked in the switching department. When he retired Sept. 8 he was lead review clerk in the review bureau.

Susan, daughter of J. L. Riplinger, was married Sept. 30 to William Clarke. Following the marriage in St. Edwards Church was a reception at the Carleton Hotel, Oak Park.

Judy Kemnitz, a cheerleader and major in physical education, recently left for her junior year at Northern Illinois University.

Sympathy was expressed to three co-workers recently when their mothers

AMERICAN STEEL FOUNDRIES

CHICAGO

A. S. F. Ride-Control Freight Car Trucks

Cast Steel Side Frames, Bolsters, and Coupler Yokes in Grade "B" or High Tensile Steel

Couplers—Types "E", "F", "H" and Controlled Slack.

A. S. F. Ride-Control Package

Simplex Unit Snubbers

Brake Beams—Cast Steel Solid Truss Unit Type

Simplex Unit Cylinder Clasp Brakes

Rotor Brakes

Brake Heads, Levers, Other Repair Parts

Springs—Coil, Regular and Extended Life

Miscellaneous Steel Castings

MINT-MARK OF FINE CAST STEEL

You Get
EXTRA
Attention
Here

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

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Cast Steel Side Frames, Bolsters, and Coupler Yokes in Grade "B" or High Tensile Steel

Couplers—Types "E", "F", "H" and Controlled Slack.

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Simplex Unit Snubbers

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Springs—Coil, Regular and Extended Life

Miscellaneous Steel Castings

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

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**RENEWAL SECURITY
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A plan of long range income protection for the railroad man — providing assured renewal features. Ask your Provident agent to explain the "assured insurance" advantages of both coverage and rates in the Renewal Security Policy.

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EXCELLENT SALES OPPORTUNITIES for full or part-time insurance representatives.

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RAILWAY CARS
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 STEEL COMPANY**

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Carbon and Alloy
 Steel Castings

Carefully Controlled
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 Machining Facilities



CELEBRATING HER 45TH YEAR WITH THE ROAD, Mary C. Oehm, accounts clerk in the auditor of expenditure's office in Chicago, took a vacation trip to Hawaii. She is pictured here being presented with her 45-year Silver Pass by Assistant Auditor of Expenditure E. B. Gehrke, as G. J. Kuper, bureau head, looks on.

passed away—Peter Lencioni, Larry Plucinski and Evelyn Steele.

The Milwaukee Road team won the softball championship from Hamlin Park recently. Frank Bufka, Ken Stark, Dick Hoehne, Gerry Luzinski and Roger Oldfield were among those who made this victory possible.

Norman Hendrickson, your former correspondent, recently announced his engagement to your present correspondent —Me! We plan to be married next June 23. I've heard that Mary O'Connor and Pat Fleming have just become engaged and are also planning a June wedding. Here's hoping it's not the same day!

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Carl Larson, traveling freight claim agent, retired Aug. 31. At an office gathering and luncheon he was presented with a complete golf set. Among retired friends who attended the luncheon were Jim Liewald, Hohn Hamm, Anna Nash-eim, Andy Anderson, and Jerry Heffron. Carl began his career with the C.R.I.&P. in 1913, from there went into the Navy, and joined the Milwaukee in 1919. In 1920 he was appointed an investigator, in 1933 adjuster, and in 1950 traveling freight claim agent. In the past 11 years he made 460 road trips totaling 390,000 miles, the equivalent of 17¾ times around the world. Carl plans to spend his retirement years in Hawthorne, Calif. His wife will be remembered as the former Marge Benson, who worked in the office prior to her marriage.

Marge Minkley was married to Wendell Mahler July 22.

Eunice Maxim recently announced that she was a grandmother again.

Jim Maxim recently resigned to take up duties elsewhere.

Mary Powitz, who was injured in a CTA accident, and Bessie Waldman were recent hospital patients.

Sympathy was extended to Ralph Burton on the recent death of his mother.

**MILWAUKEE
 NEW
 COMMUTER
 CARS**



26 Valve

Cobra Shoe

GB Unit

**MOST
 MODERN
 BRAKE
 EQUIPMENT**

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



NEWLY WEDDED. Mary Alice Jones, daughter of Assistant Engineer F. M. Jones, Chicago, and Millard G. Dunton accepting good wishes for their marriage at St. Joseph's Church, Elgin, Ill., Aug. 19. Following a honeymoon in Bermuda and New York City, they are living in El Paso, Tex., where Mr. Dunton is stationed with the Army.

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

Retired Assistant Bureau Head F. B. Trout of the bookkeeping bureau visited us recently while in Chicago on his way home to Tacoma by auto with Mrs. Trout.

Retired Clerks Marie and Angela Nixon of the accounts receivable bureau and Carscope department respectively and their mother have left to make their home in Hollywood, Calif.

The stork delivered baby boys to several of our employes recently. Joan Looyer of the payroll bureau named hers Henry Roy, and Robert Lloyd of the bill and voucher bureau chose Douglas Scott for his first born. Jimmie Lynn's fifth answers to the name of John Eric, and William Masloske of the dining car accountant's office passed out cigars upon the arrival of William III. Paymaster E. H. Sowle welcomed his third grandchild, the first girl in the Sowle family.

Flora Collier of the general bureau retired after 34 years of service with the Milwaukee. She began working for the

Soo Line and has a total railroad service of 45 years.

Comptometer Operator Lee Ora McMakin retired July 21 with over 26 years of intermittent service, all of which was spent in the auditor of expenditure's office. Lee Ora's kindness will never be forgotten and her sunny disposition will be missed by her co-workers. She will devote all her time to her family and volunteer projects.

Sympathy was extended to the family of John Gross of the A.F.E. bureau who passed away suddenly Aug. 20 after 24 years' service. Also to Irving Bretl of the office of the supervisor of machine accounting on the death of his baby daughter, to Anne Poplawski, T. & E. and miscellaneous timekeeper on the death of her father, and to Marie Kulton of the assistant comptroller's office whose brother passed away.

The Elgin Daily Courier-News of Aug. 12 carried pictures and story regarding the visit of Mary Cassell Ulloa with her mother, widow of assistant bureau head of the bill and voucher bureau. Mary's husband is professor of surgery at the University of Monterey, Mexico, where the couple live with their six children.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Ted Pulsha, Correspondent

A most enjoyable joint retirement dinner was given in honor of Art Petrie and Eleanor Harrer, both of this office. J. E. Vraney was a guest speaker and a large number of the office force attended.

Hats off to Norm Bondi, Tony Cauley, Guy Bowman and Ron Zabinski, members of a softball team sponsored by the E.M.B.A., which won its fourth championship in five years by capturing the Hamlin Park League championship.

Mark Lange, Bill Mullins and Fred Wiggins recently attended a spiritual re-

KERITE CABLE

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

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Branch Warehouses
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In Warehouse Stocks
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ALL TYPES OF BALL & ROLLER BEARINGS
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RAILROAD REQUIREMENTS

Youngstown Steel Sides for Freight and Refrigerator Cars
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Originating on
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WASHED
Capacity 3,500 Tons
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Sterling-Midland Coal Co. 8 So. Michigan Ave., Chicago, Ill.

INDIANA'S MODERN COAL MINE & WASHERY QUALITY COAL

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut
Washed and Dried Treated Stokercoal
1 1/2" x 3/8" ——— 3/4" x 3/8"

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



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Operating **AIRLINE,**
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MILWAUKEE ROAD

MECHANICAL RUBBER GOODS

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Our Specialty is
Re-Refining Used Diesel Engine Oil

Also

Suppliers of High Quality Re-Refined
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 COMPANY**

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"Treated Products for Life"

RAILROAD
 Cross and Switch Ties
PILING
POLES
LUMBER

INDIANA WOOD PRESERVING CO.
 Terre Haute
 Indiana

treat given at Notre Dame University.

Robert E., son of J. E. Vraney, has returned to civilian life after a tour of duty in the Navy. Robert was an outstanding student at Marquette University, Milwaukee, where he matriculated in dentistry.

Looking very robust is Paul Maggio returning from a two year tour of duty with the Army in Germany.

We all wish Mr. Thomas a speedy return from his leave of absence due to ill health.

TRAFFIC DEPARTMENT

Glen Heath, Correspondent

Belated congratulations were extended to City Freight Agent Bill Bickley and wife on the birth of a son, Bradley, June 14. The Bickleys now boast three lovely children.

Another proud poppa is Forrest Williford, rate analysis clerk in the general freight department. Forrest, being a model railroad fan, refers to himself as now having "three jeeps in the roundhouse". A third boy was born June 13, a brother for Mark and Gregory.

Best wishes for speedy recoveries go to R. M. Olson, assistant general freight agent, and Jim Wickstead, rate analysis clerk, both of whom are convalescing in the hospital at this writing following sudden illnesses.

Elmer Mill, assistant city ticket agent and wife, Chicago, saw their daughter Lois aboard the City of Denver on her way to the University of Colorado, Boulder, Sept. 5. Lois was salutatorian of her graduating class at Amundsen High School, Chicago, in June and was nominated by the faculty as one of 10 outstanding seniors. She completed a number of Honors courses, was editor of the school paper and accompanist for both the Girls and the Senior Chorus.

Charlotte Gerber, secretary in the general freight department, recently announced her engagement. She is planning an early spring 1962 wedding.



Lois Mill

Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers

**WEBSTER LUMBER
 COMPANY**

3410 University Avenue S.E.
 Minneapolis 14, Minnesota



AMERICAN IN PARIS. W. F. "Bill" Clemens, chief clerk in the advertising department, Chicago, pictured in the gardens of the palace of Versailles during a European vacation trip the past summer. Traveling with a friend who formerly lived on the continent, Bill toured southern Germany, Austria and Switzerland, and after visiting the French capital went on to Amsterdam, from where he returned by plane.

Joyce Ieron, formerly secretary to P. L. Cowling in his capacity as assistant to vice president, has joined Mr. Cowling in the president's office following his appointment as assistant to Mr. Quinn. Mrs. Gladys Palmquist has joined the vice president's office and is secretary to W. S. McKee, assistant to vice president.

LAW DEPARTMENT

Ruth E. Hall, docket clerk and office assistant, died suddenly Aug. 6. She had been employed in the law department since 1942. Funeral services were held at the Lain and Son Chapel, with interment in Mount Emblem Cemetery. Surviving her are a sister, Mrs. Willard B. Pew of San Pedro, Calif., a brother, Harold E. Van Buren of Wichita, Kans., and a nephew, Rev. Wendell G. Pew of Country Club Hills, Ill. Mrs. Hall was chairman of the Milwaukee Division of the National Association of Railway Business Women.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

L. J. Hogan, Correspondent

Charles L. Bartlett, retired assistant engineer, passed away Aug. 18. He was born at Manitowoc, Wis., in 1885 and received his degree in civil engineering from the University of Wisconsin in 1910. His first position was as draftsman in the engineering department of the Milwaukee Northern Railway. In 1917 he came to the Milwaukee as instrument man and computer in the real estate department. He was employed in the valuation department of the present office of auditor of capital expenditures from 1928 until his retirement in 1960. Services were held in Chicago Aug. 24 and burial was in Manitowoc, Wis.

The Milwaukee Road Magazine

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

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

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

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

MONTHLY INCOME OF \$300.00

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

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

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

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

SPECIAL OPTIONS

- 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.
- Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
- When dependent child is no longer a dependent, the coverage may be continued for an additional monthly premium of twenty-five cents and the right to apply for additional insurance under age group.

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

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

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

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

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

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

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

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

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

OPERATING DEPARTMENT

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

Joseph A. Kowal, passenger car distributor in the office of general superintendent of transportation, achieved the ambition of all golfers. On Aug. 29 at Apple Orchard Country Club he made the seventh hole in one. Congratulations, Joe.

Superintendent of Safety A. W. Shea announced that he and Mrs. Shea were presented with a grandson, Daniel Joseph,

June 29 by their daughter and son-in-law, Mr. and Mrs. James Hock.

A baby boy was born Aug. 15 at Memorial Hospital, Elmhurst, to Mrs. G. M. Dempsey, wife of assistant superintendent of safety. The most welcome little newcomer was named George M. Jr.

AUDITOR OF EQUIPMENT ACCOUNTS

Judy Deering, Correspondent

Sympathy was extended to Alvera Struck, whose husband was killed in an automobile accident July 1.

Mr. Ramsay, who has been hospitalized since the end of April, has shown great improvement since he underwent surgery in June.

July 12 marked the retirement of Margaret Bradon. Louise Schellenberger has also retired.

Dorothy Robertson spent her recent vacation in Hawaii, and Angie Tauber went to Mexico for hers.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Julienne Snyder, daughter of Mrs. Alfred Johnson of Savanna, and Robert Hook, yard clerk at Savanna, were married there June 29 in St. Paul's Episcopal Church. A reception in the home of the bride's mother was followed by a trip to the Wisconsin Dells.

With the retirement of Superintendent A. O. Thor at Savanna, we welcomed back A. C. Novak and family. Mr. Novak first came to the D&I as a clerk in the superintendent's office at Savanna in 1923 when we took over the Gary line.

About 85 employees and others gathered at Meekers in Savanna July 28 to honor M. T. Sevedge who was appointed superintendent at Deer Lodge Aug. 1. Dinner was followed by a social period. Assistant Superintendent Bridenstine acted as toastmaster and presented Mr. and Mrs. Sevedge with gifts expressing the best wishes of co-workers and friends.

V. W. McCurdy, dispatcher at Dubuque for many years, died July 27 in Xavier Hospital following a long illness. Mr. McCurdy began as an operator in May, 1909 and was appointed dispatcher July 24, 1917. Funeral services were held in St. Patrick's Church, Dubuque, and burial was in Mt. Olivet Cemetery. Survivors are his widow, two daughters, and a sister, Evelyn McCurdy.

Glen Gunn, retired Iowa Division engineer, had 32 varieties of lilies in all hues of the rainbow blooming at his home, 227 Walnut Street, Savanna, this summer. One of the more unusual varieties was a lavender onion lily eight inches across on a stalk about four feet high, but Glen was most proud of his Goldband Lily, the blossoms of which range up to nine or ten inches across with petals of iridescent white centered with yellow and flecked with brown. One variety in shades of green and pink blooms constantly from June until frost each year. Mrs. Gunn enjoys cutting the flowers, but Mr. Gunn has sole care of them.

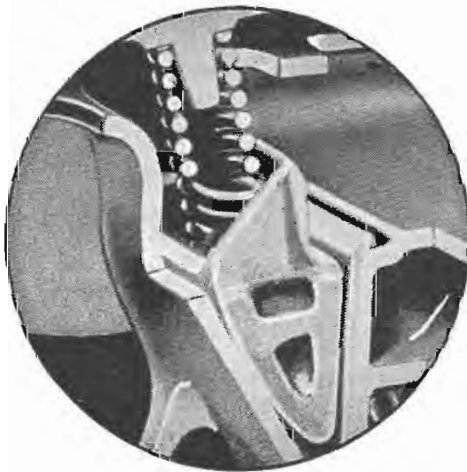
S. A. Vanderpool of the maintenance of way department wound up his last day's work as a section laborer at Braymer, Mo., June 30. His service date in the department was June 10, 1944.

Mrs. J. E. Weidman, wife of retired wrecking foreman, Savanna, passed away in the City Hospital Aug. 16. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in Center Hill Cemetery. Surviving are her husband and two sisters.

Mr. and Mrs. Ronald Shackelford, mechanical department, Savanna, are proud parents of a son who arrived Aug. 5 to join sister Caroline. Mr. and Mrs. Rich-

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"TEENS OF NOTE", composed of Savanna, Ill., sixth to eighth graders, has been taking bows as one of the best public school bands in that area. The youngsters play popular as well as classical numbers. Members from Milwaukee Road families are, first row: Ty Kindell, grandson of Retired Engineer Kindell and the late H. Curpen, car department employe (left with saxophone); Joan Whitmer, daughter of Engineer Harold Whitmer (second from right); and John Reinheimer, son of Conductor C. Reinheimer. Second row: Marlin Jones, son of Car Inspector C. L. Jones (right end). Back row, from left: Wayne Bridenstine, son of Assistant Superintendent Paul Bridenstine; Steve Winkler, son of Engineer Earl Winkler; Greg Orr, son of Switchman Duane Orr (center); and Jim Hansen, son of Storekeeper M. L. Hansen (right end).



**Permanent installation
requires no maintenance.**

ard Gleich, Savanna electronics department, welcomed their second daughter Aug. 3, and a second son was born to Mr. and Mrs. Charles Hersey, mechanical department, Aug. 15.

Joyce, daughter of Yard Clerk Kenneth Farrar, Savanna, became the bride of Dennis O'Leary, son of John O'Leary, system B&B department Aug. 3.

F. L. Orr, general yardmaster at Savanna, 61, passed away in his home at Savanna Aug. 13, following a heart seizure. Funeral services were held in the Hunter-Fuller Memorial Chapel with burial in the Savanna Cemetery. Surviving are the widow, Edna, a son, Switchman Duane H. Orr, Savanna, and two grandsons. Fred began his railroad career in 1916 as a clerk in the yard office, transferred to switching service in February, 1926, was promoted to extra yardmaster in 1934, to regular yardmaster in 1939, and general yardmaster in 1941.

Chicago Terminals

WESTERN AVENUE STORES &
LOCOMOTIVE DEPARTMENTS

LaVergne Dean, Correspondent

B&B Foreman James Constantine married the former Theresa Evans Aug. 12. The newlyweds spent their honeymoon on the West Coast.

Assistant District Storekeeper E. J. Bahr's daughter Jacqueline became Mrs. Terry Schmidt in July. The wedding took place in Seattle.

Retired Chief Clerk Rollie Blackwell paid us a visit prior to leaving for his permanent home in Houston, Tex.

Sympathy was extended to Darwin Fisk on the death of his daughter Sandra July 28, to George Chesney whose mother passed away, also to the family of Oscar E. Nelson who died July 9. Mr. Nelson, an engineer, worked for the Road more

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than 40 years.

LaVergne Misiak, clerk in the store department and correspondent at Western Avenue, became the bride of Richard E. Dean Aug. 19. The double ring ceremony took place in St. Pascal Church. The bride's brother Ronald, a machinist at Western Avenue, was best man. The couple spent their honeymoon at Niagara Falls and in Canada.

GALEWOOD

Ray Bishop, Correspondent

Ileene, wife of Nate Abrams of the regional data processing office, had her fall millinery designs modeled at the Edgewater Beach Hotel poolside Aug. 26. Ileene's hats have been worn by many famous women including Joan Crawford and Hildegarde.

At this writing, Harry King, veteran freight house employe, is in the hospital for observation, and R. W. Graves, assistant superintendent, is at home recuperating from surgery.

UNION STREET

Carolyn DiCicco, Correspondent

When Agent and Mrs. Bert Smith went to California to visit their daughter they also stopped in to see Retired Agent Roy G. Larson and wife in Hollydale, Calif. Mr. Larson has been in ill health for the past few years and at this writing is in St. Francis Hospital, Lynwood, Calif. Mathilde Nauheimer, demurrage clerk, also saw the Larsons while vacationing in California, and spent a few days with Florence (Vartabedian) Maurin in Fresno. Florence was formerly steno at Union Street.

Dan McCann, retired yard clerk, passed away in St. Francis Hospital, Evanston, Sept. 5. Andrew Rebacz, retired crossing man and father of Stanley Rebacz, cashier, passed away Aug. 4.

Anthony DeTuno, foreman House 2, Union Street, was appointed assistant agent at Galewood.

Ed Myers, clerk, had a frightening experience while vacationing in Florida. He and a friend had their boat anchored in Tampa Bay to do some fishing off Mullet Key when a storm came up and they couldn't get the motor started. The water got rough and their boat drifted out into

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CHICAGO TERMINALS RETIREMENT. F. R. Lewis, retiring as assistant agent of the Galewood freight station, is pictured with Mrs. Lewis at a send-off from Chicago Terminals employees. Agent F. H. Joynt is at the microphone. Mr. Lewis had been in agency service since 1919, at various stations in Iowa and Wisconsin and as agent at Chicago Heights before becoming assistant agent at Galewood in 1953. He is moving to Pea Ridge, Ark.

the Gulf. After four hours another motor boat sighted them but couldn't help because of their own motor trouble. They promised to send help however, and finally a cabin cruiser came out to tow them in.

BENSENVILLE

Dorothy Lee Camp, Correspondent

August 23 was a double celebration at the home of your correspondent. It marked the 25th wedding anniversary for Train Director Joe Camp and also his return home from Gottlieb Memorial Hospital where he had had surgery. He said nurses and doctors were especially attentive because they wanted him home for that silver anniversary. The many cards, phone calls, visits and gifts helped make Joe's month off a pleasant one and the anniversary one that won't soon be forgotten.

John "Kokomo" Miller, clerk at Western Avenue, and formerly at Bensenville, recently had surgery on a foot, which will keep him home for some time. Cards and calls will help make the time fly for him.

At this writing Yardmaster Harvey Reidel is also at home having had plastic surgery on his hands. He is having excellent results with the skin grafts.

Another recent hospital patient was Bruno Tancula, relief train director, but he also is getting along well at this writing.

The bowling season started Sept. 4 for men from the Milwaukee and the Indiana Harbor Belt roads, but they are still looking for more good bowlers to join them Monday evenings at 7 P.M. at the River Grove Bowling Lanes.

September-October, 1961

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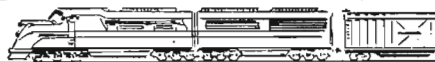
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Johnny and Fay Russo of the engineering department are both on sick leave. Johnny had a rough time following surgery but is improving at this writing.

Maureen McLean, daughter of Glenview Agent Ed McLean, took her final vows as a nun Sept. 9.

Milwaukee Division

SECOND DISTRICT

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

John L. Brown, interchange clerk in the Green Bay freight office, became a proud grandfather July 18 when Michael was born to Mr. and Mrs. Richard Brown

of Louisville, Ky.

Bill Tierney, retired yardmaster at Green Bay, passed away July 25. He is survived by a son and three daughters.

Sam La Valley, retired engineer from Channing, Mich., died Mar. 23. He was the father of Sam La Valley, agent at Menominee, Mich. Joe Porterfield, retired conductor, also passed away in March.

Other recent deaths were those of Mrs. Fred Marcey, widow of retired switchman from Green Bay; Mrs. Arthur Barrette, wife of section foreman at Crivitz; Mrs. Emil Landry, widow of conductor and mother of Robert and Thomas Landry; Clifford Huetter, retired engineer who was living in Channing, and Harry Terens, retired engineer from Green Bay.



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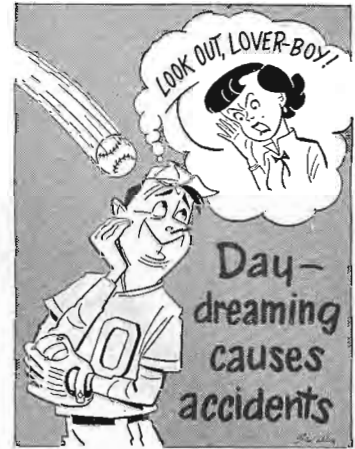
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The following section foremen have each been presented with a 31-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period: A. G. Flom of Iron Mountain, Mich.; L. G. Glasnapp of Oshkosh, F. E. Hafemeister of Granville, and A. R. Otte of Hartford, Wis.

Aberdeen Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

After more than 50 years' service W. L. Bosanco recently retired as section foreman at Mott, N.D. Mr. Bosanco came to Mott as a section laborer during the construction of the old "Cannon Ball", now known as the New England line, and had been there ever since. A farewell party was held at Mobridge for him and for William Kalish, recently retired section foreman at Faith, S.D. W. C. Whitham, division engineer, and Superintendent R. H. Love both attended and Mr. Bosanco was presented with a Gold Pass.

Ticket Agent L. F. Mack and wife, Aberdeen, welcomed a baby boy in August. They already have four little girls.

Night Roundhouse Foreman Buchmeier, Aberdeen, is neglecting his fishing at this writing to catch up on needed work around his lake cottage.

When R. I. Bacon retired from the agency at Faulkton after 40 years' service, it was awarded to Marv Heiser.

Nearly all departments are represented in the Milwaukee Bowling League this year.

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JUST MARRIED!

Aberdeen Division Engineer Phil McKeown, the bachelor of the five McKeown brothers, was married Aug. 19 in St. Anne's Church, Bismarck, N. D., to Miss Jean Sharp, executive secretary of the 14th Army Corps in Minneapolis. Pictured here on the big day are, from left: brother Jack, a former brakeman; Bill, passenger brakeman; Phil and Mrs. Phil; Byron, yard clerk at Montevideo; and Tom, a sales representative.



A recent visitor in Aberdeen was Retired Engineer Chellis Aney who now lives in California.

At this writing South Dakota is looking for the usual invasion of out-of-state hunters. It promises to be one of the best seasons in many years.

EAST END

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

When Conductor Ed Martinson took the pension, his friends and his family had a party for him. Somebody baked a cake in the form of the Ortonville depot and there was a little train on the track, with one of the cars tipped over to remind Ed of one of the "incidents" in his railroad career. Ed and his wife are now in their new home in Ortonville where they will spend the retirement years.

Mrs. Clarence Spaulding, wife of retired engineer, died in Minneapolis recently. Retired Engineer Otto Heckert died in Missoula, Mont., where he had been living with his brother Paul the past few years. Mrs. Hanna Johanson passed away after a long illness. She was the mother of Mrs. Pat Maloney and had lived with Pat and Effie off and on over the years.

That young chap who has been sprinting around the Monte offices during the summer is Lee Rau, who is relieving during vacations. He also relieved at Hopkins. When not helping us out, Lee is a student at the University of Minnesota.

Bruce Nokleby and Ronald Wright are new brakemen on the middle division this summer. Both are college seniors and will be returning to school when the rush season is over.

Mrs. Gus Adamson of St. Petersburg, Fla., widow of former engineer, has been visiting relatives and friends in Montevideo. She was entertained at dinner at Hotel Hunt during her stay.

Fireman Pat Darrington tells us that his little daughter has been named Patricia Jean.

When Retired Engineers Herman Fandrey and Chris Standal and their wives came from Youngstown, Ariz., to visit Montevideo friends, Engineer Bert Himle and his wife had an open house for all the retired enginemen. There was much railroading, a few derailments and at least two trains were shovelled out of snow-

banks. Contributing to the "cinders" that flew during the reminiscing were Retired Engineers Si Wisner, Oscar Sorby, Fred Happy, Andy Noard, Ashville Austin, John Krum, Walt Ness, Fred Redel, Fred Snowden, Olaf Tweter and Ted Skramstad.

Operator Tom Fasching of Montevideo, who has been studying electronics by correspondence, recently took a two-day written test in St. Paul and came up with the rating of radio-telephone operator first class, with ship radar endorsement.

Bruce Habegger, young son of Engineer Fred Habegger, wears a big smile these days. He was the star of the Richfield Little League ball team in their final tournament game recently when he

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pitched a two-hitter. In a recent game Bruce also thrilled the fans, and his parents, by making a home run as a pinch hitter.

Agent Eldon Thielke of Stewart, Minn., was married in Our Savior's Lutheran Church in Waubay to Alice Sten Aug. 5. Mrs. Thielke is a teacher in the Stewart public school.

The following section foremen were presented with 31-year Superior Service Award cards for their safety records of no reportable or lost time injuries during that period: Thomas Hilt of Zeeland, Z. O. Hummel of Selfridge, W. L. Bosanco of Mott, and George M. Rankin of Mar-marh, N. D.; Frank Thares of Java, T. J. Cusick Jr. of Britton, H. Gilyard of Groton, and T. Bagaus of Summit, S. D., and Carl W. Johnson of Tusler, Mont.

Iowa Division

MIDDLE AND WEST

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

A baby girl, Kathryn Belle, was born to Mr. and Mrs. Gary Phleger of Minneapolis. Gary is the son of Retired Travel-

ing Engineer John T. Phleger. The family lived in Perry when John was traveling engineer on the Iowa Division before being transferred to Austin.

Mrs. Bert Cline, wife of retired engineer, was in the Dallas County Hospital, Perry, in July. She has since been released and is recovering at home attended by two of her daughters who are registered nurses, Mrs. Edward Rouch of Milwaukee and Mrs. James Spear of Colorado, and a third daughter, Mrs. Claude Altig of Perry.

George A. Franks, 69, passed away July 7 following a heart attack. He had been a switchman in the Perry yards for many years prior to retirement in 1957. He is survived by his wife, a daughter, and his mother. Burial was in Violet Hill Cemetery.

Alfred Noack, retired perishable freight employe of Perry, was a patient in the Iowa Methodist Hospital at Des Moines in July and again in August, following a stroke each time.

Donell K. Dollarhide, daughter of Don Dollarhide, assistant cashier of Cedar Rapids, and Larry Roth of Granger, Ia., were married June 25 in the First Methodist Church in Perry. Larry attended

Westmar College in LeMars, Ia., and is now employed by John Deere in Des Moines. They will live in Granger.

Retired Engineer E. C. Hullerman of Perry spent several days in July at the Mayo Clinic in Rochester. Nothing of a serious nature was found.

Mrs. Fred Vodenik, widow of conductor, was a patient in the Boone County Hospital, Boone, Ia., in July for treatment of an eye condition. She has since returned to her home in Madrid, Ia.

Bryant Harvey, 48, of Santa Monica, Calif., died July 20 at his home. He was a veteran of World War II and for a short time during the war had worked at the Perry freight and ticket office. Burial was in the Naval Cemetery, Point Luma, San Diego.

The following section foremen have each been presented with a 31-year Superior Service Award card for their safety record of no reportable or lost time injuries during that period: D. Evanoff of Templeton, J. G. McClatchey and W. J. Schroeder of Manilla, William Myers of Rockwell City, V. F. Reed of Milford, and A. G. Stangl of Neola.

Clinton Froke, traveling line maintainer, and his family moved in August to Butte, Mont., where he took over a similar position. This takes him back to the territory where he worked before coming to Perry.

Mrs. Loftus, wife of roadmaster, has spent most of the summer at their cottage on Horseshoe Lake, north of Minneapolis. Mr. Loftus spent two weeks of his vacation there fishing and making further improvements to their cottage.

After traveling through all the New England States and visiting his sister in Rochester, N.Y., Retired Roadmaster R. W. Becker has returned to Perry before going to Texas to spend the winter months.

Art Santee, Des Moines Division conductor, passed away suddenly at his home in Perry Aug. 12, at the age of 42. Serv-

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The Milwaukee Road Magazine



JANESVILLE HOMEMAKERS. Wedding portrait of Donald W. Daly, electrician at the Janesville, Wis., roundhouse, and Elizabeth Licciardi, who were married recently in St. Thomas Aquinas Church, Chicago. Don's brother Robert, of Milwaukee, was best man. The couple spent their honeymoon in the Denver area and are now making their home in Janesville.

ices were held in Perry, with burial in Violet Hill Cemetery. Survivors are his wife Marie, a son Jerry, and his father, L. R. Santee, also a Des Moines Division conductor.

Eleanor Lorayne, daughter of Conductor and Mrs. C. F. McDonald of Perry, was married to Fred L. Harvey of Boone in St. Patrick's Church, Perry, July 15. The bridegroom is employed in the bridge and building division of the C&NW Railroad, Perry, where the couple will live.

July 29 saw another of the McDonalds' daughters married when Mary Charlene and John W. Taylor of Minburn said their vows in St. Patrick's Church. The bridegroom is stationed with the U. S. Marines at San Diego, so their first home will be there.

In addition to two new sons-in-law the McDonalds acquired a grandson in July when their daughter, Mrs. Jack Scheaffer of Perry, gave birth to a boy, Daniel.

S. M. Anderson, 70, section foreman at Marathon, Ia., passed away in July. Services and burial were in Marathon.

Hazel McCalley, secretary in the division engineer's office, Perry, accompanied by Mrs. LaVerna Listebarger of Cedar Rapids, spent three weeks in the South stopping in San Francisco, Los Angeles, Pasadena, San Diego and Las Vegas.

Ruby Eckman, retired clerk and former correspondent for the Magazine, left from Des Moines Aug. 4 for an extended tour of eastern Canada. She will travel through Ontario, Quebec and Nova Scotia and on the return trip through many points of interest in the United States. Ethel McLellan, daughter of Conductor George McLellan of Perry, was conducting the tour.

Maurice L. Glenn, son of Conductor F. L. Glenn of Perry, was among the 155 students awarded degrees at the end of

the summer session at the State University of Iowa, Ames. He received a B.Sc. degree in industrial science.

The recent death of Ernest Hemingway, famous author, brought back many memories to Mrs. Viola Raney, secretary to the superintendent at Perry, and to her sisters in Chicago. Mr. Hemingway attended the same school from which they were graduated, and his father had been their family doctor for many years. Mrs. Raney also recalls walking by the Hemingway home and enjoying the singing of Mary Garden, a frequent visitor there, and of Mrs. Hemingway, a concert singer who used her maiden name, Grace Hall, when on stage.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Herbert B. Klersey died at his summer home near Aitkin, Minn., July 17. He was born in Cedar Rapids Oct. 10, 1884 and had been a switchman for the Milwaukee for many years prior to retirement. Surviving are a brother, LeRoy J., and five sisters, Mrs. Carl Stark, Ruth Dietz and Esther Steff, all of Cedar Rapids, Mrs. W. C. Meister of Portland, and Alice Smith of Vinton. Mr. Klersey was a member of the B. of R. T. Burial was in Shiloh Cemetery.

A 50-year certificate as a member of the Masonic Lodge was presented to Lloyd R. Lange Aug. 14 at the regular meeting of Marion Lodge No. 6, AF&AM in the Masonic Temple. Before retirement Mr. Lange was storekeeper at Cedar Rapids.

Friends of C. J. Peck Jr. will regret to hear that he passed away at Cedar Rapids Aug. 5. He had been on disability pension since 1959, prior to which he was district freight and passenger agent

Collects His Own Life Insurance



Horatio G. Selby

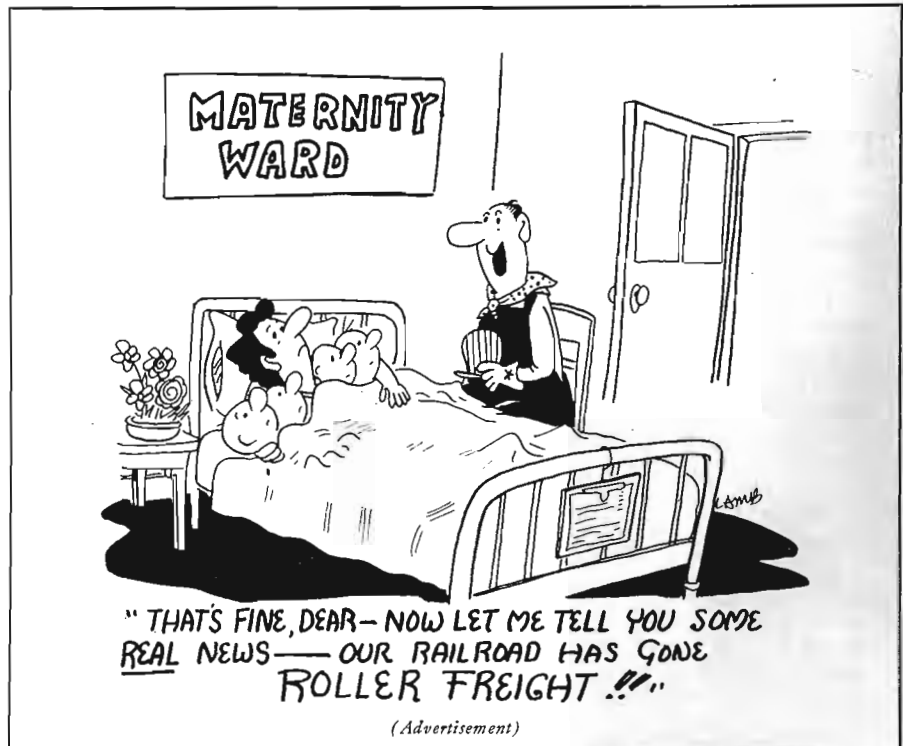
HORATIO GREENLEAF SELBY, who retired in 1937 after 57 years of continuous service, received a unique birthday gift when he turned 96 on Aug. 9—a check for \$2,221.60, representing the full value of a life

insurance policy he purchased in August, 1914.

Mr. Selby, a telegrapher at the age of 14, started railroading in 1880 in the Road's telegraph department in Milwaukee. For many years he was a traveling auditor, and following the turn of the century, a traveling freight and passenger agent. Later he served as manager of the Duluth, St. Cloud, Glencoe and Mankato Railway, and from 1912 to 1927 as superintendent of the Bellingham and Northern Railroad. During the last decade of his service he was, in turn, special assistant to general manager in Seattle, chief of the personnel record department there, and Seattle manager of the Continental Telegraph Company. He now makes his home with his daughter in Mt. Vernon, Wash.

at Cedar Rapids. Funeral services were held at the Gibson and Son Funeral Home in Kansas City, Kans.

At McCormick Place, Chicago's new lakefront exposition center, you can order the favorite meal of any one of our 35 Presidents.





NIPPON'S ANSWER TO DISNEYLAND features this mounted monorail train, shown during a test run at the Fuchu factory in Tokyo. The train, seating 88 passengers in three coaches, went into operation this summer at Dreamland Park, the Japanese equivalent of Walt Disney's California amusement center, which has the first vehicle of this type. (Chicago Tribune photo)



NEW T.O.F.C. FLEET presently being acquired by the Milwaukee includes 60 of these 39-foot Flexi-Van "Lamicoolers" equipped with Thermo-King freezing units, plus 40 vans of the 40-foot insulated type. The Thermo-King freezer, a heavy duty propane fueled unit featuring an automatic (heat-cool) switch, is capable of maintaining a temperature of zero or lower. In this picture taken at the TOFC terminal at Bensenville Yard, Milwaukee Motor Transportation Company Driver Leonard Kucharski is preparing to remove it from the flat car.

"Bulletins"

(Continued from page 2)

Railroad Retirement Board which explains the benefits available under the railroad retirement system. Railroad groups interested in seeing the film may make arrangements through the Board's nearest regional office or by writing to the Information Service, 844 N. Rush

Street, Chicago 11, Ill. It runs 13½ minutes and there is no charge . . . **Stag Farewell** of 40 young Melbourne, Australia, business men to an altar bound friend, reported recently, was a 202-mile journey on a hired train. The special carried a three piece orchestra, a chef, and three waiters who served a four course dinner with wines. The party lasted 7 hours and cost the Australian equivalent of \$1,200 . . . **Tall Tale of the Road** reported recently by Milwaukee Road police concerned a car parked across the line near Bensenville, Ill., about 4 A.M., the driver of which said he thought he was on a tollway and was trying to turn off. Police found the back seat full of freshly picked sunflowers . . . **Large I.C.C. Force** has been authorized in an appropriation of \$22,075,000 approved for the 1962 fiscal year. The appropriation allows for increasing the staff of 2,428 by 45 positions to meet an expanding workload,

Chairman Everett Hutchinson announced . . . **Past the Billion Mark.** Highlights of operations listed by the Railroad Retirement Board for the 1960-61 fiscal year included retirement and survivor benefits totaling \$987 million paid to 906,000 persons. The average annuity was \$147. At the year end benefits were being paid at the rate of more than \$1 billion a year.

The Back Cover

A NEW service guaranteed to save money for shippers of products liable to damage from extreme cold gets the "creative crew" treatment in the current advertisement of the series which highlights the resourcefulness of our company's employes. As the ad points out, the technique is based on the principle of conserving body heat—about as simple as placing a napkin over a plate of hot rolls.

The idea grew out of test shipments prepared for Midwest manufacturers by our claim prevention, refrigerator and merchandise service department in collaboration with traffic department researchers. Cartons of temperature-sensitive products with a body heat approximately 70° F. were placed in an insulated freight car without heaters, and covered with paper to exclude air. Although the temperature outside the car ranged from 32° F. to -8° F., the products retained their full latent heat for 4 days.

Two explorers met in a jungle and exchanged confidences as they sat by the campfire.

"I came out here", said one of the men, "because the urge to travel was in my blood. I wanted to see the sun rise over new horizons, to leave my footprints on unmarked sand, see Nature in the raw. Tell me, old fellow, why did you come?"

"Why?" said the second explorer, "My daughter is studying voice."

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Bosanco, William L., section foreman--Mott, N.D.
 Ferris, Dewey E., car inspector-----Savanna, Ill.
 Goodman, Gustav, machinist-----Wauwatosa, Wis.
 Kimpton, R. A., loco. engr.-----Miles City, Mont.

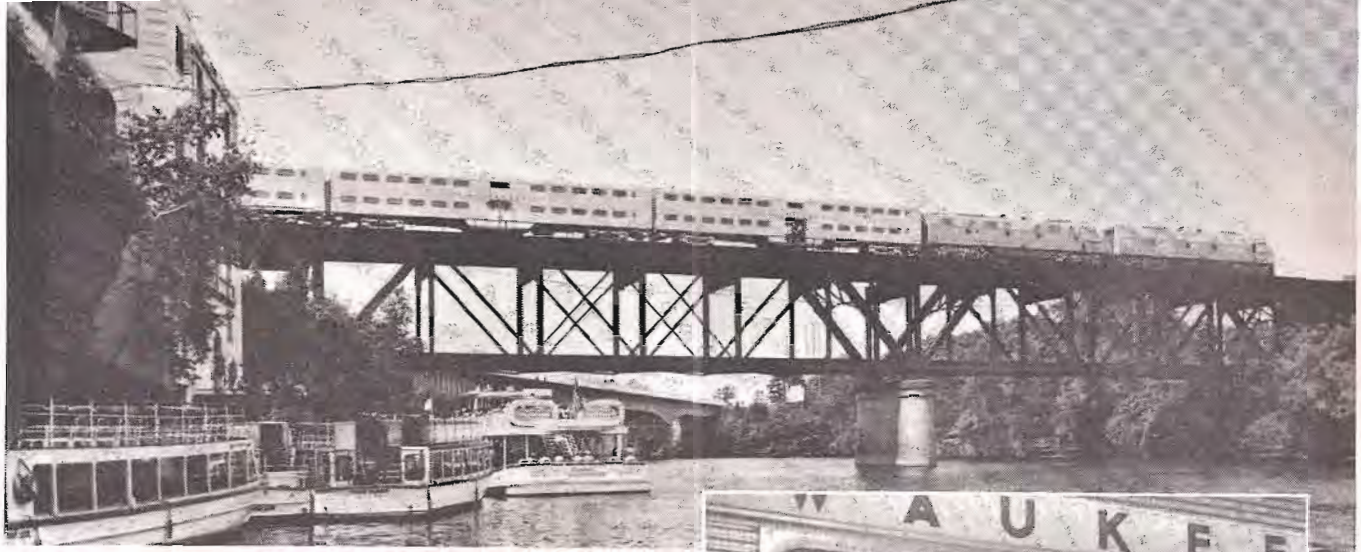
Lummer, Werner C.,
 dist. storekeeper-----Milwaukee, Wis.
 Peterson, R. A., agent-----Winnebago, Minn.

Silver-45-Year-Passes

Calabrese, Sam, machinist-----Chicago, Ill.
 Franklin, George, machinist-----Melrose Park, Ill.
 Gallagher, George B., conductor--Miles City, Mont.
 Hopewell, G. E., conductor-----Terre Haute, Ind.
 Johnson, Wm. L., foreman frog shop--Tomah, Wis.
 Krause, William, bureau head-----Chicago, Ill.
 Langdon, H. E., clerk-----Perry, Ia.
 Luther, L. A., signal maintainer--Chillicothe, Mo.
 Maker, Thomas M., crossingman--LaCrosse, Wis.
 Makoutz, Martin,
 blacksmith helper-----Wauwatosa, Wis.

McWithey, Daniel, machinist helper--Tomah, Wis.
 Oehm, Mary C., accounts clerk-----Chicago, Ill.
 Protz, Herman, machinist-----Tomah, Wis.
 Rima, H. L., brakeman-----Schofield, Wis.
 Schuenke, W. A., section foreman-Watertown, Wis.
 Schuldt, Lester J.,
 section foreman-----South Wayne, Wis.
 Shradeja, A. M., machinist-----Chicago, Ill.
 Smith, J. D., machinist-----Chicago, Ill.
 Tranter, Carl, conductor-----Deerfield, Ill.

The Milwaukee Road Magazine



OLD-TIME RAIL EXCURSIONS have been revived on the Milwaukee, using the new bi-level suburban coaches not required for week end commuting schedules. Shown here are scenes of the first, a round trip between Chicago and Wisconsin Dells on July 23 when the Road carried a crowd of more than 1,300 to the Wisconsin resort city. Another Dells excursion was operated on Labor Day. The equipment was also used to carry Chicago baseball fans to the Braves-Cubs game in Milwaukee Sept. 23, and on Aug. 20 and Sept. 24, for a round trip of sightseeing from Chicago to Madison, Wis., and the Cave of the Mounds.



WHO'S WHAMMING THOSE CARS?



The man who slams cars isn't just hurting freight, he's hurting our business —hurting our jobs. Let's wise him up. October is Careful Car Handling Month!

THE CIRCUS COMES TO TOWN. Scene at the Milwaukee Road's siding at the Wisconsin State Fair Park in Milwaukee as an 80-car train of the Royal American Shows was being unloaded there Aug 8. At trackside, keeping circus fans at a safe distance, is J. J. Dombrowski, superintendent of the Milwaukee Terminals Division. The carnival carries about 1,200 persons and equipment valued at \$2.5 million. The Milwaukee handled the two-section movement inbound from Duluth and also outbound on Aug. 21 to Minnesota Transfer. (Milwaukee Journal photo)



"OLD RAIROAD DAYS" VISITOR at Green Bay, Wis., when the National Railroad Museum there was opened formally with a civic celebration July 6-7-8, was J. A. Ziebarth, the Milwaukee's agent at Waterloo, Wis., pictured here with Mrs. Ziebarth as he was honored by Museum President J. B. Torinus for 69 years of railroading. Mr. Ziebarth, 88, holds the service record for Wisconsin station agents. In the background is Big Boy, the famous 620-ton Union Pacific steam locomotive whose presentation to the museum highlighted the festivities. (Green Bay Press-Gazette photo)





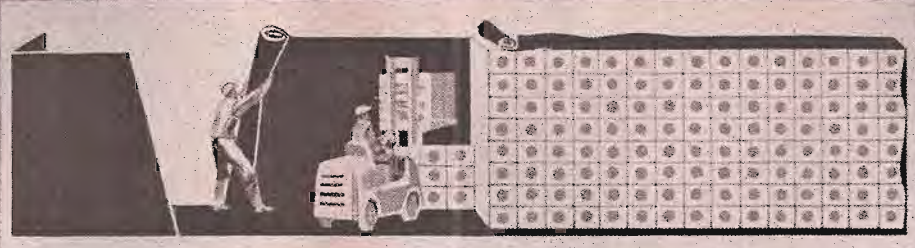
MAGAZINE

CHICAGO,

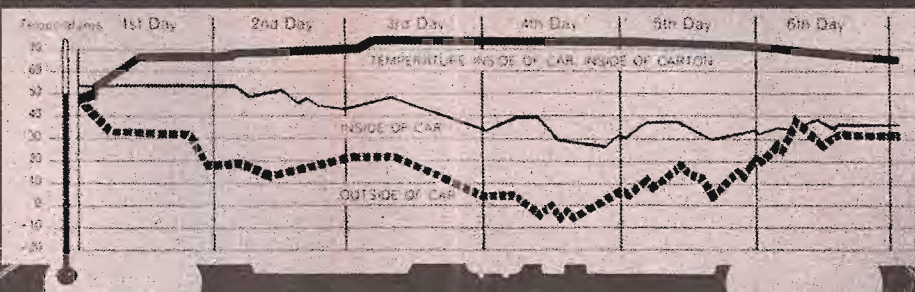
MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chicago 6, Illinois

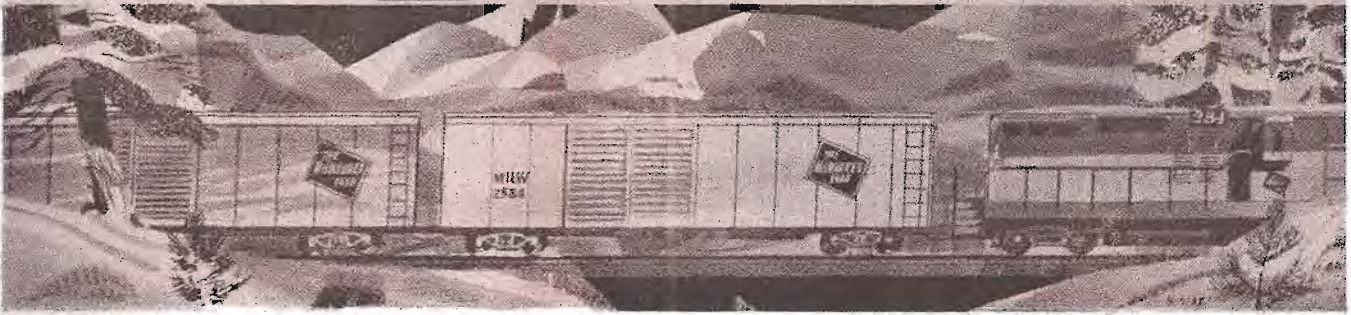
Products' "body heat" is new clue to heaterless cold-weather shipping!



Cases of products enclosed on all sides with paper to conserve the product's heat.



Typical shipment shows constant temperature inside cases, regardless of drop to +30° F. in car and -8° F. outside



Snow and subzero temperatures had no apparent effect on shipment till the fifth day.

AN EXCITING DEVELOPMENT BY OUR CREATIVE CREWS



See "Back Cover" on page 46