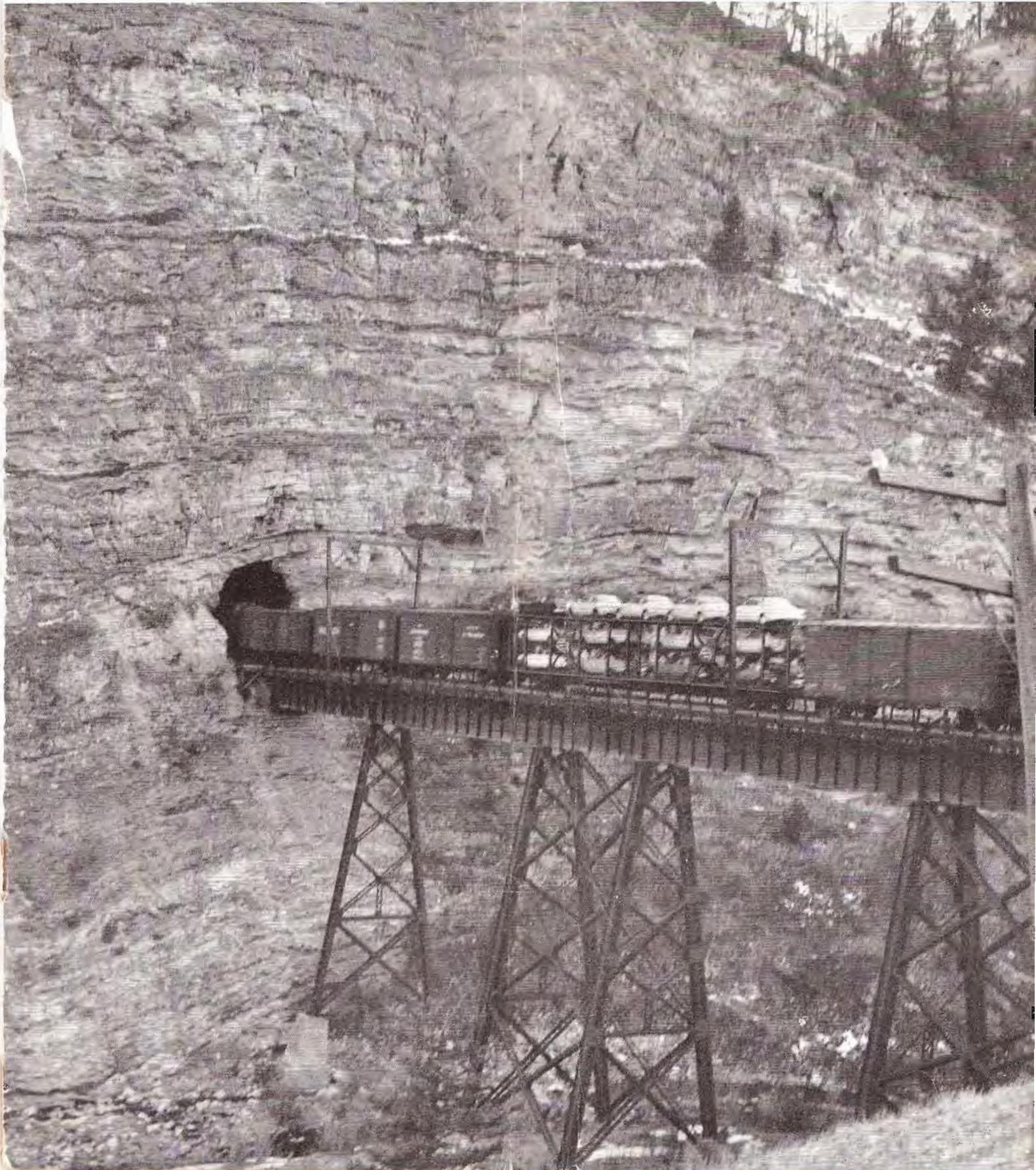


**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

january
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1962



**THE
MILWAUKEE ROAD
MAGAZINE**

Vol. 49 January-February 1962 No. 6

MARIE HOTTON
Managing Editor

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BULLETINS

The 1961 Seley Award for Distinguished Service to Transportation has been conferred on E. Grosvenor Plowman of Pittsburgh, Pa., vice president-traffic of the U. S. Steel Corporation. He was cited for promoting transportation research, working with groups to improve relationships between government and transportation councils, and sound recommendations of national transportation policy . . . Two Complete Railroads for Liberia consisting of 12 locomotives, 195 special cars, rail, assembled track and related items—everything except operating personnel—was handled recently by Seatrain Lines Inc. The 6,000-ton cargo was the largest marine shipment of rail equipment on record. To fit the 207 units into one vessel, cars were stacked three high. One railroad will be used to open iron ore deposits in the Numba Mountains, the other to build a seaport about 60 miles south of Monrovia . . . Minuteman-On-Rail Plans have been scratched by the Department of Defense. Instead, the nation's intercontinental ballistic missile of the future will be launched from sunken blast-resistant pits. Defense officials maintain that enough mobility has already been achieved with the Navy's Polaris submarine missile . . . New Valparaiso University Advisory Board Member is E. O. Schiewe, general solicitor of The Milwaukee Road. Mr. Schiewe is legal counsel for the Lutheran High School Association of Greater Chicago and a member of the first class to be graduated by Valparaiso after it came under Lutheran control . . . A Pile-up of More Than 500 Bills calling for transportation policy revisions faces Congress this year. In addition to the backlog, other important legislation, as well as executive actions by Administration and regulatory agencies are in various stages of preparation. The general approach of the legislation is expected to be set by President Kennedy's special transportation message to Congress . . . Freak Traffic Accident of 1961 occurred on the island of Bjarkoey, Norway. The Arctic outpost has an area of five square miles, a population of 730, one road, one truck and one taxi. The truck and the taxi collided . . . At Dubuque, Ia., high winds picked up a canoe from a spot where it was stored with other boats and blew it onto a railroad track. It was run over by a freight train . . . A 4,000-Volt Flash that lit up the sky near Missoula, Mont., and startled people as far as 12 miles away was attributed to a beaver. Apparently the busy little animal chewed his way through a tree about a mile and a half east of Bonner near the Milwaukee Road tracks, and the tree fell across the railroad's electric trolley line. When a train came by, it took the tree and about half a mile of trolley with it, causing the fireworks.

The Cover

HIGH in the Belt Mountains of Montana, time-freight No. 263 disappears into Eagle's Nest Tunnel carrying one of the first tri-level loads of automobiles to move to the Pacific Northwest in the wake of the tunnel enlarging project carried out last year in the Milwaukee's electrified territory. The huge nick in the rock wall east of Francis is one of 36 in which trolleys were raised to accommodate larger dimension loads. Picture by Assistant Engineer J. V. Hartman, Deer Lodge, Mont.





L. B. Horton, commissioner of agricultural and mineral development (left), presenting the American Railway Development Association records to J. Elmer Monroe, vice president and director of the Bureau of Railway Economics of the Association of American Railroads.

Railway Development Records Document Settlement of West

A LITTLE known but fascinating chapter in the history of railroading was recalled Nov. 16 when a set of books changed hands at the Association of American Railroads headquarters in Chicago. As president of the American Railway Development Association, L. B. Horton, the Milwaukee Road's commissioner of agricultural and mineral development, presented J. Elmer Monroe, vice president and director of the A.A.R. Bureau of Railway Economics, with leather bound proceedings of the railway development group for a span of more than 50 years.

The books, which were collected by A. W. Large, retired general agricultural agent of the Rock Island Lines, will be placed in the A.A.R. library in Washington, D. C.

The occasion harked back to the settlement of the West, when railroads provided reduced-price fares, as well as food and lodging, for homeseekers from the East; when special classroom trains with complete model farms toured the country teaching farmers the latest in agricultural methods; and when railroads made the first soil tests for farmers in many states. The story of much of this history-making program is contained in the railway development association's records.

In accepting the books, Mr. Monroe pointed out that if ever an industry helped build a nation, it was the American railroads. "This rich and sprawling

"Simmons Cyclone" Snow Blowers Battle Biting Blizzards

(pictures on page 44)

THE snowfalls which blanketed the Chicago area with persistent monotony during most of January created traffic jams and snow removal bills which approached an all-time record. For the Milwaukee Road, however, snow removal was less of a problem than the weather warranted, thanks to its new "Simmons Cyclone" snow blower.

The leather-lunged little blower, named for General Roadmaster R. G. "Slim" Simmons who invented it, is essentially a switch cleaner which produces a 115-mph wind and disposes of accumulated snow right down to frozen ballast. The first unit was built and put into service in the Chicago area late last winter. It is now in commercial production, and in growing demand by railroads throughout the snow belt.

The Milwaukee acquired an additional 10 of the machines in January, bringing its total fleet to 19, of which 7 are in

use in Chicago Terminal area yards. Others are being used this winter in Milwaukee, La Crosse, St. Paul, Minneapolis, Savanna, Ill., and Aberdeen, S. D.

The blower is driven by an engine mounted on a rail car which, in turn, is pushed either by a small rail motor car or by a rubber-tired tractor with flanged wheels. A scarifier apparatus attached to the nozzle loosens packed snow so it can be blown free of the rail. Its normal operating speed enables track maintenance forces to clear yards under four inches of snow at the rate of 20 switches every 25 minutes.

During a heavy January snowfall one of the smaller Chicago area freight yards with about 100 switches was kept open around the clock by just one blower. For this particular job it has proved to be the Milwaukee's most effective weapon when the snow battle is on.

country would have taken years longer in developing had it not been for the drive and imagination they provided," he said. "They didn't wait to haul something; they went out and literally created commodities to haul, by fostering new industries, grain and livestock production, and many other activities which our country now depends on for its existence."

The American Railway Development Association was founded in 1906 with a membership of industrial, real estate, agricultural and land settlement personnel. Then railroad foresters were admitted, and now railroad geologists, water resources experts, and marketing people. The association also deals with the safe shipping of perishable agricultural commodities.

REA Express Adopts New Trademark



THE REA Express has adopted a new symbol, retaining the diamond shape which has identified its service since the days of the stagecoach and the Pony Express. The new trademark is a white "X" on a red ground. The first diamond was used by the Wells Fargo & Co. Express, an early predecessor of the 122-year-old business, and the second came into being in 1918 when seven express companies (Adams, American, Great Northern, Northern, Southern, Wells Fargo and Western) were unified under the name of the American Railway Express. The Railway Express Agency trademark was adopted in 1929 when the nation's major railroads purchased the company and changed its name.

Our Special Resolution for 1962 . . .

To Curb Freight Damage and KEEP TRAFFIC ON THE RAILS

Long haul tonnage in an eastbound extra powered by two Little Joes and a diesel rounding a curve of the Clark Fork River near Nine Mile, Mont., in the Milwaukee Road's electrified territory. This is the type of traffic which the 1962 loss and damage prevention campaign aims to keep on the rails.

RAILROAD people throughout the country are girding this year for an all-out campaign to boost the appeal of rail service by curbing freight damage. They aim to show the shipping world that in the transportation of any kind of freight, *the rail way is the safe way.*

More satisfied customers—and new customers—are what railroaders mean to achieve in this vigorous drive against every form of improper handling, whether it be of package, carload or trainload freight. As announced by F. G. McGinn, vice president-operation, our railroad is participating wholeheartedly in the nationwide campaign.

WHO WHAMMED THAT CAR?



During recent years railroad employees have seen a growing share of freight traffic go to other forms of transportation at the expense of railroad earnings and railroad jobs. Meanwhile railroads have been meeting this competition with faster trains, new types of cars, new methods of handling unusual loads, electronic freight yards, piggyback and new container services, industrial locating, new approaches to rate-making, and so on.

Now attention is being concentrated on an additional—and vital—element of improved rail service: *damage-free handling.* While this is the target of a continuous program on the Milwaukee, throughout 1962 we are putting out a special effort to make the principle hold good. It calls for alertness on the part of every employee who comes into contact with a shipment.

Railroaders' greatest single opportunity to further the campaign is in avoiding overspeed impacts to cars. Experienced railroaders know that coupling doesn't have to be jarring; that careful handling can always keep it the smooth operation it is designed to be.

Bearing witness to this fact are many

railroad yards where cars and trains are kept moving on schedule, yet the sound of excessive speed impacts is rarely heard.

The individuals responsible for these damage-free operations are keenly aware that nowadays shippers are more insistent on good handling than ever before; that if freight is repeatedly mishandled, shippers begin thinking of other ways to route their freight, and if customers depart, jobs depart, too.

They realize also that any man who slams cars isn't just hurting freight—he's hurting the reputation of his railroad and endangering the livelihood of every man around him. When these railroaders hear a harsh impact, they're inclined to ask sternly, "*Who's whamming those cars?*"

Although shippers don't know the individuals involved in improper handling, according to R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise, they're beginning to get a sharp picture of which railroad yards are involved. The story is being told by impact recorders. There are now about 1,500 of these devices in

(Continued on page 11)

The Milwaukee Road Magazine

WANTED!



Your Ideas About Loss and Damage Prevention



WIN A PRIZE in our slogan contest

AN important part of our railroad's determination to keep traffic on the rails—read all about it on the opposite page—is a slogan that will capture the spirit of the nationwide drive to reduce loss and damage. Ideas are being sought, and here's how every Milwaukee Roader can help.

We want you to give us, in 10 words or less, a slogan that will spark our year-long campaign. Your entry or entries—submit as many as you like—will have a chance to win three prizes! There will be a \$25 United States Savings Bond for the best slogan on each division of the railroad, plus a \$100 Bond for the best slogan on the system. And finally, our best-of-all slogan will be entered in a national competition for a grand prize of \$1,000 in

cash to be awarded by the American Railway Magazine Editors Association.

Your slogan can speak about loss and damage prevention generally, or about the effect of damaged freight on railroad jobs. Or it can speak of a specific way that loss and damage can be reduced. But make it punchy—make it hit hard. Because it's dealing with one of the most important problems on the railroads.

So let's get into this campaign right now with our best ideas for slogans. It's fun and it's easy; no boxtops required, nothing to buy. Simply read the rules and then fill out the entry form, or forms (make a copy of the form for each slogan). The contest ends Apr. 30.

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

THE JUDGES: The following company officers have been appointed to serve as judges of the slogan contest: L. V. Anderson, general manager-system; W. D. Sunter, general freight traffic manager-sales and service; R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; A. H. Ducret, general freight claim agent; and G. L. Wood, general superintendent car department.

THE RULES:

1. The contest is open to all active employes in service during 1962.
2. Each slogan must be expressed in 10 words or less.
3. Use the entry form provided, or a copy; type, or print clearly. Each entry must be on a separate form.
4. Slogans must be sent in envelopes marked "Slogan Contest". Address entries to R. J. Kemp, Assistant to Vice President—CPR&M Service, The Milwaukee Road, 349 N. Jefferson St., Chicago 6, Ill.
5. Entries may be submitted beginning now, and up to midnight on April 30.
6. If a winning slogan is submitted in identical form by more than one employe, the one submitted first will receive the prize.
7. No slogans will be returned, and the decisions of the judges will be final.

**CAREFUL
HANDLING
SLOGAN
CONTEST
ENTRY ►
FORM**

My Slogan Is

My Name Is

I Work On The Division.

My Job Is At

Signature

President Quinn Reviews 1961

And This Year's Business Outlook



President William J. Quinn (right) with G. L. Wood, general superintendent of the car department, inspecting a car of a fleet of 750 manufactured for the Road by the Pullman-Standard Car Corporation which were placed in operation last year.

ALTHOUGH 1961 was a lean year for railroads generally, its close found the Milwaukee Road sharing the upswing in the national economy. Net income, estimated at \$5,328,172, represented a substantial increase over the previous year's net of \$1,323,063. In the opinion of President William J. Quinn, results as good or better can be anticipated in 1962.

This expectation rests on predictions that the economic trend will continue upward, he said, and on the favorable climate for business in the area served

by the Milwaukee. "As things look now", he stated, "the prospects are for steady improvement."

Despite the burdens and restrictions which continue to belabor the railroad industry, Mr. Quinn sized up 1961 as a progress year for the Milwaukee. Among accomplishments he cited were substantial acquisitions of new rolling stock, the intensification of sales and service programs, and technological advances reaching into many departments of the railroad.

Noteworthy improvements in the earnings situation included a marked upturn in automobile loadings; the continued growth of Flexi-Van and piggyback movements; and the activities of the Road's motor carrier subsidiary, the Milwaukee Motor Transportation Company.

Observing that demands for the foregoing services are expected to continue at a faster pace this year, Mr. Quinn noted that traffic in grain, lumber, forest products and many other commodities which form an important part of the Milwaukee's freight volume is also expected to improve along with the national economy.

All of these factors, he pointed out, should be reflected in Milwaukee Road earnings and revenues. "Legislative re-

lief from some of the industry's burdens would, of course, enable us to do an even better job", he said.

Recounts 1961 Improvement Programs

Summarizing programs carried out by various departments of the railroad last year and their effects on the 1962 business outlook, Mr. Quinn cited the following accomplishments:

Engineering: A unique track lowering project increased clearances in 31 tunnels throughout the West. Altogether, 7.54 miles of railroad were lowered, in addition to which trolley wires were raised in 36 tunnels of the electrified main line section.

The Milwaukee's investment of slightly more than \$800,000 in the project will enable it to handle tri-level haulings of new automobiles. In addition, substantial revenues will be forthcoming from other outsize loads the railroad formerly had to turn down.

Auto Transport, Flexi-Van and Piggyback Service: An aggressive bid was made to regain traffic formerly lost to highway competitors. The growth of automobile loadings called for new shipping facilities in the Reed Street yard in Milwaukee and a new receiving and marshaling yard in the former shops area in Minneapolis, as well as improving facilities in Seattle, Spokane, Tacoma, Des Moines and North Harvey (Ill.) The Road also acquired 125 pieces of new Flexi-Van equipment.

Accounting: An IBM 7070 electronic computer was installed in the Fullerton Avenue office building in Chicago. Besides placing accounting and data processing on a speedier and more efficient basis, major benefits to be realized are better service to shippers, improved cost control, more precise cost measurements, and more effective direction of sales efforts.

Freight Sales and Service: A group of 25 top traffic supervisors was provided with a special training course in the continuing program to improve the effectiveness of the sales force.

For the second consecutive year the Milwaukee won an award for sales pro-



A scene at the new receiving and marshaling yard established last year in the former shops area in Minneapolis to accommodate the growth of multi-level automobile loadings. Pictured are various General Motors and Chrysler Corporation models.

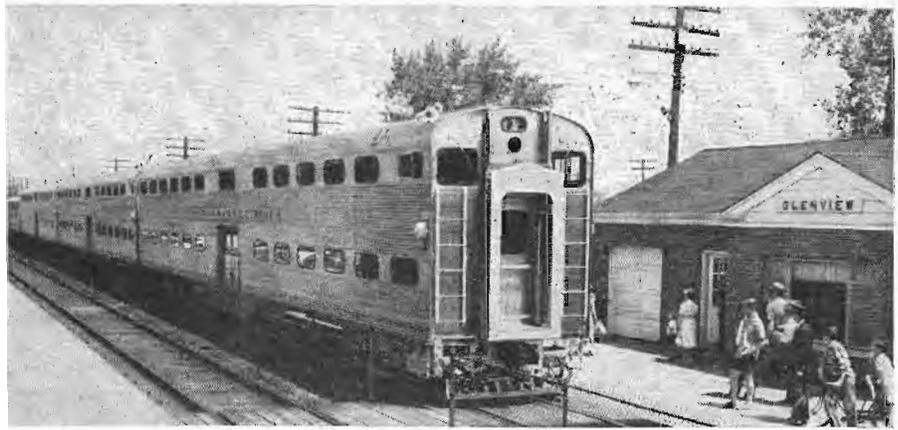
motion activities in the industry's annual competition for the Gold Freight Car Award. The citation recognized the railroad's Sales Kit as a unique tool for keeping shippers abreast of the Milwaukee's facilities and services and laying a firm foundation for increasing business.

Passenger Sales and Services: A fleet of 40 new bi-level air-conditioned passenger coaches costing approximately 7 million dollars, and 6 modern 2,400 horsepower diesel electric locomotives designed for reduced maintenance, were placed in operation on commuter runs in the Chicago area. The suburban improvement program included constructing new depots at Glenview and Northbrook, Ill.

Other developments included reviving the old-time Sunday rail excursion. Most significant was a prominent role in the transporting of Wisconsin's federalized 32nd Infantry Division from home base to Fort Lewis, Wash., for which the Milwaukee provided several hundred pieces of rolling stock.

Mechanical Department: The "spot" car repair facility at Bensenville Yard, operated for the first full year, enabled the Road to reduce the time cars were out of revenue service. In addition, a large volume of heavy repairs and rebuilding was handled at Milwaukee Shops. With relation to car maintenance, hot box detectors were installed at five locations, making a total of 11 such units now in service.

Damage Prevention: A test in which the Milwaukee participated over an eight-month period set a record for shipping newsprint virtually damage-free. In addition, a new shipper service was developed which protects products liable to damage from extreme cold. The technique involves blanketing temperature-



New rolling stock acquired in 1961 included 40 bi-level stainless steel coaches for suburban runs north and west of Chicago. Improvements in commuter service included the construction of the new Glenview station.



The Milwaukee Road played an important role last year in the transporting of Wisconsin's 32nd Infantry Division to Fort Lewis, Wash. Here tanks are ready to be moved from Camp McCoy, Wis.

sensitive products with paper. Tests conducted during weather ranging from 32 degrees above zero to 8 degrees below resulted in products thus insulated retaining their full latent heat for four days.

Industrial Development: Important locating and expansion projects were recorded among industries in the Road's Franklin Park Industrial District and in industrial centers served by the Milwaukee in other cities, as well as by individual industries in various communities on the railroad. The largest involved projects of the United States Plywood, Weyerhaeuser and Georgia-Pacific Corporations in Franklin Park; the Griffin Wheel Company in Bensenville, Ill.; Western Publishing Inc. in Racine, Wis.; the Morton Salt Company and a division of the Champion Paper Company in Milwaukee; the Webb Publishing Company in St. Paul; Midwest Hardwood Flooring and Plywood in Des Moines; and Nash-Finch in Cedar Rapids.

Rail-Truck Service: An increase occurred in demands for the Road's integrated transportation service to remote construction sites in the West. The first of these combined operations was started in Washington state in connection with



An auger conveyor transfers fly ash from a Milwaukee Road covered hopper to a hopper trailer of the Milwaukee Motor Transportation Company at the railhead at Chamberlain, S. D., for the haul to the Big Bend Dam site on the Missouri River. This drawing illustrated a recent "creative crews" advertisement of the Milwaukee's combined rail-truck service to remote construction sites.

the building of the Wanapum Dam across the Columbia River, and was further developed at the Titan missile base near Vantage, Wash. It has since been employed at the Big Bend Dam on the Missouri River above Chamberlain, S. D., as well as on the Minuteman complex in Montana, and on various projects near Rapid City, S. D.

As an example of the Milwaukee's confidence in the year's traffic potential, Mr. Quinn pointed out that the 1962 improvement budget, which totals about 19¼ million dollars, gives priority to shipper needs and items which assure better service or efficiency. The largest allocation is 8½ million dollars for 655 new freight cars. The car fleet, all of 70-ton capacity equipped with roller bearings, will consist of 500 all-purpose wide door cars; 50 airslide hoppers featuring a device for fast unloading; 70 insulated box cars and 10 uninsulated cars equipped with damage prevention devices; and 25 jumbo covered hopper cars. As is customary in such programs, these purchases represent to a considerable extent the employment of the company's credit in various ways, and are in the nature of commitments against further earnings.

Property Improvements Scheduled

Among other major expenditures proposed are approximately 4½ million dollars for improving freight and passenger equipment, and slightly less than 6¼ million dollars for improvements to property. In the latter category are a closed circuit television installation in the Western Avenue coach yard, and a microwave radio system between headquarters officers in the Chicago Union Station and the Bensenville classification yard.

Other projects include the installation of new VHF radio base stations in Chicago and Milwaukee for the Road's police department, and another in Galewood Yard for the signals and communications department. Seven new VHF radio wayside stations will be added to the present system of 59, in addition to which the dial telephone system between Chicago, Milwaukee and Madison, Wis., will be extended to Minneapolis and St. Paul, and from Chicago to Savanna, Ill.

Remarking that all of these projects relate to the improvement of net earnings, President Quinn said, "We feel that the railroads are about to be 'rediscovered' as the most economical and most efficient means of transporting the bulk of this country's freight business."

WHO SHOULD PAY?

John F. Kennedy

... The two previous Administrations have urged that civil aviation, a mature and growing industry, be required to pay a fair share of the costs of operating and improving the Federal airways system. The rapidly mounting costs of these essential services to air transportation make the imposition of user charges more imperative now than ever before ...

*Message to 37th Congress
April 21, 1961*

Dwight D. Eisenhower

Certain Government activities confer measurable special benefits on identifiable groups or individuals beyond the benefits to the general public. The cost of Federal services which convey special benefits should be recovered through charges paid by the beneficiaries rather than through taxes on the general public.

*Budget Message of the President for
the fiscal year ending June 30, 1960*

... Improvement of our rivers continues at the expense of the railroads, who are given the dubious privilege of reducing their rates to meet this new competition. ... User charges based upon use of federal facilities or federally

Recent Statements by President Kennedy and Others on the Subject of Transportation Facilities Provided at Public Expense, Which Concern Legislation Expected to Be Considered by Congress This Year

subsidized facilities are unevenly distributed among the various forms of transportation, thus favoring one form of transportation as against another and imposing upon the taxpayer costs properly chargeable to others.

*James M. Landis
Report on Regulatory Agencies
to the President-Elect
December, 1960*

The time has come to put the Nation's inland waterways on a sound economic basis by imposing compensatory user charges to be paid by those who directly benefit from these expenditures and thus to remove an unjustifiable burden from the taxpayers and the Treasury.

*Congressman James E. Van Zandt
May 26, 1960*

User charges should be imposed wherever transportation uses Federal facilities. All groups of users should, as an ultimate goal, pay their fair share of operation and maintenance costs, as well as of new Federal investment and interest ...

In addition to relieving the general taxpayer of costs properly chargeable to others, this program will help make the Government a neutral as transportation competes in a freer market and will assist in insuring efficiency in the distribution of investment funds within the transport segment as well as in the economy at large.

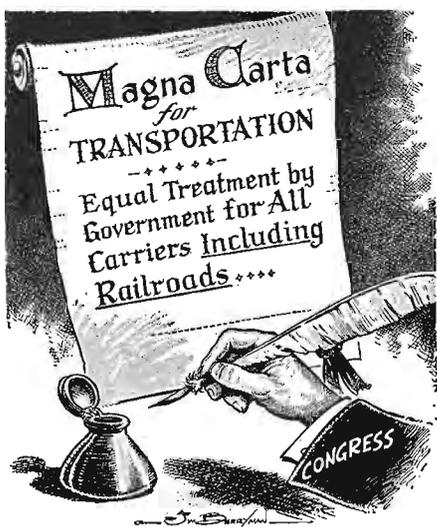
*"Federal Transportation Policy and Program"
U. S. Department of Commerce
March, 1960*

In the United States, which stands before the world as the principal exponent and the principal exhibit of the benefits of free private enterprise, the aim in all forms of transport should be that user charges be paid by all classes of domestic users of Government transport facilities sufficient to cover their fair share of the costs of building and maintaining the facilities which they need to use.

*Transportation Association of America
"National Policies for a Strong
Transportation System, Summary of
Policy Positions," July, 1961*

The Milwaukee Road Magazine

HIS SIGNATURE URGENTLY NEEDED



Winding Up the Tunnel Clearance Job

THE Milwaukee Road, which solved the problem of handling today's higher and wider loads by programming an \$800,000 track lowering project in the tunnels of its electrified section last year, realized an immediate return from its improved service. Starting Sept. 28, and even as the last section of lowered track was being anchored in place, tri-level loads of 1962 automobiles began moving over the transcontinental line from Midwest factories to dealers in the Pacific Northwest.

In the course of the project, 7.54 miles of railroad in 31 tunnels penetrating the Belt, Rocky, Bitter Root, Saddle and Cascade ranges were lowered in depths ranging from 6 to 24 inches, and trolley lines were raised in 36 tunnels. Other phases of work, principally laying ballast and installing drainage, continued for several weeks as separate operations. Altogether, the project required approximately 25,350 cubic yards of crushed stone to bring ballast up to grade, and 28,150 lineal feet of drain pipe. Here are several pictures of one such operation in the final stage—drainage being completed in St. Paul Pass Tunnel at the summit of the Bitter Roots before winter closed in.

Incidental to the project, the activities at St. Paul Pass Tunnel stirred the memory centers of people who still recall when the huge bore was driven through the rock wall of the Montana-Idaho line. This tunnel, officially No. 20, is also known as Taft Tunnel, from its association with the construction camp of that name which flourished on the Montana side while it was being built in 1907-09. The camp housed some 2,000 workers, many of whom were itinerants who left behind a lusty legend of violence.

When the tunnel was built it was the longest on the railroad—8,789 feet from portal to portal, plus 285 feet of snowshed. In the project completed last fall, 3,669 lineal feet were lowered in depths up to 15 inches. The work was done with bulldozers, front end loaders and a Matisa ballast cleaner, a

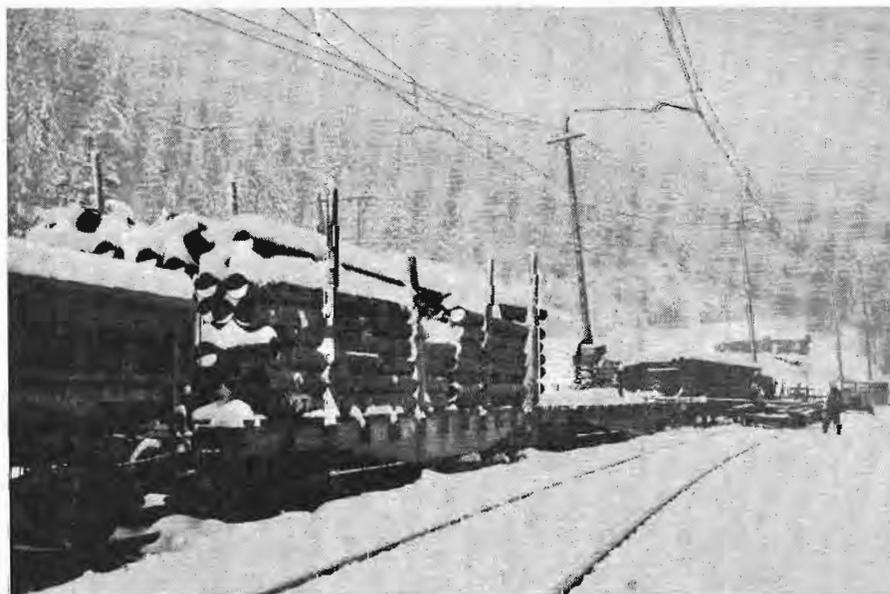


Scene in St. Paul Pass Tunnel as perforated drain pipe was being installed.

Swiss machine which was adapted to undercutting by the Milwaukee's engineers. In the finishing phase, more than 2 miles of drain pipe were installed.



Risers installed at intervals of 200 feet keep drain pipe clear.



Machinery being unloaded from a work train at the Idaho end of St. Paul Pass Tunnel. The car at left is piled high with drain pipe.



The old station at Northbrook, Ill., as it appeared about 20 years ago.

Commuters leaving the new Northbrook station on Dedication Day to board the 7:55 to the city.



Open House Marks Dedication of Northbrook Station

WORK-BOUND commuters from Northbrook, Ill., on Nov. 21 found the Milwaukee Road station a warming oasis of hospitality, and Agent George Hampton sporting a white carnation on his coat lapel. Free coffee and doughnuts—compliments of the railroad—were being served, and free newspapers waited to be picked up when they boarded their trains.

The open house marked the dedication of our railroad's new Northbrook passenger station, across the tracks from the station which was partially destroyed by fire last May. Invitations to stop in for "a cup of coffee and —" were extended to some 600 daily commuters, local businessmen and the community as a whole. William Wallace, general passenger traffic manager, served as the host.

Starting at 5:30 A.M. and during the early rush hours, the station buzzed with commuters eating a hasty breakfast or enjoying a second cup of coffee before traveling to the city. Joining them were Village President Bertram Pollack and Village Treasurer Richard Larson, together with a number of Milwaukee Road officials. The Kaffeeklatsching continued throughout the morning as other villagers stopped by to inspect the station's facilities and help Agent Hampton celebrate Dedication Day.

The single-story 14 by 70-foot structure, representing an investment of \$25,000, is of concrete block construction. Large glass surfaces on the east and north walls provide a view of passing trains, and a six foot cantilevered



William Wallace, general passenger traffic manager (center), presents Bertram Pollack, village president of Northbrook, with a cup of hot coffee. At left is Richard Larson, village treasurer. The attendants are Waiters Andrew Fuller (left) and Earl Phillips of the sleeping and dining car department.



A close-up of the north and east sides of the building, showing the glass construction which provides an unobstructed view of passing trains.



Agent George Hampton, sporting a carnation, presents morning newspapers to Mrs. Dorothy Sblewski of Northbrook, who was en route to the city, and Village President Bertram Pollack.

overhang on the roof furnishes protection from inclement weather for passengers standing outside.

The building is equipped with an automatic gas fired heating system and high intensity fluorescent lights. Both the exterior and interior, including the waiting

room, the agent's office and the wash-room, are painted azure blue with white trim. Its design reflects an effective use of materials to combine attractiveness with features resistant to vandalism.

The platforms of the new station are eight inches higher than those of the old

building, for more convenient boarding and departure from the Road's new bi-level suburban coaches. A part of the old station will continue to be used as a freight house.

"To Curb Freight Damage..."

(Continued from page 4)

use by shippers, in addition to about 2,500 used by railroads. Installed in freight cars moving back and forth across the country, they keep a record on tape of every impact and the exact time it occurred. Analyzing the tape later, a customer can trace a bad impact to a specific railroad and a specific point.

Thus, yard crews who take care to prevent harsh impacts are key personnel in preserving the good name of their railroad. Every time they couple a car at the prescribed speed, they're helping to sell their railroad to the shipping world.

But yard crews are not solely responsible—many others get into the act. For instance—

Local switching crews help save freight from damage by using the "soft touch" in picking up and delivering cars.

Road crews help by their effort to prevent excessive slack action and by their care when picking up or setting off cars.

Yard clerks help by calling attention to unusually fragile or valuable loads and other types of shipments needing special care.

Car inspectors help by making sure that empties are fit for their loads and

that open-top loads are anchored securely.

Maintenance-of-way forces help by their care in correcting faulty switches, serious track defects and other conditions that might lead to derailment and damage.

Yardmasters help by preventing the switching of excessively long cuts of cars or any other practice that causes undue slack action, hard impacts and consequent freight damage.

Freight house employes help by their care in routing shipments accurately to prevent unnecessary hauling, interchanging and switching.

Freight agents, service inspectors and sales representatives help by keeping shippers posted on the latest methods of proper packing and loading.

This is only a partial list of employes who have important roles in the campaign to control freight damage. The vigor enthusiasm of every one will determine the success of this vitally important program of our railroad for 1962.

A woman was bemoaning the fact that her husband had left her for the sixth time.

"Never mind," consoled her neighbor, "he'll be back."

"No, he won't," sobbed the wife. "This time he's taken his golf clubs."

Retirement and Unemployment Tax Rates Increased

RAILROAD retirement taxes and unemployment contribution rates went up Jan. 1, as scheduled in the Railroad Retirement Tax and Railroad Unemployment Insurance Acts. The retirement tax, paid by employes and matched by the railroads, was increased from 6¾ per cent to 7¼ per cent, and the unemployment contribution rate, paid by the railroads only, went up from 3¾ per cent to 4 per cent.

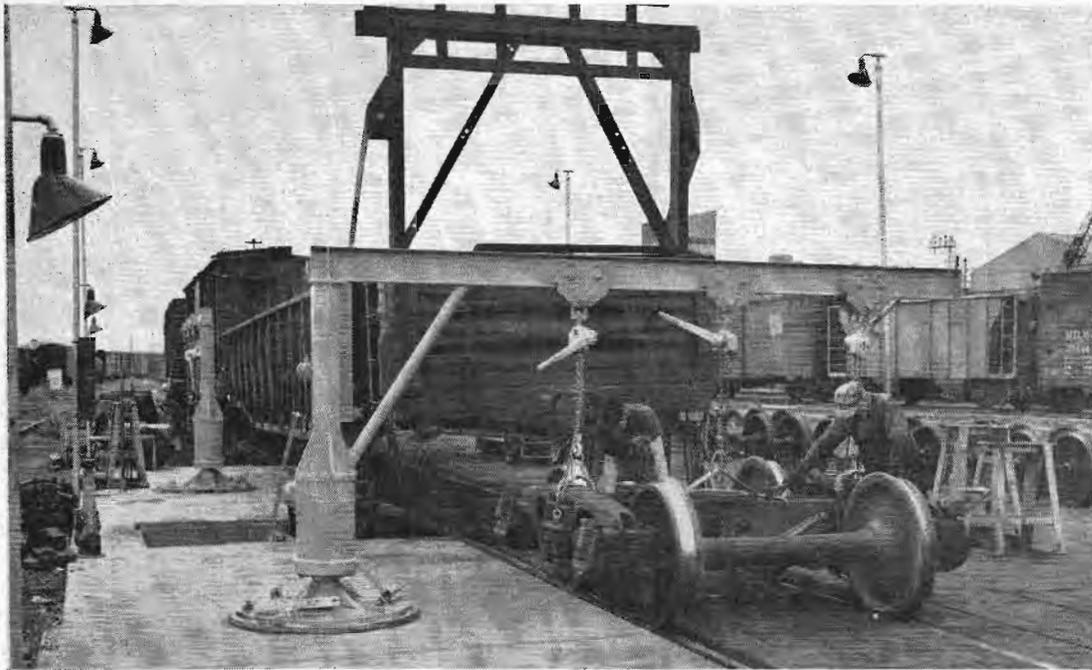
Both the tax and contribution rates continue to apply to employe earnings up to \$400 a month, the taxable maximum in effect.

The increase in the retirement tax rate, provided by the 1959 amendments to the Railroad Retirement Tax Act, will remain in effect through December, 1964. Further increases will occur after that date, the exact extent of them depending on scheduled increases in the social security tax scale.

The new unemployment contribution rate, which was provided by the Temporary Extended Railroad Unemployment Insurance Benefits Act of 1961, will apply in calendar years 1962 and 1963. The additional income from the higher rate is intended to finance the temporary extended benefits.

Every business concern needs some promising young men—in order to attract good secretaries.

"Homemade" Spot System Speeds Freight Car Repairs



Work going forward on the repair platform. The wheel changing boom cranes are recon-ditioned car shop equipment.

At Muskego Yard, in the heart of the Milwaukee, Wis., terminals, a facility has been developed which rivets attention on the handy man aptitude of our shop employes. Based on the modern principle of car repairs, it features a track equipped with a 60-foot work platform, a mechanized car puller, electric jacks, wheel changing boom cranes, a welding machine—all the components of an up-to-date one-spot car repair system. And constructed entirely with catch-as-catch-can material; built literally from scrap. By industry standards, it rates as one of the best of the "homemade" variety.

The service facility, which is under

the supervision of F. W. Bunce, chief mechanical officer, reflects the present trend to speed light car repairs by concentrating necessary materials and tools at a strategic location in train yards. A prime example of this concept of shop modernization is the Road's "spot" repair system at Bensenville Yard near Chicago. While not comparable in either size or efficiency with that operation, the Muskego Yard installation can nonetheless handle most of the jobs done by its four-track prototype. The idea was conceived by G. L. Wood, general superintendent of the car department.

Utilization of equipment in the obsolescence class was the keynote of the

design. The repair platform, for instance, was built of used crossing planks and concrete blocks salvaged from retired snow plows. The blocks, weighing eight tons each, were white elephants; couldn't be given away. Likewise, the mechanized car puller owed its origin to an old coal dock elevator motor. The electric jacks had outlived their usefulness in the locomotive shop, being of insufficient capacity to handle present day diesels, the wheel changing boom cranes were recon-ditioned car shop equipment, the gas driven welding machine was surplus from a former Tacoma Shops operation, and so on.

The system has ample lighting for



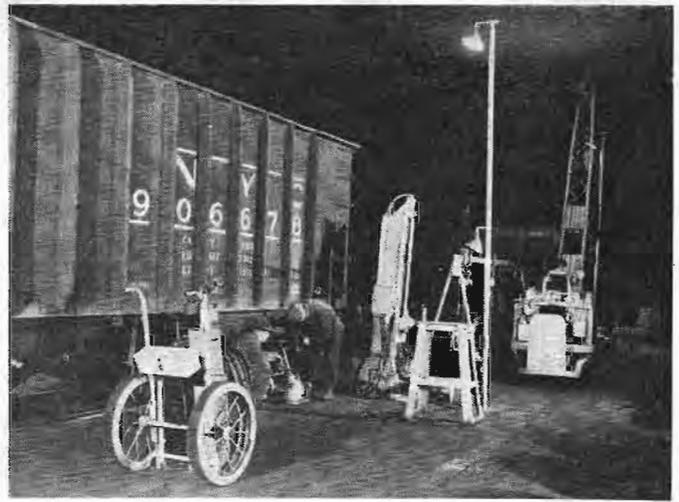
The traversing jack being operated by Carman Richard Kennedy.

G. L. Wood, general superintendent of the car department (right), and H. R. Anderson, district general car foreman, look on as Carman Helper Andrew Wahn (since retired) handles a wheel changing operation.





Carman George Maertz operating the car puller, which moves repaired cars from the spot location. Air whistle signals for safe movement.



Ample lighting turns night into day for a journal repack, being supervised here by Assistant Foreman E. R. Hohenadel.

night work, and functions as a three-shift, seven days a week operation. Cars requiring repairs are switched to the inbound side of the track and progressed to the repair center by the car puller.

With tools and materials immediately accessible, they are repaired swiftly, one at a time. The work includes air brake cleaning, journal repacking, wheel changes, "hot load" assignments, and

similar light repairs.

The convenience of the location, between the flat yard and the retarder yard, reduces appreciably the time involved in handling bad order cars.

COMMENTS FROM OUR CUSTOMERS

PRACTICALLY NEWSSTAND SERVICE

(From a letter concerning arrangements made by W. Sommer, chief clerk to superintendent of the sleeping and dining car department, for mail train delivery of Chicago newspapers to the writer during a visit with his daughter at school in Winona, Minn.)

"I realize that men in Mr. Sommer's capacity have more important things to do than 'monkey around' with newspaper deliveries, but the papers do not provide this service, nor is it available elsewhere, insofar as I know. Hence, you may well realize how his efforts were appreciated when we enjoyed practically newsstand service, including the special delivery of up-to-the-minute editions. The members of my family are well satisfied patrons of your line."

Patrick J. Dolan

Chicago, Ill.

FOR A TRAVELER, COMPLETELY SATISFYING

"I had the occasion recently to ride from Chicago to St. Paul on train number 5 . . . and found the crew members on this trip by far the most accommodating, courteous and pleasant of any that I can recall for the past 20 years. . . . Their attitude seemed to be, 'How can I be of help to you as a guest of my railroad?'"

" . . . The members of this crew were 'public relations experts' in a truly active sense . . . and I felt that you should be informed as to what a completely satisfying experience it was for a traveler . . . the trip

pointed out to me that the practice of courtesy and thoughtfulness is possible even in the 'hurry-hurry' atmosphere in which we live."

*Lt. Col. M. I. Harrigan
Department of Air Science
College of St. Thomas*

St. Paul, Minn.

ALL CLICKED TO A "T"

"My wife and I would like to express our appreciation for the fine service provided by Mr. Bill Kohl [assistant general agent passenger department, Minneapolis] in routing and planning our vacation. Every reservation clicked to a "T", and the Pullman and seat space were exactly as we wished. Truly, it is a pleasure to travel by train, but the pleasure is increased when everything works so smoothly. . . ."

"Mr. Joy [chief clerk in the Minneapolis passenger traffic office] has always done this for us in the past, and his efficiency and politeness are incomparable. This time he asked Mr. Kohl to assist us, and we found him equally patient and understanding in every respect."

*Virgil A. Duneer
Minneapolis, Minn.*

THE BEST OF EVERYTHING

" . . . During a trip to Chicago, en route east on the City of Los Angeles Mr. R. W. Garvin was our dining car steward. I wish to commend him and the members of his fine

crew for the excellent service and delicious food we enjoyed.

"From six to nine of us make the trip each fall to attend meetings of the American Society of Insurance Management and the fall insurance conference of the American Management Association. We always take the train, as it gives us a chance to unwind and play bridge. In addition to seeing that we had the best of everything, one evening when other passengers had taken over the card room in the lounge car, Mr. Garvin set up tables for us in the dining car after dinner was over . . . I hope that even though planes get people to their destinations faster, enough of us who enjoy gracious service and de luxe accommodations will continue to patronize the railroads sufficiently to make their passenger operation possible."

*Harvey Humphrey, Vice President,
Title Insurance & Trust Co.
Los Angeles, Calif.*

A FEELING OF WARMTH

"Thanks a million for sending me the raincoat which I had lost in the Union Station [Chicago] . . . It was due to the alertness of the Pullman conductor that I was so easily located as the owner. He had heard me tell the dining room steward about losing the raincoat; [recovered and turned over to the Road's 'lost and found' department by R. H. Chermak, city passenger agent]."

"It is just such courtesies which cause me to continue my warm feeling for the Milwaukee Road and Union Pacific and their personnel."

*Mrs. Jesse F. Brown
Arcadia, Calif.*

a p p o i n t m e n t s



E. J. Stoll



R. P. Tanner



B. H. Bobbitt



C. D. Emerson



D. J. Staley



R. C. Tiedje

Real Estate and Industrial Development Department

Effective Jan. 1, 1962:

E. J. Stoll is appointed director-real estate and industrial development, with headquarters in Chicago. The position of assistant director-industrial and real estate development is abolished. Mr. Stoll received his engineering degree in transportation from the University of Michigan in 1938 and entered the Road's engineering department shortly thereafter. He was appointed assistant industrial engineer in 1945 and became assistant industrial commissioner in 1952. He had been assistant director-industrial and real estate development since Nov. 1, 1958.

R. P. Tanner is appointed manager-real estate development with headquarters in Chicago. Mr. Tanner was graduated from the University of Wisconsin with a degree in civil engineering in 1952, having meanwhile seen Army and Navy service, and entered the Road's engineering department that year. He served as assistant division engineer in Milwaukee, Sioux City and Butte prior to being appointed industrial engineer



K. G. Hosfield



H. Ruud



F. J. Swierenga



W. F. Findley

in Milwaukee, his most recent position, in April, 1957.

B. H. Bobbitt, industrial engineer with headquarters in Chicago, will assume industrial development activities in Wisconsin, succeeding Mr. Tanner. His headquarters will continue in Chicago.

Traffic Department

Effective Nov. 1, 1961:

G. F. Flynn, traveling freight and passenger agent, Seattle, is appointed chief clerk to traffic manager, Seattle.

Effective Dec. 1, 1961:

K. G. Hosfield, assistant to freight traffic manager-sales and service, Chi-

ago, is appointed assistant to vice president, Chicago.

Harry Ruud, general freight agent, Chicago, is appointed assistant freight traffic manager-rates and divisions, Chicago.

F. J. Swierenga, assistant general freight agent, Chicago, is appointed general freight agent, Chicago.

W. F. Findley, foreign freight agent, Chicago, is appointed assistant general freight agent, Chicago.

A. J. Berry, traveling freight agent, Chicago, is appointed assistant to freight traffic manager-sales and service, Chicago.

H. K. Larson, chief clerk to assistant general traffic manager, Chicago, is appointed assistant to freight traffic manager-rates and divisions, Chicago.

G. E. Montgomery, city freight and passenger agent, Tacoma, is appointed traveling freight agent, Tacoma, following the retirement of T. E. Maloney.

Effective Jan. 1, 1962:

W. E. Cartwright, chief clerk to vice president-traffic, Chicago, is appointed foreign freight agent, Chicago.

R. E. McGowan, traveling freight agent, Chicago, is appointed district freight agent, Chicago.

R. R. Wetzell, city freight agent, Chicago, is appointed coal freight agent, Chicago.

J. M. Leahy, city freight and passenger agent, Davenport, is appointed traveling freight agent, Seattle.

J. E. Williams, chief clerk to division freight and passenger agent, Davenport, is appointed city freight and passenger agent, Davenport.

Max R. Jensen Elected Vice President Milwaukee Motor Transportation Company

MAX R. JENSEN, operating vice president of Chicago Express, Incorporated, was elected vice president of the Milwaukee Motor Transportation Company with headquarters in Chicago effective Jan. 1. Mr. Jensen, a native of Rexburg, Ida., studied electrical engineering at Oregon State College and entered the employ of Consolidated Freightways in 1929, advancing to the position of vice president in charge of operations in Portland, Ore. During World War II he served in various overseas theaters as chief of the road branch, Office of Director of Transport. In 1956 he became vice president and general manager of the eastern region for Consolidated Freightways, with headquarters in Indianapolis. He continued in that position until January 1961, at which time he was made vice president in charge of operations for Chicago Express with headquarters in Kearney, N. J. From October, 1959 to February, 1961 he also served as assistant director of the Northwestern University Transportation Center.



M. R. Jensen

J. F. Minard, city freight agent, Chicago, is appointed traveling freight agent, Chicago.

D. J. Miller, chief clerk to division freight and passenger agent, Dubuque, is appointed city freight agent, Chicago.

L. D. James, city passenger agent, Chicago, is appointed city freight agent, Chicago.

G. M. Heath, secretary to vice president-traffic, Chicago, is appointed city freight agent, Chicago.

J. R. Tait, chief clerk in the Omaha traffic office, is appointed city freight agent, Milwaukee.

G. A. Sansverie, assistant district representative-rail highway sales, Chicago, is appointed assistant district representative-rail highway sales, Detroit.

Operating Department

Effective Jan. 1, 1962:

C. D. Emerson, special assistant to general manager, Chicago, is appointed assistant superintendent of transportation with headquarters in Chicago.

W. L. Sarakenoff, special representative to vice president-operation, is appointed assistant to general superintendent of transportation with headquarters in Chicago.

D. J. Staley, assistant superintendent of the central freight service department, Chicago, is appointed assistant superintendent of transportation in charge of Carscope, with headquarters in Chicago.

V. R. Cheesebro is appointed trainmaster, Chicago Terminals, with headquarters in Bensenville, Ill.

Effective Jan. 16, 1962:

C. D. Anderson, trainmaster with headquarters in Tacoma, is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul.

W. J. Westmark is appointed assistant trainmaster, Coast Division, with headquarters in Tacoma.

Correction: Effective Aug. 1, 1961, W. K. Peterson was appointed trainmaster of the Iowa, Minnesota & Dakota Division with headquarters at Austin, Minn. E. Peters was appointed trainmaster-traveling engineer of the Rocky Mountain Division with headquarters at Miles City, Mont.

Finance and Accounting Department

Effective Dec. 1, 1961:

R. C. Tiedje is appointed auditor of passenger accounts with headquarters in Chicago. Mr. Tiedje started with the Road in the auditor of passenger accounts department in 1923 and served as a train auditor from 1941 to 1948, since which time he has held other positions in the same department. His most recent was that of bureau head, conductor accounts.

January-February, 1962

Vice President P. H. Draver Retires From Industrial Development Service



Exchanging banter at the luncheon held in honor of P. H. Draver, vice president-industrial development, at the Chicago Club are, from left: W. W. Kremer, vice president-traffic; J. P. Kiley, retired president of the railroad; Mr. Draver; President William J. Quinn; C. E. Crippen, vice president-finance and accounting; and F. G. McGinn, vice president-operation.

P. H. DRAVER, vice president-industrial development, was feted by some 70 of his railroad colleagues at a retirement luncheon held in the Chicago Club Dec. 11. The affair, which marked the conclusion of a Milwaukee Road career spanning more than 45 years, was highlighted by the presentation of his Silver Pass.

Paul Draver, a native of Stillwater, Minn., entered the railroad's service in October, 1916 as a clerk in the local freight office at Kansas City, Mo., where he was advanced to city freight agent in 1927. An appointment as traveling freight agent with headquarters in Kansas City in 1936 was followed two years later by a promotion to general southwestern agent there.

He transferred to Milwaukee as district freight agent in 1942, and became

assistant general freight agent there the following year. In February, 1948 he advanced to the position of general freight traffic manager at Chicago headquarters, and in November, 1949 was elected vice president-traffic. His election as vice president-industrial development came on Mar. 1, 1958.

The nature of his work covered an extensive range of Milwaukee Road transactions in the United States and Canada, and he is widely known among shippers and receivers of freight in both countries.

The Dravers like the California climate, and have purchased a home at Tustin, near Santa Ana. The family group which moved with them to their new home included Mrs. Draver's mother and Mr. Draver's 100-year-old aunt.

S. J. Cooley Elected Vice President Real Estate and Industrial Development



S. J. Cooley

At a meeting of the board of directors on Dec. 21, 1961, Samuel J. Cooley, director of industrial and real estate development, was elected vice president-real estate and industrial development with headquarters in Chicago, effective Jan. 1. After receiving engineering training at the University of Kansas, Mr. Cooley was employed by three other railroads and by several consulting engineering firms, and also served in the land department of the Interstate Commerce Commission prior to engaging in private real estate practice in Kansas City, Mo. He came to the Milwaukee Road as a right of way engineer in 1924, advancing in 1927 to the position of assistant real estate agent, and in 1945 to that of assistant industrial commissioner. He became industrial commissioner in 1952, and on Mar. 1, 1958 was promoted to director of industrial and real estate development. In the latter capacity he has directed an active program of industrial development throughout the system.

Shipper's Damage Control Program Features Milwaukee Road Claim Prevention Speakers



A discussion of the use of an impact recorder at the Marinette, Wis., plant of the Scott Paper Company. From left: W. Kane, traffic manager of Wisconsin Mills of the Scott Paper Company; F. R. Houston, the railroad's freight service inspector in the Marinette area; W. M. Freund, assistant superintendent of the Milwaukee Division, Green Bay, Wis.; and Harry Anderson, the Road's agent at Marinette.

MILWAUKEE ROAD personnel took part recently in an activity at the Scott Paper Company plant in Marinette, Wis., which underscores the cooperative efforts of shippers and carriers to improve their freight handling performances through a better understanding of each other's facilities and practices.

As representatives of an originating carrier which also provides the plant

with switching service, W. M. Freund, assistant superintendent of the Milwaukee Division at Green Bay, Wis., and F. R. Houston, freight service inspector in the Marinette area, were guest speakers on a "Damage Control Program". The occasion marked the acceleration of a drive to upgrade the plant's position in an Over, Short and Damage Shipping Contest conducted among the various

Scott Paper Company plants.

Mr. Freund's talk explained the roles of switch and train crews in the freight handling picture, and the effects of loss and damage on transportation revenues. In a discussion of mutual problems, he pointed out that although railroads usually foot the bills for rough handling, customers who are denied the use of goods as a result of it may express their dissatisfaction by seeking new suppliers.

Sample cost statements of claims paid out by the railroad and a demonstration of the use of impact recorders were covered also. Mr. Houston stressed the need for "an always continued interest in good car loading practices so that the quality of the product is maintained through the transit period until the goods are on the receiver's shelf". The program included a question and answer period held for all distribution crews.

A readiness to assist the plant in any program designed to reduce damage was expressed by both of the railroad's representatives. Proper packing and loading, they emphasized, are major factors in getting a freight consignment to its destination damage-free.

Standard Code of Operating Rules Marks 75th Year

SEVENTY-FIVE years ago—April 14, 1887, to be exact—the railroads, acting jointly through the General Time Convention, a predecessor of the Association of American Railroads, adopted *A Standard Code of Train Rules* which became a guide to train operating rules on practically every railroad in the United States.

A few years earlier, *A Code of Uniform Train Signals* had been formulated by the same organization as a first step toward standardization of rules governing the operation of trains. Prior to that time, however, each road drew up its own operating rules and followed its own practices. There was no uniform code of rules governing the movement of trains, nor was there any uniformity as to the manner of giving hand, lamp or flag signals.

What such a situation would mean under present day operating conditions can only be imagined. Consider, for instance, what it would mean from an operating standpoint on a modern railroad if this quaint rule were still in effect:

When two trains approach a diamond (the place where one railroad crosses over another) at the same time, both trains must come to a stop and neither may proceed until the other has left.

Here's another that would be ac-

Better Than a Camera

THE lady or the camera? The decision appeared in November among classified advertisements in the *Seattle Times*:

\$225 for Nikon 35 mm. You get camera, I'll get a wife.

"I bought the camera while I was in the Army," said Keith E. Bates, assistant industrial engineer in Seattle, "with the intention of hanging onto it for life. Then last May I met JoAnne Slagle. I decided that, over the long haul, she would be a lot better to live with than a camera."

Two days after the advertisement appeared in the paper Keith sold the camera, and promptly used the money to buy an engagement ring. The next night he showed the ring to JoAnne. She said "Yes", and the date was set for Dec. 9.

The wedding, at the home of JoAnne's parents in Mountlake Terrace, was witnessed by a full house of family and friends which included JoAnne's three young children by a previous marriage. Because of the children having to attend school, the couple deferred their honeymoon until this summer. "The kids haven't been on a honeymoon before", says Keith, "so all five of us are looking forward to it."

And among the wedding gifts with which the Bateses were showered was, what else but a nice new camera?



Keith and JoAnne with the ring he traded for the camera. (*Seattle Times* photo)

countable for many a gray hair:

In case of dense fog, the down trains will run with their whistles blowing. The up trains will shut steam off the engine at every mile board and listen for the whistle of down trains.

Still another rule of pioneer days, stated very emphatically and very simply that there would be "no collisions allowed."

In the period from 1870 to 1890 numerous steps were taken toward nation-wide standardization which contributed so greatly to the efficiency of railway operations. In that 20-year period various agencies brought about standard gauge of track, standard time, standard automatic car couplings, standard air brakes, the beginning of standard accounting practices, and standard practices in other directions—among the most important of which, of course, was the code of train rules.

Today that code is known as *The Standard Code of Operating Rules*, and this, together with similarly standardized *Block Signal Rules* and *Interlocking Rules*, comes under the jurisdiction of the Committee on Operating Rules of the A.A.R. Operating Section. All these rules are reviewed regularly, and over the years they have been revised as often as necessary to keep up with technological developments.

Steven E. Pilson

STEVEN E. PILSON, assistant traffic manager with headquarters in New York City, was injured fatally in an automobile accident there on Dec. 6. He was 44 years of age.

Mr. Pilson, a native of Milwaukee, started his service as a clerk in the Milwaukee passenger department in 1940. Subsequently he was employed as a ticket clerk in Milwaukee and, after three years of Army duty in World War II, as city passenger agent in Detroit. In 1948 he became traveling passenger agent in Minneapolis, in 1952 district passenger agent at La Crosse, and in 1955 general agent passenger department in Chicago. He was appointed division freight agent in Milwaukee in February, 1959 and advanced to general agent in New York City in February, 1960. His promotion to assistant traffic manager at the last location was on Sept. 1, 1961.

Surviving Mr. Pilson are his widow, Joan; a daughter, Nancy, and a son, Jeffrey; and his father, S. W. Pilson of Lancaster, Wis. Masonic burial services were held in Milwaukee, with interment there in Holy Cross Cemetery.

January-February, 1962

Virgin Land Deeded to Ripon College for Natural Science Studies



General Superintendent J. D. Shea (center) presenting the deed for Ripon Prairie to Dr. Fred O. Pinkham, president of Ripon College. Completing the group are Dr. Daniel Q. Thompson of the biology department; Dr. Albert Fuller, botany curator of the Milwaukee Public Museum; Roman Koenings, superintendent of the forests and parks division of the Wisconsin Conservation Department; L. H. Mirkes, administrative assistant in the state park division; Dr. Grant Cottam of the University of Wisconsin botany department; Dr. Robert Willey of Ripon College's biology department; and Dr. Henry Kolka of Wisconsin State College, Eau Claire. (Ripon Commonwealth-Press photo)

In the interest of preserving our country's virgin land for natural science studies, the Milwaukee Road has presented an undisturbed tract along its right of way a mile and a half northeast of Ripon, Wis., to Ripon College. The 1.3 acre site known as Ripon Prairie, which has never been plowed or pastured, will serve the college as a living laboratory for the study of soils and prairie vegetation.

J. D. Shea, general superintendent at Milwaukee, represented the railroad in the presentation of the deed to Dr. Fred O. Pinkham, president of Ripon College, in a ceremony on the property Nov. 15. The title transfer was witnessed by members of the faculty and of the State Board for the Preservation of Scientific Areas.

Ripon Prairie, a part of the railroad since 1882, is located on a knoll of unsorted glacial till running to boulders which was pushed up by the Green Bay lobe of the last glacial move through the section. It is one of a very few such deposits in the state, many having been dug away for gravel. With the permission of the railroad, it has been maintained since 1940 by the Ripon Yard and Garden Club as a wildflower preserve.

The soils of the knoll are rich earths with a deep zone of humus incorporation, which were formed under the tall-grass prairie which once covered the area known today as the Corn Belt. The dominant plant of this virgin growth, the spiked bluestem which stood as high as a man's hat, still flourishes on the Ripon tract, as does Indian grass, a large member of the prairie grassland flora. The site also harbors between 80 and 100 varieties of native Wisconsin flowers, including the rare pasqueflower.

The property has held considerable interest for Ripon College ever since the discovery of its natural science value in the 1930's, and the railroad has long made it available for faculty and student field trips. In acknowledging the railroad's gift, President Pinkham stated that its acquisition will be of great help in studies of soil and plant life which have been basic to the establishment of Wisconsin as a leading dairy and agricultural state.

The college plans to register the tract as part of a system of scientific areas being developed throughout Wisconsin which will be representative of native flora and fauna and serve as outdoor laboratories in the study of the state's soil, vegetation and wildlife.

retirements

during November-December, 1961



Wentela, H. D. . . . Sec. Laborer. . . Ontonagon, Mich.
Wilson, A. G. Track Laborer. . . Rondout, Ill.

Milwaukee Terminals & Shops

Ballerig, E. N. . . . Switchman. . . Milwaukee, Wis.
Betzhold, A. W. . . . Patternmaker. . . " "
Dougherty, F. A. . . . Switchman. . . " "
Hetzel, W. F. . . . Electrician. . . " "
Kottke, T. Jr. . . . Carman. . . " "
Kutter, W. J. . . . Trav. Storekeeper. . . " "
Leib J. P. Blacksmith. . . " "
Mance, R. G. Car Inspector. . . " "
Mickelson, H. M. . . . Clerk. . . " "
Power, F. W. Machinist. . . " "
Rodgers, C. Laborer. . . " "
Shaw, H. W.
Yard Conductor-Switchman. . . " "
Zaleski, S. Carman. . . " "
Zebul, M. Carman. . . " "
Zerr, M. H. Stenographer. . . " "

General Office & System Employees

Anderson, E. B. Typist. . . Chicago, Ill.
Augustin, E. M. . . . Asst. Bureau Head. . . " "
Bedinghaus, A. H. . . . Telegrapher. . . " "
Draver, P. H. Vice President. . . " "
Hall, C. W. Waiter. . . " "
Hamilton, L. S. . . . Asst. Gen. Frt. Agt. . . " "
Hickman, J. G. . . . Dining Car Steward. . . " "
James, R. D. Porter. . . " "
Johnston, J. M. . . . Clerk. . . " "
Lahey, N. E. Secretary. . . " "
Olson, R. M. Asst. Gen. Frt. Agt. . . " "
Schwarz, C. P. . . . Coal Freight Agent. . . " "
Soske, W. J. Tax Agent. . . " "

Bennett, O. P. . . . Machinist Helper. . . Perry, Ia.
Byrne, M. Track Laborer. . . Neola, "
Logan, M. D.
Machinist Helper. . . Council Bluffs, "
Long, J. L. Laborer. . . Manilla, "
Meyers, H. T.
Asst. Sec. Foreman. . . Rockwell City, "
Snyder, F. M. . . . Agent. . . Strawberry Point, "
Watson, T. L. Engineer. . . Savanna, Ill.

Rocky Mountain Division

Braut, J. A. Carman. . . Miles City, Mont.
Campbell, J. W. . . Lt. of Police. . . Deer Lodge "
Cox, A. L. Engineer. . . Harlowton, "
Earl, E. H. Sec. Foreman. . . Moore, "
Kelly, T. G. Engineer. . . Miles City, "
Klein, J. J. Engineer. . . Mobridge, S. D.
Leaming, J. E. . . . Brakeman. . . Deer Lodge, Mont.
McNeely, C. F. . . . Trucker. . . Mobridge, S. D.
Robbins, P. Sec. Foreman. . . Hudson, Mont.
Smith, R. B. . . Rndhse. Foreman. . . Great Falls, "

Iowa, Minnesota & Dakota Division

Allen, E. L. B&B Foreman. . . Madison, S. D.
Atchison, E. C. . . . Engineer. . . Marquette, Ia.
Beckel, I. J. . . . Yard Conductor. . . Austin, Minn.
Bothmer, B. H. . . .
Agent-Telegrapher. . . " "
Condon, F. T. Laborer. . . Mitchell, S. D.
Evenson, A. M. . . . Conductor. . . Austin, Minn.
Harges, F. Engineer. . . Mitchell, S. D.
Jensen, J. A. . . . Sec. Laborer. . . Faribault, Minn.
Laugen, H. R. . . . Agent. . . Jackson, "
Murphy, R. T. . . . Telegrapher. . . Farmington, "
Pinchot, H. S. . . Machinist Helper. . . Sioux City, Ia.
Stensgard, R. W. . . .
Sec. Laborer. . . Lanesboro, Minn.
Woonas, J. A. . . . Sec. Foreman. . . Mason City, Ia.

Terre Haute Division

Amerman, P. Carpenter. . . West Dana, Ind.
Anderson, A. S. . . .
Crossing Watchman. . . Terre Haute, "
Dennison, B. B. . . Conductor. . . " "

Twin City Terminals

Akselsen, T.
Mail & Baggage Sorter. . . Minneapolis, Minn.
Davies, E. S. Clerk. . . " "

Chicago Terminals

Botner, P. H. Carman Helper. . . Chicago, Ill.
Campbell, H. . . . Yard Conductor. . . " "
Cooney, J. E. . . . Switchman. . . Galewood, "
Castello, C. Stevedore. . . " "
Dobosz, J. Car Inspector. . . " "
Fallon, P. S. Bridge Tender. . . Chicago, "
Glanz, C. A. Carman. . . Bensenville, "
Jozzo, V. Machinist Helper. . . Chicago, "
Koziol, K. J. . . . Carman. . . Bensenville, "
McLean, A. E. . . . Freight Handler. . . Chicago, "
Miller, J. K. Clerk. . . " "
O'Donnell, G. J. . . Switchman. . . " "
Oerke, H. H. . . . Yardmaster. . . " "
Pawloski, B. Caller. . . " "
Pulford, S. C. . . . Engineer. . . " "
Rothenbach, M. A. . . Checker. . . " "
Schwerdtfeger, W. A. . . Carman. . . Bensenville, "
Stamos, S. K. Stower. . . Chicago, "
Tabor, J. Carman. . . Bensenville, "
Walsh, W. A. . . . Extra Gang Laborer. . . Chicago, "
Wielgus, C. Carman. . . " "
Wiemann, E. H. . . Engineer. . . Galewood, "
Withee, C. L. . . . Trainmaster. . . Chicago, "

La Crosse Division

Behrens, H. W. . . Blacksmith Helper. . . Tomah, Wis.
Berry, C. E. . . . Conductor. . . Milwaukee, "
Buroughs, R. O. . . .
Sheet Metal Helper. . . Tomah, "
Fick, C. R. Chief Clerk. . . " "
Forkenbridge, H. M. . . .
Conductor-Brakeman. . . Milwaukee, "
Gosse, T. G. . . . B&B Foreman. . . LaCrosse, "
Hillebrandt, A. G. . . Engineer. . . Portage, "
Hogue, W. W. . . . Laborer. . . LaCrosse, "
Nickerson, T. F. . . .
Janitor-Mail Handler. . . " "
Peterson, A. M. . . . Engineer. . . " "
Schulz, A. W. . . . Station Agent. . . Wausau, "
Sutton, R. E. . . . Laborer. . . Tomah, "
Taylor, C. C. . . . Store-Helper. . . " "

Aberdeen Division

Gilyard, H. Sec. Foreman. . . Groton, S. D.
Hendrickson, B. R. . . .
Crossing Flagman. . . Montevideo, Minn.
Olson, E. B&B Foreman. . . Mobridge, S. D.
Petermann, A. A. . . Brakeman. . . Minneapolis, Minn.
Shelvin, W. O. . . .
Engine Watchman. . . Aberdeen, S. D.
Summerton, J. H. . . .
Machinist Helper. . . Marmarth, N. D.
Wendt, E. H. . . . Carpenter. . . Milbank, S. D.

Milwaukee Division

Butler, M. W. . . .
Passenger Brakeman. . . Milwaukee, Wis
Hendricks, E. M. . . .
Passenger Conductor. . . " "
Henze, F. H. Sec. Laborer. . . Shannon, Ill.
Martinez, E. Sec. Laborer. . . South Beloit, "
Nichols, M. D. . . . Conductor. . . Milwaukee, Wis.
Peachey, C. H. . . . Sec. Laborer. . . Waupun, "
Scott, J. W. Engineer. . . Milwaukee, "
Wallner, C. . . . Switchman. . . Iron Mountain, Mich.
Weginger, J. H. . . Sec. Foreman. . . Iron Ridge, Wis.

Coast Division

Berven, I. . . . Chief Clerk to Supt. . . Tacoma, Wash.
Borcherdt, F. D. . . . Conductor. . . " "
Dieziger, L. J. . . . Lineman. . . Plummer, Ida.
Doty, G. K. Clerk. . . Everett, Wash.
Kendall, R. H. . . . Yardman. . . Tacoma, "
Maloney, T. E. . . Frt. & Pass. Agt. . . " "
Ramer, S. J. Machinist. . . " "
Roske, C. A. Fireman. . . " "

Dubuque & Illinois Division

Bogue, D. F. Fireman. . . Dubuque, Ia.
Hansel, H. J. . . . Agent-Operator. . . Clayton, "
Heine, L. A. Engineer. . . Dubuque, "
Jahncke, F. W. . . B&B Carpenter. . . Savanna, Ill.
Kaufman, V. D. . . . Foreman. . . " "
Kirwin, C. H. . . . Brakeman. . . Ottumwa, Ia.
Lantz, E. B. Engineer. . . Chicago, Ill.
Reilly, J. Engineer. . . Cedar Rapids, Ia.
Rekeny, J. Track Laborer. . . Leaf River, Ill.
Vannoy, T. O. . . . Engineer. . . Ottumwa, Ia.

Iowa Division

Armstrong, R. A. . . Conductor. . . Marion, Ia.

President Kennedy Asks Passenger Tax Repeal

"UNDER existing law, the 10 per cent tax on transportation of persons is scheduled for reduction to 5 per cent on July 1, 1962. This tax poses special problems for common carriers which must compete with private automobiles not subject to the tax. . . . Accordingly, I recommend that the present 10 per cent tax as it applies to passenger transportation other than by air be repealed effective July 1, 1962—President Kennedy in his Jan. 17 budget message for fiscal 1963

BEFORE THE TURN of the century, the railroad industry was constantly badgered by crackpot inventors with gadgets to sell. One such was Henry Taimer of Wickes, Mont., who had an idea designed to prevent accidents. It called for equipping every train with two end cars built on an incline and equipped with rails the same gauge as the track. Also, each car in every train was to have overhead rails running its length. Thus, when one train met or overtook another, it would simply ascend the inclined car of the other, travel on across the train, and then down onto the regular track.

Plaque Honors Sir William Van Horne, Milwaukee Pioneer Who Built CP Empire



The plaque honoring Sir William Van Horne, general superintendent of the Milwaukee Road system of 1880-81, is unveiled at the Montreal station of the Canadian Pacific Railway, of which he became president. Officiating at the ceremony are, from left: N. R. Crump, chairman and president of the Canadian Pacific; Hon. Walter Dinsdale, Canadian minister of northern affairs and national resources; Mrs. Van Horne, widow of the American-born railroad builder's grandson; and Hon. Pierre Sevigny, Canada's associate minister of national defense. (Canadian Pacific "Spanner" photo)

A NATIONAL historic plaque honoring Sir William Van Horne, who was general superintendent of the Chicago, Milwaukee & St. Paul Railway in 1881 when he accepted a contract to build the transcontinental line of the Canadian Pacific, was dedicated in Montreal, Canada, last Oct. 25. Inscribed in both English and French, the plaque reads, "Sir William Van Horne K.C.M.G. Dynamic and imaginative, as general manager, vice president and then president of the C.P.R. During its formative years, he contributed much to its success and to the development of this country."

At the unveiling ceremony in the Canadian Pacific's Windsor Station, Hon. Walter Dinsdale, minister of northern affairs and national resources, cited the accomplishments of the railroad pioneer as "one of our great historical epics known to all Canadians. In a very real sense Sir William Van Horne was a builder not only of a railroad but a nation".

The story of William Cornelius Van Horne, the Chelsea, Ill., farm boy who left school to support his widowed mother, is one of the most fascinating in railroad annals. A telegrapher at 14, he was hired by the Illinois Central. At 27 he was superintendent of transporta-

tion for the Chicago & Alton; at 29 general superintendent of the present Wabash railroad; at 34 president of the old Southern Minnesota.

When in 1880 the Milwaukee acquired the last named line, Van Horne's ability as general manager of the Chicago, Milwaukee & St. Paul system attracted the attention of James J. Hill, mastermind of the Great Northern. British and Canadian interests were planning to build the Canadian Pacific from Montreal across 2,900 miles of mountain ranges and wilderness to the Pacific Ocean, and Hill recommended Van Horne as the man for the job.

Taking full responsibility, Van Horne pushed the railroad across the continent in 46 months, a feat which engineers had estimated would take 10 years. Port Moody in British Columbia had been chosen as the western terminus, but finding the land in the hands of real estate sharks, Van Horne bought all of the available land about 14 miles west and extended the line to Vancouver, named after his favorite sea captain. His achievement was recognized by the British Crown with the conferring of a knighthood.

Van Horne became president of the Canadian Pacific in 1888 and served as

chairman of the board from 1889 to 1910. Under his direction it expanded into the empire that included the Soo Line and the Duluth, South Shore and Atlantic Railroad in the United States, a chain of luxurious hotels, and the steamship company that linked Canada with the Eastern Hemisphere. He initiated a program to colonize the Canadian West, establishing demonstration farms to show what could be grown on its prairies, conceived the famous chateau style of Canadian Pacific hotel architecture, and was Canada's first promoter of tourism.

In addition, he built the railroad which forms the backbone of the present Cuban transportation system, and the International Railways of Central America line from Puerto Barrios to Guatemala City. He also had interests in numerous Cuban and South American industrial and public utility enterprises.

At the time Van Horne contracted to complete the Canadian Pacific, large sections of Canada which lacked transportation were threatening to join the United States. He is credited with doing more than any other single man to keep the Dominion unified. In addition to the plaque erected in Montreal, another was dedicated the past summer at Port Arthur, Ont., which also cites this contribution to Canada's growth and development.

Upon Van Horne's death in 1915, his body was brought back to Joliet, Ill., by special train for burial. On the Milwaukee Road his name is commemorated by the town of Van Horne, Ia., founded in 1881 when he was the railroad's general superintendent.





District Claim Adjuster W. H. Applegate at the control panel of the Apple Valley Line. Under the table on which the layout is built are storage shelves enclosed with doors.

The "Applegate Museum" of Railroadiana

By Alice Butcher

Secretary to Assistant Superintendent, Sioux City, Ia.

ASSEMBLED in the basement of District Claim Adjuster W. H. "Bill" Applegate's home in Omaha, Neb., is a model railroad and railroadiana display which is rapidly taking on the proportions of a museum collection. Hobbyists regard it as being exceptional for completeness and artistic arrangement.

The railroad, an HO gauge, is named the Apple Valley Line. On a table measuring approximately 19 by 6½ feet, some 200 feet of track wind up and down grade, through tunnels, over bridges and trestles, by lakes, rivers, forest and farm land, and through the city of Apple Valley. The route passes numerous industries served by individual sidings, and a car-packed freight yard.

Its operation involves separate freight and passenger lines which can be run simultaneously, and a trolley line which connects downtown Apple Valley with the outskirts.

The city of Apple Valley is complete with a bank, shops, a theater, a passenger depot, a city park with a bandstand, a church, school, and model homes. Streets and intersecting roads connect with a table-circling highway, off of which a mountain road crosses several suspension bridges to reach a resort hotel, a radar tower and a mountain water wheel.

Along the passenger line, cattle graze on a mountain slope, in sight of a herd of deer. High on a butte a mountain goat peers down on passing trains.

In the freight yard, an electrically

operated turntable handles engine changes from six stub tracks, and a two-stall roundhouse features an automatically operated door which opens as an engine approaches. There's a sandhouse nearby, also a diesel fuel tank, a water tank, and a section house and bunk room. Crewmen are about the yard, and switchmen stand at switching points. On "Trestle Lake," which has a resort area equipped with a boathouse and boats, is an ice house.

The system operates from a control panel, with four transformers handling train movements. All of the installations—town buildings, industries, streets and highways, and rail facilities—are electrically lighted.

Born of Bill's idea to augment the railroad with railroadiana is a "Railroads of America" exhibit, a collection of items from 860 railroads of which about 300 are now history. Displayed on seven timetable racks and nine bulletin boards, it completely covers the walls of the trainroom. The material consists for the most part of timetables, tariffs, station and industry lists, old passes and tickets, historical pamphlets, maps, emblems, and related pictures and articles.

Among the choicer items are 10 railroad oil lanterns now electrically wired; an 1893 dining car menu from the "Velvet Train" of the Cincinnati, Hamilton & Dayton Railroad (contributed by Supervisor of Stations Ira Wallace); an old link and pin coupler (donated by Re-

tired Conductor F. J. Pape, Sioux City); an 1886 Des Moines & Ft. Dodge timetable (gift of Traveling Engineer Ralph Replogle, Mason City); and an old Rapid City Black Hills & Western timetable (contributed by Agent Martin Gronvold, Elk Point, S. D.).

A recent acquisition Bill prizes is a 1909 timetable of the Macomb & Western Illinois Railroad which once operated out of the Applegate home town of Macomb, Ill. Annual passes from 400 railroads, many from bygone lines, are also in the collection, together with other rare items too numerous to be listed here.

Bill is constantly adding to the display and corresponding with individuals who share his interest, which provides him with an absorbing hobby. Contributions or offers—many come from fellow employes—are appreciated, and assured of preservation in the "Railroads of America" collection.



Closeup detail of the Apple Valley freight yard, showing the roundhouse and turntable.

ALTHOUGH JAY GOULD built his reputation as a railroad tycoon, his name survives in culinary circles as having inspired, if unwittingly, one of this country's most popular foods. It happened on an evening before the Civil War when he entertained guests at Moon Lake House in Saratoga Springs, N. Y. French fried potatoes were served, but Gould sent them back to the kitchen, saying they were too thick. A second and a third batch were also returned. This was too much for the cook. Seizing a straight-edged razor, she shaved a potato to paper-thin slices and threw them into boiling grease. The golden wafer which puffed to the surface was the "Saratoga Chip," which today, as the potato chip, is as typically American as the hamburger and hot dog.

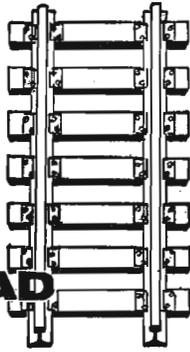
The Milwaukee Road Magazine



CHICAGO-WESTERN AVENUE RETIREMENT PARTY for Coach Yard Switchmen George J. O'Donnell and Clyde E. McMurray (seated at the rear, third and fourth from the right), held at the Orchard Bungalow in Franklin Park, Ill., Dec. 2 brought to-

gether this group of their co-workers. Mr. O'Donnell had 50 years of service—38 years in the coach yard—and Mr. McMurray had been railroading 45 years, the last 10 on the Union Station run.

ABOUT PEOPLE OF THE RAILROAD



AFTER 42 YEARS ON THE SOUTHWEST LIMITED, Conductor Mike Butler of Beloit, Wis., made his last run Nov. 29. He held the same job during his entire railroad service, and upon retiring estimated that he had traveled three million miles between Milwaukee and Savanna. (Milwaukee Sentinel photo)

SILVER PASS CEREMONY at Milwaukee Shops shows R. J. Petrie, engineer in the mechanical engineering department (right), receiving his 45-year service award from G. H. Koester, mechanical engineer. Mr. Petrie started with the Road at Milwaukee Shops on Oct. 30, 1916, just a week after Mr. Koester began his own service.



RETIRING WITH HER "BOSS", Nellie Barnett Lahey posed for this picture with P. H. Draver, vice president-industrial development. Their combined Milwaukee Road service totaled 89 years. Mrs. Lahey, who started in the Chicago traffic department in September, 1917, had been Mr. Draver's secretary since March, 1958. Her retirement on Dec. 31 last, coinciding with his leave-taking of the railroad (see article elsewhere in the Magazine), was observed by her Chicago Union Station associates at a gala luncheon.



NO. 1 MILWAUKEE TERMINALS ENGINEER RETIRES. Earl Rogers, 75, pictured being presented with gifts from his co-workers by E. P. Bunce, traveling engineer for the Milwaukee Terminals, at a retirement get-together held in his honor Dec. 29 by the crews at Burnham Bridge. He was No. 1 man on the terminals seniority list, having signed up with the Road as an operator at the West Milwaukee office in 1905. All of his 55 years of service were in the yards, starting as a fireman in 1908 and as an engineer since 1913. (Milwaukee Sentinel photo)



IM & D Division

AUSTIN-SIOUX CITY AREA

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

Friends of James A. Woonas, Mason City, extended best wishes for a long and happy retirement when he took the pension after 52 years of railroading, the last 39 as section foreman for the Milwaukee. Fellow employes presented him with a well filled purse.

We are sorry to report several deaths. Sympathy was extended to the survivors in each case.

J. E. Bergemeyer passed away in San Bernardino, Calif. He had been with the B&B department on the IM&D Division for many years. Surviving are his wife and three granddaughters.

Mrs. Charles W. McGuire, Detroit, wife

ANNUAL BOSSES NIGHT held Nov. 15 by the Women's Traffic & Transportation Club of Seattle had a "South of the Border" theme. Milwaukee Road members and their "bosses" who joined in the fun included, from left: W. B. Fisher, former general freight agent, Seattle, appointed general commerce agent, Chicago, Dec. 1; G. M. Williamson, general freight agent; Agnes Horak, traffic department clerk; G. F. Flynn, chief clerk to traffic manager; F. W. Watkins, general agent; Laura Bahl, export-import department secretary; and L. J. Kidd, retired assistant traffic manager. At left are R. D. Argue, industrial engineer, and Lauretta Burchard, industrial department secretary and president of the women's traffic group.

of former B&B carpenter on the old I&D Division between Mason City and Sanborn, died recently. Mrs. Marion Schultz, cashier, Mason City, is a sister-in-law.

Robert Graves, formerly assistant superintendent IM&D Division, died in Mason City. He is survived by his widow.

Mrs. Peter A. Gallagher, widow of former Mason City agent, passed away Dec. 7.

Retired Engineer Roy W. Schimmel died Dec. 25.

Roy B. Romslo, engineer, Sioux Falls, S. D., died Nov. 30.

Retired Engineer Bartley Doolan, Mason City, passed away Nov. 29.

Roundhouse Foreman John Thompson and wife suffered two bereavements. Retired Engineer Olonzo Thompson, John's father, died Nov. 16, and Retired Conductor Ernest L. Pike, Mrs. Thompson's father, passed away Dec. 4 in Sioux City. Mr. Pike, a switchman when he retired on Nov. 18, 1936, was a centenarian—born on Aug. 3, 1861. His wife, Nora, of

2827 Myrtle, Sioux City, survives; also three sons, four daughters, and 27 grandchildren, 76 great-grandchildren, and 10 great-great-grandchildren.

Congratulations to Agent and Mrs. C. M. Perry of Easton, Minn., upon the birth of twin sons Oct. 14, 1961 at the Wells Municipal Hospital.

Eileen Dillon, statistician in the freight office, Sioux City, retired after 46 years of service. Co-workers surprised her with a luncheon and presented her with a traveling bag. Her pleasant personality will be greatly missed in the office.

Terre Haute Division

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

Charles W. Pearce, division storekeeper of the Terre Haute Division for many years, passed away Dec. 10 in his home at Terre Haute. He is survived by his widow Jessie, two sons, Dr. Roy V. of Terre Haute, and Charles of Columbus, Ohio; two brothers, Fred, retired chief clerk of the Terre Haute Division, and Lester of Bryn Mawr, Pa., and two grandchildren.

Edward Andrew Rollert, 77, who retired as agent at Faithorn, Ill., in 1921, died at his home in Crete, Ill., Dec. 10. He started his railroad career with the Chicago Southern at Faithorn in 1907, and transferred to the Chicago, Terre Haute & South Eastern, the Road's predecessor company, in 1910. Surviving are his sons Howard, with the Fenestra Corporation of Detroit, and Edward A., vice president and general manager of General Motors Buick Division, Flint, Mich.; a sister, and four grandchildren. Funeral services were held in Chicago Heights, Ill., with interment in Cedar Park.

Rocky Mountain Division

EAST END

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

Claude M. Brown, retired agent-yardmaster, and Mrs. Brown of Great Falls, Mont., attended the 29th annual reunion of Veterans 31st Railway Engineers of the AEF in Denver Sept. 28-30. Other Montanans present included Charles H. Williams, retired traveling engineer of Harlowton, Ed C. Lynam, retired conductor, and Pete Wirtzfeld, retired engineer, both of Miles City. Ed Lynam was elected vice president of the organization which will hold the 1962 annual reunion in Kansas City, Mo.

Funeral services were held in Pasadena, Calif., for Rose Mary Halvorson, 49, who died there Nov. 3 after a long illness. She was the daughter of Mr. and Mrs. S. A. Dinius and the wife of C. L. Halvorson.

Mrs. Gladys Brundage, Custer County Clerk of Court since 1948, passed away Nov. 5 in a Billings hospital where she had been taken for brain surgery. Mrs. Brundage was born in Monroeville, Ind., Dec. 18, 1894. She and her husband, Lloyd

(Continued on page 24)

YEAR-END HOLIDAY FUN on the RAILROAD

Looking back on the 1961 holidays conjures up memories of a season of good will to men which was observed on the railroad with open handed hospitality. Pictured here is some of the celebrating at various points which ensured Christmas cheer for many members of the Milwaukee Road family.



"Just what I wanted for Christmas," beams Mary Ann, daughter of Train Clerk John Latkowski of the Chicago-Western Avenue yard force, trying out the bicycle she won in a drawing at a neighborhood store. Sharing her glee are her mother and the store's proprietor. Mary Ann, a Formosan orphan adopted by the Latkowskis, likes American customs, particularly Santa's way of rewarding good girls and boys. (Amundson photo)



▲ Terre Haute Chapter of the Women's Club entertains the railroad family at Christmas dinner in the Eateria Restaurant on Dec. 13. Mrs. Oscar Bond, chapter president, is standing at the left.



▶ The Minneapolis freight office in holiday trim for the annual Christmas luncheon of local freight and regional data employes on Dec. 22.



▶ Among the 450 employes who attended the open house of Chicago-Union Station Chapter of the Women's Club Dec. 21 were, from left: City Freight Agent G. M. Heath, P. I. Cowling, assistant to president, and Joyce Ieron, stenoclerk in the president's office.

▶ Superintendent of Transportation Q. W. Torpin (left) and D. G. Staley, assistant superintendent of transportation in charge of Carscope, enjoying the hospitality of the Women's Club in the Chicago Union Station. Their hostess is Bernice Schmitt, secretary to vice president-finance and accounting.



◀ Scenes at the Christmas luncheon for active and retired employes in the Seattle area held at the College Club Dec. 19. At top, Joshua Green, a director of the railroad, quips about his present from Santa Claus. Santa's helpers in the foreground are Secretaries Marillyn Dahlquist and Carol Minard, and at the right is L. H. Dugan, vice president and western counsel.



The Chicago reservation bureau force at the smorgasbord lunch which is their annual treat to fellow employes in the Union Station. Manager A. M. Schirp is at the left, and Night Manager Harold Williamson is second from the right.

here's how we're doing



| | DECEMBER | | TWELVE MONTHS | |
|---|--------------|--------------|---------------|---------------|
| | 1961 | 1960 | 1961 | 1960 |
| RECEIVED FROM CUSTOMERS | | | | |
| for hauling freight, passengers, mail, etc. | \$19,046,254 | \$18,407,762 | \$225,009,310 | \$233,950,939 |
| PAID OUT IN WAGES | 8,669,694 | 9,122,088 | 105,948,284 | 113,466,187 |
| PER DOLLAR RECEIVED (cents) | 45.5 | 49.6 | 47.1 | 48.5 |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act | 727,826 | 781,843 | 9,099,691 | 9,969,699 |
| PER DOLLAR RECEIVED (cents) | 3.8 | 4.2 | 4.0 | 4.3 |
| ALL OTHER PAYMENTS | | | | |
| for operating expenses, taxes, rents and interest ... | 8,118,342 | 8,477,152 | 104,633,163 | 109,191,990 |
| PER DOLLAR RECEIVED (cents) | 42.6 | 46.1 | 46.5 | 46.7 |
| NET INCOME | \$1,530,392 | \$26,679 | \$5,328,172 | \$1,323,063 |
| REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: | | | | |
| Number of cars | 81,341 | 82,512 | 1,072,369 | 1,136,712 |
| Decrease 1961 under 1960.. | -1,171 | | -64,343 | |

(Continued from page 22)

L. Brundage, came to Miles City in 1941 from Mott, N. D., where he had been agent and she had worked for the Road. Mr. Brundage was agent at Miles City when he died in 1943. She had always been very active in church, fraternal and civic work. Funeral services were held Nov. 9 in Miles City with interment at Mott, N. D.

Per E. (Pete) Gustafson, retired carman, passed away recently in the Montana Soldier's Home, Columbia Falls. His wife preceded him in death in 1958. Services were conducted Nov. 6 in Miles City by Rev. C. H. Jacobson of the First Lutheran Church. Burial was in Custer County Cemetery with the American Legion officiating.

Mr. and Mrs. Alvin Kindem are recuperating at home from a traffic accident which occurred Nov. 17. Mrs. Kindem received the more serious injuries, but both were hospitalized.

Engineer Edward H. Olson died in a Miles City hospital Nov. 19 after a long illness. Mr. Olson was born July 24, 1897 in Dazey, N. D. He came to Miles City in 1917 where he was in the employ of the Road until illness forced his retirement in July 1961. He is survived by his wife, three brothers and a sister. Funeral services were held in the Janssen Mortuary with Rev. Mr. Jacobson of First Lutheran Church officiating. Burial was in Custer County Cemetery.

Thomas J. Flesher, retired engineer, passed away in his home in Miles City Oct. 29. He was born in Palmyra, Ia., Sept. 25, 1864 and came to Miles City in 1910 where he worked as an engineer until his retirement in 1934. He is survived by two sons, two daughters, eight grandchildren and 13 great grandchildren. Following services in Graves Funeral Home with the Rev. H. Burdsall of First Methodist Church officiating, interment was in Custer County Cemetery.

The condolences of friends and acquaintances went to Frank Althaus, whose wife Mary, 41, passed away in their home in Miles City Nov. 27 after a long illness.

Herman Lindow, retired store department foreman, died Dec. 3 in Spokane. He was born Sept. 17, 1880 in Malmo, Sweden, and came to the United States at an early age. After working in Minnesota and North Dakota he came to Miles City in 1917 when he entered the employ of the Road, from which he retired in 1947. He is survived by two sons, three daughters, a brother and six grandchildren. Services were held in Janssen Mortuary and interment was in Custer County Cemetery.

Miles City Milwaukee Women's Club held its annual potluck dinner Nov. 6 with 75 members present. The club held its Christmas party Dec. 4 and a program was presented by the girls of Washington Junior High. An exchange of Christmas

gifts followed, Mrs. Dwight Roberts acting as Santa Claus.

Retired Engineer Thomas Kelly passed away in a Miles City hospital Dec. 15 after having suffered a heart seizure. He was born Mar. 5, 1893 in Miles City and lived there all his life. He was employed in locomotive service in 1914 and continued until his retirement Dec. 10. He was a justice of the peace for Custer County. He is survived by his wife, Myrtle, two daughters, three sisters, eight grandchildren and 16 great grandchildren. Funeral services were in Graves Funeral Home and burial was in Custer County Cemetery.

Christian Dobler, retired coal dock foreman, passed away in a Miles City hospital Dec. 20 after a brief illness. He was born in Russia May 30, 1892 and came to this country where he homesteaded on Acorn Flats near Vananda, Mont. He was coal dock foreman at Vananda for 33 years and since 1954 had made his home in Forsyth, Mont. He is survived by his wife Irma, two sons, three daughters, nine grandchildren, a sister and a brother. Funeral services were held in Forsyth.

Aberdeen Division

EAST END

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

Wayne Hill, an engineer since 1942, has been promoted to traveling engineer and has moved his family to Beloit, Wis., where he is headquartered.

Yardman Harold Stuber and wife recently celebrated their 25th wedding anniversary with an open house at the Congregational Church in Montevideo.

Signal Maintainer Eddie Brennan of Granite Falls has been elected to the city council.

Retired Engineers Charlie Jung, Dan Steele and Harry Elrod passed away recently. Passenger Brakeman Bill Lyons, who retired in July, 1960, died just before Christmas. John Blanness, 92, former car department employe at Montevideo, died recently. He was the father of Conductor Al Blanness.

John K. Swanson of Stephen, Minn., is a new fireman on the division, working out of Montevideo.

Conductor W. E. Hocum will be at home during the winter months due to recent heart trouble.

Brakeman Al Kurtzbein has had eye surgery for the removal of a cataract.

Retired Section Foreman Coldevin Anderson is enjoying his leisure as a "senior citizen" and you'd know he's not just rocking on his porch. Among a number of things, Coldevin plays in an orchestra that often appears at Disneyland.

Ron Natzel, son of Yardman Harold Natzel, came home for the holidays, following which he reported to the Maine woods for further Air Force duty.

Conductor Ed Petrick reports the birth of twin sons, Bryan and Bruce Brems, to his daughter in Newark, Del.

Sympathy was expressed to Passenger Brakeman C. A. Benson, whose daughter-in-law was killed recently in a plane

accident. C. A. and his wife are spending some time in Los Angeles helping their son with arrangements for caring for his bereaved family.

Agent Virgil Parker spent his vacation helping his wife get their new house settled. Virg and "Mugs" had an open house for the office force just before Christmas. We enjoyed the hospitality, the refreshments and the chance to make a grand tour of the lovely home.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

La Crosse Chapter of the Women's Club held its annual Christmas party Dec. 6 at Walt's Restaurant where about 65 members enjoyed the lunch and exchange of gifts which followed.

Former Carman Leo Bezosky died at La Crosse Dec. 17. He is survived by his wife Amy and two sons, Ray and Roy. Leo retired in 1958 after 46 years with the Road.

Frank Strupp, 82, retired carman, died in La Crosse Dec. 13 following a long illness. His widow Rose survives, also a son, Raymond, of San Antonio, Tex. Mr. Strupp retired in 1948 closing out 46 years' service. Burial was in the Catholic Cemetery in La Crosse.

Baggage man T. F. Nickerson retired at La Crosse Nov. 30 . . . Engineer R. S. Orr, St. Paul, retired Dec. 21. He started with the Road in 1915 . . . Conductor E. O. Kiefer, Red Wing, retired Dec. 15 . . . J. D. (Dewey) Brown, supervisor car and crew assignments at La Crosse, retired Jan. 1 under disability after more than 40 years' service . . . Engineer J. W. Tiffany retired Dec. 28. He had worked for the Milwaukee since 1902 and resides in Minneapolis.

Mrs. Bertha McCoy passed away Dec. 26 in La Crosse. She is survived by four sons, Fred, yardmaster at La Crosse, Edward, also of La Crosse, Ewald of Milwaukee, and Robert of Greenwood, Ind. Interment was in the Oak Grove Cemetery, La Crosse.

MADISON AREA

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

Mrs. Joseph McNulty, widow of former cashier in the freight department, and a lifelong Madison resident, died recently. She was a past president of the Milwaukee Women's Club. Surviving are a daughter, Mrs. Melvin Grindstad of Madison, a son Edward, Milwaukee, traveling auditor for the Road, and six grandchildren.

George Dahnke, former chief clerk in the freight office, accepted a position in the traffic department of the Highway Trailer Company of Edgerton. His position has been taken by Daniel DiLoreto, while Stanley McGrath, former yard clerk, is now car clerk, and Elaine Larson of Edgerton is the rate clerk.

Mathias Rommelfanger, former rate clerk in the regional office, is now vice general chairman of the Brotherhood of

Railway Clerks in Milwaukee.

Ernie Garrity, OS&D clerk, and his wife Margaret spent the holiday season in sunny California with their daughter and family.

It's wonderful to see Ralph Emerson of the police department, Milwaukee, back on the job after a siege of illness. William Seiler is also back at work in the ticket office after a long illness.

Retired Switchman C. B. Corcoran spent some time recently in the hospital. At this writing he is home and getting along well.

Switchman Harold Bitney is recovering from recent surgery at Methodist Hospital.

Stoughton Operator Dwain Buchwald announced the birth of Janice Lynn Nov. 17, 1961.

EAST END

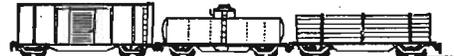
Natalie R. Brunt, Correspondent
Assistant Superintendent's Office, Portage

The 19th annual Railroad Bowling Tournament to be held at Portage Apr. 7 and 8 has been fully organized. The following officers and committees were

elected and appointed: Conductor C. E. Blake, general chairman; Car Clerk J. L. Brunt, financial secretary and treasurer; Steno-Clerk N. R. Brunt, recording secretary; Conductor C. E. Blake and Brake-man R. Clemmons, schedule book and ads; MMTC Driver H. F. Behnke and Special Signal Maintainer D. Twitchell, ticket committee; Switchman F. H. Bublitz and Engineer H. Klemp, transportation; Conductor D. W. Clemmons and Switchman M. E. Byers, housing committee; Mrs. E. L. Hubbs, food committee; Conductor W. B. Stowers and Engineer W. Gavinski, entertainment. The Portage Women's Club and the wives of the Portage bowlers are arranging for dinner to be served at the V.F.W. Club House next to the bowling alley on Saturday evening. This club house is reserved for the bowlers and families for the evening and there will be entertainment and dancing and plenty of room to visit with railroad friends. The deadline for entries to the tournament is Mar. 1.

Retired Operator K. D. Smith, former correspondent for this district, is very busy with ice fishing this winter and

Carloadings



| JANUARY 1962 compared with same period in 1961 | | | | | |
|--|--|--------------------------------|---------------|-----------------|---------------|
| % of Total Revenue obtained from commodities shown | loading of these commodities | NUMBER OF CARLOADS | | | |
| | | INCREASED in 1962 over 1961 | | DECREASE | |
| | | JANUARY | | 1962 over 1961 | |
| | | 1962 | 1961 | 1962 over 1961 | % of increase |
| 13.3% | Grain and Soya Beans | 9,643 | 7,228 | +2,415 | + 33.4% |
| 7.9 | Coal and Coke | 10,597 | 10,562 | + 35 | + .3 |
| 5.0 | Iron and Steel | 4,107 | 3,238 | + 869 | + 26.8 |
| 3.8 | Automobiles and Parts | 3,995 | 2,848 | +1,147 | + 40.3 |
| 2.7 | Agri. Impl. Machinery and Parts | 1,397 | 1,380 | + 17 | + 1.2 |
| 2.2 | All Other Products of Mines | 1,144 | 440 | + 704 | +160.0 |
| 1.8 | All Other Animals and Products | 1,126 | 871 | + 255 | + 29.3 |
| 1.8 | Forwarder Traffic | 2,250 | 2,099 | + 151 | + 7.2 |
| 1.5 | All Other Products of Agriculture | 1,762 | 1,472 | + 290 | + 19.7 |
| 1.2 | Liquors, Malt | 1,220 | 1,101 | + 119 | + 10.8 |
| 41.2% | | 37,241 | 31,239 | +6,002 | +19.2% |
| | loading of these commodities | JANUARY | | DECREASE | |
| | DECREASED in 1962 under 1961 | 1962 | 1961 | 1962 under 1961 | % of decrease |
| 11.2% | Forest Prod. (Excl. Logs and Pulpwood) | 5,066 | 5,587 | - 521 | - 9.3% |
| 3.9 | Meat and Packing House Products | 3,091 | 3,141 | - 50 | - 1.6 |
| 3.7 | Oil and Gasoline | 3,917 | 4,563 | - 646 | - 14.2 |
| 2.9 | Grain Products | 4,375 | 4,625 | - 250 | - 5.4 |
| 2.0 | Gravel, Sand and Stone | 2,613 | 2,723 | - 110 | - 4.0 |
| 1.6 | Logs and Pulpwood | 2,936 | 3,220 | - 284 | - 8.8 |
| 1.5 | Fruits and Vegetables (Fresh) | 1,424 | 1,700 | - 276 | - 16.2 |
| 1.0 | Merchandise | 2,864 | 3,461 | - 597 | - 17.2 |
| 1.0 | Live Stock | 842 | 1,159 | - 317 | - 27.4 |
| .9 | Cement, Lime, Plaster and Stucco | 549 | 885 | - 336 | - 38.0 |
| 29.1 | All Other Mfgs. and Miscellaneous | 21,226 | 22,530 | -1,304 | - 5.8 |
| 58.8% | | 48,903 | 53,594 | -4,691 | -8.8% |
| 100.00% | | 86,144 | 84,833 | +1,311 | +1.5% |

knows the places in the area where they bite. "Scoop" also has a talent for sketching and gave this correspondent a remembrance card sketched by him of his favorite spot with a background of trees and "Scoop" on the ice with the comment "not biting".

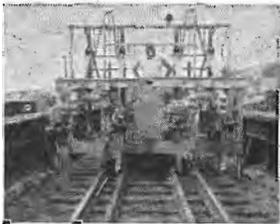
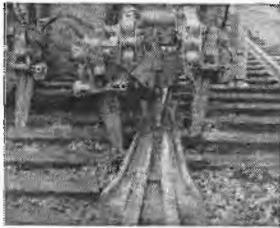
Brakeman A. L. Lippman retired Dec. 31 after more than 50 years with the Milwaukee. Mr. Lippman lives at 3280 North

Russell Pate.

Conductor D. M. Tracy passed away unexpectedly Nov. 22 in his home at Dellwood, Wis. Mr. Tracy had been retired on disability for about a year. He had been in service as a trainman for 38 years at the time of his retirement. He is survived by his wife, Pearl.

Retired Engineer Horace Koehler, 80, Portage, passed away Dec. 4. Mr. Koehler

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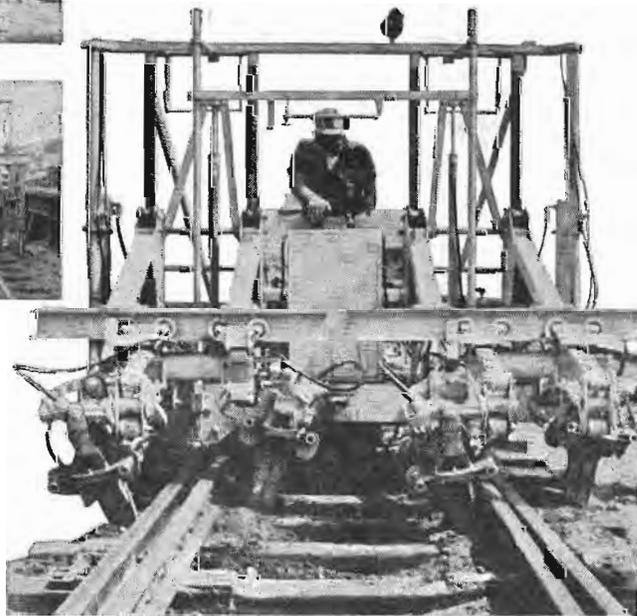
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Ceremonies by the Portage National Honor Society were held Dec. 14 at Portage High School and, chosen for membership for character, scholarship, leadership and service were the following seniors of railroad families: Nancy, daughter of Fireman L. Chappell, Irma, daughter of Warehouse Trucker S. H. Jowett, and Russell, son of Engineer

retired in 1950 with a 52 year service record. He is survived by his widow, a son, Engineer Ed Koehler, and four grandchildren.

Conductor L. T. Hull, 51, passed away Dec. 16 following a few days illness in the Portage Hospital. Mr. Hull was in active service up to the time of his last illness and had been in train service for 24 years. He is survived by his wife, Dolores,



CARL FICK ENDS SERVICE at Tomah Shops, where he had been chief clerk since 1943. His retirement on Dec. 15 ended 45 years with the Road, all at Tomah, starting as a laborer, and through promotions to clerk, assistant chief clerk, shop accountant and sectional stockman. A group of 60 employes honored him at a party at the Carlton Restaurant in Tomah Jan. 6 and presented him with a remembrance gift. Mr. Fick, a widower, has a son, John, currently with the Coast Guard at Norfolk, Va., and two daughters, Madeline of Madison, Wis., and Grace, Sao Paulo, Brazil. (Tomah Journal-Monitor Herald photo)

two daughters, Diane and Cheryl, two sons, Lucian Jr. and Alan, and his father, Glen Hull.

Conductor A. F. Lewark, 66, West Allis, passed away Dec. 18 in the Veterans Hospital at Wood, Wis., following an extended illness. Interment was in the Pacific Cemetery near Portage with military services following the funeral service. He is survived by his wife, Lucille.

Retired Engineer Charles "Spot" McMahon, 71, Portage, passed away Dec. 24 in the Veterans Hospital at Madison, Wis. Mr. McMahon was a veteran of World War I and a member of the V.F.W., American Legion, Elks and Brotherhood of Locomotive Engineers. He is survived by three sisters and a brother.

WISCONSIN VALLEY

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

Conductor R. R. VanWormer recently claimed Jacquelyn Sharkey of Rudolph as his bride. Invitations were extended to all his railroad associates to attend the reception held at Babcock. Dick is the son of late Conductor Erve VanWormer, one of the pioneer railroaders of Babcock.

Holiday activities of the Women's Club at Wausau included a potluck luncheon, the annual Yule children's party at which Santa Claus distributed bags of nuts and candy, and a dinner party for club members and employes who retired the past year, and their wives. The

party, which was held in the American Legion Club, honored Retired Engineer James O'Brien, Section Foreman Walter Rahn, Agent Art Schulz, and Conductor Archie McDonald, who was unable to attend last year's party. Assistant Trainmaster Obermowe acted as toastmaster.

Richard Voeltzke, son of Warehouse Foreman Bill Voeltzke, who spent six years in the Marine Corps, is the "master" of the Wausau Judo Club and one of the eight holders of a Judo Black Belt in the State of Wisconsin. His education, in what he insists is a sport, was received at the Kodokan Institute, Japan, world headquarters for judo.

Active and alert at the age of 92, Retired Conductor F. Lehrbas returned from a trip to Idaho, where a reunion was held with his 91 year old sister and 93 year old brother. He then departed for Detroit to spend the winter.

Retired Engineer August and Mrs. Krueger, Wausau, were surprised at an open house party given by their children on their 50th wedding anniversary. Many friends attended. A dinner party was held at the Wagon Wheel Ranch for the children and other members of the immediate family.

An infant daughter has been welcomed at Conductor Robert Akey's home.

Arthur W. Schulz, after 47 years service, the last 15 of which were as agent at Wausau, retired Dec. 1. Considerable activity preceded his retirement. A beautifully decorated cake was presented to him by the agent of the C&NW on the day he reached retirement age, business men and railroad associates feted him at dinner parties, and a transistor radio was presented to him by fellow workers. Art has looked forward to and made plans for a busy retirement. He is treasurer of the Marathon County Gladiolus Society and loves to garden. He is also interested in joining the Peace Corps and plans to do some traveling.

Holly Lynn, the infant daughter of furloughed Machine Operator Roger Marg, greeted her father for the first time when he was home on leave from Ft. Lewis, Wash., where he is stationed with the 32nd Division. Holly Lynn is the granddaughter of Section Foreman William Marg, Wausau.

Richard Brostrom, youngest son of Roadmaster Brostrom, claimed Lynn O'Leary as his bride in Memorial Chapel of the First Methodist Church,

Wausau. A reception followed in the church parlors. His brother, Larry, home on leave from Ft. Lewis, Wash., was one of the ushers. The young couple will live in Logan, Utah, where Richard will attend Utah State University.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Mary Harrison, Correspondent

The sparkler decorating the left hand of Betty Granatelli of the T&E and miscellaneous timekeeping bureau was placed there by Edward Schmaus when Betty promised to become Mrs. Schmaus in October, 1962.

Chief Clerk Michael Schlee's wife Ruth presented him a baby daughter, Nancy Ruth, Nov. 26. They now have two boys and two girls.

Patricia Kaczynski of the paymaster's office gave birth to her first child Dec. 23 and named her Gail Louise.

Assistant Bureau Head Richard Dresler welcomed a baby son, Mark David, Christmas Day.

Marlee Johns of the T&E and miscellaneous bureau is on leave while awaiting her first child.

Sympathy was extended to Helen Buschick of the accounts receivable bureau on the death of her father, and to



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Bureau Head Helen Schroeder of the supervisor of machine accounting office on the death of her mother, Mrs. Anna Penning; also to Traveling Accountant John Ritter and family when his wife Helen died. Mrs. Ritter, the former Helen Partridge, was employed in the division accountant's office in Minneapolis before her marriage.

The office was saddened to learn that on Dec. 21 Assistant Bureau Head Helen Gloeckner of the bookkeeping bureau passed away after a year's illness. Helen started as a comptometer operator with the Soo Line in Minneapolis in 1922. She transferred to the Milwaukee's accounting department in La Crosse, Wis., in 1930 and became bureau head of the computing bureau in Milwaukee in 1932. When the accounting offices were consolidated in 1940 Helen came to Chicago and held various clerical positions in the auditor of expenditure's office. Her kind cheerfulness and willingness to lend a helping hand wherever needed will be sorely missed. She is survived by her parents who live in Galena, Ill.

Valentine J. Rosenbach, assistant to maintenance engineer of the Fullerton Avenue building, passed away suddenly Dec. 11. "Val", as he was known to everyone in the building, had been 17 years with the Milwaukee. He was a veteran of World War II and a member of Pioneer Post 768 of the American Legion. His wife Alma survives.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

L. J. Hogan, Correspondent

Marriage vows were exchanged at St. Mark's Lutheran Church, Chicago, Dec. 23 by David E. Nank, son of Assistant Engineer E. H. Nank, and Sandra Jean Ortman of Glenview. The groom, who was educated at Bradley University and the Walton School of Commerce, is an accountant in the Baxter Laboratories, Morton Grove. His bride, also a graduate of Bradley, is a teacher in Arlington Heights. Following a reception at the Orphei Singing Club, the couple honeymooned in Colorado Springs and are now living in Park Ridge.

Retired Engineer Accountant C. J. Kohlman was honored at the annual



45-YEAR VETERAN Joseph Wager, division clerk in Chicago Union Station freight traffic headquarters (left), pictured receiving his Silver Pass from R. E. Hibbard, general freight traffic manager-rates and divisions. Starting with the Road as a clerk in the Chicago-Fullerton Avenue freight auditing office on Oct. 2, 1916, the greater part of his service has been in freight rate and division work. He transferred to the Union Station department in 1955.

alumni reunion of De La Salle Institute in the Conrad Hilton, Chicago, Nov. 27. He is one of seven surviving members of the Class of 1901, three of whom were present. Mr. Kohlman lives in Elmhurst where he is active in church work, B.P.O.E. and K. of C. affairs when not on vacation trips with his grandchildren.

OPERATING DEPARTMENT

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

R. A. Woodworth, retired superintendent of the Kansas City Joint Agency, stopped in recently to say "hello" to his many friends in the Union Station. Mr. and Mrs. Woodworth now live at 1595 Ganesha Place, Pomona, Calif.

Sympathy was extended to Margaret Gregg, file clerk in the vice president-operations office, when her sister, Mrs.

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AUDITOR OF EQUIPMENT ACCOUNTS

Elsa M. Augustin, assistant bureau head foreign car record and mileage bureau, ended 52 years' service with this road Dec. 29. Her friends and co-workers honored her with a dinner at the Villa Sweden Restaurant Dec. 27, and on the day she left the office presented her with many gifts including a Christmas tree decorated with \$5 "candles." For the present at least Elsa plans to remain in Chicago.

At this writing, Melanie Fergon is recuperating at home after a short stay in the hospital.

Irene Goelz recently completed two weeks of jury service.

Sympathy was extended to Frances Bialk whose brother passed away.

Verna Gallagher extended her leave of absence because of her mother's illness.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Richard Olson was called into Army service and is stationed at Fort Carson, Colo.

Henry Starzec was promoted to adjuster.

Ruthann Liepold is wearing a diamond and announced that she became engaged at Christmas to Fred Duray.

Two new employes, Charles Thiel and Dennis Cagney, were recently welcomed to the office.

Mike Kalter and wife Barbara an-

nounced the birth of Brian Keith Nov. 21.

Elmer Dancy and wife Marion announced the birth of Carolyn Ann Dec. 4.

Howard Muse was a recent hospital patient.

Sympathy was extended to Rudolph Levey on the death of his mother and to Charles LaRue on the death of his father.

Milwaukee Shops

CAR DEPARTMENT

Erwin C. Weber, Correspondent

August W. Betzhold, after 40 years service as a cabinetmaker, retired Nov. 1, 1961.

Michael Zebul, carman in the freight car shop who had been off since September 1960 due to ill health, retired Nov. 29, 1961. He started to work for the company in April, 1913 as a laborer.

Herman A. Reuter, who was employed by the Road for 48 years and a patternmaker for the last 44 years, retired Oct. 7, 1961.

Bernice Kruse received a multiple fracture of the left shoulder socket while at her sister's home Dec. 22. Her arm will be in a cast for at least six weeks.

L. L. Lentz and wife were at the Green Bay Packer championship football game Dec. 31.

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

The Milwaukee Travelers had a very successful Christmas party at Tanner-Paull Post Hall Dec. 16. About 225 employes and wives attended. The "Tosa Mountaineers" provided the musical accompaniment and the A. C. Spark Plug male chorus sang carols and hymns for the enjoyment of all. Among the guests were 28 "out-of-towners".

Robert Maas, formerly in the locomotive office, has moved to the drafting room as general supervisor of diesel engine maintenance.

Dick, third son of Art Schultz and former C&M fireman, is home on furlough from Richard-GeBaur Air Force Base in Kansas City, where he is stationed for a year.

At this writing there are three appren-

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SEMI-ANNUAL MILWAUKEE SHOPS RETIREMENT PARTY held Nov. 16 at Old Heidelberg in honor of veterans who retired during the latter part of 1961 was attended by 85 Shops employees. Honored guests and others in this head table group are, from left: W. J. Kutter, retired traveling storekeeper; H. A. Reiff, retired inspector of stores; W. C. Lummer, retired district storekeeper; L. V. Schwartz, assistant general storekeeper; G. V. Ireland, general storekeeper; F. W. Bunce, chief mechanical officer; D. D. Fisher, assistant superintendent car department; C. M. Kabacinski, retired loading inspector; F. A. Upton, general superintendent motive power; and H. H. Melzer, chief engineer of tests.

tices in the drafting room—Lee Hollenbeck, from the electrical shop of C. E. Wellnitz, Verne Olson from the tin shop, and Ralph Bryan, a machinist apprentice from the diesel house.

Phil Poff, a machinist apprentice who just completed two months in the drafting room and is now back with Joe Kolanda's electrical department, reports the birth of a daughter, Debra Jean, Oct. 24. There are two older children, Pauline and Phillip Jr.

Al Roesler from the freight shop is not bowling just now, under doctor's orders, but your correspondent is going along nicely at an average clip of 192 so far.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Joe O'Connor, retired roundhouse foreman, passed away at Green Bay, Wis., in November. Joe was a familiar figure around the Milwaukee roundhouse for many years. His widow will live with her son in Detroit, Mich.

Ed Zimmerman, clerk in the shop superintendent's office, has left the Road and his position is being filled by Matt Hoffman.

Mike Upton, who plays center, has been voted one of the outstanding players on Marquette High School football team.

Machinist Richard O'Brien has been called to the service of Uncle Sam.

Fred Powers, machinist in the diesel house, recently retired after 50 years' service. Others who retired in December were Machinist E. F. Swanda, and Laborers C. Rodgers, C. C. Seerup, and A. Pandelis.

The 1962 officers of the Hiawatha Service Club are Otto Wickert, chairman; Andrew Frankovic, vice-chairman, and Henry Ondrejka, secretary-treasurer.

Confidence is that quality which permits an individual to do crossword puzzles with the aid of a fountain pen.

January-February, 1962

Milwaukee Terminals

DAVIES YARD

Catherine McConville, Correspondent

At this writing Leo Fredricks, car inspector at the depot, is recovering from an operation in St. Anthony's Hospital.

David Klein, car inspector at the depot, collapsed suddenly Nov. 30 and an emergency operation was performed in Milwaukee Hospital.

William Boschuetz, former laborer and janitor at Davies Yard, died Nov. 28 at the age of 84.

John Mickel, car inspector in Milwaukee Terminals, took his family to Mexico City for a Christmas vacation.

Clem Kabacinski, retired loading inspector, and wife have gone to Oceanside, Calif., to spend the winter with their daughter and family.

Ralph Mance, car inspector in Milwaukee Terminals, retired Dec. 18 after 43 years of service.

Ray Fendrick has returned to the freight shop, and Garfield Perkins of Bensenville has taken the position of

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SEMI-ANNUAL MILWAUKEE SHOPS RETIREMENT PARTY held Nov. 16 at Old Heidelberg in honor of veterans who retired during the latter part of 1961 was attended by 85 Shops employees. Honored guests and others in this head table group are, from left: W. J. Kutter, retired traveling storekeeper; H. A. Reiff, retired inspector of stores; W. C. Lummer, retired district storekeeper; L. V. Schwartz, assistant general storekeeper; G. V. Ireland, general storekeeper; F. W. Bunce, chief mechanical officer; D. D. Fisher, assistant superintendent car department; C. M. Kabacinski, retired loading inspector; F. A. Upton, general superintendent motive power; and H. H. Melzer, chief engineer of tests.

tices in the drafting room—Lee Hollenbeck, from the electrical shop of C. E. Wellnitz, Verne Olson from the tin shop, and Ralph Bryan, a machinist apprentice from the diesel house.

Phil Poff, a machinist apprentice who just completed two months in the drafting room and is now back with Joe Kolanda's electrical department, reports the birth of a daughter, Debra Jean, Oct. 24. There are two older children, Pauline and Phillip Jr.

Al Roesler from the freight shop is not bowling just now, under doctor's orders, but your correspondent is going along nicely at an average clip of 192 so far.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Joe O'Connor, retired roundhouse foreman, passed away at Green Bay, Wis., in November. Joe was a familiar figure around the Milwaukee roundhouse for many years. His widow will live with her son in Detroit, Mich.

Ed Zimmerman, clerk in the shop superintendent's office, has left the Road and his position is being filled by Matt Hoffman.

Mike Upton, who plays center, has been voted one of the outstanding players on Marquette High School football team.

Machinist Richard O'Brien has been called to the service of Uncle Sam.

Fred Powers, machinist in the diesel house, recently retired after 50 years' service. Others who retired in December were Machinist E. F. Swanda, and Laborers C. Rodgers, C. C. Seerup, and A. Pandelis.

The 1962 officers of the Hiawatha Service Club are Otto Wickert, chairman; Andrew Frankovic, vice-chairman, and Henry Ondrejka, secretary-treasurer.

Confidence is that quality which permits an individual to do crossword puzzles with the aid of a fountain pen.

January-February, 1962

Milwaukee Terminals

DAVIES YARD

Catherine McConville, Correspondent

At this writing Leo Fredricks, car inspector at the depot, is recovering from an operation in St. Anthony's Hospital.

David Klein, car inspector at the depot, collapsed suddenly Nov. 30 and an emergency operation was performed in Milwaukee Hospital.

William Boschuetz, former laborer and janitor at Davies Yard, died Nov. 28 at the age of 84.

John Mickel, car inspector in Milwaukee Terminals, took his family to Mexico City for a Christmas vacation.

Clem Kabacinski, retired loading inspector, and wife have gone to Oceanside, Calif., to spend the winter with their daughter and family.

Ralph Mance, car inspector in Milwaukee Terminals, retired Dec. 18 after 43 years of service.

Ray Fendrick has returned to the freight shop, and Garfield Perkins of Bensenville has taken the position of

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loading inspector.

James Murphy, checker at Davies Yard, left Jan. 1 to accept a position in the Allis-Chalmers research department.

The Milwaukee Road girls got together for a dinner and Christmas party at Hawley House Dec. 13. Thirty-seven girls attended on a very cold night. Blanche Davely from the superintendent of car department's office was hostess, and the girls all agreed it would be nice to make it an annual affair.

FOWLER STREET STATION

Pearl Freund, Correspondent

A joint Christmas party was enjoyed at Old Heidelberg by employes of the regional office and the agency. A hot buffet lunch was served and dancing was the order of the evening. Mrs. Mary Boyland, extension clerk, was in charge of arrangements. About 40 attended.

Mrs. Ruth Schiel, key punch operator, has left the regional office temporarily to await arrival of the stork.

William Keller, son of E. A. Keller, head revising clerk regional office, is returning to Milwaukee to take a position with the A-C Spark Plug Company and to continue his education working toward a master's degree. He has recently been in the East in the employ of General Electric Company as an electrical engineer.

Mrs. Esther Millard, timekeeper House 7, spent her Christmas vacation in the East visiting her sons, Drs. Alfred and Robert J. Millard, and their families.

Robert, son of Joseph M. Hoerl, head outbound rate clerk, spent the holidays with his parents. He was on furlough from Fort Riley, Kans., and has five more months to spend in the Army.

Milwaukee Chapter of the NARBW had its annual Christmas dinner in the Ambassador Hotel. Gifts were exchanged and an evening of singing and fun was spent. Dorothy Blask, secretary traffic department, was chairman of the event.

The Ed Falkner family had double cause for rejoicing over the holidays since Rosalyn, 13 years old, was at home in excellent health following surgery in St. Mary's Hospital. This young miss has been undergoing x-rays at Children's Hospital over a period of eight years to determine the cause of a prolonged ailment. "Dad" is motorman at House 7.

Sympathy was extended to the family of John J. Smith, agency employe, on the sudden death of his brother-in-law, Steven E. Pilson, assistant traffic manager at New York. Mr. Pilson lost his life in an auto accident.

Larry La Rue has been assigned to the yard clerk position at Plankinton District. Mel Clendenning is newly assigned as auto messenger, and newcomer David Naylor is auto messenger, second shift.

Lucille Stowell, timekeeper, was hostess at a family reunion honoring her father, I. Louis Stowell, on his 89th birthday Dec. 30. His six children were present with their husbands and wives, and some of their children, making a total of about 30. After a tasty dinner some lusty Mitch Miller specials entertained

The Milwaukee Road Magazine



WHEN IN TEXAS, Casimir Maciolek, bill clerk at the Fowler Street freight station in Milwaukee, believes in doing as the Texans do. This two-gun pose is a souvenir of a recent vacation in San Antonio.

the group. "Lou" was reported in excellent health.

Walter J. Hamann, assistant agent, spent Christmas and his vacation in Lakeland, Fla., visiting his daughter and family, the Rev. and Mrs. Harold Burkey. He was accompanied by his wife and two other daughters, Lois and Judy.

Sympathy was extended to Vernon A. Melcher on the death of his mother. Mrs. Melcher, who had been ill for some time, was living with Vernon in Fond du Lac.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

The successful hunters on a recent outing in northern Wisconsin and Michigan were Switchman Steve Moniza, who got a 140 pound spike buck, Lev Baldwin who came back with a six point buck, and Charlie Erickson with an eight point one.

Babies and more babies: Road Caller Ralph Richter and wife announced the arrival of Cynthia Ruth Nov. 15 . . . The Roman Siegel family had a baby girl Nov. 18, Noreen Dorothy. Roman is a C&M

brakeman . . . Christopher Wayne was born to Mr. and Mrs. Al Henn Nov. 10 . . . The Wayne Kabitzkes had a baby girl, Diane Marie, Oct. 30 . . . Yard Clerk Jimmy Lake announced the arrival of a boy, Tracy Lee, Nov. 25.

Switchman Henry Shaw retired Dec. 1, Frank Dougherty Dec. 13, and Ed Ballering Dec. 18.

Sympathy was extended to Switchman Merlin Hodel on the death of his father Dec. 4. He was a resident of Red Granite, Wis.

Mrs. Ed Kaminske, wife of switchman, passed away Dec. 11.

Retired fellows Ed Maconachie and Paul Bruss were in the limelight during the holiday season, both playing benevolent Santa Claus at Southgate shopping center.

Clerk Hattie Mickelson, who had been on the sick list since last June, retired Dec. 1. She was presented with a clock radio by co-workers. Hattie started in the car record office, which was then located at Fowler Street, in 1923. She then worked in the office of assistant superintendent and superintendent at Muskego Yard as clerk.

Switchman Tom Malone announced the birth of a baby daughter, Betty Ann, Dec. 7.

Switchman Aubrey Helwig is at home convalescing from surgery at this writing.

Switchman Joe Rogers has left for service in the Army.

LaCrosse Division Conductor Robert Kaine was married to Margaret Breen in St. Rose of Lima Church, Milwaukee, Dec. 28. The newlyweds honeymooned in Florida and Nassau.

Yardmaster John Chambers died Dec. 22 after a short illness and hospitalization. John started with the Road Nov. 30, 1925 and was appointed yardmaster Oct. 1, 1945, his last position being at Gibson Yard. Funeral service was in St. Matthew's Church and interment in Holy Cross Cemetery.

Tragedy struck the family of Max Preuss, terminal engineer, when Mrs. Preuss was electrocuted in their home at Ashipun, Wis., Dec. 28. Besides her husband, Mrs. Preuss is survived by two daughters, Mary Ann and Elizabeth, a son Kenneth, and a brother, Switchman Donald Christian.

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New Royal 76, the West's most powerful premium.

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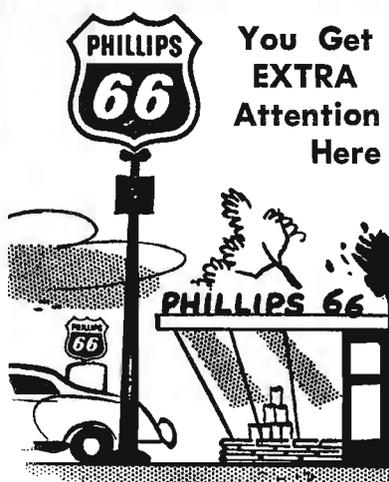
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Dewey Stickney Jr., son of Switchman Dewey Stickney, died on New Year's Day as the result of a fall in his home. He is survived by his wife and four small children.

Word was received of the death of Emil (Dutch) Wifler Dec. 31, at Wood, Wis., where he had been a patient. Funeral services were held in Iron Mountain, and interment was in Channing, Mich.

The mother of Robert Rosenthal, switchman, passed away Dec. 27.

Switchman Walter Weller retired Jan. 1. The 50th wedding anniversary of Mr. and Mrs. Fred Grieb was celebrated at their home in Pewaukee Dec. 26. Your correspondent was among the guests, and the display of golden wedding gifts and holiday foods set forth by Mrs. Grieb, a culinary artist, vied with one another for attention. Among the many railroad friends present were Retired Stationmaster John Crowley and wife, Switchman Walter Markert and Dave Cammack.

Twin City Terminals

TWIN CITIES CAR DEPARTMENT
AND COACH YARD

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

Leroy Samuelson was appointed chief clerk in the car department office, St. Paul, to fill the vacancy left by the death of Charles Laird. Leroy began his railroad career as a clerk in Minneapolis light repair yard Jan. 2, 1945 . . . Payroll Clerk Edna Bowers took over Leroy's former

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HONORED AT MINNEAPOLIS. Retiring with 45 years of service, E. S. Davies, demurrage clerk in the Minneapolis local freight office, was honored by his co-workers at a Kaffeeklatsch on Nov. 15. A highlight of the coffee party was the presentation of a Silver Pass to both him and another 45-year veteran, Chief Rate Clerk M. F. Thori of the Minneapolis regional data office. Pictured at the presentation ceremony are, from left: Freight Agent A. C. Andersen, Mr. Davies, Mr. Thori, and A. W. Wareham, regional data manager in Minneapolis.

duties and, in turn, was succeeded by Steno-Clerk Robert R. Miller who has been with the Road since Dec. 18, 1960.

Former Car Inspector Edward G. Ryberg, who moved to Florida a few years ago, accompanied his wife's remains to Minneapolis for burial in Fort Snelling National Cemetery late in December.

Mrs. Selwyn Hollingsworth, 70, widow of car foreman, died recently. Two sons, Car Inspectors Gerald and Donald of Minneapolis train yards, survive . . . James, the 13 year old son of Car Inspector Ralph Hammerot, passed away Jan. 15 after several weeks hospitalization . . . Vernon Wahl's father, aged 90, died Dec. 15. Vernon is an electrician at the Minneapolis coach yard.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Paul Ryan, former key punch operator in the regional office, was a recent visitor. He had just completed his basic training and was home on leave before reporting to Denver, Colo., for further duty.

The annual Christmas luncheon for regional and freight office employes, their guests and retired employes was held at the freight house Dec. 22.

Only the "old-timers" will recall Nels Nelson, janitor in the Local Freight who has been retired since 1940. His death occurred Nov. 15 at the age of 85.

Dick Johnson, retired layout clerk in the freight house, suffered a stroke but at this writing is home from the hospital.

Chicago Terminals

BENSENVILLE

Dorothy Lee Camp, Correspondent

Mrs. William Lehr (Vivian), 80, passed away Dec. 8. She is survived by her husband, a retired Savanna rail mill worker, three sons, Yardmaster Kenny of Western

The Milwaukee Road Magazine

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

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| Monthly premium for Ages under 39 Inc. | \$3.75 | \$1.75 | .50 |
| Ages 40-59 Inc. | \$6.75 | \$2.25 | |
| Ages 60-64 Inc. | \$9.75 | \$4.25 | |
| Ages 65-69 Inc. | \$13.75 | \$6.25 | |

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

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

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

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

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

POLICY FOR DEPENDENT WIFE

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

POLICIES FOR DEPENDENT CHILDREN

Please issue Life Insurance Policy or Policies in the amount of \$300.00 each for each of my dependent children listed below:
Premium 50 cents a month for each child insured.
Amount of monthly premium for policy or policies on dependent children \$.....

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

Avenue, Leslie and Dwayne, and two daughters, Mildred and Helen. Burial was in Thompson, Ill.

On Nov. 19 the Louis J. Cornille grade school was dedicated in District #3, the Churchville School District. Louis J. Cornille, for whom the school was named, was born in Chicago 78 years ago. He moved to the corner of Church Road and Grand Avenue in 1916 and carried on a truck farming business there until 1952 when he retired and moved to Bensenville. He served 30 years on the school board of District #3 and many years on the Bensenville High School board. His sons, Yard Clerk George and Roundhouse Mechanic Louis J. Jr., were proud onlookers at the dedication.

It is with regret that we report the death of Switchtender William Standard. "Bill" retired after 35 years' service. He is survived by his widow Esther and two sons, Eugene, and Sergeant of Police Robert of Bensenville, a former Road employe, and daughters Louise Louing and Muriel Vita, also eight grandchildren.

Switchman Russ "Frank" Arms and his wife Rose had an especially Merry Christmas this year because of their first grandchild, Rhonda Joan, born to their

IN THE BAG. Shown with the results of a recent hunting trip to Hitchcock, S. D., and Gillette, Wyo., are from left: Jimmy Lawrence, pipefitter at the Chicago-Western Avenue diesel house, friends Bob Gibbons and Fill Roberts of Chicago, and Western Avenue Machinist Harry Anderson, together with their guide. The party's bag was 40 pheasants, three deer and four antelope.



son Ronald and wife Jo on Oct. 21.

Retired Train Clerk Bert Johnson of Clinton, Ia., and Mrs. Rex Miller, widow of C&M conductor, were pleased to have so many Christmas cards from friends on the Road. Cards came to your correspondent from Retired Clerk Earl Simmons of St. Petersburg, former Clerk Marty McGuire of Pensacola, Fla., Robert DeMichael, former clerk now in

Tucson, Ariz., and A2C Freddie J. Elders, Alaska.

Retired Sleeping Car Conductor William Snip and wife are spending the winter in Oakland Park, Fla.

We're sorry to report the death of Mrs. Henry Legatzke, wife of retired switchtender, Nov. 29. Mr. Legatzke, better known as "Hank", lives at 3613 Scoville Avenue, Berwyn.

Mrs. Ralph Vannella, treasurer-general of the Women's Club, suffered the loss of her mother Nov. 21, 1961. Interment was at Aberdeen, S. D.

Mrs. Jess Capoot, wife of retired yardmaster, was welcomed at a recent meeting of the Women's Club after a long absence due to illness.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Dean, Correspondent

Ernie Hedges retired Nov. 1 after 17 years of service. Ernie, who was counter-man at Bensenville before coming to Western Avenue, is now making his home in Dalton, Ga.

Storeroom employes welcomed back Storekeeper Edward Blair who had recently been hospitalized.

Gale Schneider, caller in the master mechanic's office, and wife Ruth became the parents of a boy Dec. 11.

Friends of Isabelle and Bob Marth were delighted to hear of the birth of Diane Marie Jan. 16. Bob works in the general manager's office and Isabelle retired from the master mechanic's office at Western Avenue last April after about 16 years with the Road.

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Clarence L. Withee, Chicago Terminals trainmaster (right), and Mrs. Withee (front) with Mrs. R. R. Brown and General Superintendent Brown of the Chicago Terminals & Terre Haute Division at a retirement dinner in Mr. Withee's honor Jan. 6. For more about this, read the Division Street news.



DOUBLE WEDDING ANNIVERSARIES, the 50th for Retired Bensenville Yardmaster and Mrs. John Jenkinson (right), and the 22nd for their daughter and son-in-law, Mr. and Mrs. Alex Wischnia, were celebrated at a party given Nov. 11 in the VFW Hall, River Grove, Ill., by the Jenkinsons' daughters, Mrs. Wischnia and Mrs. Howard Johnson of River Grove and Mrs. Dominic Boyle of Elmwood Park. Among the 150 guests were two members of the Jenkinsons' 1911 bridal party, their 11 grandchildren, five great-grandchildren, and a score of out-of-town relatives and friends. The couple have been living in Harshaw, Wis., since 1946 when Mr. Jenkinson retired after 36 years of railroad service.

DIVISION STREET

Carolyn DiCicco, Correspondent

At a dinner meeting Dec. 20 the River Grove Lions Club Blind Activities Committee awarded 12 year old Craig Lynch, son of Thomas Lynch, stower House 6, a Braille Writer for his scholastic achievements at the Bell School. Craig was highly recommended by his homeroom teacher and the principal, and on Jan. 3 the Green Bay Packers presented him with a football autographed by the entire team.

Trainmaster Clarence L. Withee was honored at a dinner party Jan. 6 at the Lions Club commemorating his retirement after 42 years' service. Clarence started as a switchman, was promoted to

yardmaster and in 1949 was appointed trainmaster in the Division Street district (Goose Island). General Superintendent R. R. Brown officiated as toastmaster and also introduced Kenneth O. Schoeneck, assistant superintendent, as successor to Mr. Withee. The Withees plan a trip to Hawaii, thence around the world with a stop in Ireland to visit Mrs. Withee's family.

Switchman Abel C. Bernard retired Dec. 31 with 46 years of service that started in 1915 at Jefferson, S. D., as sta-

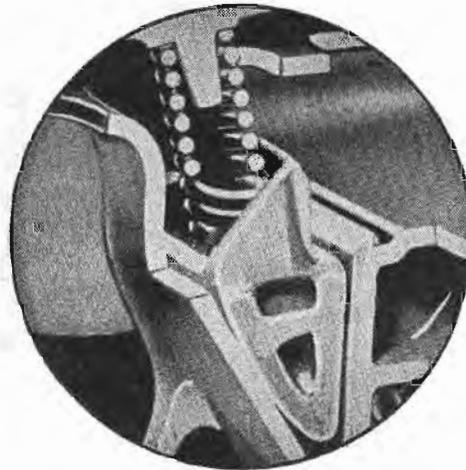
tion agent's helper, then as passenger brakeman at Sioux City. He served in World War I as a French interpreter for General Pershing. In 1920 he began work as a switchman in the Chicago Terminals where he remained until retirement. The Bernards will live in Jefferson, S. D.

Steve Stamos, stower House 6, retired Dec. 8 after 33 years of continuous service in the Union Street district.

Yardmaster William J. Wilkinson died suddenly Jan. 7. He was a member of Cleveland Lodge No. 211 A.F.&A.M.,

balanced

- DESIGN
- METALLURGY

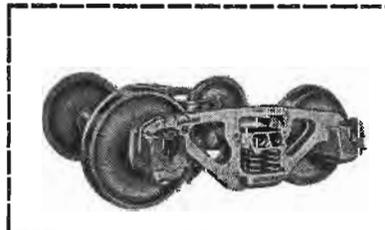


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Railroad Yardmasters of America, and B. of R.T. Masonic services were held at Pederson & Sons Funeral Home and interment was in Ridgewood. He is survived by his widow and sons Jeffrey and David.

Patrick Brogan, 84, retired stower and father of Ed Brogan, stower House 6, passed away Dec. 26 in Mercy Hospital.

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Scene of a retirement dinner party held in Tacoma, Wash., in honor of Ivar Berven, chief clerk to superintendent. From left: Mrs. Berven, R. G. Scott, assistant general manager, Tacoma, Mr. Berven and Mrs. N. H. McKegney, wife of superintendent of the Coast Division. See the Coast Division news.



SLEEPING & DINING CAR DEPARTMENT

Columbus J. Crawford, retired waiter, died Dec. 15 at the age of 80. Funeral services were held in St. Anselm Church. Surviving are three sons, Columbus Jr., Elridge and Richard; two daughters, Mrs. Virginia Eskridge and Mrs. Jane Miller; and 13 grandchildren. Mr. Crawford started as a waiter in April, 1910 and retired in April, 1956, having worked for a period as waiter-in-charge. He was a former president of local 358 of the dining car employees union.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Emmett Maloney, traveling freight agent, retired Nov. 30 after 48 years' service during which time he held various clerical positions in the yard, Oriental wharf and local freight office. In 1938 he was appointed to the position from which he retired. A testimonial luncheon was given by co-workers and many of his shipper and carrier friends at the "Top of the Ocean." Emmett built up much good will for our company and is taking with him the high regard of all his asso-

ciates. A set of golf clubs presented to him indicates where he plans to spend some of his idle hours.

After more than 42 years' service, Ivar Berven retired Nov. 30. For many years Ivar was cashier in the freight office and for the past five years he was chief clerk to the superintendent, Tacoma. A dinner party attended by more than 100 co-workers and associates was given in his honor at the New Yorker.

One of the leading department stores here had as their genial, smiling Santa Claus our Retired Ticket Clerk Glen Russell.

Harry J. McMahon, district safety engineer who retired in 1954, is now comfortably located in a rest home.

Lysle Smith, former ticket clerk, is once more up and about after two years of serious illness.

Tommy Carscallen, secretary to the superintendent, resigned Oct. 27 to accept a position with the Union Pacific in Milford, Utah. He was succeeded by Mrs. Carol Coe.

The cotton-filled mattress, which The Sound Mattress & Felt Company (a Milwaukee shipper) made for President Kennedy's comfort when he recently stopped at the Olympic Hotel in Seattle, won national publicity for Tacoma. The

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The Milwaukee Road Magazine



RANKING MILWAUKEE DIVISION CONDUCTOR RETIRES. Ed Hendricks, Copper Country Limited conductor, pictured recently at Iron Mountain, Mich., receiving gifts from fellow employes on his last run. From left: Porter Herman Gains, Chicago; Baggage Man Eddie Radue, Plymouth; Brakeman Tam Landry, Green Bay; Conductor Hendricks; Flagman Bert Shields, Iron Mountain; and Fireman Al Fournier, Green Bay. Earlier he had been presented with gifts by Duluth, South Shore and Atlantic employes at Champion. Conductor Hendricks' 52 years and 3 months of service (on the Copper Country since 1947) ranked No. 1 on the division conductor and freight brakeman list. (Iron Mountain News photo)

National Cotton Institute, Chicago, has asked for a picture and information for their use.

Unusual Christmas gifts received by many Tacomans were advance sales tickets for the World's Fair in Seattle in 1962.

A new and smiling face in the superintendent's office is that of Mrs. Reita Payne who is taking over the duties of Esther Delaney now on leave of absence.

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Claude A. Peterson, retired assistant general adjuster from Seattle, and wife Millie recently returned from an 8,000 mile motor tour. They were gone six weeks and visited friends and relatives in Maine, Illinois, Missouri and California . . . Mr. and Mrs. Roger Spurling, retired district adjuster from the Seattle office, are spending a trailer vacation in the Southwest and were last heard from at Mesa, Ariz.

FREIGHT CLAIM DEPARTMENT: Anne Hensel retired Dec. 29. She started in the car service department in Seattle in 1913, and subsequently worked in Moberg, S. D., and Butte, Mont. She left the Road for several years but returned in 1945 to the claim department, Seattle. A party was held in her honor Dec. 20 at which time Anne was presented with a radio and bedspread. She will live in Snohomish, Wash.

INDUSTRIAL DEPARTMENT: The Drew Miller household welcomed a daughter, Susan, Dec. 3. Drew is an engineer in the industrial and real estate development department and has two sons, Drew Jr., 6, and Gregory, 3.

REGIONAL DATA OFFICE: Joyce Goldie spent Christmas and New Year's at home in Deer Lodge, Mont.

LOCAL FREIGHT OFFICE: Mina Sutherland, assistant chief car clerk, moved into her home at Lake Serene Dec. 12.

TAX DEPARTMENT: E. J. Notske, assistant tax commissioner, recently completed his term of office as president of the Northwest Association of Tax Representatives and was then elected to the board of trustees of this organization . . . Ted French, tax agent, vacationed over the holidays with his parents in Casper, Wyo.

TELEGRAPH RELAY OFFICE: Communication Lineman R. J. Kasten, Othello, is in Providence Hospital, Seattle, and will be off duty until spring.

VICE PRESIDENT'S AND LAW DEPARTMENT OFFICES: Both were pleased to receive holiday greetings from Mrs. "Nicky" Niclos, former janitress and friend of many employes. She is on an extended tour of Europe and particularly enjoyed her visits in Holland, Germany and scenic Switzerland.

RATE DEPARTMENT: Art Smith, rate

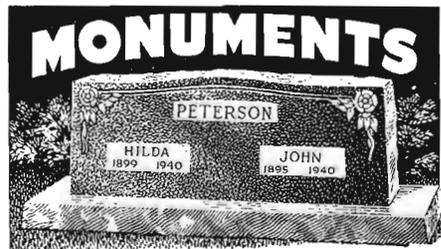
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clerk, played in the King County Public Golf Links Association monthly sweep Dec. 16 and had a net 70, his foursome finishing third.

GENERAL: A Christmas luncheon for Seattle employes past and present was held at the College Club Dec. 19 after a lapse of several years. Father Thomas O'Callaghan delivered the Christmas message. Joshua Green, one of our company directors, was present and presented the traffic tip award for retired people to Roscoe "Red" Janes, former round-house foreman. Alice Palmer, 92 years old and long retired from the law department, was among the guests. Santa Claus was impersonated by City Freight Agent Gene Porter who made sure all good boys and girls went home happy. Responsible for the decorations, arrangements and program were Laurette Burchard and Drew Miller of the industrial department, assisted by Harold Whatmore of the freight claim department. Attending from Tacoma were Assistant General Manager R. G. Scott, Superintendent of Transportation R. A. Beck, W. F. Kramer, chief clerk to Mr. Scott, Margaret Hickey and Sylvia Farrow.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Home on furlough from Camp Carson, Colo., where he is stationed for basic training in the Infantry, Trainman F. D. Schade stopped in for a visit. He is now in advanced gunnery training.

Retired Conductor Al Drows of Fox Lake, Ill., passed away Nov. 17, 1961.

On Dec. 24 Engineer Herb Nielson announced the engagement of his youngest daughter, Marcia, to Charles Gienche. He also told us that his son, who is on duty with the Navy in California, was married Dec. 15 at Long Beach.

SECOND DISTRICT

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

Florence Gotto, secretary to assistant superintendent and former correspondent for the Magazine, is back at work after surgery in St. Vincent Hospital. This was Florence's first hospital experience and she reports that she feels better than ever.

Mr. and Mrs. Gail F. Meintzer have a baby daughter born Nov. 7 in Bellin Hospital.

Adrienne, daughter of Agent R. E. Chalifoux, recently underwent surgery in St. Anne's Hospital, Chicago. She was able to be at home for the holidays.

John L. Brown, interchange clerk at Green Bay, escorted his daughter Donna down the aisle of St. Patrick's Church, Green Bay, Dec. 30 when she became the bride of Delos Lesperance. A wedding dinner was served to 500 at the Swan Club. After a honeymoon at the Wagon Wheel in Rockton, Ill., the newlyweds plan to live in Green Bay.

The Milwaukee Road Magazine



LAUNCHING A NEW SERVICE, The Milwaukee Road transported this trailer manufactured by Hilton Mobile Homes from Guttenberg, Ia., to Le Mars, Ia. (routed via Dubuque and the IC), on Nov. 8, since which time it has moved a similar trailer to Winner, S. D. The units, designed for locating in trailer parks, measured 55 x 12 feet and moved on 60 foot flat cars.

Jim Weisner retired Sept. 1, 1961, taking with him the best wishes of many friends.

We're sorry to report that Joe O'Connor died Nov. 30, 1961.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

William G. Hintz, 65, a 35-year employe and a bridge foreman when he retired, passed away Nov. 22 in his home at Marion. He was a member of the Masonic Lodge at Madison, S. D., the El Riad Temple Shrine of Sioux Falls, S. D., and the Brotherhood of Railway Employes. His wife Bertha and a son, William, of Marion survive, also a granddaughter, two sisters, Emma Dryer of Algona, and Elizabeth Lieb and a brother, Herman, of Lone Rock. Burial was in Oak Shade Cemetery.

Assistant Agent Joe Kalasmiki and wife are parents of a son, James Edward, born Dec. 16.

Machine Operator James Kelsey and wife announced the birth of a daughter, Janet Cecelia, Dec. 21.

Todd Douglas arrived Dec. 25 as a Christmas gift for his parents, General Clerk Joe Green and wife.

MIDDLE AND WEST

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

Auditor and Mrs. Jack Fisher, formerly of Perry and now of Minneapolis, Minn., announced the arrival of Danette Ann Oct. 23.

Conductor Glenn Theulen of Perry is

on leave of absence to attend Buena Vista College in Storm Lake, Ia. Upon completion of his schooling he plans to coach basketball. His wife and children will live in Storm Lake until his graduation.

Everett Evans, retired water service inspector, was a patient in the Methodist Hospital, Des Moines, in November. He has since returned to his home in Perry where he has recuperated satisfactorily.

Mrs. Frank Mullen, wife of retired engineer, died of a heart attack Nov. 9 in Dallas County Hospital, Perry. She was a member of St. Patrick's Church. Funeral services and burial were in Perry.

Mrs. Owen Heenan, wife of retired boilermaker, passed away in her home at Perry after being in failing health for several months. Burial was in Violet Hill Cemetery, Perry. Survivors include her husband, two sons and three daughters. One of the sons is Night Yardmaster Gene, Perry.

Robert Bouvia, former Perry resident on leave from his duties as fireman, suffered a heart attack Nov. 11. He was in St. Joseph Mercy Hospital, Sioux City, for some time but is now at his home there where he will spend several months recuperating.

A baby girl was born Nov. 15 in the Dallas County Hospital, Perry, to Mrs. Richard Bingold, wife of police lieutenant.

Retired Conductor Homer Johnson of Perry visited in November at the home of Mr. and Mrs. Harrison Hartley in St. Joseph, Mo. Mrs. Hartley was a sister of the late Mrs. Johnson. While in the area, he also enjoyed a series of treatments and baths at the Sanitarium in Excelsior Springs, Mo.

Chief Clerk and Mrs. W. E. Failor of Perry spent Thanksgiving in Marion

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with their sons and families, then left Dec. 15 for two weeks vacation at Granada Hills, Calif., where they plan to spend Christmas at the home of their daughter Mrs. Joe T. Herbst.

Engineer L. B. Huffman has taken a three months' leave of absence to attend helicopter school with the National Guard in Fort Rucker, Ala. He now holds the rank of captain.

Train Dispatcher F. L. Harvey of Sioux Falls, S. D., was a patient in the Veteran's Hospital there recently after suffering a heart attack. He is the son of Agent Fred Harvey of Bayard, Ia., and a brother of Train Dispatcher Larry Harvey of Perry.

Retired Carman and Mrs. Paul Cushman were honored Dec. 10 on their golden wedding anniversary at their home in Perry. Many relatives and friends attended the event. Their home was decorated with potted yellow mums and bouquets of golden pompoms, all gifts of relatives and friends. Paul started with the Milwaukee in 1914, and retired in 1953. Most of that time was spent as engineer on the steam derrick with the car department.

The 86th birthday of Retired Conductor Frank Johnson was celebrated Nov. 18 with a party at the Arcade Cafe, Perry. A large number of well-wishers attended. Mr. Johnson is a member of the Perry

ST. PAUL WINTER CARNIVAL DAYS

Jan. 25-Feb. 5 brightened the lives of thousands with a blend of winter sports, parades and tomfoolery. Pictured are the half-mile long toboggan slide constructed in front of the state capitol building and the "mutt" race on Lake Como in which youngsters competed on sleds pulled by their pet dogs. To stimulate attendance at the 76th anniversary of the fun fest, the Milwaukee Road offered excursion fares between Chicago and St. Paul during the carnival week ends.

Daily Chief's Three Quarter Century Club, the Masonic Lodge and the Elks Lodge.

Funeral services were held Nov. 25 at Marion for William G. Hintz, 65, former employe of the B&B department where he served 33 years retiring as bridge foreman. Besides his family he left many friends on the Iowa Division.

Retired Conductor Charles Craig of Marion was a patient in Mercy Hospital, Cedar Rapids, in November for knee surgery.

A daughter was born Nov. 24 to Mr. and Mrs. Homer Johnson Jr. of Long Beach, Calif. Retired Conductor Homer Johnson Sr. of Perry is the proud grandfather.

Mr. and Mrs. Larry Roth of Granger, Ia., announced the birth of Julie Rae in



the Lutheran Hospital, Des Moines, Dec. 12. Mrs. Roth is the former Donell Dollarhide, daughter of Assistant Cashier Don Dollarhide of the IBM data office in Cedar Rapids.

Retired Engineer Charles Sinclair of Perry spent several weeks in December in Hot Springs, Ark., where he took the baths and treatments.

Retired Conductor John Curler of Perry underwent surgery in December at the University Hospital, Iowa City. He is in Ward C-22 at this writing, having been held for further treatment.

W. W. Ellsworth, freight agent in Des Moines, has been selected as president of the Des Moines Local Freight Agents' Association for 1962. The association is formed of employes of the railroads operating into Des Moines and of the Western Weighing and Inspection Bureau.

J. M. Losey, retired dispatcher of Perry, learned recently that his grandson, Steven Hile of Colorado Springs, Colo., was named to the city All Star football team, in the light weight division. Certificates of Merit were awarded to the three outstanding players from each team. He received a similar award from Little League baseball last fall.

Retired Conductor and Mrs. Ralph Van Horne left Nov. 14 for McAllen, Tex., where they plan to spend the winter.

Mary Jane Wall, daughter of Dispatcher Elmer Wall of Perry, was among those participating in the Sixth Annual Christmas Festival of Music at Iowa State University, Ames. There were nearly 1000 student singers, dancers, and musicians taking part in the festival.

GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Benedict, William, sec. laborer
and mach. operator-----Minneapolis, Minn.
Buriarek, John J., machinist-----Bensenville, Ill.
Frank, Carl W., electrician-----Minneapolis, Minn.
Hamling, John C., conductor-----Montevideo, Minn.
Hand, A. E., loco. engineer-----Tacoma, Wash.

Hansel, H. J., agent-----Clayton, Ia.
Hasty, F. L., loco. engineer-----Crete, Ill.
Kaentje, Herbert, machinist-----Milwaukee, Wis.
Nordbye, Leonard, loco. engineer-----River Grove, Ill.
Webb Sr., George W., loco.
engineer-----Puyallup, Wash.

Silver-45-Year-Passes

Bennett, H. P., chief clerk-----Roundup, Mont.
Bogue, Richard J., loco. engineer-----Guttenberg, Ia.
Borcherdt, F. D., conductor-----Tacoma, Wash.
Draver, P. H., vice president-----Glenview, Ill.
Dreher, Elsie C., clerk-----Chicago, Ill.
Drews, Joseph E., clerk-----Chicago, Ill.
Fredricks, Leon A., carman-----Milwaukee, Wis.
Girard, George J., chief
electrical foreman-----Tacoma, Wash.
Gotto, Florence F., secretary-----Green Bay, Wis.
Kinsley, Fred, loco. engineer-----Moberidge, S.D.
Kusch, Edward F., bureau head-----Chicago, Ill.
Lang, H. J., conductor-----Minneapolis, Minn.
Luce, Ronald S., sta. ticket
agent-----Minneapolis, Minn.

McGuire, E. L., chief dispatcher-----Ottumwa, Ia.
McMillan, C. W., trav. engineer-----Tacoma, Wash.
Murray, P. K., sec. foreman-----Ridge Farm, Ill.
Pauquette, Russell, elec. crane
operator-----Tomah, Wis.
Petrie, R. J., mech. shop
engineer-----Milwaukee, Wis.
Roderick, R. S., loco engineer-----Milwaukee, Wis.
Schott, Henry W., foreman
loco. dept.-----Cedar Rapids, Ia.
Seerup, Carl, oil house man-----Milwaukee, Wis.
Thoma, C. H., yardmaster-----Mason City, Ia.
Thori, M. F., chief revising clerk-----St. Paul, Minn.
White V. C., conductor-----Des Moines, Ia.
Wilkinson, R. E., loco. fireman-----Mason City, Ia.

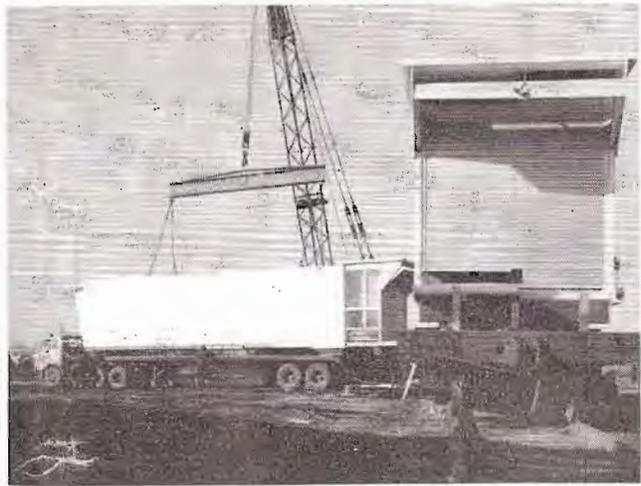
"OPERATION HORIZON" ON THE MOVE

Unique items of transportation being handled by the Milwaukee Road include "Jetway" telescoping ramps for Chicago's multimillion dollar O'Hare International Airport opened Jan. 16, on which construction activities are continuing. The ramps, designed to facilitate the loading and unloading of planes and to protect passengers from the weather, are shipped by the PI Steel Company, Ogden, Utah, via the Union Pacific and the Milwaukee, to Bensenville Yard, from where they are trucked to the airport under special escort.

The loads stand 16 feet 5 inches above the rail, are 52 feet long in a telescoped condition, 107 feet racked out, and weigh 35,000 pounds. In position, one end of a ramp is attached to "fingers" jutting from the terminal buildings, the other has a wheel assembly with an electric motor which allows it to be swung in a wide arc to connect with planes. The units are valued at \$100,000 each and are the first at any Chicago airport. O'Hare will have 60. The Milwaukee was chosen for the delivering carrier because of its ability to provide delivery direct to the building site.

ABOVE: "Jetway" ramps in telescoped condition being unloaded at the trailer-on-flatcar facility at Bensenville Yard and placed on flatbed truck trailers for delivery to O'Hare Airport by the Milwaukee Motor Transportation Company.

BELOW: Ramps in use, extended to their full length. Travelers board and leave planes through the weatherproof tunnels attached to airport buildings at the second floor level.



SYMBOL OF THE FIRST SPACE AGE WORLD'S FAIR in Seattle Apr. 21-Oct. 21 will be this 600-foot "Space Needle" crowned by an electronic carillon. Elevators will carry visitors to platforms at 100 and 200-foot levels and a revolving observation deck and restaurant at the top. Milwaukee Road passenger service to "Century 21 Exposition" visitors will include, in addition to City of Portland and Union Pacific Astra Dome train connections, package tours consisting of hotel accommodations, tickets to the fair, sightseeing, and a ride on the monorail.



AUTO-PORTER TEST RUN completed in November by the Baltimore & Ohio involved this load of Italian Fiat automobiles shipped from Baltimore to Minneapolis via the Milwaukee Road from Chicago. Pictured at the Road's new auto handling facility in South Minneapolis are, from left: J. O. Nelson, B&O freight representative, Minneapolis; J. W. Morgan of W. R. Stephens Company, the consignee; Saul Wilf, representative of the Auto Rail Transport Corporation; E. C. Hafner, special inspector of B&O motive power; J. W. Sayres, B&O district representative,

Minneapolis; F. J. Kuklinski, Milwaukee Road superintendent of the Twin City Terminals; D. C. Workman, district representative rail-highway sales, Minneapolis; R. H. Harding, traffic manager, Minneapolis; Carl Lash, Clark Transport Company representative; and S. P. Elmslie, general agent, Minneapolis. The German-built car, handled in this country by the North American Car Corporation, holds 16 compact autos or 12 standard size models. In Europe it is used primarily on passenger trains to accommodate cars of people who combine rail with automobile travel.



MAGAZINE

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WE DID SOMETHING ABOUT THE WEATHER when everyone in Chicago was talking about January's king-size snowfall. Pictured at Bensenville Yard are General Roadmaster R. G. Simmons (wearing hat) and K. L. Clark, division engineer of the Chicago Terminals and Terre Haute Division, directing the operation of a "Simmons Cyclone" snow blower. For the story, see page 3.

