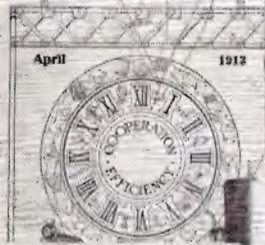
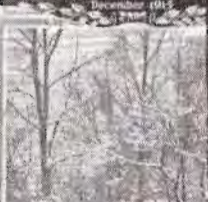


THE MILWAUKEE
RAILWAY SYSTEM
EMPLOYEES
MAGAZINE



THE MILWAUKEE
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EMPLOYEES MAGAZINE



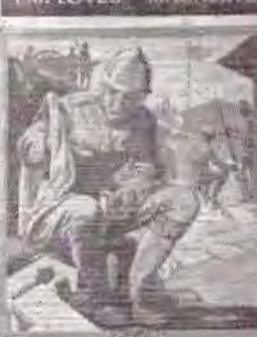
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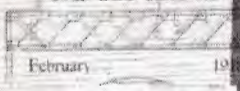


THE MILWAUKEE
RAILWAY SYSTEM
EMPLOYEES MAGAZINE



50 Years on the Line
THE MILWAUKEE
ROAD
1913 • 1963

THE MILWAUKEE
RAILWAY SYSTEM
EMPLOYEES
MAGAZINE



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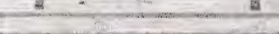
MAY 1926



THE MILWAUKEE
MAGAZINE



THE MILWAUKEE
MAGAZINE



The MILWAUKEE
MAGAZINE



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

JULY 1929



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

MAY 1932



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

MAY 1932



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

MAY 1932



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

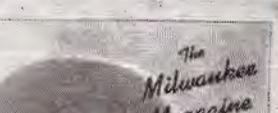
MAY 1932



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

MARCH 1938



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

MAY 1937



The MILWAUKEE
MAGAZINE

CHICAGO MILWAUKEE ST. PAUL & PACIFIC

OCTOBER 1938



THE MILWAUKEE ROAD MAGAZINE

march • april
1963

THE MILWAUKEE ROAD MAGAZINE

Vol. 51 March-April 1963 No. 1

MARIE HOTTON
Managing Editor

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The Milwaukee Road Magazine is published for active and retired employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employees may continue to receive it without cost by sending their address to the circulation department, 824 Union Station, Chicago 6, Ill.

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1913 - The Cover - 1963

IN HARMONY with the golden anniversary custom of sitting for a family portrait, here is a wide screen view of covers which have been featured on The Milwaukee Road Magazine since its initial appearance in April, 1913—one to commemorate each year of its existence (see page 8). As a sentimental trip through nostalgia, it conveys an idea of how far our railroad has come in half a century as well as the direction in which it is heading.

The pictorial record shows comprehensively the four names under which the Magazine has appeared during its 50 years of continuous publication, starting as The Milwaukee Railway System Employees Magazine and through the stages of simplification to its present title. As a projection of the past, it summarizes also the change in its appearance as each decade produced new tastes in format, typography and art.

For the information of our history-minded readers, the cover which introduced the Magazine, reproduced here from the black and white original, was its trademark for the better part of seven years. During that time the design remained unchanged, except for the substitution in 1918 of the word "Teamwork" in the form of a cross for the words "Cooperation" and "Efficiency". Exceptions to this style were the covers on December issues, which usually carried a holiday theme in color.

The Magazine for February, 1921, which blossomed out with an over-all bleed picture cover, marked the turning point. This cover cut a stylish swash and touched off the trend for

halftone illustrations used in various ways which became basic to the design. Until recent years the subject matter was reproduced in black on white, with color appearing occasionally to give a "plush" tone to commemorative events. With the issue for January, 1957, color was introduced permanently as a frame for the Magazine's name and masthead.

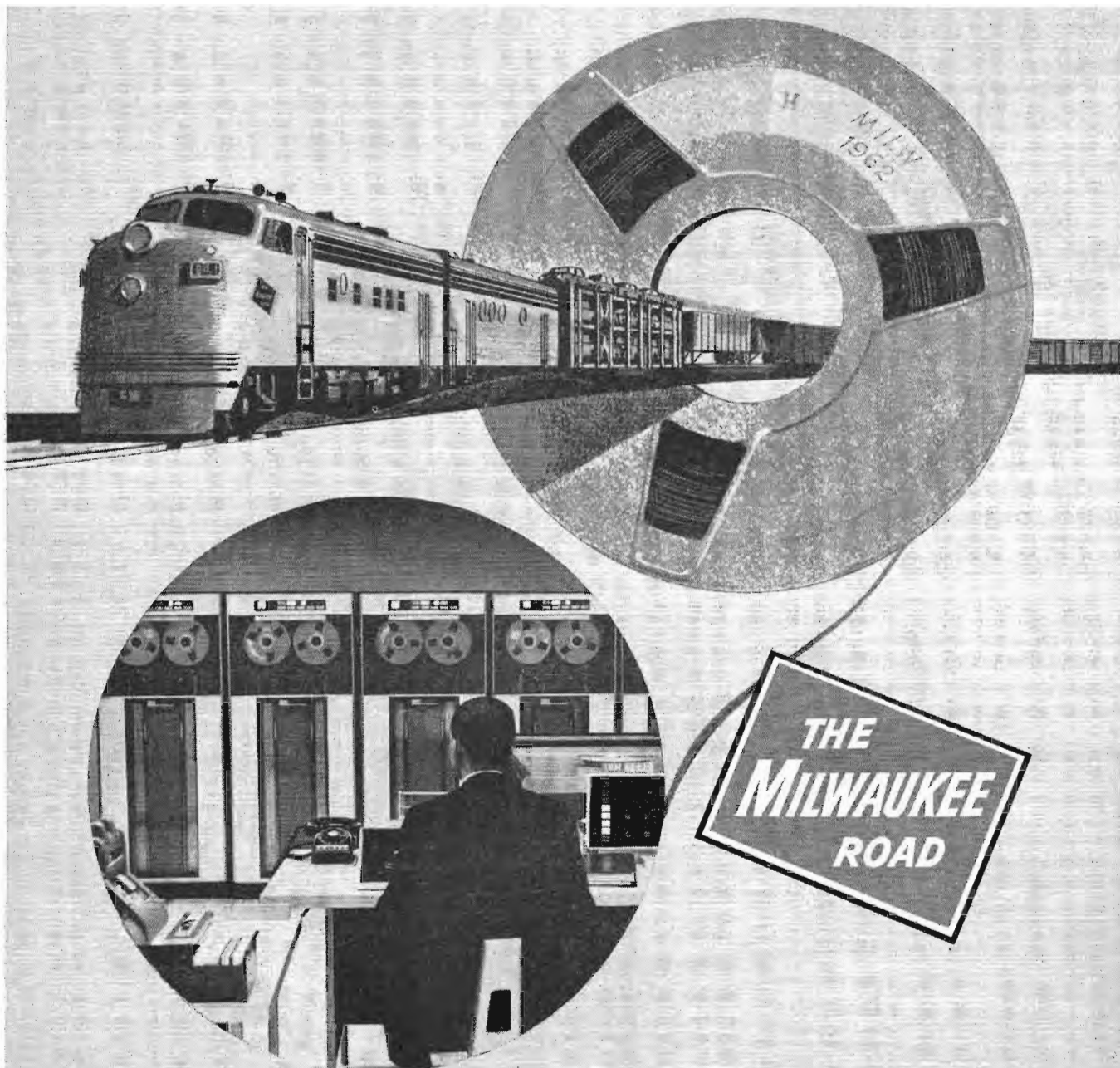
The cover worn by the Magazine on its 50th birthday highlights subjects which have been featured over the years to provide contemporary readers with entertainment as well as solid information about the progress of the railroad. One chapter in that story worth relating here is the effort carried out during World War II to unify

the railroad family at home with members on the war front.

Starting with the issue of August, 1941, the Magazine featured 20 covers directly related to the war effort. To the more than 5,000 Milwaukee Road men in uniform who received the Magazine each month, these covers told of home.

The current cover was designed to review for modern readers of the Magazine the thread of purpose running through half a century of endeavor on our railroad—the sound management and loyal support that kept it on the move through two world wars, a serious depression and several economic recessions, and enabled it to grow in years of prosperity. By contrasting the then with the now, it is intended to show that here was something worth doing, and that the people who were responsible did their part well.





ANNUAL REPORT 1962

A brief account of the highlights of Milwaukee Road's operations in 1962 prepared for employees.

- On the average, 17,430 people were employed by the railroad during 1962.
- Their wages and salaries amounted to \$112,440,997.
- The railroad also contributed \$9,407,264 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$3,051,767.
- During 1962 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$600,865,577, representing an investment of \$34,473 for each employee's job.
- The railroad company's return on its investment in 1962 amounted to 1.90 per cent.

RESULTS OF OUR OPERATIONS IN 1962



		increase decrease	+ -	or
Railway Operating Revenues	\$227,664,109	+		\$5,831,993
Other Income—Net	3,317,528	+		140,334
TOTAL	\$230,981,637	+		\$5,972,327



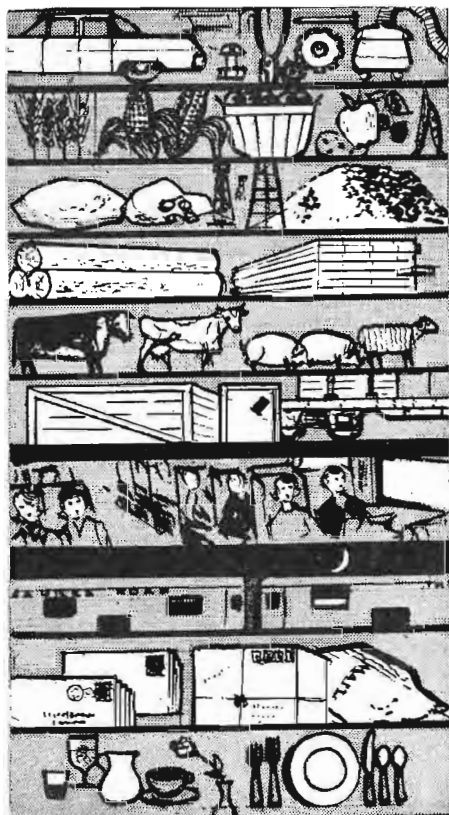
		increase decrease	+ -	or
Railway Operating Expenses	\$180,984,293	+		\$5,100,730
Taxes and Rents	35,239,723	+		3,403,880
Interest	12,102,178	+		140,446
TOTAL	\$228,326,194	+		\$8,645,056

NET INCOME \$2,655,443 — \$2,672,729

FACTS:

- The return on our investment was 1.90% as compared with 2.33%.
- We carried 6,169,620 passengers an average distance of 80 miles, and received an average revenue of \$2.13 per passenger.
- We carried 39,513,106 tons of freight an average distance of 358 mile, and received an average revenue of \$4.79 for each ton of freight hauled.
- We paid an average of \$6,445 per year to 17,430 employees.

SOURCES OF REVENUE *freight and passenger service*

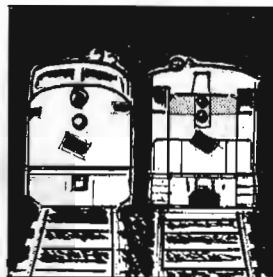


Classes of Traffic	Revenue	% Grand Total
FREIGHT TRAFFIC		
Manufactured articles	\$ 89,086,500	39.1%
Wheat, grain, products of agriculture..	37,617,818	16.5
Coal, ore, products of mines	18,983,449	8.3
Lumber, products of forests	27,524,100	12.1
Livestock, products of animals	10,608,989	4.7
L.C.L. traffic	1,888,924	.8
Forwarder Traffic	3,317,821	1.5
Total Freight Traffic	\$189,027,601	83.0
OTHER FREIGHT SERVICE		
Switching	\$ 6,302,106	2.8
Joint facility—Net Cr.	2,303,278	1.0
Demurrage	1,219,849	.5
All other	652,200	.3
Total Other Freight Service	\$ 10,477,433	4.6
Total Freight Service	\$199,505,034	87.6
PASSENGER TRAFFIC		
Passengers in coaches	\$ 10,855,669	4.8
Passengers in parlor and sleeping cars.	2,269,673	1.0
Total Passenger Traffic	\$ 13,125,342	5.8
OTHER PASSENGER SERVICE		
Mail.....	\$ 10,053,699	4.4
Express	2,467,136	1.1
Dining and buffet	1,203,988	.5
All other	1,308,910	.6
Total Other Passenger Service ..	\$ 15,033,733	6.6
Total Passenger Service	\$ 28,159,075	12.4
GRAND TOTAL Freight, Passenger and Other Service	\$227,664,109	100.0

The Milwaukee Road Magazine

At the close of 1962 our railroad owned a total of 43,809 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.

EQUIPMENT



LOCOMOTIVE UNITS

Diesel—Freight	159
—Passenger	87
—Multiple purpose	273
—Switch	284
Electric	93
TOTAL	896



FREIGHT CARS

Box and auto	21,010
Gondola and hopper	11,981
Flat	3,385
Others	5,949
TOTAL	42,325



PASSENGER CARS

Sleeping	41
Coaches	241
Baggage, mail, express	249
Parlor	16
Others	41
TOTAL	588

NEW EQUIPMENT

The cost of new equipment and the improvements made to existing equipment during 1962 amounted to \$12,113,471.

purchased and delivered in 1962

- 500—70-ton 50-foot boxcars with plug and sliding doors
- 55—70-ton damage-free type insulated boxcars
- 50—70-ton airslide cars
- 25—70-ton 4,030 cubic foot covered hopper cars
- 15—70-ton 50-foot cushion under-frame damage-free boxcars
- 10—70-ton boxcars with 9-foot plain doors

on order for delivery in 1963

- 3,000—40 and 50 ft. major repair box cars
- 50—50 ft. insulated DF box cars
- 50—4,000 cu. ft. covered hopper cars with pneumatic outlets
- 20—2,000 H.P. diesel electric road switching locomotives

1962 ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1962 amounted to \$3,976,519



EMPLOYEES

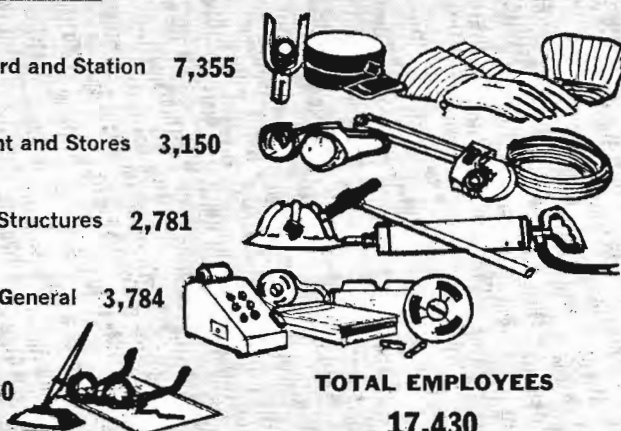
Train and Engine Men, Yard and Station 7,355

Maintenance of Equipment and Stores 3,150

Maintenance of Way and Structures 2,781

Professional Clerical and General 3,784

Executives, Officials and Staff Assistants 360



TOTAL EMPLOYEES
17,430

JOB VALUE

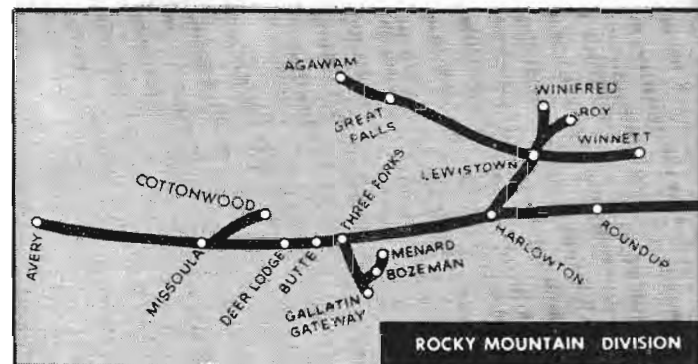
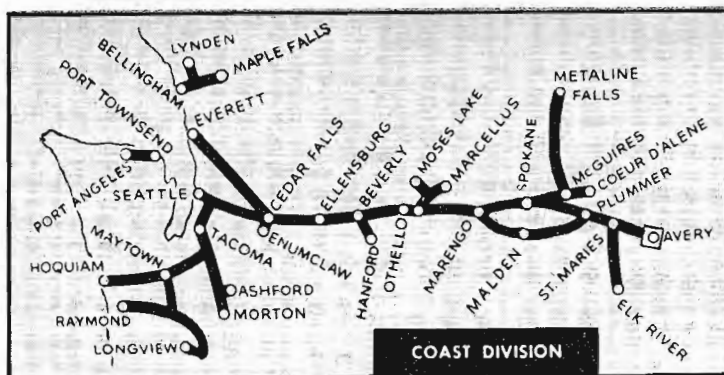
The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$600,865,577.

TOTAL PROPERTY VALUE: \$600,865,577
DIVIDED BY: 17,430 employees
= \$34,473
invested in each employee's job

TEN YEAR PAYROLL SUMMARY

YEAR	*TOTAL PAYROLLS	COMPANY CONTRIBUTIONS		TOTAL	AVERAGE PER EMPLOYEE	STRAIGHT TIME RATE AVERAGE PER HOUR
		RETIREMENT AND UNEMPLOYMENT TAXES	HEALTH & WELFARE BENEFITS			
1953	\$138,117,562	\$7,441,326	—	\$145,558,888	\$4,675	\$1.895
1954	126,272,397	7,035,232	—	133,307,629	4,768	1.945
1955	126,447,937	7,276,300	\$ 624,381	134,348,618	4,809	1.959
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704
1962	112,343,937	9,407,264	3,051,767	124,802,968	7,160	2.767

*Does not include compensation of part-time employees



THE MILWAUKEE ROAD in the states it served in 1962

	Average Miles of Road Operated in 1962	Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho	232.70	84	\$ 518,261	\$ 166,433
Illinois	685.21	5,137	33,155,850	1,655,362
Indiana	165.54	238	1,611,663	193,298
Iowa	1,781.79	1,798	11,641,159	1,788,368
Michigan	183.68	105	841,264	94,090
Minnesota	1,328.68	2,174	13,879,619	1,541,618
Missouri	155.97	298	1,914,900	162,735
Montana	1,250.17	929	6,259,384	1,245,452
North Dakota	366.89	85	498,566	190,602
South Dakota	1,734.40	845	5,219,041	791,467
Washington	1,059.66	1,134	7,814,355	639,427
Wisconsin	1,597.26	4,463	28,102,749	1,304,683
All Other	12.67	140	984,186	13,499
Total	10,554.62	17,430	\$112,440,997	\$ 9,787,034

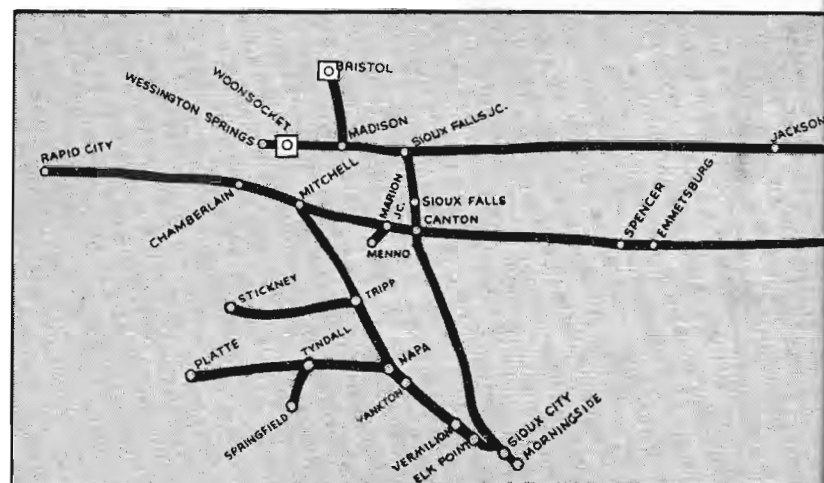
System Payroll Taxes \$ 9,407,264

Miscellaneous Taxes 79,702

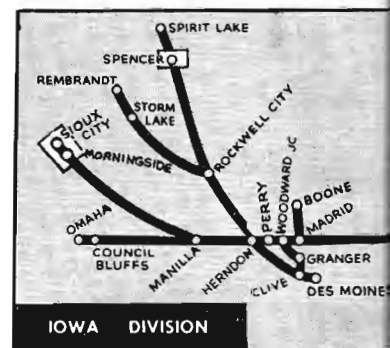
Total System Taxes \$19,274,000

† Includes compensation of part time employees.

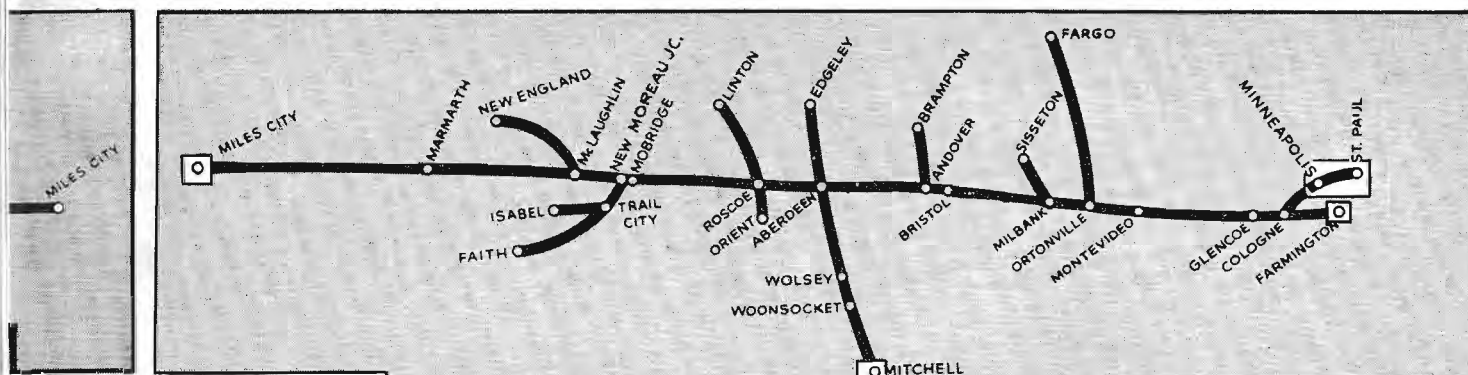
* Does not include count of part time employees.



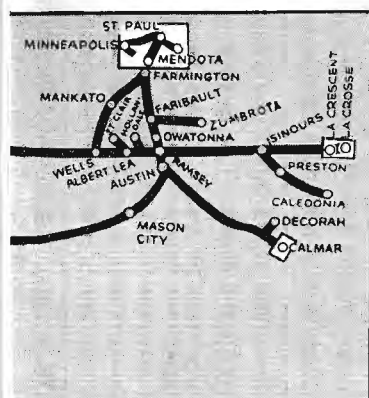
THE MILWAUKEE ROAD'S OPERATING DIVISIONS



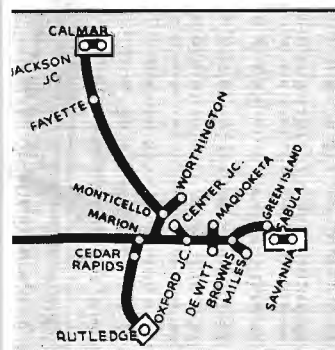
1962 DIVISION OPERATING RECORD	Miles of Road Operated 12-31-62	No. of Oper. Stations	Loaded Freight Cwt Miles (1000'S)	Passenger Car Miles (1000'S)	Ave. Gr. Ton Per Frl. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Chicago Terminals	38	9					221,436
Terre Haute	356	19	16,075		3,816		17,183
Dubuque and Illinois	909	69	81,335	5,638	3,720	8.35	79,485
Iowa	956	89	51,580	12,654	3,464	13.57	48,351
Milw. K.C.S. Joint Agency....							35,948
Milwaukee Terminal	23	1					173,232
Milwaukee	1,063	108	44,780	9,417	3,163	7.18	59,558
La Crosse	1,093	87	63,016	17,088	3,654	11.93	73,152
Twin City Terminal	40	6					129,550
Duluth	209	5	5,534		4,232		
Aberdeen	1,531	101	62,621	2,850	4,328	5.54	17,294
Iowa, Minnesota & Dakota....	1,898	162	18,928	335	1,578	5.48	47,842
Rocky Mountain	1,156	37	47,203	1,528	3,979	4.70	21,168
Coast	1,268	47	29,564	5	2,830	8.36	48,753
SYSTEM	10,540	740	420,636	49,515	3,404	9.43	972,952



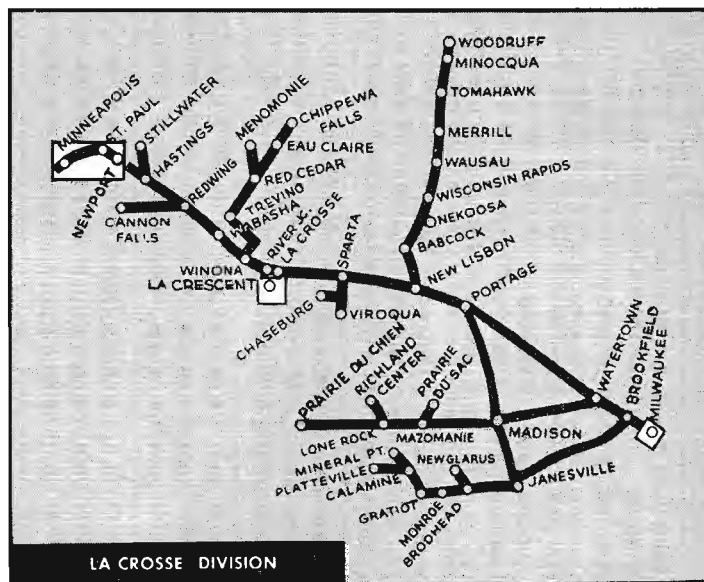
ABERDEEN DIVISION



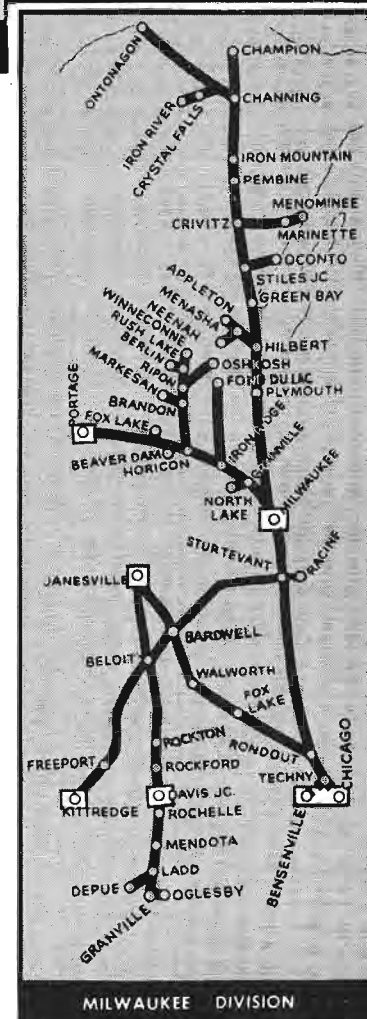
IOWA MINNESOTA & DAKOTA DIVISION



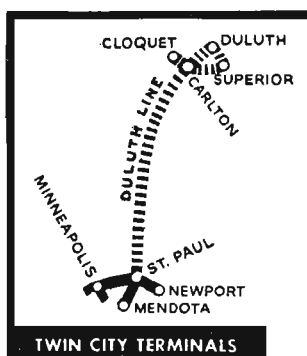
LA CROSSE DIVISION



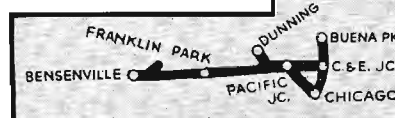
LA CROSSE DIVISION



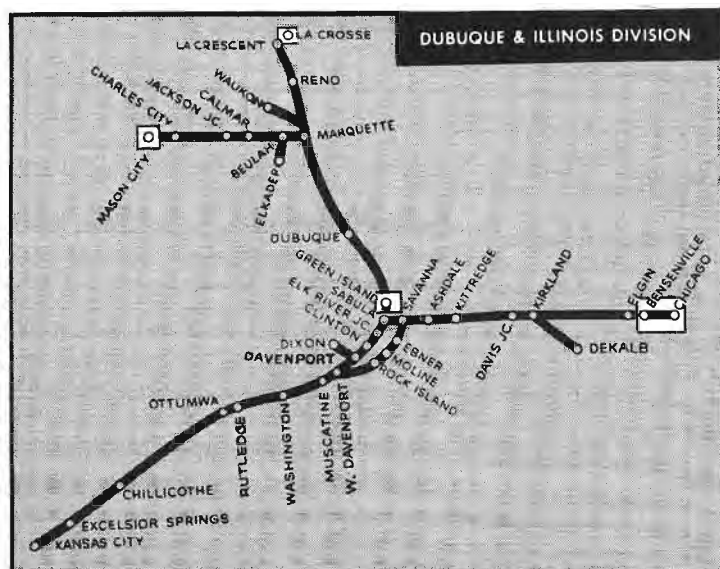
MILWAUKEE DIVISION



TWIN CITY TERMINALS



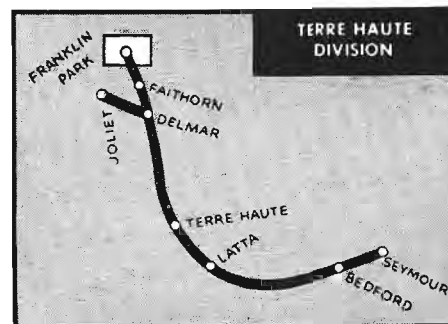
CHICAGO TERMINALS



DUBUQUE & ILLINOIS DIVISION



MILWAUKEE TERMINALS



TERRE HAUTE DIVISION

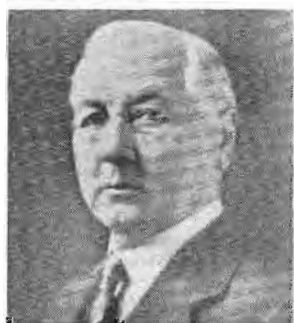
Note: In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown.



East meets West—installing the last rail joint connecting the transcontinental system near Gold Creek, Mont., on May 19, 1909.

1913 • 1963 . . .

Fifty Years of Telling The Milwaukee Road Story



Presidents of The Milwaukee Road

Albert J. Earling - 1913



William J. Quinn - 1963

THIS issue of the Magazine marks an important milestone in our company's personal relationships, for it was exactly 50 years ago—in April, 1913—that The Milwaukee Railway System Employees' Magazine came into existence for the purpose of "bringing all departments of the company and its widely scattered employees into closer touch with each other, and with their common interest in its great work".

The golden anniversary underscores the fact that the Milwaukee was a pioneer in the field of industrial editing, and that our magazine's publication record—continuous for half a century—entitles it to the distinction of being one of the oldest employee magazines in the country.

Because a 50-year occasion traditionally evokes a contrast with the past, a brief review of the United States which witnessed the Magazine's founding may

have some historical interest to employees of recent service. Retired employees and Veterans will recall headlines of the day that focused attention on the inauguration of Governor Woodrow Wilson of New Jersey as the 28th President, rumblings of a war in Europe, and work on the Panama Canal. The industrial revolution of the twentieth century was picking up momentum. Those modern conveniences, the telephone, electric lights and the automobile, were changing the habits of a nation, radio was an experiment, and the female population was under fire for seeking the vote. And on the Milwaukee Road—

Activities had been moving ahead on a wide front since work crews building east and west on the extension from the Missouri River to Puget Sound had met near Gold Creek, Mont., and driven the last spike in the transcontinental system. In only four years, between 1906 and 1910, the Milwaukee had grown from 7,000 and some miles of track to nearly 10,000 miles and was firmly entrenched as one of the most progressive railroads

in the country. During those years of rapid expansion the roll call of employees had increased also, and in 1913 numbered approximately 62,000.

Looking back from the vantage point of 1963, the need for a communications link between this army of employees is readily apparent. Many had transferred from jobs on the older line to pioneer the route through the new country, but still felt a strong attachment for the home division. Naturally, too, those who remained in the eastern territory were interested in the men who had gone west, and all wanted to know about things taking place at other locations.

From this condition sprang the employees' magazine, established by President A. J. Earling in April, 1913, to serve not only as a bond between the pioneers and employees "back home", but between the various departments and between the management and the men as well. Up to that time only four railroads could boast of their own magazine, and the infant publication was welcomed with enthusiasm.

Recognizes Common Interest

An editorial by President Earling in Volume 1, Number 1 spelled out his philosophy with regard to it: "In such an organization as this every man has his part, upon which all that everyone else does depends. This company wants more from its employees than the mere work they are appointed to do, just as the employees need more from the company than their money at pay day. If the company does not give its men more than their money, if it does not take an interest in them beyond its business relations, it will fail to get the results out of the payroll to which it is entitled. If the interest of the men in the company does not go beyond the mere doing of their work, they cannot get out of their employment all they have coming to them.

"There is no separate interest either—it must be a common interest in each other, or no lasting or permanent success is possible. This magazine is a recognition of that common interest."

The first issue, published in Chicago, listed Carpenter Kendall as editor, together with Harry Brown as manager, and George E. Waugh of Chicago, K. L. Ginet Jr. of Seattle and Mrs. Anna M. Scott of Libertyville, Ill., as associate editors. Mr. Brown was also the publisher, but he died before the second issue was ready for the press, whereupon F. L. Chapman, publisher of a farm paper, stepped in and proceeded to publish the Magazine until 1930. Since that

Mrs. Isabelle Carpenter Kendall, founding editor of the Magazine, is honored on its 25th anniversary with the gift of a diamond studded wrist watch from general officers of the railroad. Presenting it is J. T. Gillick, chief operating officer at that time.



time it has been done by the staff.

The masthead name of "Carpenter Kendall" was actually the pseudonym of Mrs. Isabelle Carpenter Kendall, there being some misgivings in that pre-suffrage era about letting it be known that the editor wore skirts. Mrs. Kendall, later to be the organizer of the Milwaukee Road Women's Club and an activator of the Veterans' Association, was the widow of Conductor George Kendall and the daughter of A. V. H. Carpenter, the Road's first general passenger agent. A onetime writer for The Evening Wisconsin in Milwaukee and subsequently a stenographer in the office of the railroad's vice president in charge of traffic, she had demonstrated her talent for editorship while gathering news and local color for the advertising department during the building of the coastward line.

To acquire information first hand, Mrs. Kendall had lived "on construction" for three summers, getting about by means of hand cars, work trains and any passing conveyance. In addition to being endowed with a keen sense of news, she had a wide acquaintanceship among Milwaukee Road men and women and was intensely loyal to their interests. She was the first woman to edit a railroad magazine and maintained the Carpenter Kendall fiction for 25 years.

In the parlance of the day, the Milwaukee Railway System Employees Magazine was considered a "humdinger". It was launched with the assistance of employees out on the railroad who had volunteered to contribute personal news, and under Mrs. Kendall's intelligent management quickly found a place in the affections of the family circle. As a monthly visitor to offices and homes, it

In April, 1913, a far-flung empire. This was the Milwaukee Road's European agency at 7 Charing Cross in London. An oriental traffic agency was maintained in Yokohama.





Progress and changing times—

Ten steam engines heading for the last roundhouse spell the end of an era. The Milwaukee has been completely dieselized since 1955.

The Milwaukee's new bi-level coach suburban trains made up with a diesel at one end and a cab control car at the other provide for bi-directional movement.

brought news of how the company was doing financially, of its progress and plans for growth, the need for practicing safety on and off the job, commendations of employes for outstanding performances, their hobbies and accomplishments, homemaking hints for distaff members, the history of the railroad and cities along the line—subjects which served to keep personnel informed about the company's business and their part in it.

During the first years of publication it served as a sounding board, so to speak, for exchanging ideas between contributors. The volunteer reporters carried on running correspondences with each other

through their columns, which bore such individualistic heads as "Motoring Up and Down Hill on the Rocky Mountain", "Pebbles From the Musselshell", "Jibes and Jokes on the West End", and "Wooden Shoe Doings". Feature matter about the operation of the railroad was supplemented by reminiscences of old timers ("My Narrow Escape"), and articles headed by such "folksy" titles as "An 'Old Rail' on Grand Opera", "With a Kodak in the West Indies", "Casey at the County Fair" and "Baseball Viewed From a Moral Standpoint".

The notice on the masthead stating that the Magazine's pages were open to contributions of general interest stimu-

lated the poet in many employes, and poems appeared in every issue. Advertisements, too, became a popular feature. To pioneering railroad families in the Dakotas, Montana, Idaho and Washington, ads extolling the merits of iceboxes, player pianos, and mail order education courses were topics for discussion.

As the nature of railroading underwent change, a large number of early features passed from the scene to make way for information of more vital concern to employes. Poetry and jokes yielded space to educational programs, reports of new construction and facilities, improved operating methods, and the like. Pictures became larger and more numerous, and departmentalized news was made more attractive through feature treatment of specific accomplishments.

As a means of keeping employes informed of promotions, an "appointments" department was established, which also served to recognize ability within the ranks. Other new features included a listing of retirements on the railroad and, of fairly recent origin, the names of employes presented with Gold and Silver Passes for loyal service.

In the 50 years which have elapsed since the Magazine began telling the Milwaukee Road story, the objective laid down in the masthead of the first issue—"to promote the spirit of cooperation and teamwork among us all"—has always been uppermost. While steering

City market scene at Great Falls, Mont., typical of the homesteading period of the Milwaukee's expansion in the West at the time the Magazine came into existence.





Dining graciously then and now—

Scene on the Pioneer Limited around the time when the Magazine began publication. The steward is Dan Healy, America's most famous dining car host.

And today's idea of traveling in comfort—dining on the Twin Cities Hiawatha. A different decor, but the same hospitality.



by the original course, an effort has been made toward constant improvement, with a view to making it more informative and enjoyable for employees and their families.

Because anniversaries permit taking a bow, it can be mentioned here that our magazine has won a number of awards, including that of the American Railway

Magazine Editors Association for human interest stories, and three special awards from the National Safety Council and the International Council of Industrial Editors, conferred for a series of "Safe Day" articles about occupations on the railroad in which safety is a major concern. The latter citation, known as the Award of Merit for Exceptional Service in the Promotion of Safety, is the highest recognition offered for safety promotion in publications.

During the Magazine's half century of existence it has been guided by three editors, the second being Marc Green after Mrs. Kendall retired in 1940. Mr. Green, who received his journalism education at Northwestern University and started his railroad service in the industrial department, had previously been assistant editor. Upon his promotion to director of publicity in 1958, Miss Marie Hotton, a contributing correspondent before becoming Mr. Green's assistant in 1945, was appointed to the position.

During those five decades the Magazine underwent several changes of format and carried four different names. The original Milwaukee Railway System Employees Magazine was simplified in April, 1919 to The Milwaukee Employees Magazine, and further simplified to The Milwaukee Magazine in April, 1923. The present name was adopted in May, 1950 to conform with the name by which the railroad is now generally known.

And since the first issue came off the press it has never failed to appear before its readers. Monthly publication was interrupted in 1948 when the April and May issues were combined as the result of a strike-closed printing plant, and in 1957 the summer issues of July and August were merged for what was expected to be the start of a regular 11 times a year schedule. The present bi-monthly publication became effective with the issue for March, 1958, in line with cost reductions in all departments

(Continued on page 18)

25 Years Ago in The Milwaukee Road Magazine

EARLY issues of the Magazine featured the poetic offerings of employees, of which the best by far were those of the late Nora Breckenridge Decco, the beloved "N. B. D.", who served as a correspondent for the Rocky Mountain Division more than 30 years. The following is typical of their charm and lasting value.

APRIL RAIN

Has this first rain
Brought to my grieved heart
Surcease of sorrow,
Has it come back
With its promise—tomorrow. . .
Promise of bird song, promise of lilacs
blooming
And grass
Quick and green on the earth's warm
breast?
This first rain
And new buds swelling thick on the
wild plum,
And the soft small wind sighing and
searching
Along the path where we walked in
the woods,
The deep woods—where you rest.
Ah, years, your buffetings are all in
vain.
Rapture, enchantment—April rain.

Milwaukee Road history marches in review through the Magazine's pages. This picture appeared in the issue for December, 1950, which featured the observance of the railroad's 100th anniversary.



A BIG NEW CONTEST

for our
employees

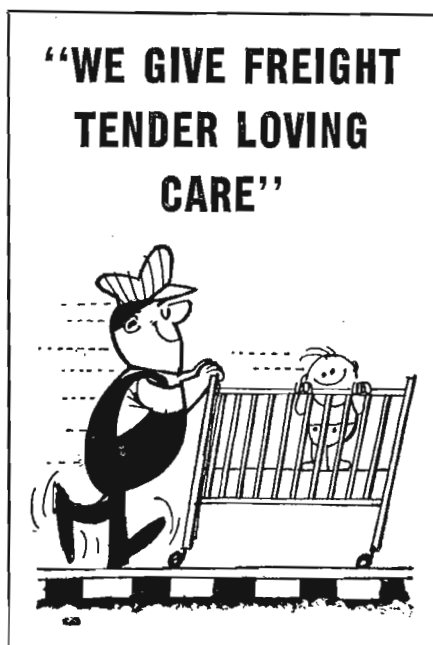


Write a Prize-Winning SHIPPER-GRAM!

Like to see more freight riding the rails? Okay, here's your chance to speak up on the subject, and win a prize at the same time. Write a Shipper-gram for our 1963 careful freight handling contest.

A Shipper-gram is a message to ship-

Example of a Shipper-gram



pers asking for their freight business and pledging to handle it with care.

That's all there is to it. The message may be as short as 5 words or it may run up to 20 words. And your Shipper-gram can win *three prizes*: (1) The best entry on each division of the railroad will win a \$25 United States Savings Bond (2) The best entry on the entire railroad will win a bonus of another \$100 Bond (3) The top prize winner on our railroad will be entered in competition for a grand prize to be awarded by the American Railway Magazine Editors Association. The size of the last award will be announced later.

What is a Shipper-gram like? Think of a TV commercial. Here's an example of a short one:

We give freight tender loving care

Here's a medium-sized one:

We promise you fast action and damage-free satisfaction

And here's a long one:

Give us your freight—you can trust that we will handle it swiftly and damage-free

The number of words isn't the big

point: A 5-word message can win a prize as well as a 20-word message. And a Shipper-gram doesn't have to rhyme. But it should be punchy and hard hitting because it is dealing with a subject of prime importance to railroad people.

All railroaders agree we need more business, and a potent way to help bring that about is to handle freight carefully—to prove to shippers that in the transportation of freight "the railway is the safe way".

Waste is not a pleasant topic, but at a time when all railroads are trying to get new business it becomes a major issue. What it amounts to is this: Damage to freight is draining away millions of dollars in railroad earnings. Even more seriously, it is draining away customer goodwill, and future railroad earnings and railroad jobs depend on this goodwill.

The campaign for careful handling will receive increasing emphasis all through 1963, with the Shipper-gram contest spotlighting it for both railroaders and shippers. If you want to enter several Shipper-grams in our railroad's contest, that's okay. Simply make copies of the entry form—put only one Shipper-gram on each copy.

A final word: Get your entries in early. The contest ends July 1, but if somebody else thinks up the same Shipper-gram as yours, the first one mailed is the one that will count.

THE CONTEST PRIZES

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

THE CONTEST RULES

1. The contest is open to all active and furloughed employees of The Milwaukee Road.
2. Each Shipper-gram may contain anywhere from 5 to 20 words.
3. Use the entry form at the right. Print clearly or use a typewriter. If you want to submit more than one Shipper-gram, make copies of the entry form and put one Shipper-gram on each.
4. The contest closes July 1. Entries may be mailed beginning now.
5. All entries will become the property of The Milwaukee Road and will not be returned. The decision of the judges will be final.
6. Entries for the contest must be sent in envelopes marked "Shipper-gram Contest" and addressed to R. J. Kemp, Assistant to Vice President-CPR&M Service, The Milwaukee Road, 349 N. Jefferson St., Chicago 6, Ill.
7. If a winning Shipper-gram has been submitted in the same form by more than one person, the one received earliest at the office of R. J. Kemp will win the prize.

**SO MAIL YOUR
SHIPPER-GRAMS EARLY!**

SHIPPER-GRAM CONTEST



My Shipper-gram is: _____

My Name: _____

My Division: _____

My Job: _____

I work at (location) _____

CHECK ONE: Active ☐ Furloughed ☐

CUT THIS OUT AND MAIL TODAY!!!

People in Freight Cars?

A carload of tinplate or furniture or chemicals or coal looks about as lifeless as anything you can imagine.

But look again. Could it be that people are riding with each load?

Well, not actually, but . . . people labored to produce those goods. People wanted the goods strongly enough to pay money for them. People are waiting for them to arrive. They'll be pleased if the products arrive on schedule, in good shape and without loss—displeased if they arrive late or damaged or with part of the load missing.

When we talk about freight, we're really talking about people. We're haul-

ing peoples' wants and needs and expectations and satisfactions.

It's a tremendous responsibility. And it's a responsibility we like. We want to have more of it. Nothing can brighten the railroad scene like more business.

So when we look at a freight car, let's try to visualize the people who sent it and the people who are waiting for it. Then let's give their shipments the careful, damage-free handling and prompt movement they deserve. The kind of handling that will make the people think well of us—and remember us the next time they have freight to move.

Dividend Declared on 1962 Earnings

At a meeting of the Road's board of directors in Chicago on Feb. 21 a dividend of \$5 per share on the Series A preferred stock of the company was declared out of 1962 earnings, payable at the rate of \$1.25 per share on Mar. 28, June 27, Sept. 26 and Nov. 21 in 1963 to holders of record at the close of business on Mar. 8, June 7, Sept. 6 and Nov. 1, 1963 respectively.

Approved also was the payment on Apr. 1, 1963 of contingent interest at the full rate of 4½ per cent per annum

on the general mortgage income bonds, Series A and B, and contingent interest at the full rate of 1½ per cent per annum on the Chicago, Terre Haute and Southeastern Railway company first and refunding mortgage bonds and income mortgage bonds, the Southern Indiana Railway company first mortgage bonds, and the Bedford Belt Railway company first mortgage bonds. Payment was approved also of the equal semi-annual installments of interest at the rate of 5 per cent per annum on the income debentures, Series A, on Mar. 15, 1963 and Sept. 15, 1963.

Traffic Salesmanship Confidential



survey conducted among sales force welcomes ideas for doing an effective job

"How do you feel about your work? Do you run into any internal stumbling blocks? In your opinion, what would enhance your position as a sales representative and help you do a better job?"

The topic in question is a special inquiry conducted recently among Milwaukee Road traffic salesmen to gain a clearer insight of the atmosphere in which the "street man" carries out his work assignment. Soundings were taken of the thinking of all personnel in the Road's 75 traffic offices in the United States and Canada. The purpose of the opinion poll was to determine what the salesman feels he needs and wants in the way of management support and selling aids, and to assist the company's traffic officers in planning supervisory programs.

The survey, conducted under the supervision of W. W. Kremer, vice president-traffic, was processed by methods similar to those used in standard research. Each salesman was sent a report of a frank discussion held last summer among sales representatives of 36 railroads, in a pioneering effort to get a better idea of how the average traffic

man feels about such things as company policies, supervisors, salaries, expense allowances, customer relations, training programs and so on. The Milwaukee Road men were asked to review the report and to make one similar which expressed their personal views, being as candid as they liked.

To assure an accurate reflection of situations and problems that people are naturally reluctant to put on record, they were told that the write-in reports should be typed, and that individuals should not sign their name or otherwise identify themselves. The reports were mailed to traffic headquarters in Chicago, where measures were taken to preserve their anonymity before the contents were read and tabulated.

The information obtained from the opinion poll covered a wide range of situations that arise in the normal course of traffic solicitation, from rate matters to relations with the front office. Many of the responses cited individual problems encountered by salesmen with suggestions they thought would work toward their solution.

For instance, in answering the ques-

tion of what the street man feels he needs in the way of selling aids, a number suggested additions to the company Sales Kit which they said would be useful in calls on customers in their particular territory. Another aid proposed was more sales literature—perhaps a national magazine—devoted exclusively to railroad sales: "The general salesman type is good, but material which deals specifically with railroad techniques would be helpful."

An important subject of concern was the loss and damage claim, and its effect on salesman-customer relations. The point was made that if each individual involved in handling freight expended more effort to reduce damage to a minimum, shippers would feel more receptive toward the salesman and more apt to use his railroad again.

Many employees stated that the best assistance a railroad can give the salesman is consistent on time service and fast tracing help. In other words, they said there is nothing like consistent service to produce repeat business, since a traffic manager who can assure his sales and production departments that a car will arrive on a specified date makes his own department look efficient.

The survey also produced suggestions for "creative crew" advertisements: "Praise of our railroad such as shown in the 'creative crew' ads lets your customer know that you believe in yourself and your company."

Comments on "what is wrong" ranged from personal problems to over-all industry practices. Suggestions of ways that might be found to help the individual were qualified for the most part by the statement that he feels the company is doing a good job of providing him with information and assistance. As a reflection of group feeling the suggestions indicated that he feels he is performing a worthwhile and useful service, and that no matter where he worked it would be rare to have conditions perfect.

The comments were sorted into 27 categories for analyzing and consideration by various department officers, and resulted in improvements in methods of procedure, service and sales effort. From the standpoint of interchanging ideas, they showed that the salesman is intensely interested in what is going on in the company. In general, he wants to do his job well, and is encouraged toward that end when he knows that management is sympathetic to his needs and is endeavoring to meet them to the full extent of its ability.

The Milwaukee Road Magazine



Sales Soar for Our J-A Firms

THE two Junior Achievement companies sponsored by the Milwaukee Road which were formed in Chicago last fall hit their selling peak at the annual J.A. trade fair in the International Amphitheater Mar. 9-10. The fair, the major sales promotion of the year for the teen-age business world of Junior Achievement, attracted 15,000 visitors in a buying mood.

The Achiever 7 corporation found a very receptive market for its product, a wall decoration manufactured under the name of Rec-o-Plac ("It Adds Beauty to Your Home"). The plaque, made of a molded plastic phonograph record and plastic flowers sprayed with gilt, sells for \$2.00, or \$3.75 a pair. To assure having an ample stock on hand, the company called a halt on sales during the month preceding the fair so all members could work on the assembly line.

In anticipation of demand, the Semaphore company also went into complete production on its products, a wooden cutting board and a desk pen set. The board, which sells for \$1.50, is made of top quality birch stenciled with a rooster design. The pen set, a by-product which utilizes wood remaining from the cutting board, sells for \$1.00.

Junior Achievement, financed by business and industry, teaches high school students the principles of the free enterprise system through owning and operating miniature companies. Milwaukee Road employees who serve as advisers for the railroad-sponsored firms stood by at the trade fair to counsel in business procedures.

March-April, 1963

Scenes at the Semaphore company booth during the trade fair. Milwaukee Road adviser facing the camera above at right is A. J. Berry, assistant to general freight traffic manager—sales and service. Left: Anthony Lagowski, boiler foreman at the Western Avenue Yard (rear), stands by. Below: Semaphore assembly line.



Members of the Achiever 7 company learn that salesmanship, although hard on feet, can be fun if you own stock in the company. Adult advisers on hand are Machinist Elmer Nelson, Western Avenue (facing camera, center), and Milton Croasdale, bureau head in the auditor of freight accounts department (center background).

APPOINTMENTS

Engineering Department

Effective Feb. 18, 1963:

Robert N. Hettrick is appointed assistant communications engineer with headquarters in Chicago. Mr. Hettrick, a native of Cincinnati, Ohio, and an electrical engineering graduate of the University of Cincinnati, is a registered professional engineer and a member of the American Institute of Electrical Engineers. He was formerly in the employ of the Pennsylvania Railroad.



R. N. Hettrick

Traffic Department

Effective Feb. 1, 1963:

Cecil D. Redding, traveling freight agent at Winnipeg, Man., is appointed traveling freight agent, St. Paul.

Edward A. Welu, city freight and passenger agent at Salt Lake City, Utah, is appointed traveling freight and passenger agent, New Orleans, La.

Earl C. Winther, city freight and passenger agent at San Francisco, Calif., is appointed city freight and passenger agent, Salt Lake City.

William J. Wilson, traveling freight and passenger agent at Toronto, Ont., is appointed traveling freight and passenger agent, Cincinnati, Ohio.

Robert W. Keenan, traveling freight and passenger agent at New Orleans, La., is appointed general agent, Winston-Salem, N. C.

Robert H. Tuite, chief clerk to foreign freight traffic manager, Chicago, is appointed city freight agent, Chicago.

Effective Feb. 16, 1963:

Bernard F. Fuechtman, ticket clerk-cashier in Minneapolis, is appointed city passenger agent, Chicago, following the promotion of W. M. Van Buren to chief clerk to general passenger traffic manager.

Effective Mar. 15, 1963:

Wesley S. McKee, assistant traffic manager with office at Seattle, is appointed assistant freight traffic manager, Chicago.

Glenn M. Williamson, general freight agent, Seattle, is appointed assistant traffic manager, Seattle.

Frank K. Brennan, assistant general

freight agent, Chicago, is appointed general freight agent, Seattle.

Effective Mar. 16, 1963:

Herbert E. Davenport, senior traffic analyst, Chicago, is appointed assistant general freight agent, Chicago.

Purchases and Stores Division

Effective Feb. 1, 1963:

L. E. Bacon, district storekeeper at Deer Lodge, Mont., is appointed district storekeeper of the Northern District with headquarters at St. Paul, following the retirement of A. M. Lemay.

A. M. Lemay Honored at Retirement Dinner

ALCIDE M. LEMAY, district storekeeper in Minneapolis, was honored by a large group of his friends and fellow employees at a dinner held Jan. 19 in the President Cafe in that city to mark his retirement after 45 years of service. R. K. Baker, general storekeeper, emceed the affair, at which the principal speakers were V. E. McCoy, chief purchasing officer, and G. V. Ireland, retired general storekeeper.

Mr. Lemay is a native of Tomahawk, Wis., who entered railroading at Tomahawk in 1918 as a local storekeeper. During his service with the Road he had held various positions, including those of division storekeeper, district storekeeper, inspector of stores, and assistant

general storekeeper. He resumed the position of district storekeeper from which he retired due to the stores reorganization.

A pioneer in the adoption of modern store facilities and procedures as known today, one of his outstanding accomplishments was the bundling of lumber shipments to permit mechanical loading and unloading. Peg-board storage was



A. M. Lemay poses with friends at the retirement dinner in his honor. From left: V. E. McCoy, chief purchasing officer, Mr. Lemay, R. C. Hempstead, retired master mechanic, and G. V. Ireland, retired general storekeeper.

also introduced on the Milwaukee in his district.

At the retirement party in his honor Mr. Lemay was presented with a Silver Pass in recognition of his 45 years of service and a cash gift. Upon leaving the railroad he vacationed in Arizona.

Women are smarter than men. They don't boast about the one that got away.

P. L. Cowling Elected Vice President-General Manager Of The Milwaukee Motor Transportation Company

P. LAURIN COWLING, assistant to president, was elected vice president and general manager of The Milwaukee Motor Transportation Company Mar. 12, following the resignation of Max R. Jensen.

Mr. Cowling, a native of Tacoma, started with the Road in that city in 1941, in the operating department. His railroad career was interrupted by service with the Army Transportation Corps from the summer of 1943 until January, 1946, when he returned to the railroad in Tacoma. After service at Great Falls, Mont., he returned to Tacoma, was appointed city freight agent in Seattle in 1950, traveling freight agent in San Francisco in 1953, and district freight and passenger agent in Sacramento in 1955.

On July 1, 1959 he was promoted to assistant to vice president-traffic, and appointed assistant to president on July 1, 1961. He will continue to serve in the latter capacity in addition to his new assignment.



P. L. Cowling

Stage Set for Vets' Golden Jubilee; Plans Anticipate Record "Homecoming"

THE good news for members of the Veteran Employees' Association is that the stage is being set for your Golden Jubilee Reunion in Milwaukee, Wis., on Saturday, June 15, and as this issue of the Magazine went to press progress had advanced to the point where it was shaping up as a real "coming out" party. At this time we can only guess as to the possible number who will attend, but the recent lowering of the Association's membership requirement to 20 years of service has stimulated great interest in the affair, and accommodations are being reserved for a record crowd.

Of the details already completed we can tell you that headquarters will be in the Hotel Schroeder, and that provisions made for your all-day comfort and entertainment foretold an all out good time. The program as scheduled, is:

Saturday morning—Registration starting at 7:30 A.M. (continuing to 5:30 P.M.) in the foyer of the

Grand Ballroom. The registration fee is \$1 per Veteran; no charge for additional family members. Also in the morning, the traditional "Switch Shanty" session in the East Room—fun, good fellowship, music and dancing.

Saturday noon—Buffet luncheon for the ladies and men in the Grand Ballroom.

Saturday evening—The reunion banquet in the Grand Ballroom starting at 6 P.M.; an excellent meal and Golden Jubilee entertainment.

Tickets for the reunion are \$5.00 per person, which covers attendance at both the luncheon and the banquet, as well as your refreshments in the Switch Shanty.

Arrangements being progressed by the program committee anticipate that the Golden Jubilee celebration will be the largest Veterans gathering in many years,



Scene at the registration desk during the Vets' 1962 reunion.

and to assure comfort for everyone you are urged to make your reservations as early as possible. The form appearing here is designed for that purpose. And

Cut out and mail this TODAY

RESERVATION FORM **for the**

GOLDEN JUBILEE REUNION OF THE VETERAN EMPLOYEES' ASSOCIATION

FLORENCE M. WALSH, Secretary and Treasurer
Veteran Employees' Association of
The Milwaukee Road
383 Union Station • Chicago 6, Illinois

Insert here your
1963 Membership
Card No.

Enclosed is check in the amount of \$..... for..... Reunion Tickets at \$5.00 each. (Please remit by check or money order—do not send currency.) Mail tickets to:

NAME ADDRESS

CITY Zone STATE

TRANSPORTATION DATA:

(I) (We) plan to leave..... on train..... at..... M. on
(Day) (Date) (Station) (Number) (Time)

..... 1963, and arrive in Milwaukee on Train.....
(Day) (Date) (Number)

at..... M. 1963. Will depart on Train.....
(Time) (Date) (Number) (Day)

..... 1963 for.....
(Date) (Destination) (Pullman) or (Coach)

ROOM RESERVATION AT HOTEL SCHROEDER as follows: Indicate price:

With Bath—Single for One Person.....	\$ 7.00, \$ 8.00, \$10.00
With Bath—Double for Two Persons.....	\$10.00, \$12.00, \$14.00, \$16.00
With Bath—Twin Beds for Two Persons.....	\$12.50, \$14.00, \$16.00
With Bath—Room for Three Persons..... \$5.00 each person	With Bath—Room for Four Persons..... \$4.00 each person

of course, reservations can be guaranteed only to those who send advance notice of their coming, so unless you mail it promptly the committee will not know how many plan to attend.

Members who live in the Chicago-Milwaukee area or others who will not require a hotel room should use this form also. Your tickets for the banquet and luncheon will be mailed upon receipt of your check or money order. And to be sure that you get them promptly, *please furnish your correct address.*

And if you find later that you cannot attend the reunion, make sure, too, that your cancellation is filed with Miss Florence M. Walsh, secretary-treasurer of the Association, in advance of the big day.

In settling on Milwaukee as the host city, consideration was given to selecting a location convenient for the majority of the Veterans and facilities ample enough for the large 1963 attendance. As was pointed out also by Vice President-Operation F. G. McGinn, the Association's president, Milwaukee is the home city of The Milwaukee Road and it is eminently fitting that the Vets should return to it for their Golden Jubilee meeting.

Mr. McGinn will preside at the banquet which will climax the occasion, and you are assured of a delightful dinner and a particularly fine program. So if you are looking for a full day of fun—"railroad talk", entertainment, music, good speakers, and visits with friends you may not have seen for a long time—plan to attend. Join the "homecoming to Milwaukee".



RETIRING FROM THE TRAFFIC DEPARTMENT on Mar. 31, George F. Gloss, assistant to general passenger agent in Chicago (right), is presented with a Silver Pass by General Passenger Traffic Manager William Wallace. Mr. Gloss started his 45 years of Veteran service in the passenger department in Chicago as a messenger and following promotions through cashier, refund clerk, rate clerk and chief clerk, was appointed to his last position in 1954. Upon retiring at the age of 60, he planned to keep in touch with the railroad from his home in Mundelein, Ill.

William J. Soske

WILLIAM J. SOSKE, retired tax agent, of Berwyn, Ill., died unexpectedly Feb. 22. Funeral services were held in Berwyn and burial was in Woodlawn Cemetery. He is survived by his wife, Irene; a son, William D., four grandchildren and three sisters.

Bill Soske started his career with the Milwaukee Road shortly before the first World War, in which he served as a first lieutenant. After the war he was out of

railroad service until 1940, when he entered the valuation department of the Rock Island. In 1944 he joined the Milwaukee's valuation department, from which he transferred to the tax department in 1950. He retired as tax agent with headquarters in Chicago on Oct. 31, 1961.

Mr. Soske was active in community affairs, and had served as board chairman of the Selective Service System of Illinois in Berwyn since 1941. He was also a past commander and life member of Berwyn Post 422 of the American Legion.

Fifty Years of Telling The Milwaukee Road Story

(Continued from page 11)

during a downturn in railroad earnings.

In the meantime, by way of keeping the railroad family together, it has followed employees through three wars. Copies have been read in the trenches of France, the Alaskan wastes, in Africa, the Aleutians, and Sicily. A Navy flyer who dropped into the officers' club in Shanghai during World War II and found a Milwaukee Road Magazine on the reading table wrote back, "It was like getting a letter from home."

Published originally for free distribution among employees, today the Magazine has an additional audience among friends and customers of the railroad. To preserve the feeling of unity with the railroad family, it is also mailed to retired employees and their widows. Among its more avid readers are rail fans, who pay a subscription price of \$1.00 a year. The current circulation includes readership in such faraway places as Alaska, Hawaii, Yugoslavia, Ireland, Sweden, Australia, England, India and the Philippines.

In retrospect, the telling of the Milwaukee Road story has covered an era of vast change, much progress and many tempestuous times—conditions that will be remembered by employees whose service carries back over the years and who participated in the news of the day as it was reported in the Magazine's pages. Remembering that the Magazine originated at a time when operating methods involved back-breaking labor, when highways were little more than dirt roads and trucks and planes were non-existent as competitors of the rails, its 50th anniversary marks a half century of loyalty and ambition on the part of an army of employees who had a hand in the big and interesting job of running a railroad.

Albert J. Blair, Oldest Employee, Dies at 104

ALBERT J. BLAIR, at 104 the Milwaukee Road's oldest employee, died Feb. 28 in the Tomah (Wis.) Memorial Hospital. He was the senior citizen of Monroe County, and possibly the oldest man in the state.

Mr. Blair, a retired machinist of the Tomah Shops force, was born in Stracker, Ohio, on June 23, 1858, one of a family of four sons and three daughters. The Blair family moved to Elkhart, Ind., in 1868.

Mr. Blair entered the Road's service at Tomah in 1909 and transferred in 1911 to Fond du Lac, Wis. He returned to Tomah in 1920 and retired there on Jan. 19, 1936 after working 58 years at the machinist trade. He had lived at the Tomah Memorial Home since 1957.

In his youth Mr. Blair played baseball in the Indiana State League and on other semi-pro and professional circuits. He retained an interest in the sport up to the time of his death, watching the game on television. Although he was quite deaf, he kept well up on big league scores and standings.

He was the last member of his family, his wife having died in 1943 and an only daughter in 1910. Funeral and burial services were held in Tomah.

Lose Anything on A Train Lately?

like a pair of handcuffs
or your birth certificate?

BECAUSE the traveling public had been rather absentminded that particular week end, some time elapsed before the busy custodian of articles deserted on Milwaukee Road trains became acutely aware that something was, literally, very rotten in the lost and found department.

"I moved everything in the lockers, and finally traced it to this gift package", said Anthony Cursio. "It seemed a shame to open the pretty wrappings, but I did, and there was the biggest bone you ever saw. There was a card, too—it read 'Happy Birthday to Spots'."

And did anyone rush to retrieve this canine banquet? No, said Tony Cursio, and a good thing, considering that it had passed the point of no return. Nor did anyone claim the ham he kept on ice for a week. But aside from perishable items, he pointed out, anything else that finds its way to the lost and found department in the Chicago Union Station gets preferential treatment while waiting for the owner to come and whisk it away.

What eventually winds up among this vast hoard of unwanted articles is just about everything people own, from glass eyes to birth certificates. According to Tony, who has served as a trouble shooter for careless travelers upwards of five years, about 350 items—closer to 500 in summer—are turned over to lost-and-found every month.

People are constantly putting wallets under pillows, jewelry on wash stands, cameras on luggage racks, and walking away from them; forgetting gloves, binoculars, fountain pens, liquor, radios, bowling balls, blueprints, shaving kits and cigarette lighters.

An understanding man, Tony tries to restore them to the owners as quickly as possible. Distress calls for false teeth and eye glasses receive priority attention. "It must be tough to get along without them, even for a little while," he says.

Most numerous among the items listed in his bulging inventory are brief cases deserted by dashing commuters. "Commuters are the worst", sighs Tony, himself a commuter from Bensenville, Ill. "A lot of brief cases hold nothing more important than lunch, but you'd be surprised how many contain advertising layouts and law papers". His phone

Anthony "Tony" Cursio, custodian of articles deserted by travelers on Milwaukee Road trains (left), discusses with Leo LaFontaine, manager of the mail, baggage and express department, trophies left behind by a home-bound conventioneer. Cabinets in the rear house the accumulation of lost-and-found articles which the Road endeavors to return to the absentminded owners.



starts ringing the minute the harried owners of the last hit their offices. Some are such steady customers that he recognizes their brief cases on sight.

His biggest commuter problem comes with the rainy season. "It wouldn't be so bad", he says, "except that all of these new raincoats look alike, and just try to tell one black umbrella from another. Sometimes we hardly have room to store them—people even forget they lose raincoats and umbrellas, or where, until the next rainy day happens along."

Tony doesn't come right out and say that women are the more careless sex, just that they do lose a surprising number of odd articles. On the other hand, men are the "big losers", he says, citing a tendency to leave behind expensive photographic equipment, wallets and diamond rings.

Some valuable items never get as far as the lost and found department, having been spotted in empty cars by train crews, who expedite their return to the owners. Valuables not claimed immediately are placed for safekeeping with the Road's treasurer while the search goes forward. The Milwaukee follows the "finders keepers" policy, after a 60-day wait. Articles unclaimed after 90 days are sold at public auction, with the exception of those having intrinsic value.

Items listed by Tony in the lost and

found ledger during the course of a year would do credit to a department store; namely, golf clubs, ski boots, wedding pictures, typewriters, vitamin pills, ear muffs, clerical collars, hats, handbags, fishing poles, lingerie, doll clothes, tennis rackets, galoshes, groceries, cosmetics, stationery, theater tickets, books like "How to Sharpen Your Thinking", even handcuffs.

Tony wonders sometimes about the revolver that turned up in some luggage coming from Las Vegas, and the matched bags left on the train by the lady bound for Reno. And the forgetful traveler who lost his wallet both coming and going—name of Loozem.

Any personal lost-and-found experience? Well, Tony is rather reticent about this, but there was that night he fell asleep while riding home and woke just as the conductor shouted "Bensenville". "And every time I see him he still razzes me about the time I left my raincoat on the train."

The only time a dime goes as far as it did 10 years ago is when it rolls under the bed.

The motto of the first coin issued by the United States (1787 penny) was "Mind Your Business."

Hearings Held on Discontinuance of Aberdeen-Deer Lodge Passenger Trains

Testimony with regard to the declining use of the Milwaukee Road's passenger trains between Aberdeen, S. D., and Deer Lodge, Mont., and losses incurred in their operation was presented by company officers at Interstate Commerce Commission hearings into the proposal to discontinue that service.

At a hearing in Aberdeen Mar. 20, J. T. Hayes, assistant to vice president-operation, testified to the efforts made to promote business on Nos. 15 and 16, such as scheduling baseball and football excursions, and various media used to advertise services regularly provided.

Mr. Hayes explained that 68 men are employed during the course of an average month to perform daily passenger service between Aberdeen and Deer Lodge. On a single run of 855 miles, he said, 24 to 26 men are employed. He pointed out that patronage of the trains has declined to an average of only 19.1 passengers over each mile of the run.

This is the equivalent of that number traveling the full distance between Aberdeen and Deer Lodge.

He said studies indicate that revenues from these trains will continue to decline, and that nothing the railroad might reasonably do to attract more patronage would reverse the trend. "The railroad feels the need to eliminate deficit operations in order to ensure survival to perform its over-all transportation services," he stated.

Included in the testimony given by R. N. Edman, chief statistician, at a hearing in Butte, Mont., on Mar. 22 were figures indicating the extent to which local tax funds are used to support airline services in competition with Milwaukee Road passenger service. He explained that railroad property, like that of other business concerns and private citizens, is taxed for this purpose.

In each of the following instances cited by Mr. Edman the first figure

shown is the total amount of tax money earmarked for the support of the airport. In cases where more than one airline uses an airport, the figure representing tax paid by the users is for both, or all, airlines, whereas no railroad tax contribution other than that of the Milwaukee Road is shown in any instance.

Aberdeen, S. D. airport...\$55,053. Of this total the Milwaukee pays \$505; the airline pays \$498.

Butte, Mont., airport...\$64,733. The Milwaukee pays \$954; the airlines \$333.

Miles City, Mont., airport...\$17,069. The Milwaukee pays \$765; the airline \$5.10.

Great Falls, Mont., airport...\$75,083. The Milwaukee pays \$125; the airlines \$1.53.

Bozeman, Mont., airport...\$46,411. The Milwaukee pays \$1,441; the airline \$85.

Lemmon, S. D., airport...\$9,000. The Milwaukee pays \$774; the airline \$179.

The third and final hearing was held in Miles City, Mont., Mar. 25-27.

Her Kindness Wins Courtesy Award

PHONES kept ringing, travelers were asking about departure times, schedules had to be posted on the bulletin board, there were tickets to examine and directions to give. "But I'll be back with you", assured Alice Knoch, the busy information clerk in the Chicago Union Station. "Don't you run away".

There seemed to be little chance of that, for the information seeker didn't even know where she wanted to go, other than "some place warm". She had a limited budget and only about a week's time to travel. Miss Knoch had already suggested Florida and marked a train schedule, but now the sun seeker thought maybe she'd like California.

"We'd love to have you with us to California", said Miss Knoch, reaching for another timetable, "but that will go over your budget. Can you stretch it just a little?"

While the relative merits of Florida and California were being weighed Miss Knoch put more than 50 persons on the right track. Meanwhile the prospective traveler made mental notes, and this is the way her report appeared later in the *Chicago Tribune*:

"Miss Knoch was a study in pleasant perpetual motion. 'You have a wonderful trip,' she told every departing passenger.



"I just like to keep everybody happy on a train," says Miss Alice Knoch as she is congratulated by William Wallace, general passenger traffic manager.

Her response to a 'thank you' was never a simple 'you're welcome'. The questioners were always 'very welcome' or 'real welcome'.

"Miss Knoch returned several times to the seemingly steady customer, who in reality was a *Tribune* reporter. 'I'd love to spend more time with you', she said, excusing herself each time the crowd at

the information desk increased.

"The traveler finally took her folders and left, but came back a while later with 'just one more question'. This time she was interested in New York.

"'You don't care about the sunshine, then', Miss Knoch observed. She brought out still another schedule and explained the service in full. The undecided traveler remained in doubt about the trip, but not about Miss Knoch. She was the winner of a *Tribune* courtesy award and \$25."

Milwaukee's Plan III Piggyback An Omaha-Kansas City "First"

RATES have been put into effect by the Milwaukee Road which now make Plan III piggyback service available for the first time on any railroad from Chicago to Omaha, Neb., and Kansas City, Mo.

Plan III is the service whereby shippers load their own vans, or vans under lease to them, and deliver them to a railroad for movement from terminal to terminal.

The Milwaukee pioneered in the introduction of this particular service between Chicago and Minneapolis-St. Paul about three years ago, and between Chicago and Milwaukee last year.

The Milwaukee Road Magazine



THE Hammond organ in the Waldemar O. Grosnicks' living room is the hub of an interest to which all five of the Grosnicks owe much of their enjoyment of life.

The central figure in this family involvement is Wally Grosnick, first train clerk at Bensenville Yard. With his wife and three daughters, Wally is active in the choral program at Christ Lutheran Church near their home on Chicago's northwest side. Currently he is serving the congregation as director of music.

Wally's talent in this field pre-dates his service with the Road, which started in 1941 as a freight office clerk in his home town of Watertown, Wis., and took him to Bensenville Yard in 1945. His after business hours activities are carried out less for profit than for pleasure and relaxation. He attributes his zest for them to the fact that at the tender age of 7 he was "exposed" to piano lessons. Surprisingly, they "took."

"As a youngster, I was very active in sports, but I seldom had to be reminded or urged to practice. The habit became so regular that many times I'd find myself seated at the piano before I realized I didn't have to. Saturday mornings my mother would give me 50 cents, and I'd walk a mile for my weekly lesson."

During high school years in Watertown his enthusiasm flagged somewhat, but it revived when he entered Valparaiso University in 1932. He began to study

Sing—along With the Grosnicks

the pipe organ, which led to playing daily at chapel service, and joined the university choir. He also sang with the male glee club, of which he became president in his senior year. After graduating in 1936 with a degree in Liberal Arts he put in a year of post graduate work majoring in music.

At Valparaiso he also met Evelyn Klotz, a voice student and a soprano soloist in the university choir. She later became Mrs. Grosnick and is now the mother of Judy, 18, Gail, 15, and Cynthia, 8.

All of the girls have studied piano, with Cynthia currently in the "learner" class. Mrs. Grosnick and the two older girls belong to the senior choir of Christ Lutheran Church, and "Cindy" is a member of the junior choir.

Wally assumed the position of organist-choir director there in 1959 and received the title of director of music in 1961. The duties include supervising a multiple program featuring the senior, intermediate and junior choirs, and a cherub choir composed of children of kindergarten age through grade 2 in the congregation's parochial school.

The last three groups have been activated since Wally took over the choral work. The senior choir is his personal responsibility, and he rehearses it every Friday night. Mrs. Grosnick, who studied voice for many years, directs the cherubs.

Wally's sideline requires him to keep abreast of new developments in choral music, with the result that he spent part of his 1962 vacation at St. Olaf College in Northfield, Minn., attending a choral and organ workshop. He found it so stimulating that, if his plans work out, he'll be attending the next one also.



W. O. "Wally" Grosnick in his transition from railroader to music director.



"Cindy", a piano novice, is encouraged by Mrs. Grosnick and sisters Judy and Gail (right to left).

Henry J. Wood

HENRY J. WOOD, agricultural agent with headquarters in Chicago, died Feb. 11 in the Elmhurst (Ill.) Clinic. He had been on a disability leave since Feb. 1.

Mr. Wood was a native of Stoughton, Wis., and a graduate of the University of Wisconsin with a B.S. degree in agriculture, education and commercial agricultural engineering. Before entering the university he served as a Marine in the South Pacific campaign of World War II. He had been in the employ of the Road since March, 1954, starting as chief clerk in the agricultural and mineral development department in Chicago,

from which position he was promoted to agricultural agent in 1957.

In 1961 he was honored by the Wisconsin Council of Agriculture Co-Operative as a farmer, Marine Veteran and agricultural agent whose defense of the country and efforts to improve our social and economic systems were "an outstanding contribution to the welfare of mankind".

He is survived by his wife, Melva, of Addison, Ill.; two daughters, Judith, 17, and Sandra, 16; a sister and three brothers. Funeral services were held at the Good Samaritan Methodist Church in Addison and burial was in Janesville, Wis.

Aberdeen Division Employees Win 1962 Safety Contest

AN announcement on Feb. 20 by A. W. Shea, superintendent of safety, named the employees of the Aberdeen Division as ranking first in safety on the railroad in 1962. The final safety contest figures for the year showed their casualty rate of 4.09 for 1,466,494 manhours worked to be the lowest among the Road's operating divisions. Their commendable performance entitles them to the President's Safety Trophy award.

The Terre Haute Division placed second in the contest, with a rate of 6.50, and the Milwaukee Terminals rate of 6.90 ranked third.

RETIREMENTS

during January-February, 1963

General Office & System Employees

Barlow, A. L. Clerk-Steno. Chicago, Ill.
 Berger, B. J. Clerk. "
 Biang, G. C. Chief Demurrage Inspector. "
 Bilgart, M. M. Sec'y. to Gen. Pass. Agt. "
 Bokelmann, O. H. Chief Clerk. "
 Buck, A. W. Comp. Operator. "
 Burke, J. T. City Frt. Agt. "
 Ellis, Powell. Waiter. "
 Fahrback, A. O. Nurse Sec'y. "
 Fleming, C. D. Waiter. "
 Henderson, E. Coach Porter. "
 Jess, H. D. Timekeeper. "
 King, G. Waiter. "
 Perry, A. Waiter. "
 Sacco Sr., S. Buffet Checker. "
 Schmuggie, F. C. Timekeeper. "
 Simmons, H. L. Waiter. "
 Stenhouse, M. Waiter. "
 Stops, S. M. Clerk. "

Chicago Terminals

Barnes, G. E. Carman. Chicago, Ill.
 Besch, J. Machinist. Bensenville, "
 Boswell, O. M. Electrician. "
 Daros, N. V. Frt. Handler. Chicago, "
 Golab, C. J. Fireman. "
 Golonka, Fred. Car Inspector. Galewood, "
 Kirchens, J. J. Engineer. Bensenville, "
 Marsh, E. R. Truck. Galewood, "
 Mendel, M. W. Car Cleaner. Chicago, "
 Neal, H. T. Carman. "
 Nummerowski, J. Coach Cleaner. "
 Ottolino, V. Gen. Foreman. "
 Permanian, V. Carman Helper. Bensenville, "
 Robinson, C. C. Carman Helper. Chicago, "
 Thomas, J. Coach Cleaner. "
 Wiedl, N. Engineer. "

Aberdeen Division

Bjorndahl, N. Car Foreman. Montevideo, Minn.
 Cusick, T. J. Sec. Foreman. Britton, S. D.
 Darrington, F. C. Sec. Laborer. Milbank,
 Geiser, L. P. Sec. Laborer. Montevideo, Minn.
 Hocum, W. E. Conductor. "
 Hohensee, W. H. Clerk. Aberdeen, S. D.
 Steers, L. Carman. "

Coast Division

Eastman, G. W. Carman Helper. Tacoma, Wash.
 Freeman, O. W. Engineer. Port Angeles,
 Gustafson, S. Laborer. Sequim, "
 Hand, A. E. Engineer. Tacoma, "
 Horst, L. Sec. Laborer. Kittitas, "
 Mathews, J. C. Fireman. Tacoma, "
 McMillan, C. W. Trav. Engineer. "
 Pace, F. D. Gen. Foreman. "
 Rogers, W. B&B Carpenter. "
 Zweigle, W. F. Carman. "

Dubuque & Illinois Division

Benson, O. A. Sec. Foreman. Rock Valley, Ia.
 Brkljadic, D. Car Inspector. Savanna, Ill.
 Callaway, L. Chief Train Dispatcher. "
 Capasso, P. Machinist-Helper. "
 Caster, P. Brakeman. Ottumwa, Ia.
 Fields, R. H. Machinist. Savanna, Ill.
 Flint, B. C. Steel Bridge Erector. Genoa,
 Grebin, E. J. Engineer. Dubuque, Ia.
 Helsdow, R. W. Conductor. Elgin, Ill.
 Jewell, C. S. Engineer. "
 Kronfeldt, W. J. Engineer. Dubuque, Ia.
 Reese, C. C. Mach. Helper. Savanna, Ill.
 Schiltz, A. J. Laborer. Dubuque, Ia.

Iowa Division

Fletcher, T. W. Engineer. Savanna, Ill.
 Jenkins, R. M. Conductor. "
 Olson, B. H. Engineer. Perry, Ia.
 Schroeder, H. L. Sec. Laborer. Manilla,
 Strutzel, J. F. Sec. Laborer. Delmar, "
 Wilson, W. I. Sec. Laborer. "

Iowa, Minnesota & Dakota Division

Collins, M. T. Custodian and Clerk. Spencer, Ia.

Foster, W. S. Sec. Foreman. Vermillion, S. D.
 Houser, G. D. Conductor. Sioux City, Ia.
 Kelly, K. K. Switchman. Austin, Minn.
 Larmeny, E. Freight Handler. Rapid City, S. D.
 Monson, S. L. Custodian. Austin, Minn.
 O'Brien, L. T. Engineer. Marquette, Ia.
 Rask, H. W. Sec. Laborer. Sioux City, "
 Rasmussen, E. L. Sec. Foreman. Albert Lea, Minn.
 Rockwell, H. C. B&B Carpenter. Austin, "
 Schultz, M. A. Cashier. Mason City, Ia.
 Tucker, G. L. Signal Maintainer. Farmington, Minn.

La Crosse Division

Anderson, S. H. Engineer. Minneapolis, Minn.
 Andrews, N. B. Operator-Clerk. Columbus, Wis.
 Bennett, G. E. Sec. Foreman. Weaver, Minn.
 Boxeth, W. N. Engineer. Minneapolis, "
 Crawford, A. L. Pontoon Engineer. Prairie du Chien, Wis.
 DeBlaey, A. J. Sec. Laborer. Janesville, "
 Hansen, C. F. Engineer. Sparta, "
 Harrington, E. T. Brakeman. Madison, "
 Hilbert, H. W. Switch Foreman. La Crosse, "
 Loftus, J. I. Saw Operator. Tomah, "
 McCarthy, J. R. Engineer. Milwaukee, "
 McCue, R. Hoistman. Tomah, "
 Sandberg, H. S. Engineer. St. Paul Minn.
 Sowle, F. S. Clerk. Tomah, Wis.
 Troswick, E. E. Engineer. Minneapolis, Minn.
 Williams, G. W. Brakeman. La Crosse, Wis.
 Zastoupil, J. F. Watchman. Tomah, "

Milwaukee Division

Albee, H. H. Agt.-Operator. Markesan, Wis.
 Hale, J. J. Conductor. Milwaukee, "
 Hansen, L. A. Engineer. Green Bay, "
 Harvey, H. A. Switchman. "
 Krans, E. O. Agt.-Operator. Chilton, "
 Mannan, S. A. Conductor. Channing, Mich.
 McDonald, W. J. Engineer. Milwaukee, Wis.
 Miceli, S. L. Sec. Foreman. Libertyville, Ill.
 Nabbefeld, P. J. Warehouse Foreman. Appleton, Wis.

Palmer, W. E. Sec. Foreman. Sturtevant, "
 Samos, M. A. Track-Laborer. "
 Schneider, C. W. Engineer. Milwaukee, "
 Van de Sande, A. J. Engineer. Green Bay, "

Milwaukee Terminals & Shops

Dunn, J. F. Car Inspector. Milwaukee, Wis.
 Felle, H. A. Car Repairer. "
 Grant, J. A. Steno. Clerk. "
 Herron, D. J. Invoice Chief Clerk. "
 Holfeltz, J. F. Painter. "
 Johnson, J. Laborer. "
 McConville, C. Steno.-Clerk. "
 McKeown, W. J. Switchman. "
 McLean, J. E. Store Helper. "
 Nowakowski, J. Car Helper. "
 Pletcher, M. E. Store Helper. "
 Rood, R. F. Mach. Helper. "
 Schaller, H. Check Clerk. "
 Schmitt, H. L. Warehouse Foreman-Checker. "

Schreiber, E. F. Lineman. "
 Schroeder, A. C. Asst. to Chief Mech. Officer. "
 Seitz, H. J. Clerk. "
 Smith, P. J. Crossing Flagman. "
 Wenzel, J. H. Switchman. "
 Zeeb, C. C. Mach. Helper. "
 Zych, E. Carman. "

Off Line

Birchard, R. B. General Agent. Buffalo, N. Y.

Rocky Mountain Division

Bond, A. Sec. Foreman. Deer Lodge, Mont.
 Haroldson, T. T. Carman. Harlowton, "
 Mason, M. A. Bill Clerk. Great Falls, "
 McCormick, S. J. Relief Clerk. Butte, "
 Peterson, K. Brakeman. Miles City, "
 Spigler, E. R. Signal Maintainer. Missoula, "
 Trusty, H. E. Carpenter. Miles City, "

Terre Haute Division

Hasty, F. L. Engineer. Chicago Heights, Ill.
 Powers, W. Conductor. Terre Haute, Ind.

Raley, A. W. Carman. Jasonville, "

Twin City Terminals

Johnson, P. A. Laborer. St. Paul, Minn.
 Kennedy, W. P. Switchman. Minneapolis, "
 Olson, E. A. Yard Clerk. "
 Pearson, L. B. Asst. Ticket Agent. "
 Schafer, L. R. Switchman. St. Paul, "
 Walsh, P. J. Machinist. "
 White, J. J. Sec. Laborer. Minneapolis, "

Fuel for Hedda's Hopper



Joe Capizzi

SELLING the railroads short, even in jest, doesn't get by Joe Capizzi, secretary to engineer-maintenance of way in our Chicago Union Station office.

Thumbing through his morning paper recently, Joe spied in Hedda Hopper's column a report that a certain Hollywood celebrity was traveling to New York, and by train: "It's antique, but less nerve-racking," read the item.

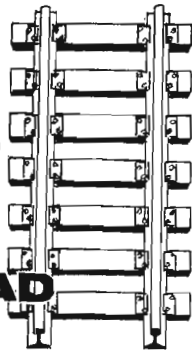
A letter to Miss Hopper quickly put her on the right track. "He is to be commended for using this 'less nerve-racking' mode of travel," wrote Joe, "but I take exception to the remark that train travel is 'antiquated.' To echo the title of your new book, 'the whole truth and nothing but' about rail transportation is that . . . almost no other industry has had such a profound effect on the development and progress of our economy.

"The railroads are by no means old-fashioned. Aside from technical improvements, tremendous progress has been made in streamlining schedules and promoting safe and steady travel regardless of the calendar or clock. Many technical improvements still lie in the future, but you can be sure that the railroads are pacing progress in the transportation of both passengers and freight."

Miss Hopper's response assured Joe that the offensive quote did not originate with her, "and I had no intention of doing the railroads in," read her letter. "As a matter of fact, I think we have been very negligent in our help to the railroads. We help everything and everybody in other lands, but if a war should start, who would carry the stuff if we didn't have the railroads."

The Milwaukee Road Magazine

ABOUT PEOPLE OF THE RAILROAD



Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

When Kimberly Ann Jankowski made her appearance Feb. 25 Switchman Vincent Jankowski Jr. became a grandpa for the first time.

Switchman Joe Falout and his wife celebrated their 25th wedding anniversary Feb. 26.

Three of our retired stowers passed away recently . . . Joseph Notoro on Feb. 17 . . . Thomas Nugent, Mar. 3 . . . and Thomas Underwood, Mar. 7.

Retired Yard Delivery Clerk August Hoffmeyer died Mar. 6.

Checker Francis Quinlivan, who was hospitalized for frostbite, and Checker Frank Cyzio, who recently underwent eye surgery, are both recuperating at home at this writing.

Stower Nick Daros retired Jan. 8 after 20 years' service, and August Naker brought to a close 21 years' service on Mar. 1.

At this writing Tom Schoeneck, son of Assistant Superintendent K. O. Schoeneck, is being mentioned by sports commentators as having an excellent chance to capture the scoring crown of the Tri-County Basketball Conference. The success story, they noted, started about a year ago when the Schoeneck family returned from Milwaukee to Itasca, which they had left eight years earlier, and Tom enrolled as a junior in the Lake Park High School at Medinah. The Lake Park "Lancers" boast exceptional height with Tom, at 6 feet 8 inches, the tallest in the starting lineup. He plays center and is the team's top scorer, holding a 20-point average. Sports writers have noted that he is improving with every game and by the end of the season could be as good as any player in the state. Midway of the league schedule Lake Park was the Tri-County circuit's only undefeated quintet.

WESTERN AVENUE STORES & LOCOMOTIVE DEPARTMENTS

LaVergne Dean - Correspondent

Electricians Julius Mickow and Clarence Bergh retired recently from the Western Avenue coach yard with a total of 80 years' railroad service. Julius was employed as an electrician at the coach yard in 1920. He was traveling electrician and air conditioner inspector and instructor from 1943 to 1945 and from 1950

to 1953. Clarence was employed as an electrician at the coach yard in 1925, was traveling electrician from 1934 to 1935 and worked on air conditioners in the Union Station from 1935 to 1950. A retirement dinner was held in their honor by fellow workers at Stella's.

Best wishes for a speedy recovery to coach yard employees Joe Cviba and A. Trombetta who are at this writing recovering from operations; also to Harry Utter, electrician on disability pension, who had a light stroke.

We were happy to welcome back to the mechanical department Machinist Jim Schuester who was on the sick list.

If anyone wants any pointers on women, see Electrician Hartzell Smith. He and his wife announced the birth of their sixth daughter, Penny Dannelle, born Jan. 26 at St. Joseph Hospital in Elgin.

Irma Williams, daughter of Hostler Foreman Charles Williams, left with a

group of 100 from Loyola University to study medicine in Rome.

Sympathy was extended to the families of Machinist Ted Nielson who passed away Jan. 4, and Retired Boilermaker Foreman Howard Keys who passed away Jan. 25.

The new face seen around Western Avenue lately isn't very new to me. Richard Dean, your correspondent's husband who started with the Road Jan. 4, enjoyed a short career with the B&B department and is now working in the stores department.

BENSENVILLE

Delores Barton, Correspondent

Emil Keslinke passed away Feb. 24 after a long illness. He had been a switchman in the freight yard, Chicago Terminal, since Feb. 1, 1952. His wife,



Gala NARBW Night in Chicago

SCENES of festivities in the grand ballroom of the Sheraton-Chicago Hotel the evening of Feb. 9 as Chicago Chapter of the National Association of Railway Business Women was holding its 37th annual dinner. Seated above are, from left: Hazelle Anderson of the Milwaukee Road's freight traffic department, who is program chairman of the Chicago NARBW unit; Helen Spengler of the C&O in Cleveland, national treasurer; Hortense Gottschall of the Pennsylvania and



Mildred Glawe of the C&EI, second and first vice president of Chicago Chapter, respectively; Cora Abrahamson, retired Association of Western Railways employe and founder president of the NARBW in Chicago; Nancy Ford, special features editor of Modern Railroads magazine; Clair M. Roddewig, president of the Association of Western Railways; and Marion German of the Pullman Company, president of Chicago Chapter. Pictured right at the lectern is Hazelle Anderson, together with Grace Johnson, secretary to general superintendent in Milwaukee, who is national first vice president of the NARBW (center), and Mrs. Roddewig. Mr. Roddewig was the guest speaker at the affair, which was attended by approximately 250 railroad women and officers of Chicago based rail lines. (As this Magazine went to press, it was announced that Hazelle Collins Anderson had been elected president of the Chicago Chapter of the NARBW. She will be installed in the office June 8.)



KING SIZE FLAT CAR measuring 79 feet 6 inches from end to end and the longest conventional flat in use in the United States today shown at the John Deere tractor works in Dubuque, Ia., during a recent test to determine its capability for hauling various types of machinery, particularly in the agricultural implement field. On hand are, from left: R. A. Kohlhoff, division freight and passenger agent, Dubuque; Lee Barger, loading superintendent for Deere & Company; D. J. Staley, the Road's assistant superintendent of transportation in charge of Carscope; J. N. Garfield, regional sales manager of the General American Transportation Corporation; and P. F. Hellman, city freight and passenger agent for the Milwaukee in Dubuque. The car, a former Clejan piggyback unit owned by GATC and leased to the Road, was converted to general purpose use through the installation of a full wood deck and numerous tie downs. It is in keeping with the trend in railroading for longer cars and greater capacities to fill shippers' requirements.



Mary, and four children, Richard, Robert, Dolores and Mary Ann survive.

Car Distributor Howard Lawrence died Feb. 11 at his home in Itasca. He is survived by his wife, Virginia.

Sympathy was extended to Charles Moskovitz on the death of his father, and to Roadmaster Roy Palmer whose mother passed away recently.

Back after surgery are Yardmaster Vic Grupe and B&B Foreman Fred Beckert . . . Yard Clerk Gene Verstage is on the road to recovery at this writing and hopes to be back at work soon . . . Still on the sick list as this is being written are Freight Yard Switchmen E. E. Whalen and R. J. Willmer and Engineers C. J. Olson and C. J. Siegel.

Ralph Poor, an IBM operator in Mr. Kunberger's office, was promoted to traveling car agent Jan. 1.

Darlene Biesner, on leave of absence from the car department, gave birth to her first child, a boy, Jan. 28. Grandma Millie is very proud. Jane Platcher,

Darlene's replacement, began work Dec. 7, 1962.

Signal Maintainer J. F. King had just completed some repairs at Myron, Ill., Feb. 13 when train SE 71 passed and he saw sparks and debris flying in all directions. He lit a fusee and stopped the train, thereby averting a possible costly accident. He is to be commended for his alertness and prompt action.

We have learned that Switchman Les Murray recently flew to London, Paris, Venice and Zurich. He is due back at this writing and we hope to have some highlights of his trip for the next issue of the Magazine.

Engineers Pat Mahoney and William Flanigan and their wives left Mar. 2 for a cruise to the Caribbean and Venezuela.

A New Year's resolution tree, complete with a resolution for each member to read, was the centerpiece at the first meeting of the Women's Club in Bensenville this year. Hostesses for the dessert

luncheon were Mesdames Phillip Schneck, John Holquist and Harold Wolf. Re-elected president of the group was Mrs. Walter Darr, whose co-officers for 1963 will be Mesdames Frank Burnath, first vice president; Arthur Koch, second vice president; Robert Jordan, treasurer; Schneck, secretary; George Hobbs, corresponding secretary, and Dallas Davis, historian. Mrs. H. Dieckriede is past president.

Chief Yard Clerk Larry Connery's son Lon, who is a junior at St. George's High School, Evanston, is cross-country major letter winner at the school with an outdoor time of 4:39 per mile, which is the third best in St. George's history. Winners of the first and second place records at St. George's have since held world records for the mile. Lon practices track outdoors all winter and his advancement in this field looks very encouraging.

Contributed by Dorothy Lee Camp

Sympathy was expressed to the Ted Neilsen family when Ted's sudden death Jan. 4 came as a shock to everyone. Ted was born in Aarhus, Denmark, in 1900 and started work for the Milwaukee as a callboy in Savanna in 1916. He became a machinist at Savanna, then worked at Bensenville and Western Avenue. Survivors are his wife, two sons and two daughters; a sister, Lillian Fisher of Missouri, and a brother, Lewis J. Neilsen of Bensenville, also an employee of the Road. Funeral services and interment were in Savanna.

Sympathy was expressed to Mrs. Howard Lawrence whose husband passed away suddenly. Howard was well known for his helping hand to the Boy Scouts, the Eyes for the Needy drive, the Milwaukee Women's Club, his church, and as an outstanding blood donor of a very rare type during World War II. He was at one time a correspondent for the Magazine. Many people and organizations will feel his loss deeply. Howard's seniority date was made in 1937.

Retired Yard Conductor Jim Imbler is soaking up the sunshine in Florida while visiting many old timers, among them Earl Simmons and his wife Pearl in St. Petersburg.

A card was recently received from Retired C&M Conductors Jack Handles and Chester Holden who with their wives had been visiting in Montebo, Calif., with a side trip to Tijuana.

Retired Sleeping Car Conductor Bill Snip and wife Elsie have been spending the winter in Oakland Park, Fla., where the fishing is good.

Our favorite Yankee baseball rooter, Clerk Jack Verstage, is still on sick leave at this writing.

By the time this is in print, Cragin Tower Operator Harry Inman will have returned from watching the Kentucky Derby run. His daughter Lettie plans to treat her Dad to a whirlwind week-end for this event.

Retired C&M Conductor Jim Murphy reports from Tucson, Ariz., that he enjoys receiving the Magazine.

The Milwaukee Road Magazine



GETS GOLD PASS. An impromptu ceremony at Farmington, Minn., Jan. 8 shows Fireman Bob McDermott receiving his Gold Pass for 50 years of service, together with a suitably decorated cake. Left to right are: Brakeman Erv Kurtzbein, Conductor Roy Gittens, Brakeman Bob Hammell, Fireman McDermott and Engineer Bud Reeve Jr. (Dakota County Tribune photo)



"LIVING IT UP" on Feb. 19, the crews of General Yardmaster E. H. Berger at Bensenville Yard surprised him with a birthday cake and several gifts. Ed Berger started railroading on the La Crosse Division in 1918 and became a switchman in the Chicago Terminals in 1920. He has been a yardmaster since 1935. (O. L. Smith photo)



RETIRING AFTER 49 YEARS OF SERVICE, Arthur C. Schroeder, assistant to chief mechanical officer (left), was presented with a set of luggage by fellow employes at Milwaukee Shops. Congratulating him here is F. A. Upton, chief mechanical officer. Mr. Schroeder started in 1914 as a stenoclerk in the stores department and transferred three years later to the car department, in which he had served as general foreman of the freight shop, supervisor, and assistant to superintendent. He became assistant to chief mechanical officer in 1958.



SILVER PASS CEREMONY in La Crosse Division headquarters shows Engineer Henry Norcross (left) receiving his 45-year service pass from Superintendent F. H. Ryan. Engineer Norcross started his railroad career in 1917 as a roundhouse employee and transferred to engine service the following year. His son, Harris E., is also a La Crosse Division engineer.



CHIEF SURGEON'S GIRL FRIDAY RETIRES. Surprise gifts from long-time associates in the Chicago Union Station marked the retirement on Mar. 1 of Miss Alvina Fahrback, secretary-nurse to Dr. Raymond Householder. Presenting an orchid with the compliments of the Women's Club is Dorothy Hart, president of Union Station Chapter, and admiring a watch which conveyed the good wishes of Miss Fahrback's Milwaukee Road and other friends are, from left: Miss Rita Meehan, who was appointed secretary-nurse, together with Helen Lubas and Germaine Osiol, nurse-steno and nurse-clerk respectively. Miss Fahrback, who started her railroad career in 1926 as a first aid nurse to the traveling public, had served under Doctors Lounsbury and Metz as well as Doctor Householder. She will make her future home in Appleton, Wis.



MARKING 45 YEARS OF SERVICE, Edward W. Raetz, yard foreman at Red Wing, Minn., is presented with a Silver Pass by Agent Harry Linrud. Foreman Raetz started with the Road in 1917 as a brakeman on the Stillwater line and served briefly in the yard at Hastings before transferring to Red Wing, where he has worked since 1921.

The Youngs – A Family of Champions



Clair W. Young, CF&PA in St. Louis, Mo., and his home-grown team of racing champions. From left: Jamie, 8, Roger, 9, Sheila, 12, and Susan, 16.

CLAIR W. YOUNG, our city freight and passenger agent in St. Louis, Mo., who used to win ice skating races in his native Detroit, now has his own team of trophy winners. Coached by Dad, all four of the Young youngsters have won Michigan State championships. Jamie, age 8, was 1962's best all around skater in the toddler class; Roger, 9, best of toddler class in 1961; Sheila, 12, Midget Girls champion for 1962; and Susan, 16, Midget Girls title holder in 1957.

Since Mr. Young was transferred from Detroit to the St. Louis territory the children have continued their skating activities and during the past winter placed well up among the leaders in Missouri Skating Association events.

The sports-minded Youngs also excel in bicycle racing. Dad, who competes throughout the summer, has won the Michigan State championship 10 times, the 50 mile Elgin-Chicago marathon, and several other races of national prominence. Mrs. Young is a former champion at this sport, with both Michigan State and national women's titles to her credit.

All of the children are enthusiastic cyclists and take 20 to 25-mile rides with their dad at least once a week. Mrs. Young follows in the family's English Ford bus, just in case of a flat tire or some other contingency—like maybe tiredness.

Chicago General Offices

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

Terminal Manager Jack Mason, Bensenville, was rushed to the Elmhurst Hospital Feb. 20. We hope he has a quick recovery.

Also on the sick list is Edna Wailes from the Union Station office of the MMTC. Edna is at Little Company of Mary Hospital. We all miss her and hope she will be back with us soon.

We're again congratulating our La-Crosse, Wis., drivers who got the mail through on schedule despite temperatures of 50° below zero last winter.

Patrick J. Walsh, MMTC safety supervisor, has sent to the National Safety Council a list of 80 MMTC drivers who are to be awarded National Safety Council Safe Driving Awards for the year 1962. The list consisted of two 15-year, two 14-year, two 13-year, three 12-year, three

11-year, one 10-year, two 8-year, two 5-year, four 4-year, 11 three-year, 18 two-year, and 30 one-year awards. This is a total of 304 years of no-accident driving, of which we are very proud. There will be award dinners at the various locations to make the presentations of the awards to the individual drivers.

Lucky Clarence Goldsmith, terminal manager at Milwaukee, certainly picked a good time to take a vacation in Florida. While he was gone, Milwaukee had a cold spell and several snow storms. We understand Clarence wants the MMTC to open a terminal in Florida and has put in a bid for the job as terminal manager.

Speaking of Milwaukee, Cliff Covert, the night dispatcher, apparently was very much impressed with some of the speeches given at the safety meeting held in Milwaukee Jan. 3. Gordon Rogers of Transport Indemnity Insurance Co. pointed out that "The job is to prevent accidents, not find excuses for them". Superintendent Dombrowski of Milwaukee quoted, "Safety is discipline", and Agent L. E. Martin

suggested that "Anyone can belong to a losing team but it takes cooperation to win". Pat Walsh's impressive remark about truck drivers was, "Teach the motoring public safe operation of their vehicles". Cliff suggests that anyone who is familiar with the TV show "Password" should know that the MMTC's password for every day is "SAFETY".

We were sorry to see Gloria Valentino of the Union Station office leave our service.

LAW DEPARTMENT

Mrs. Charles Ross (Alice M.) Sutherland, widow of former general solicitor, passed away Feb. 3 in Cedar Rapids, Ia. She and her husband were well known to Milwaukee Road people through an association extending over 36 years. Mr. Sutherland was a native Iowan who started his law career with the Road at Cedar Rapids in 1910 and became assistant general solicitor with Chicago headquarters in 1921. He served in the last named capacity until his death in 1946. Mrs. Sutherland had been living in Cedar Rapids since he passed away.

MILWAUKEE ROAD WOMEN'S CLUB

Elected officers of Fullerton Avenue Chapter of the Women's Club for 1963 are: Mesdames Jack Portschy, president; Orvill Young, vice president; Miss Grace Rosier, second vice president; Mesdames Ernest Ugla, third vice president; Beverly Herlig, recording secretary; Marie Meyers, treasurer; Miss Marie Horatt, assistant treasurer; Mesdames M. Anzalone, corresponding secretary; W. Kasow, assistant corresponding secretary and P. Powell, historian.

Appointed committee chairmen are: Mesdames M. Nauheimer, constitution and by-laws; O. Young, welfare; Eileen Tripp, good cheer and visitation; Miss Emily Daugherty and Mrs. I. Parsons, good cheer; Miss Ann Anderson, ways and means; Mrs. J. Jacobson, assistant ways and means; Miss Grace Rosier, membership; Miss Ann Oldorff, assistant membership; Mrs. H. Dennean, program; Mrs. D. Gelerpse, social; Miss A. Nasheim, auditing; Mesdames V. Gunderson, house and purchasing; B. Howard, assistant house and purchasing; G. Voight, refreshments; and J. Graney, publicity.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Our department was saddened by a car accident near Pontiac on Feb. 24 which resulted in the death of Mrs. Ernie Wiltz, wife of assistant engineer, maintenance of way-track, and their two sons, Richard 9, and Edward 12. Ernie and his mother-in-law, Mrs. Beardsley, were seriously injured and hospitalized in St. James Hospital at Pontiac. At the time of the accident the family was returning to Roselle after a week end visit with Ernie's parents near Champaign. Funeral services were held in the Roselle Methodist Church. At this writing Ernie has been released from the hospital and is recuperating at home.

The Milwaukee Road Magazine



A 50-YEAR SERVICE RECORD was highlighted recently with the presentation of a Gold Pass to Hazel Dillon, operator in the Chicago-Fullerton Avenue central computing bureau, by Assistant Comptroller H. C. Johnson. All of Hazel's service has been in the Road's Chicago accounting department.



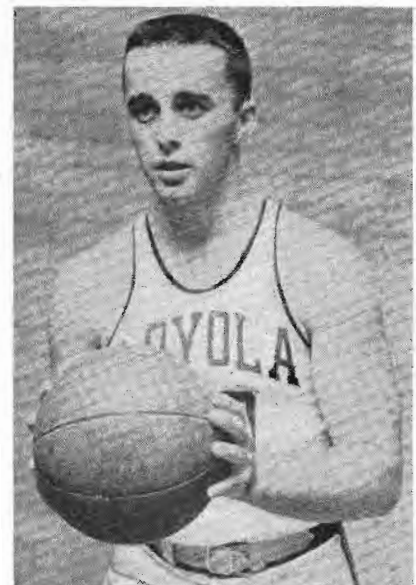
A REMEMBRANCE FROM THE GANG IN THE CONDUCTORS' ROOM in the Chicago Union Station is presented to Bob Helsdon, Elgin, Ill., conductor, as he retired Jan. 31 from the Chicago-Elgin suburban run after 51 years of service on the Dubuque & Illinois Division. He is one of three brothers who spent their entire railroad careers on the D&I. Fred, now living in Bensenville, Ill., retired as a freight conductor in 1957 with 48 years of service, and Ray, a resident of suburban Meadowdale, retired as a passenger conductor in 1959 with 47 years to his credit. Their father, the late John H. Helsdon, was also a D&I man, having worked as a section foreman at Kingston, Ill., for 40 years. Bob's last trip was marked by congratulations from L. V. Anderson, general manager-system, and a gift presentation by the passengers on his run.



◀ **INDUCTED INTO THE HIAWATHA TRIBE** on his first birthday, Feb. 28, Michael Gerard Getty, grandson of John Cerri, assistant perishable freight agent in Chicago, is all dressed up in his "take home" bib presented to small fry patrons of Hiawatha dining car service. The young tribesman is the son of Therese Getty, formerly a stenographer in the division freight agent's office.



OUTSTANDING APPRENTICES OF MILWAUKEE SHOPS are congratulated by F. A. Upton, chief mechanical officer (left), upon receiving certificate and lapel pin awards recently from the U. S. Department of Labor. Pictured from left are Machinist Apprentices R. L. Hitesman, L. R. Hollenbeck and J. J. Reikowski, Electrician Apprentice Floyd Taylor, George Miller, general chairman of the machinists' organization, and DeForrest E. Cline, transportation representative of the Bureau of Apprenticeship and Training, U. S. Department of Labor, Chicago. The four shops men are all in their fourth year of apprenticeship.



BASKETBALL'S JACK EGAN, who came up with the play that spurred Loyola to its spectacular 60 to 58 conquest of Cincinnati in the National Collegiate Athletic Association finals at Louisville Mar. 23, made Marge Egan, secretary to our company's treasurer, a very proud aunt. With the game tied in the last minute of overtime, it was Egan's jump shot tipping the ball to the Chicago Ramblers that gave them their chance to score the winning basket in the last second of spine-tingling play. Egan, a junior in the Loyola law school, is a 5-foot 10-inch champion of the tall man's game and one of the top ten of basketball's "Mighty Mites".

here's how we're doing



		FEBRUARY		TWO MONTHS	
		1963	1962	1963	1962
RECEIVED FROM CUSTOMERS					
for hauling freight, passengers, mail, etc.	\$16,627,669	\$16,994,409	\$33,218,417	\$34,080,082	
PAID OUT IN WAGES					
PER DOLLAR RECEIVED (cents)	48.0	48.5	50.6	50.8	
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	748,197	768,086	1,492,938	1,531,398	
PER DOLLAR RECEIVED (cents)	4.5	4.5	4.5	4.5	
ALL OTHER PAYMENTS					
for operating expenses, taxes, rents and interest	8,530,559	8,466,804	17,613,892	17,264,245	
PER DOLLAR RECEIVED (cents)	51.3	49.8	53.0	50.7	
NET LOSS	637,925	477,925	2,699,186	2,025,130	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:					
Number of cars	80,385	80,572	162,455	166,716	
Decrease 1963 under 1962	-187		-4,261		

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

Geraldine C. Doherty, Correspondent

On Jan. 11, Mary Lou Burke, secretary to the auditor of capital expenditures, left this office to accept a position as secretary to the superintendent of transportation in Union Station. On her last day in the office she was presented with a cash gift and many expressions of good wishes from her friends and co-workers.

Good wishes were extended to Grace Strey who became secretary to the auditor of capital expenditures. Grace formerly held the position of bookkeeping-machine operator in this office.

We have four new members in our office family. Cecelia O'Rourke is the new bookkeeping-machine operator in the investment bureau; Leon Gawron and Ronald Koss, who originally worked in the bill and voucher bureau, are now joint facility examiners in the joint facility bureau and last, but by no means least, is Peter Kania who is assistant engineer in the A.F.E. bureau. Peter previously worked for Meissner Engineers.

Bodell Huss, George Lowrie and Ted Thompson were welcomed back after their hospital sojourns.

The arrival of Laurie Jane Nank makes E. H. Nank, assistant auditor of joint facility, a very proud grandfather for the first time. She was born to the David E. Nanks of Park Ridge, Ill., Jan. 15.

Walter W. Franz, equipment engineer, is proud of his daughter Joyce who se-

cured a perfect score in English in a recent examination at Greenville College. It is the first time a student of Greenville has achieved a perfect score. She intends to become a teacher.

G. E. Stickler, assistant auditor of investment, and his wife celebrated their 30th wedding anniversary on Feb. 18.

Carl E. Holmgren, joint facility examiner, was promoted to assistant engineer in the valuation order #3 bureau.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Braunels, Correspondent

Congratulations to Leon and Ann Poplowski on the birth of a son, John Leon, and to Jim and Mary Nutoni on the birth of a daughter, Tina Marie.

Olive Odessa became a grandmother for the first time when her daughter Charlene, Mrs. Frank Vincenzo, became the mother of a girl, Cheryl Anne.

Roberto Gregori and Sandra Pierazzi were married at St. Bonaventure's Church, and Marvin Schreiner and Judy Pestka became husband and wife at St. Charles, Ill., recently.

Sympathy was extended to M. R. Swensen, comptometer operator, on the loss of her brother; to Irene Moskovitz, timekeeper, on the loss of her father, and to Nile McGinley, bill and voucher bureau head, whose brother died recently.

Frances Schmutge of the train and engine bureau, retired Feb. 28. Her friends and co-workers presented her with a gift of money.

Gwen Stoneking, clerk in the material bureau, has accepted a position in Minneapolis.

Sympathy was extended to the family of Harold Rappe, retired material bureau head, who passed away Mar. 2 after a long illness. Services were conducted at St. Paul Lutheran Church, Chicago, of which he had been president for 15 years. Interment was in Austin, Minn.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Elvina Buck retired Jan. 31 after 43 years' service. She plans to divide her time between Wisconsin and California.

Joe Zigmund has returned from a successful owl hunt in Ames, Ia.

Robert and Evelyn McBride announced the birth of a baby girl, Susan Renee, on Jan. 27.

Joe Blecha of the reproduction bureau is now a G.I. at Fort Leonard Wood, Mo.

Sympathy was extended to Henry Koretke, assistant auditor of passenger accounts, whose sister, Mrs. M. McShane, died, and to Samuel Weinstein, whose sister, Ruth Winstead, also passed away.

Girls on the sick list at this writing are Naomi Johnson, Evelyn Mazier and Margaret Glowienke.

Viola Christenson was recently welcomed as a new employee.

TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

Wallace Van Buren has succeeded Otto Bokelmann as chief clerk to general passenger traffic manager. Otto retired because of ill health and we are all hoping that with increased leisure and rest his condition will improve. At the time of his promotion Wally also received word from California that his son Tom and daughter-in-law Doris had presented him with a granddaughter, Tamara.

Bernard Fuechtmann, who was a ticket seller in the depot at Minneapolis, is succeeding Wally Van Buren as city passenger agent.

Victor L. Hitzfeld, retired general agent passenger department, and his wife have both been patients in the West Suburban Hospital recently.

Glen Hyett is the newly elected chairman of the board of governors of the Chicago Passenger Club.

Ella Brown became the mother of a baby girl Jan. 22. The Browns are naming their daughter Patricia.

New-old faces! A. P. Hedin is again carrying on business in room 771, and we are happy to see Danny Giurato back in the tariff section after the completion of his six month service with the Army Reserves. Danny re-entered civilian life with the Road Feb. 4.

Members of the Railroad Freight Rate Clerks of Chicago held their quarterly dinner at Stella's Feb. 7 and our department was represented by Bill Bickley, Bill Dillman, Bill Juras, Bob Wetzell and Joe Nowacki.

John Miller underwent an eye operation Feb. 26 and we are hoping for his early return to the office.

The Milwaukee Road Magazine



45-YEAR STORES EMPLOYEES honored recently at Milwaukee Shops were Crane Operator Harvey Hoffman (second from left) and Storehelper Joseph Weisl, shown here being presented with Silver Service Passes by R. K. Baker, general storekeeper. Congratulating them at left is Assistant General Storekeeper E. F. Volkman.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Ruthann Liepold, typist, was married Feb. 2 to Fred Duray. The honeymoon was spent in Hawaii.

Joe Robinson was a recent hospital patient.

Paul Heppert, former clerk, left Chicago to assume new duties with the Kansas City Southern Railway Company, and James Alopogianis resigned to work as a salesman.

New employees welcomed to the department recently are James Stephens, Donald Wurst, Charles Garrett and David Springmeyer.

Howard Muse, 65, claim investigator, died Mar. 13 in a hospital at Corydon, Ia. He came to the Milwaukee in 1947 after serving with the freight claim department of the Alton. Howard is survived by two sisters, Mrs. Arthur Bishop of Creston, Ia., and Mrs. Lillian Pool of Humeston, Ia. Interment was in Humeston.

AUDITOR OF EQUIPMENT ACCOUNTS

Sympathy was extended to Angela Tauber whose mother passed away recently.

A variety of lovely gifts added to the retirement pleasure of Bessie Berger, who ended 50 years' service Jan. 31.

Marie Gartlan, a 12 year employe, resigned Mar. 8 to become a full time housewife.

Irene Goelz is recovering from surgery at this writing.

OPERATING DEPARTMENT

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

It was recently learned that Royal V. Fessenden, who was last employed as I.C.C. clerk in the safety department, died Jan. 1. He was 80 years of age. Mr. Fessenden, known to his fellow employes as "Roy", started with the Road in October 1900 and retired in July 1948 after spending 27 of his 48 years of service in the office of the general adjuster. Upon retiring he moved to Edmonton, Canada,

where he had lived since with his sister, Mrs. Eva McAnsh.

While vacationing recently in California, Mr. and Mrs. F. G. McGinn had a very pleasant visit with the F. J. McDonalds. Mr. McDonald, who retired Dec. 31, 1960 as special assistant to general manager after 48 years of service, is now living at 4424 Menlo Avenue in San Diego. The McGinns also visited in San Diego with Mr. and Mrs. C. P. Downing, who were spending the winter there. Mr. Downing retired as assistant to vice president-personnel at the end of 1958.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

H. J. Montgomery, Correspondent

Donald Herron, a stores department employe for 46 years, recently retired and has moved with his wife to Knoxville, Ia., where they will live.

Our good friend and brother, Erwin C. Weber, died suddenly during the second week of his vacation. He was chief clerk to Jake Hansen, superintendent of freight

shop, and a correspondent for the Magazine.

John Duty, a retired tin shop foreman, passed away after a year's hospitalization due to heart disease . . . Another of our retired tin shop foremen, Joseph Glaub, also died recently . . . Louis Klubertanz, who retired as paint shop foreman about five years ago, also passed away suddenly . . . Ernie Muster, 70, a retired boilermaker who had been in ill health for the past year, died recently.

Robert Hohl, a former layout man in the forge shop and a carman in the freight shop, is now a draftsman in the mechanical engineer's office.

Joe Reikowski, an apprentice from the machine shop, has been learning how to make and read his own blueprints in the drafting room the past few months . . . Prior to his coming, Daniel Bigalke, also from the machine shop, had served for a couple of months.

Robert H. Maas was passing out cigars recently in honor of the arrival of a seventh girl. There is one son in the family.

The blueprint room and the S.C.D. office have taken on a new look as the

Carloadings



JANUARY-MARCH 1963 compared with the same period in 1962

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		THREE MONTHS		INCREASE	
		1963	1962	1963 over 1962	% of increase
	INCREASED in 1963 over 1962				
14.4%	Grain and Soya Beans.....	25,485	24,866	+ 619	+ 2.5%
5.1	Automobiles and Parts.....	12,217	12,175	+ 42	+ .3
2.4	Agri. Impl. Machinery and Parts.....	5,071	4,638	+ 433	+ 9.3
2.3	Grain Products.....	12,791	12,605	+ 186	+ 1.5
2.0	All Other Animals and Products.....	3,496	3,372	+ 124	+ 3.7
1.7	Forwarder Traffic.....	7,422	7,327	+ 95	+ 1.3
1.5	Logs and Pulpwood.....	10,146	9,551	+ 595	+ 6.2
1.4	All Other Products of Agriculture.....	6,080	4,992	+1,088	+21.8
1.3	Fruits and Vegetables (Fresh).....	4,382	4,340	+ 42	+ 1.0
30.0	All Other Mfgs. and Miscellaneous.....	68,880	66,786	+2,094	+ 3.1
62.1%		155,970	150,652	+5,318	+3.5%
	loading of these commodities	THREE MONTHS		DECREASE	
	DECREASED in 1963 under 1962	1963	1962	1963 under 1962	% of decrease
11.8%	Forest Prod. (Excl. Logs and Pulpwood).....	17,313	17,340	— 27	— .2%
6.9	Coal and Coke.....	26,922	28,657	—1,735	— 6.1
6.3	Iron and Steel.....	10,919	13,238	—2,319	—17.5
3.0	Meat and Packing House Products.....	7,827	8,663	— 836	— 9.7
2.6	Oil and Gasoline.....	9,144	10,278	—1,134	—11.0
1.9	All Other Products of Mines.....	3,171	3,496	— 325	— 9.3
1.8	Gravel, Sand and Stone.....	6,841	7,845	—1,004	—12.8
1.3	Liquors, Malt.....	3,733	3,893	— 160	— 4.1
1.0	Merchandise.....	7,182	9,156	—1,974	—21.6
.8	Cement, Lime, Plaster and Stucco.....	1,935	1,977	— 42	— 2.1
.5	Live Stock.....	1,204	1,996	— 792	—39.7
37.9%		96,191	106,539	—10,348	—9.7%
100%		252,161	257,191	—5,030	—2.0%

result of a recent paint job.

Ruth Schmidt, a clerk in the office of the freight shop superintendent, is hospitalized at this writing but the latest report is that she is improving.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Norbert T. Kiemen, secretary to chief mechanical officer, passed away suddenly Feb. 12 in Deer Lodge, Mont., at the age of 47. He had worked for the Road 25 years. Mr. Kiemen was born in Minnesota and moved to Milwaukee when he was a child. He was a member of the Order of St. Christopher for Railroad Employees, secretary of the Home and School Association of St. John's Cathedral High School, a member of St. Vincent de Paul Society, and of the Holy Name Society of St. Anne's Church. Surviving are his wife, Rose, four sons and two

daughters, and two sisters. Funeral services were held in St. Anne's Church and burial was in Holy Cross Cemetery.

The new steno-clerk in the locomotive department office is Marie Skiba.

Terre Haute Division

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

Connie Hamblen of Terre Haute was married to Michael Brown, roundhouse foreman at Latta, Ind., on Jan. 4. Mrs. Brown is a senior in nurse's training at Union Hospital, Terre Haute. Mr. Brown is the son of Mrs. Bernie LeBow, diesel house clerk at Bensenville. The newlyweds are living in Jasonville, Ind.

A son, Darrell Wayne, was born to Mr. and Mrs. Al Dressler Feb. 1. They have three other sons.

The Cecil Harringtons also announced

the birth of a son, Joseph Patrick, Feb. 1. He joins four brothers and sisters.

Former Section Foreman S. J. Bleye passed away at his home in Crete, Ill. on Jan. 23. He is survived by his widow, a son, Robert of Momence, Ill., two daughters, two step-daughters, 33 grandchildren and seven great grandchildren. Funeral services were held in St. Patrick's Church, Momence, and burial was in the cemetery there.

Conductor Walter Powers died Feb. 12 at his home in St. Bernice, Ind. He is survived by his widow, a daughter, Mrs. Marceda Coonce of St. Bernice, three stepsons, Melvin, Vernon and Donald Hobert of St. Bernice, all operators on the Terre Haute Division, and seven grandchildren. Funeral services were held in Clinton, Ind., and burial was in Roselawn Memorial Park, Terre Haute.

C. I. Tindall, who retired as conductor in 1945, died in Terre Haute Feb. 5. He is survived by one daughter and two brothers.

Retired Conductor C. N. Blake died at his home in Newburgh, Ind., Feb. 7. Mr. Blake lived at St. Bernice prior to retirement in 1948. He is survived by his widow, a daughter and a son.

Sympathy was extended to M. K. Verdeyen, yardmaster at Hulman Street, Terre Haute, on the death of his mother, Mrs. Josephine Verdeyen; to Engineer C. G. Hiddle on the death of his sister, Mrs. Maude Amerman of St. Bernice, and to F. C. Hanna, operator at Faithorn, whose father passed away in Houston, Tex.

I M & D Division

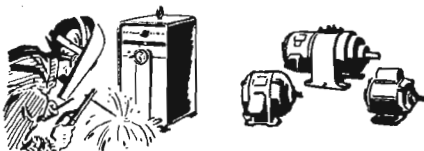
AUSTIN-SIOUX CITY AREA

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

Retired Engineer Arthur Johnson passed away in Payson, Ariz., recently. He formerly lived and worked out of Mason City, Ia. . . L. D. Mather passed away in Mason City Jan. 22. He retired in 1956 after more than 50 years as conductor. Surviving are his wife, a son and a daughter. Burial was in Mason City . . . Mrs. John A. Johnson, widow of a former conductor, died in Mason City Jan. 10. She is survived by a son and four daughters . . . Mrs. George Wendt, 78, wife of retired engineer, died suddenly in Mason City while attending a dinner . . . Friends of Arthur M. Glander, retired chief carpenter IM&D Division, were shocked to hear of his sudden

In the shop or on the road
two names to rely on

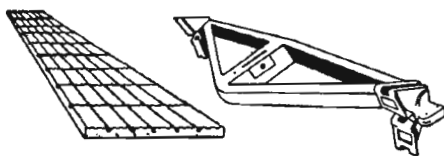
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MILWAUKEE SHOPS SEMINAR showing mechanics being familiarized with maintenance and repair procedures on the Road's newly modified Fairbanks-Morse engines. Classes were conducted by Fairbanks-Morse Representative J. Harrington, pictured in the background (left) with A. W. Hallenberg, assistant chief mechanical officer. The instructions were illustrated with photographs, slides and wall charts.

death at Austin, Minn., Jan. 12. He suffered a heart attack while shoveling snow. Prior to retirement in 1957 he had worked at Sioux City, Mason City, and Austin, all on this division. His widow Bertha, a daughter, Mrs. Donald Simons, and a brother survive . . . Mrs. Jess Mathewman, wife of retired machinist, passed away recently in Mason City. She is survived by her husband and a sister . . . Ben R. Boldt, retired station agent, Britt, Ia., died Feb. 27 leaving a wife and three daughters to mourn. He retired in 1953 after long service.

Retired Assistant Superintendent Rae E. Sizer, 84, died Feb. 24 in Mason City where he had lived the past 27 years, during nine of which he was city assessor. His railroad service began July 1, 1895 in the track department of the old River Division at Weaver, Minn. In 1897 he began work as a telegraph operator at Menomonie, Wis., and in 1901 went to Walworth, Wis., and was the first agent there when the road was built through that area. Some time was spent at Red Wing, Minn., and in 1908 he became a train dispatcher at Chicago, later working at Madison and Aberdeen, S.D. and Montevideo, Minn., retiring May 1, 1948 from the position of assistant superintendent. He was a member of the First Methodist Church and a 58 year member of the Masonic Order, the Royal Arch Masons and the Knights Templar. He is survived by his wife and a sister.

We recently heard that the editorial cartoons of Paul Conrad of the Denver, Colo., Post are to be syndicated over the country. Paul has been on the staff of the Denver Post for 12 years and his cartoons have often been reprinted in other newspapers and national magazines. He attends the Post editorial conferences but the subject of his work is left entirely up to him. Paul is a son of Retired DF&PA R. H. Conrad of Mason City. He was born 38 years ago in Cedar

Rapids, but spent most of his boyhood in Des Moines. He is a graduate of the University of Iowa, married and the father of two daughters and a son. His twin brother, Jim, is a commercial artist in Denver.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Mrs. Olena Watts, mother of Mrs. Chester C. Smith, wife of night chief dispatcher at Savanna, passed away in the Smith home Feb. 9. Funeral services were held in the Law Funeral Home and burial was in the Savanna Township Cemetery. One daughter, two sisters, a brother, three grandchildren and one great grandchild survive.

Joseph R. Anderson, who retired as a switchman at Clinton, Ia., Dec. 24, 1951 after 41 years service, died suddenly at the home of his daughter, Mrs. Merritt L. Sutton, in Camanche, Ia., Feb. 24. Services were held in St. Boniface Church and interment was in St. Boniface Cemetery, Clinton. Mr. Anderson's widow, two daughters, a son and a sister survive.

Word has just been received that Re-

YOU'RE WORTH A FORTUNE, IF . . .

You are able to continue producing a regular income. For example, if you are age 40 and make \$500 a month you will earn \$150,000 by the time you are 65. The big "IF" is an accident or sickness which can take you off the payroll for months, years, or forever. A Provident income replacement plan will assure you and your family the things you meant to have even if disability or death stops your earning power.

Your Provident agent will be glad to tell you about these plans.

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SAFE BRAKING!

tired Passenger Conductor J. C. Sophy died last November in the Alexian Brothers Home at Signal Mountain, Tenn. Funeral services were held in Chicago and burial was in Mt. Carmel. D&I First District Trainmen J. S. Darr, M. K. Lynn, W. Farrell, L. J. Moran, P. E. Turner and M. E. Howard were pallbearers. One sister in Chicago survives.

They have four living children, seven grandchildren and seven great grandchildren.

L. Callaway, chief dispatcher of the D&I First District at Savanna, retired Feb. 8 and about 110 friends and co-workers attended a dinner in his honor at Meekers Feb. 9. Superintendent A. C. Novak was M.C. and "Cal" was pres-

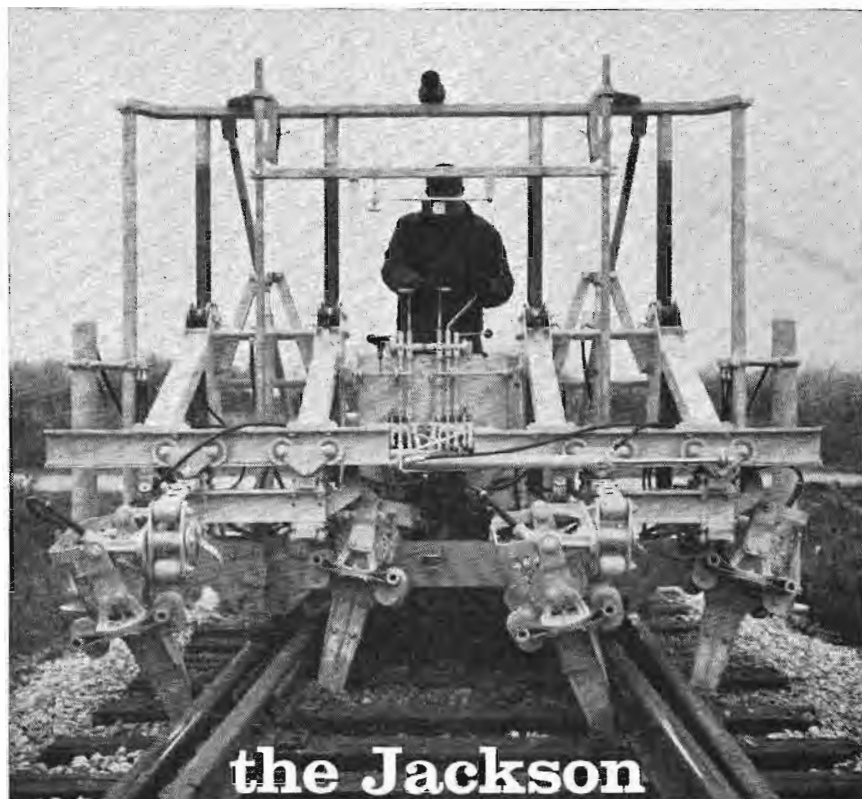
came in the same capacity to the First District in 1940. He was appointed chief dispatcher in November, 1949. The Callaways will continue to live in Savanna.

Retired Engineer Peter J. Reuter of Dubuque passed away in Xavier Hospital Feb. 15. Services were held in the Holy Trinity Church and interment was in Mt. Calvary Cemetery. Surviving are his widow, two daughters, two sisters, three brothers, 20 grandchildren and 30 great grandchildren. Mr. Reuter had 42 years' service with the Milwaukee.

Gerald Mickelson, yard clerk at Savanna, was named outstanding Jaycee of the year at the annual Bosses' Night Banquet and program sponsored by the Savanna Jaycees at Meekers Jan. 24. He gathered over 100 points in the Jaycee point merit system.

The Milwaukee Women's Club, Savanna Chapter, met Jan. 14 in the Episcopal Parish House. Mrs. William Doherty was elected and installed as president, succeeding Mrs. Henry Shannon. Other officers for 1963 are: Mesdames Lane O'Rourke, first vice president; Grace Bertholf, second vice president; Guy Chamberlain, treasurer; Z. G. Reiff, corresponding secretary; Marie Fitz, recording secretary, and Miss Clara Cush, historian. Those serving on committees are: Mesdames Albert Lahey, welfare; John Ritenour, good cheer, and Henry Shannon and Lloyd Hinsch, membership.

Retired Train Dispatcher W. A. Kelsey, formerly of Ottumwa, died Mar. 12 in Phoenix, Ariz.



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SPOTTING AND SMOOTHING: The great power and speed of the tamping units make it ideal for spotting and smoothing in any ballast in any condition.

PRODUCTION TAMPING: An excellent machine for moderate to high raise work. Produces complete consolidation of ballast in out-of-face raises, with maximum stability right under the rail.

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R3-2A

Mr. and Mrs. G. Hazelbower, Savanna, celebrated their 25th wedding anniversary Feb. 14 with a family dinner at home. Mr. Hazelbower, an employee of the car department, is the father of six children all living at home.

Retired Engineer Glen Gunn and wife celebrated their 50th wedding anniversary Feb. 8 when they were honored guests at a dinner party at Meekers.

ented with a watch and a sum of money and Mrs. Callaway with a serving tray. J. T. Hayes, assistant to vice president, and his wife came from Chicago for the occasion. Mr. and Mrs. Callaway have two sons, Dr. Lloyd Jr. of Chicago, and James, operator on the First District. Cal began his railroad career on the old Kansas City Division in 1916, worked as dispatcher on the Third District, and

Aberdeen Division

EAST END

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

Retired Engineer Barney Leadon and wife of Minneapolis recently celebrated their 50th wedding anniversary... Retired Conductor C. C. and Mrs. Bingham celebrated their 65th in February... and Engineer A. O. Moe and wife celebrated their 25th.

Through the alertness of Dale Bohlman, a member of the section forces at Correll, Minn., a serious train accident was averted on the cold, cold morning of Jan. 14. Dale was driving along the highway when he saw a hot box blazing and signalled the train crew who stopped the train. It was then found that the car had a broken bolster. There was a mighty sigh of relief when everybody realized what MIGHT have happened.

Agent Tom Fasching of Cologne reported the arrival of Jane Frances at their house recently. That makes six little Faschings... Jay Callahan, our Signode Door representative, is equally proud of his little son Brian, a first arrival.

At Tower E-14 near Hopkins, there are two new "regulars"—H. A. Tisch and Don Jakel... Ole Olson is the agent at Renville while Don Paul is on sick leave due to a long bout with the flu. Don has

The Milwaukee Road Magazine

Erwin C. Weber

ERWIN C. "ERV" WEBER, chief clerk in the office of shop superintendent at Milwaukee Shops and a correspondent for this magazine, died suddenly Jan. 19. He was 63 years of age.

"Ervin" Weber had been with the road 41 years, starting as a clerk in the office of the superintendent of the car department in Milwaukee. He also worked at the Milwaukee coach yard and at Davies Yard before transferring to the shop superintendent's office as chief clerk in 1956. He had planned to retire this year and had just started a vacation when he was stricken with a heart seizure.

Mr. Weber was active in the Veteran Employees' Association and had served as general chairman of the Hiawatha Service Club. He was a past president of the Travelers Masonic Lodge and a musician in a local orchestra. He is survived by his wife, Eleanor.

gone south for some sunshine.

Retired Engineer John Krum, 80, passed away recently in the Dawson Rest Home where he was being cared for after a series of strokes . . . Kim Renee, the 22-month old daughter of the Dale Bohlmans, became critically ill Feb. 12 and was rushed to Minneapolis for treatment, but passed away later the same day . . . Rae Sizer, former trainmaster at Montevideo, died at his home in Mason City, Ia., Feb. 25 . . . Jack McKeown, formerly a brakeman on the Aberdeen Division and a brother of Phil, Byron and Bill McKeown, died suddenly Feb. 22 in Minneapolis . . . Mrs. Leo Jorissen, wife of our agent at Danube, passed away Feb. 18 after a lingering illness . . . Retired Conductor Herb Pugh of Glencoe died Feb. 9. The east end train crews will miss his daily greetings as ever since his retirement Herb had highballed every train going through Glencoe.

New brakeman on the middle Aberdeen Division is Hollis Anderson who made his seniority date on the Montevideo switch engine one cold, windy night in January.

It was a miserable, dirty little yellow kitten that the Montevideo switch crew found in the yard one morning when the mercury stood at 22 below. By her plaintive mewing they traced her to the bolsters under one of the cars, so she had

apparently come a long way. In the cab of the engine she came to life and after cleaning up a bit she turned on her charm and "worked" the crew for part of their noon lunch. She is now comfortably at home on a farm, thanks to Roundhouse Foreman Elmer Ward. The crew with the humane touch consisted of Foreman Harold Natzel, Brakeman Les Natzel, Harold Stuber, Engineer Al Moe and Fireman Ed Mohn.

Susan Dimmitt, who is finishing high school in Montevideo though her Dad has been transferred to Dubuque, Ia., as assistant superintendent, recently won the Betty Crocker Home Maker Award in the local high school contest. Prior to that she had won a \$25 bond for the best essay on Communism, following the showing of the movie, "I'll Bury You".

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

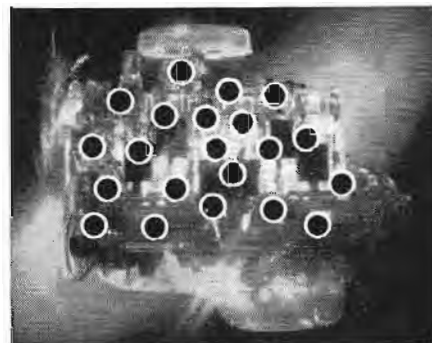
Mrs. Tony Waldd, wife of IBM operator, bowled a 264 game recently. This is the highest score rolled by a woman since the local paper, The American News, started keeping records.

Sympathy was extended to the family of Retired Carman M. J. Schmidt who passed away recently.

Switchman and Mrs. Ted Hatzenbeller welcomed a new daughter recently and a son, James, was born Feb. 9 to Mrs. W. J.

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Washed and Dried Treated Stokercoal

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Spring Plates

General Office and Works
New Kensington, Penna.

Peta, wife of trainmaster. This evens the Peta family—three daughters and three sons.

Clarence Grieben, baggageman at Aberdeen, reports that he is a first time grandfather.

Switchman Lenny Evangelisto has returned from New York where he was called because of the illness and subsequent death of his mother.

The Miles City dispatching territory has been added to the Aberdeen train dispatchers' board, so the families of K. L. Klovstad and George Meiers will be moving to Aberdeen soon. Warren L. Mayers has bid in the dispatcher's position at Austin, Minn., and will be moving his family there shortly.

Conductors John W. Lee and P. L. Patterson retired recently with a combined total of 91 years' service. Lee began as a brakeman in 1918 and was promoted to freight conductor in 1930. Patterson spent more than 46 years with the Milwaukee, as conductor since 1921.

Iowa Division

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Julius A. Landmyer, retired employe, passed away Jan. 16. He was born Feb. 17, 1884, at Decorah. Surviving are two brothers, Benny of La Crosse, Wis., and August of Bemidji, Minn. and a sister, Margaret Bottcher of Minneapolis. Burial was in Oak Hill.

John Reimers, 81, retired conductor, passed away Feb. 2. He was born at Sabula, Ia., but lived for the past 54 years in Marion. He was a member of the First Presbyterian Church, Trojan Lodge No. 548, AF&AM, Brotherhood of Railway Trainmen No. 186, and Osceola Lodge No. 18 I.O.O.F. Surviving are a daughter, Mrs. Philip I. Crew of Cedar Rapids, two



RETIREMENT SEND-OFF at Aberdeen, S. D., shows W. H. "Bill" Hohensee, check clerk-baggageman at the freight house, with a billfold presented to him on behalf of his co-workers by Agent R. M. Gordon (right) and Trainmaster W. J. Peta. Mr. Hohensee had been with the Road since August, 1917.

granddaughters and four great grandchildren. Burial was in Oak Shade Cemetery.

Mrs. Fred Golden, widow of former conductor, passed away Feb. 5. She was a member of Unity Center and The Milwaukee Women's Club. Surviving are her daughter, Bertha M. Dutton of Cedar Rapids; two sisters, Sarah Brown of Houston, Tex., and Jessie, Mrs. Edward Farrer of Spartanburg, S.C., and two brothers, Clayton and Mason Adamson, both of Monticello.

Aca T. Bright, 90, agent at Massillon for many years prior to his retirement 25 years ago, died Feb. 8. Five sons and a daughter survive; Vernon, Marvin and Lenora of Massillon, Neal and Glenn of Oxford Junction, and Ward of Wheatland; also one brother. Burial was in Massillon cemetery.

MIDDLE AND WEST

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

Retired Engineer Owen Fox of Perry and wife spent the winter in their trailer at Phoenix, Ariz. The Green Acres Trailer Court where they stayed is equipped with a swimming pool, shuffleboard, and a horse shoe pitching court, also a nice club house with a kitchen for use of the patrons of the park. They met a number of people from the Perry area with whom they shared many cooperative dinners at the club house.

Bernie Olson of Perry, after 45 years as a fireman and engineer on the Iowa Division, retired Dec. 31. His last day of work was in October. Early in November he became ill and underwent surgery in a Des Moines hospital. Upon recovering he took vacation due him and decided to retire. During the depression he became a meat cutter and worked at the trade off and on for many years. One of the many trips he and his wife are planning will take them to Seattle to visit their son who operates a fishing boat in Alaskan waters during the fishing season.

Retired Agent and Mrs. F. W. Bean of Bagley observed their 69th wedding an-

The Milwaukee Road Magazine

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of your friendliness and assistance
the past thirty-five years.

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EMPLOYEES of the MILWAUKEE ROAD

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

Our continued growth and increasing surplus have made it possible for us to deposit with the State Insurance Commissioner over \$400,000.00 for the protection of all members and issue this special anniversary **NON-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM** — coverage of \$3,000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

MONTHLY INCOME OF \$300.00

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

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

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

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

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

Offered by EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA
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MAIL THIS APPLICATION NOW TO:

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

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

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

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

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

OccupationSocial Security No.Payroll No.Work No.....

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

The beneficiary is to beRelationshipAmount 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 nameDate of birth
Amount of monthly premium for wife's policy \$.....
(See rate above according to age)

**POLICIES FOR
DEPENDENT
CHILDREN**

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant



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niversary Jan. 13. He worked for many years as an operator at Herndon when that was one of the busiest stations on the division, also at Jamaica and Bagley, where he was last employed. A dinner was enjoyed with their children from this area.

Earnest W. Hayward, 71, retired signalman of Perry, died at his home Jan. 19 after being in failing health for several years. He was born in Perry and, during his years with the Milwaukee, was employed as a signalman at Manilla, Herndon, Jamaica and Perry. He was a member of the Masonic and Odd Fellows Lodges. Services were held at Brooks Chapel and interment was in Violet Hill Cemetery.

Janet Galiher, relief clerk, underwent an emergency appendectomy in January at the Dallas County Hospital in Perry. After her recovery, she left for Los Angeles, Calif., where she plans to visit friends and relatives until such time as she can return to work.

Among the officers elected and installed in the Newcomers' Club at Perry for 1963 are: treasurer, Mrs. Delores Adametz, wife of electronics maintainer, and secretary, Mrs. Elaine Michaels, wife of an employe in the division engineering department. This club consists entirely of women who have moved into Perry during the past year.

Assistant Engineer John Schell and

wife of Perry announced the engagement of their daughter, Joan, to Dennis Triggs, son of Mr. and Mrs. Clarence Triggs, also of Perry. They are planning a June wedding.

Word was received that Retired Engineer Frank Millard, formerly of Perry and now of Sun City, Ariz., was badly burned in February while on a fishing trip with one of his friends. On their way to Lake Mead, near Kingman, their car ran out of gas. Taking gas from the boat supply they poured some in the tank and Frank poured some in the carburetor. When the car started, gas spilled around the carburetor ignited and Frank was enveloped in flames. He was hospitalized in Kingman for about three weeks and at this writing his condition is very satisfactory.

Retired Agent N. J. Edwards, 93, passed away Feb. 14 in a rest home at Oxford Junction, Ia., following a stroke suffered that day. He retired from the agency at Toronto, Ia., the first station at which he worked, after more than 50 years' service. Funeral services and burial were in Toronto. The late Earle Edwards, a dispatcher at Perry for many years, was a son.

Mr. and Mrs. Bud Evers of Hilo, Hawaii, are parents of a son, Jason Arthur, born Feb. 16. Maternal grandparents, Retired Conductor and Mrs. Wally Hanneman of Perry, visited in Hawaii for a time to welcome the new arrival and help with his care.

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FOWLER STREET STATION

Pearl Freund, Correspondent

Fifty years with the Milwaukee is the record chalked up for George H. Roessger, chief clerk in the local freight office. Way back on Mar. 1, 1913 George began as messenger at the old Stowell station, advancing to yard clerk, interchange clerk, foreman and cashier. In 1917 he went out as a brakeman on the C&M Division, but not for long. In three months he was back at Stowell where he remained until his assignment as chief yard clerk at Fowler Street. This position he held for 25 years when he was appointed chief clerk, from which position he retired. A remarkable man is our chief clerk, with an unbounded capacity for work and clerical problems, and the energy of a teenager. His hobby is raising chinchillas and he belongs to the National Chinchilla Breeders Association. Mrs. Roessger, a licensed practical nurse, is associated with Milwaukee Hospital. The couple have two children, Charles and Virginia, both married, and six grandchildren.

Newcomers to the regional office are John Hohner, disbursement clerk, formerly in the IBM department of the stores division at the shops. He is married and has two daughters, Debbie and Bonnie . . . Ruth Kohnke, keypunch operator from the stores division, will perform the same duties at Fowler Street . . . Ann Meyer, disbursement clerk, transferred from the office of chief disbursement ac-

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countant at Fullerton Avenue, Chicago. She will now live in Milwaukee.

"Variety Kapers of 1963", the fourth annual talent variety show of the Alverno College Parents Association, was presented Jan. 19 in the school auditorium. Mr. and Mrs. Henry Koehler, members of the association, assisted in the arrangements. Henry is a driver for MMTC.

Oldtimer William J. Walleman passed away Jan. 20 at the age of 77. His railroading years were from Nov. 1, 1910 to July 13, 1951. He was assistant foreman at House 1 and Stowell, and later a checker at House 7. His wife Ida and a brother John survive.

Mike Palmisano, cooper in the Fruit House for many years, passed away in January. He is survived by his wife Mary; daughters Theresa Cascio, Mary Czeszynski, Christine Galati, Lena Reuter and Jennie Simmons, and sons Theodore and August.

St. Michael's Church was the scene of the marriage of Kathleen Fitzpatrick and Ernest Fraser Jr. Jan. 5. Ernest, son of chief yard clerk at Gibson District, is night assistant district manager, Milwaukee Sentinel, and a student at Spencerian College majoring in accounting. A reception was held at Knotty Pine Lodge.

D. C. Fish, manager regional office, and his wife celebrated their 25th wedding anniversary in February, and Mr. and Mrs. Bruno J. Kowalski celebrated their 39th. Bruno has been on sick leave since September but Mar. 4 was set as the date for his return to the outbound rate department.

Milwaukee Chapter of the NARBW, which was organized on Jan. 13 just 13 years ago as the 13th chapter of the association, celebrated its anniversary at a luncheon in Stouffers "Top O' the Marine Plaza". Members from Chicago, Kansas City and Minneapolis chapters attended.

Margaret Adams, expense clerk and key punch operator, resigned Feb. 21 to join the Milwaukee police force.

Ron Davely, carload bill clerk, and Rollie Symicek of the agency, have been assigned to key punch positions in the regional office.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Switchman Aaron Post (Pappy) "made" the Milwaukee Journal and the Milwaukee Sentinel when he caught an 18½ pound lake trout at Big Green Lake Jan. 14.

Switchman Kenny Preuse is on military leave. He has joined an air-borne division of the U. S. Army for paratrooper service and is stationed at Fort Knox, Ky.

Our famous weight lifter, Ronnie Feyrer, can be counted on to break records, including his own. In the state championship contests at the Eagles South Shore Pavilion Jan. 26 Ronnie took first place in the 181 pound class; broke the state record for 320 pound, prone press, and for lift of 525 pounds, dead lift, which last topped his own previous record of 505 pounds, dead lift. The total



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weight of the three lifts was 1,225 pounds and three state championship records fell. Switchman Dave Cammack's son John is rapidly developing into a champion also, this year placing second in the 132 pound division.

The Cliff Parents announced the arrival of David John Jan. 17 . . . Timothy John arrived for the John Dwyers on Feb. 12 . . . Switchman Cliff Szukalski and wife welcomed Craig William Jan. 2 . . . The Vern Sages have a baby girl, Sharon Marie, born Jan. 25 . . . And Katherine Jean was born Mar. 5, bringing the count to five for Clerk Joe A. J. Wuerl.

Switchman Louis Wheeler died as the result of an accident Feb. 28 . . . Engineer Arthur Ewig passed away Feb. 28 . . . Retired Switchman Peter Bohlman died Jan. 31.

Thomas Henschel's sister, Mrs. Delaney, died in an auto accident in which other members of the family were involved. Tom's mother will be hospitalized for some time.

Sympathy was expressed to Vince Quinn whose mother died Jan. 31.

Northern Division Brakeman Dennis Kaufmann announced the birth of Mary Jo Feb. 27.

Switchman Joe Dulek retired Mar. 1. James, the 21-year-old son of George Gromacki who is employed in our mail and baggage department, was recently killed in an automobile accident. James worked a short time for the Milwaukee.

Bernard M. O'Connor, who retired as

yardmaster in 1947 after 50 years of service, died recently of a heart seizure. He was 77 years of age. Funeral services were held in St. Florian Catholic Church and burial was in Mount Olivet. He was a member of the Order of St. Christopher for Railroad Employees and a 50-year member of the trainmen's organization. Survivors are five daughters, a son and a sister, all of Milwaukee.

Peter J. Clark, 79, an engineer when he retired in 1951, died recently in St. Mary's Hospital. Services were held in St. Matthew's Catholic Church, with burial in Mt. Olivet. Mr. Clark was a native of Ireland who came to Milwaukee as a youth. He had 51 years of railroad service. Survivors are his wife, Nellie, two sons and four daughters.

Mrs. Michael T. Sullivan, widow of a Milwaukee Terminals switchman, passed away recently of a heart attack suffered in the home of her daughter, Mrs. Michael Swieczak of West Allis, with whom she lived. Mrs. Swieczak is the former Mary Ann Sullivan who was a Milwaukee Road yard clerk before her marriage. Mrs. Sullivan had been active in Democratic politics since her husband's death in 1953 and was secretary of the Citizens for Kennedy and Nelson committee here in 1960. She had also worked on various party council, election commission and women's committees. She is survived by two sons, Circuit Judge Michael T. Sullivan and Attorney Gerald W. of West Allis; two daughters, including Mrs. Gilbert Schramm of Villa Park, Ill.; two brothers and two sisters. One of the sisters, Mrs. Killian Schwartz, is the wife of a Milwaukee Terminals switchman. Services were held in St. Matthias Church and burial was in Calvary Cemetery.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, LaCrosse

Paul F. Muetze, retired carman who worked many years at LaCrosse, passed away Jan. 28 in the V. A. Hospital at Madison after a long illness. He is survived by his widow, Ann; four daughters, Dorothy, Mrs. Robert Opitz, and Beverly, Mrs. Bill Fredrickson, both of LaCrosse, Mary Ann, Mrs. Richard Woodruff of Marshalltown, Ia., and Shirley, Mrs. Anthony Gentile of Kenosha; and two sons, Paul M. and Fred, both of Kenosha. Mr. Muetze was a veteran of World War I. He was buried in the Catholic cemetery at LaCrosse.

B.M.W.E. Lodge No. 1965 held a retirement party at LaCrosse recently for Section Foreman E. Strupp of Dakota, Minn., B&B Carpenter C. A. Stokes of Onalaska, Wis., and J. Wolzon, maintenance of way, Winona, Minn. Mr. Strupp had 47 years' service, Mr. Stokes 38 years, and Mr. Wolzon 10 years. Special guests included Division Engineer H. E. Hurst, Rail Mill Superintendent E. Lamp, Roadmasters L. Gray and H. Brostrom, and General Chairman J. James. Local Chairman Walter Miller presented gifts to the retired members and their wives.

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619 YEARS OF MILWAUKEE ROAD SERVICE is represented in this picture taken at a get-together honoring George H. Roessger, chief clerk in the local freight office in Milwaukee, upon reaching the 50-year mark. The veterans and their service are, left to right: J. M. Hoerl, 43 years; Emma Steiner, 46; William Spredeman, 38; Harvey Corbett, 40; Minnie Walters, 42; Walter Geisinger, 46; E. A. Keller (rear), 43; George Richter, 51; Barney Nowicki (rear), 38; Mr. Roessger; Milton Straka, 51; John Skubal, 43; Casimir Maciolek, 42; and Walter Nowicki, 46 years. For details of Mr. Roessger's career, read the news column of Correspondent Pearl Freund.

office in Milwaukee for the past 10 years, retired Jan. 3. Many of Mr. Butler's 40 years with the Road were spent as agent-operator on the LaCrosse Division. His son, Stanley Jr., now works as an operator at the "GO" office.

Christine, daughter of Train Dispatcher Don Elder, LaCrosse, has been named the Homemaker of Tomorrow at Central High School in La Crosse. Christine had the highest score in tests given the senior girls and is now eligible to compete for the state title. The girl chosen as State Homemaker will be awarded a \$1,500 scholarship.



Christine Elder

Glenn Bennett, veteran section foreman at Weaver, Minn., who retired recently after 43 years of service, was honored by 30 railroad friends from surrounding towns at a dinner party held in the Weaver Cafe. Cards were played and he

was presented with several gifts. As foreman of the Weaver section, Mr. Bennett succeeded his father-in-law, Garrott Fitzgerald, who had filled the position for 50 years. The Bennetts will continue to live in Weaver. They have one daughter, Mrs. Norman (Betty) Cochran of Minneapolis, and a grandson.

Russell Bean was appointed agent at Sparta following the death of Roger Hiliker. He is a 23-year employe and lives with his wife at Tunnel City, Wis.

Mrs. Dan Sullivan (Gen), wife of retired conductor, passed away suddenly in her home at LaCrosse Feb. 25. Besides her husband, one daughter Molly, Mrs. Maylen Wiehle of Minneapolis, and five grandchildren survive. She was a member of the Cathedral Women's Organization, Milwaukee Women's Club and Vocational Homemakers. Burial was in the Catholic cemetery.

Joseph T. Dettle, 66, died suddenly Feb. 10 in Winona, Minn., where had been an alderman at one time. When Mr. Dettle retired in 1961 he had completed 50 years' service in the signal maintenance department of the Road. He is survived by his wife, a son Roger of Vacaville, Calif.,

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and two daughters, Shirley, Mrs. Warren Wunderlich of Winona, and Delores, Mrs. Arvid Anderson of Mankato. Interment was in St. Mary's Cemetery, Winona.

Engineer Francis (Pat) Kelly died suddenly in Minneapolis Feb. 13. His wife, Mary, survives, also a son, Patrick J. of Sun Valley, Calif., and four grandchildren. Interment was in Fort Snelling National Cemetery. Mr. Kelly had worked for the Milwaukee 45 years.

Conductor George Williams retired Feb. 1 and at this writing is in the hospital at Tomah because of a stroke. He

began working for the Road in 1928.

Engineer C. F. Hanson of Sparta ended 51 years in engine service with his retirement Feb. 1. He worked on the Viroqua branch job for many years. He and his wife will continue to live in Sparta.

EAST END

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

Retired Train Baggage Man Percy Jaedecke, 71, passed away at Watertown, Wis., Jan. 6. Mr. Jaedecke was born at Watertown and was an employee of the

Milwaukee for over 50 years, as he hired out in 1913 and retired in 1961. He worked as a brakeman and then as train baggageman and for many years served as grievance man for the passenger trainmen. He is survived by one sister, Miss Isabelle Jaedecke of Watertown.

Ensign Joan M. Heberlein, daughter of Conductor and Mrs. H. R. Heberlein, Portage, Wis., has successfully completed the eight-week indoctrination course for women Naval officers at the U.S. Naval School, Officer, Women, a component of the U.S. Naval School Command at Newport, R. I. She has been assigned to the Naval hospital at Great Lakes, Ill., for duty. Ensign Heberlein is a graduate of Portage High School and Ohio State University.



Joan Heberlein

Retired Conductor R. C. Curtis is living in Odessa, Fla., with his son. Mr. Curtis will be 97 years old in April, 1963.

WISCONSIN VALLEY

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

Retired Yard Foreman Thomas Thompson, 77, passed away Jan. 3 after a lingering illness. Funeral services and interment were at Merrill, where the Thompsons resided over a long period. He is survived by his widow, several children and grandchildren.

Marine Sergeant Richard Voeltzke, the son of Warehouse Foreman William Voeltzke, was married Feb. 2 to Miss Kimiko Nasatsugi, Tokyo, Japan. The wedding occurred at Sekiguchi Parish in Yamato. Sergeant Voeltzke and his bride, who is a teacher, will come to this country in June.

Coast Division

SEATTLE

Agnes Horak, Correspondent

FREIGHT CLAIM DEPARTMENT: Harold Emel, clerk-adjuster and member of the Naval Air Reserve Squadron VP-892 stationed at Seattle, spent two weeks on active duty in San Diego, training in anti-submarine warfare.

GENERAL FREIGHT DEPARTMENT: W. A. Smith, former rate clerk, has been assigned to the position of commerce clerk . . . Lloyd Stadium has been promoted to the position of rate clerk . . . In the February King County golf sweepstakes at Jefferson Golf Course, Seattle, Commerce Clerk Art Smith placed his foursome in the Best Ball Foursome with a net 69 which included one birdie.

INDUSTRIAL DEPARTMENT: A son, their first child, was born Feb. 21 to Mrs. Bruce Solly, wife of assistant industrial engineer. He was named Brad Michael . . . Mrs. Elsie Haynes recently joined the staff of this department.

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BRT TESTIMONIAL to a 43-year Milwaukee Road member shows Conductor W. J. Taylor of Lodge No. 428, Portage, Wis., and wife (seated, left) as guests of honor at a dinner and dance held recently in Portage. Others seated are, from left: Superintendent F. H. Ryan of the La Crosse Division, P. K. Byers, vice president of the BRT Grand Lodge, and B. J. Amend, acting chaplain of Lodge 428. Standing from left: J. Dorn, Lodge 804, St. Paul; C. Dulen, Lodge 877, Elgin, Ill.; Assistant Superintendent R. L. Hicks, La Crosse Division; Mrs. G. H. VanWormer, wife of local chairman, Portage; F. S. Shattuck, Lodge 877, Genoa, Ill.; G. Rerat, Lodge 625 Minneapolis; Edwin Tipple, BRT field supervisor, Madison, Wis.; C. E. Blake, president of Lodge 428; Mr. VanWormer; and J. J. Robinson, secretary-treasurer of Lodge 428. Conductor Taylor had served as local chairman, Lodge 428, from 1939 to 1962, as secretary treasurer from 1934 to 1942, and as a legislative representative from 1930 to 1962. (Portage Daily Register photo)

LAW DEPARTMENT: Mrs. Ruth Fullford is the new stenographer, replacing Millicent Morris who recently resigned.

LOCAL FREIGHT OFFICE: Mrs. Myrtle Kruse, assistant cashier, is on a month's leave at this writing, because of ill health . . . Cora Guthridge is filling in as assistant cashier . . . Due to transfer of the payroll and material document work to the regional office, it was necessary to increase the staff and Gwendolyn Kirk, Astri Juul and Larry Hermann were welcomed to our office . . . Our second year as a regional office was celebrated in February with a cake and coffee party . . . Successful bidder on a disbursement clerk's position was John Murphy, and George Jurich is now assigned to the rate clerk's position vacated by John.

TRAFFIC DEPARTMENT: The New Year brought two familiar faces back to this office. Effective Jan. 1 Oliver R. Anderson returned as traffic manager, and L. R. Gates took over the position of chief clerk to the assistant general freight traffic manager, succeeding George Flynn who was appointed assistant general agent.

The 60th wedding anniversary of Mr. and Mrs. Byron P. Walker of 1110 Sixth Avenue N. was Mar. 8, but it passed without any celebration because of the serious illness of Mr. Walker. The couple were married in Fort Smith, Ark., and came to the Seattle area in 1910. Mr. Walker retired as an engineer about 15 years ago. He held local and national offices in the B. of L.E. for many years, and organized and was first president of the Milwaukee Railroad Retired Men's Club. The Walkers have three sons, Gail and Norman E. of Seattle, and Orin in California, also a daughter, Mrs. Lloyd A. White of Seattle.

March-April, 1963

Milwaukee Division

SECOND DISTRICT

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

Mr. and Mrs. Hubert Geriat are proud parents of a son born Jan. 4. Hubert, the son of Arthur Geriat, demurrage clerk at Green Bay, is a chemist for the American Can Company at Fox River Grove, Ill. He formerly worked as a relief clerk on our road.

Peter J. Nabbefeld, warehouse foreman at Appleton, retired Jan. 4. During his service he worked at Menasha, Marinette, Menominee, Plymouth, Green Bay, Chilton, Kiel and Greenleaf.

Several of our retired people died recently . . . Conductor George Riley of Channing, Mich., who leaves a widow, one son and one daughter . . . Conductor Frank Miller of Green Bay, who is survived by two daughters . . . Trainman Marmaduke Peebles of Green Bay, sur-

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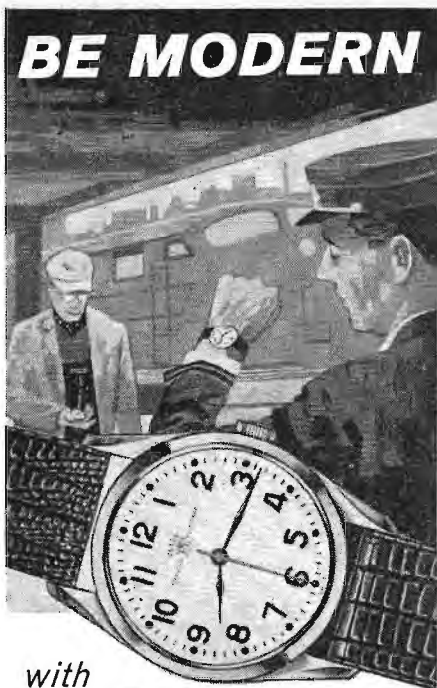
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vived by two sisters and a brother... and Chief Train Dispatcher Irving A. Friess who passed away Mar. 5 in a local hospital after a brief illness. He is survived by four daughters, two brothers, a sister, 14 grandchildren and one great grandchild.



CALLIOPE MUSIC ON STEREO has been recorded by Mrs. Juanita Beck, well known in La Crosse, Wis., as an instructor in piano and to Milwaukee Road people as the daughter of the late Bob Brabant, roundhouse foreman at La Crosse for many years. The recording features traditional circus music, favorite marches, and songs of the Southland. The calliope, bought by the Becks through Ringling Brothers, is housed in a custom-built circus wagon valued at \$15,000. (La Crosse Tribune photo)

Chicago Traffic Women Schedule Dinner-Dance

THE Woman's Traffic Club of Chicago will sponsor a dinner-dance to be held in the Mayfair Room of the Sheraton-Blackstone Hotel on Friday, May 17; cocktails from 6 to 7 p.m. with dinner following, and dancing from nine to midnight. For reservations contact Hazelle Collins Anderson of our company's freight traffic department, who is chairman of the affair, Room 774 Union Station. Ella Daniels of Ames Express is president of the women's traffic organization.

The Milwaukee Road Magazine



LAST TRIP of Stanley Mannon, veteran Milwaukee Division conductor, shows him at Iron River, Mich. (second from right), ready to make his final run of a Milwaukee Road career dating from 1917. Other crew members are, from left: Engineer Vincent Cuculi, Trainmen Art Carey and Lyle LaPointe and Fireman Fritz Lindeman. Mr. Mannon had been in conductor service since 1922, on lease at various times to the Ontonagon Railroad, the Lake Superior Lumber operation, and working on the iron ore trains. He had been assigned to the Channing terminal since 1945. He and his wife Hulda will now live in Ontonagon, Mich., where they own a home. (Iron River Reporter photo)

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Former Train Dispatcher W. C. Zimmerman passed away Jan. 28.

Sam Miceli, section foreman at Libertyville, retired after a service record of more than 34 years in the same area.

Locomotive Engineer William J. McDonald ended a career of over 56 years in engine service when he retired Jan. 31.

Felix H. Earnest, 94, a retired passenger car conductor, died Feb. 20 in the Pine Manor Nursing Home at Half Day where he had been a patient the last four years. Mr. Earnest retired 22 years ago after more than 47 years of service. Surviving are a daughter, Sister Mary Felicite of Chicago, a son, Francis, of Boston, and a stepson, William Hodgins of Libertyville, Ill. Requiem Mass was said

at St. Joseph's Church in Libertyville and burial was in Ascension Cemetery nearby.

Off Line Offices

NEW ORLEANS, LA.

Bob Keenan, traveling freight and passenger agent here before his recent transfer to Winston-Salem, N. C., as general agent, was named Toastmaster of the Year 1962 of the Traffic Club of New Orleans. In recognition of his achievement in Toastmaster Club No. 729, the New Orleans affiliate of Toastmaster International, he was awarded a plaque at a banquet held at the Monteleone Hotel. Before leaving for his new position he was also honored at a brunch held by representatives of industry and transportation in this area, at which he was presented with a gold watch.

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Notice—World War I Vets

A MEMBERSHIP drive is being conducted by Barracks 2397 of the Veterans of World War I at Bensenville, Ill., and all service men of 1917-18 are invited to join. The organization currently has 65 members who meet the second Friday night of each month at the VFW Hall, 25 North York St. For information, contact Henry A. Becker, retired D&I Division trainman, 523 West Green St., Bensenville.

Rocky Mountain Division

EAST END

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

Anton Martin, 78, retired shop laborer from Miles City, passed away Jan. 7 in a Billings, Mont., hospital after a long illness. He moved to Billings following his retirement. Mr. Martin is survived by his wife and five sons.

Mrs. Harold Kransky was named Heart

Sunday chairman of the annual fund campaign of the local chapter of the Montana Heart Association. The drive was held Feb. 24.

At its February meeting, Miles City Milwaukee Women's Club made plans for the 1963 membership drive. The program for the evening was an interesting talk by Joachim Kock, a German exchange student.

Fritzie Irene Beever, daughter of Mr. and Mrs. William H. Beever, was married to Dale R. Frey in the Methodist Church in Miles City recently.

Ray A. Clevenger, retired agent-operator, died Feb. 13 in the Roundup Memorial Hospital. He was born Dec. 27, 1890 at Jonesboro, Ind., and taught school in North Dakota before coming to Montana. He entered the employ of the Road in 1913 as an operator and retired in 1956. Mr. Clevenger was active in lodge and community affairs in Roundup. He is survived by his wife, Mary, a brother and seven sisters. Funeral services were held in the First Methodist Church at Roundup with interment in Sunset Memorial Gardens at Billings, Mont.

WEST END

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

Word has been received that Joseph Hengel passed away in the Crescent House Nursing Home, Yakima, Wash., Jan. 22. Services were in St. Aloysius Catholic Church, Toppenish, of which he was a member, and interment was in Zilla, Wash. Mr. Hengel was born in Sheboygan, Wis., Apr. 15, 1883. He and Mrs. Hengel ran the Interstate Lunch Room in Three Forks, Mont., for a number of years and later he was cook on the Milwaukee trouble shooter.

Marilyn Carpenter, daughter of Conductor Bernard Carpenter, was selected as one of the 27 co-eds who participated in the preliminaries of the 1963 Miss MSC

Named to The Wise Owl Club



Earl Rimmel

AT a special safety meeting held recently at Milwaukee Shops, Machinist Earl Rimmel was welcomed to membership in the Wise Owl Club. The incident responsible for it occurred while he

was stripping a traction motor from a diesel truck, which involved the inner race surrounded by roller bearings in a bearing case that fits over the shaft on the pinion end of the armature. To remove this, it is sometimes necessary to heat and split it.

Machinist Rimmel and his partner on the job had just burned the race with a torch and were using a handle punch and sledge to knock it off the shaft when something metallic flew up and struck the right lens of his safety goggles. The blow broke the glass, but his eye was not injured, thus qualifying him for membership in the organization of industrial workers whose precautionary use of safety goggles has saved their eyesight.

Pageant Feb. 21. Miss Carpenter was graduated from Three Forks High School in 1962.

Mary Dickinson, daughter of Conductor Eben Dickinson, was married Jan. 24 in the First Methodist Church in Billings to David Anderson.

Julie, another daughter of Conductor and Mrs. Eben Dickinson, was accepted as a member of the all North West Choir to be in attendance at the Music Education National Convention, North West Division, in Casper, Wyo., Apr. 17-20. Julie won the honor by auditioning on tape which was sent to the judges in December. The choir, numbering 350 students, is to be directed by Dr. L. H. Hoggard, former rehearsal technician for Fred Waring.



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GOLD AND SILVER PASSES AWARDED

Gold-50-Year-Passes

Alsen, Arthur, hostler-----St. Paul, Minn.
Baxter, W. A., conductor-----St. Paul, Minn.
Briggs, H. D., loco. engineer-----Rockford, Ill.
Dillon, Hazel M., asst. bureau head---Chicago, Ill.
Faulkner, Frank, yard conductor---Brookfield, Wis.
Hansen, Ludwig A., engineer-----Green Bay, Wis.

Heslip, H. J., conductor-----Austin, Minn.
Heup, Stephen W., clerk-----Menasha, Wis.
Johnston, W. L., conductor-----Mitchell, S. D.
O'Brien, Lester T.,
loco. engineer-----Prairie du Chien, Wis.
Theophilus, O. D., agent-----Jackson, Mich.

Silver-45-Year-Passes

Ackerman, Joseph W.,
car foreman-----Cedar Falls, Wash.
Apker, H. A., engineer-----Minneapolis, Minn.
Bame, Roy, machinist-----Milwaukee, Wis.
Bechtle, Emil, conductor-----Aberdeen, S. D.
Bellesfield, W. D., engineer-----Spencer, Ia.
Benson, C. A., pass. brakeman---Minneapolis, Minn.
Burke, Joseph T., city freight agent---Chicago, Ill.
Callaway, Loyd, chief dispatcher---Savanna, Ill.
Capron, C. W., chief clerk-----Chicago, Ill.
Card, Ella W., agent-----Fairwater, Wis.
Carpenter, F. W.,
train baggageman-----Stoughton, Wis.
Carter, Percy, engineer-----Minneapolis, Minn.
Corlett, Howard P., machinist-----Milwaukee, Wis.
Crisci, John A., checker-----Davenport, Ia.
Dahl, S. O., conductor-----La Mesa, Calif.
Davis, Dallas L., loco. engineer---Bensenville, Ill.
Dulen, C. J., pass. brakeman-----Elgin, Ill.
Flanigan, William, engineer---Franklin Park, Ill.
Flom, A. G., section foreman---Iron Mountain, Mich.
Glanching, John, loco. engineer---Milwaukee, Wis.
Greig, Neil, conductor-----Steger, Ill.
Hale, J. J., conductor-----Milwaukee, Wis.
Hart, Joseph F., machinist-----Milwaukee, Wis.
Hoffman, H. F., crane operator---Milwaukee, Wis.
Jackel, L. T., baggage checker---Milwaukee, Wis.
Jowett, H. G., foreman-----Wausau, Wis.
Kallies, L. E., loco. engineer---New Lisbon, Wis.
Kerin, J. C., engineer-----Madison, Wis.
Kleven, T. J., switchman-----Bensenville, Ill.
Kruse, Bernice G., clerk-----Milwaukee, Wis.
Kwiatkowski, Henry, loco. engineer---Milwaukee, Wis.
Leathers, James A.,
lamp supervisor-----New Port Richey, Fla.

Lee, M. E., section foreman-----Fayette, Ia.
Lemay, A. M., dist. storekeeper---Minneapolis, Minn.
Mahnke, Charles, sheetmetal worker---Chicago, Ill.
Mannan, S. A., conductor-----Ontonagon, Mich.
Marine, H. R., conductor-----Menomonie, Wis.
McDonald, J. F., agent-----Reads Landing, Minn.
McKenzie, W. W., section laborer---Mazomanie, Wis.
McKinnon, L. C., loco. engineer---Three Forks, Mont.
Meyers, Walter, switchman-----LaCrosse, Wis.
Moe, W. T., B&B carpenter-----Wabasha, Minn.
Moffenbier, Joseph-----Aberdeen, S. D.
Neveau, Julius J., chief clerk---Menasha, Wis.
Norcross, H. W., loco. engineer---LaCrosse, Wis.
Pataska, Stance, loco. engineer---Onalaska, Wis.
Powers, J. L., loco. engineer-----Austin, Minn.
Ritter, John S., traveling accountant---Chicago, Ill.
Rosner, Fred, section foreman---Rockland, Mich.
Santee, L. R., conductor-----Perry, Ia.
Schermeier, Phil, loco. engineer---Round Lake, Ill.
Smerlinski, John S., machinist---Milwaukee, Wis.
Smith, Lester I., brakeman-----Chicago, Ill.
Stadler, Herman J., section foreman---Oshkosh, Wis.
Staeger, L. W., agent-----Nekoosa, Wis.
Stops, Susanna, clerk-----Chicago, Ill.
Strupp, E. J., section foreman---Dakota, Minn.
Sullivan, Arthur J., loco. engineer---Milwaukee, Wis.
Terry, C. H., loco. engineer-----Malden, Wash.
Thomas, W. J., loco. engineer-----Spokane, Wash.
Udell, Grant, gang foreman---West Salem, Wis.
Voss, F. E., loco. engineer-----Mazomanie, Wis.
Weisl, J. E., storehelper-----Brookfield, Wis.
Wilsey, M. K., bridge tender---River Junction, Minn.
Zimmerman, H. F., general foreman---Milwaukee, Wis.
Zook, G. L., conductor-----Austin, Minn.

The Milwaukee Women's Club met recently at the Sacajawea Hotel where officers for the ensuing year were elected as follows: president, Mrs. Louie Plett; vice-president, Mrs. Lawrence Wren; secretary, Mrs. Percy Roberts; treasurer, Mrs. Mark Hopper; social chairman, Mrs. Emma Cholar; auditing, Mrs. Maybelle Wilcox and Mrs. Mary Shaddock; good cheer, Mrs. Harry Keeney, and membership, Mrs. Dora Markel.

Retired Carman E. W. McKinnon, your correspondent's brother, is very ill in the Sacred Heart Hospital, Spokane, Wash., at this writing.

Mrs. John W. Cass of Avery, wife of retired car inspector with 42 years of service, died recently in Spokane at the age of 60. She was a native of Webster, S. D., but had lived in Avery since 1921. Mrs. Cass was a member of the First Presbyterian Church of Coeur d'Alene and the Milwaukee Road Women's Club in Malden, Wash. Funeral services were held at the Malden Congregational Church, with burial in the Pine City Cemetery. Surviving, in addition to her husband, are two sons, Robert L. of Avery and William B. of Malden, a sister and four brothers.

Earl Campbell (Mac) Killips, 80, died in the Benewah Community Hospital, St. Maries, Ida., Jan. 20 after a long illness. Mr. Killips was born in Beaver Dam, Wis., and in his early years worked for

the Milwaukee Railway Company surveying crew. He helped locate the railroad to the west coast and then served as a clerk in Harlowton, Mont., and Port Angeles, Wash. Later he spent six years working on a supply train from Mo-bridge, S.D., to the Coast, and for a number of years was storekeeper in Avery. He was transferred to St. Maries 17 years ago and retired five years later. He was a member of the Milwaukee Veterans Association, the Milwaukee Pioneers, the Masonic Lodge in Harlowton, and the Elk Lodge in St. Maries. Surviving are his wife Johanna, a daughter, Mrs. Vivian Wallitner, Seattle, two sisters of South Milwaukee, Wis., three grandchildren and four great grandchildren.

Retired Engineer Clifford J. Dubois died Jan. 18 as he was being brought by ambulance from Bisbee, Ariz., to Missoula. He was born Dec. 20, 1881 in Menominee, Mich., and was employed at Deer Lodge in 1906, later transferring to Albertain where he retired in 1948. Seven sons survive: Henry of Detroit, Arthur of Albertain, Mont., Wilfred of San Diego, Calif., Zeth and Clifford Jr. of Missoula, Raphael of Spokane, and Chester of Bozeman, Mont.

Luis Cullon, 84, a retired employe, died recently in a Superior, Mont., hospital. There are no immediate survivors.

At the January meeting of the Women's Club in Avery the following officers were

FINEST IN THE WEST...

In Gasoline:

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

In Motor Oil:

Royal Triton, the amazing
purple motor oil.

In Lubricants:

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installed: president, Mrs. H. Petroff; first vice president, Mrs. R. Dowling; second vice president, Mrs. K. S. Youngbauer; secretary, Mrs. J. Petersen; treasurer, Mrs. D. Hanson, and historian, Mrs. R. Lindow. Committee chairmen are: good cheer, Mrs. Al Morris; auditing, Mrs. R. Dowling; social, Mrs. E. Dunlap; house purchasing, Mrs. D. Hanson; library and membership, Mrs. F. G. Murray, and publicity, Mrs. Joe Petersen. The club again sponsored the March of Dimes drive for which they held a bakery sale in February to help raise funds.

FROM FACTORY TO DEALER via the Milwaukee Road, shipments of 1963 automobiles are shown recently at South Minneapolis yard. This movement portrays the versatility of our railroad's operations and services. An increase of 147 per cent in multi-level auto rack traffic was realized last year as 38 of these racks were added to the equipment fleet to meet the needs of shippers.



GOLD BOX CAR IN THE NEWS. Cooperating in a demonstration of modern railroad cars and their fittings, Milwaukee Road representatives in Detroit, Mich., together with representatives of the Dow Metal Products Division of the Dow Chemical Company and of the Sparton Railway Equipment Division of the Sparton Corporation inspect MILW 2150, the box car with the gold painted finish which identifies it throughout the industry as the 100,000th PS-1 produced by Pullman Standard. The car was set out in Detroit to demonstrate the use of the Sparton Easy Loader (SEL) which prevents the horizontal shifting of freight—the Dow company is a supplier of aluminum from which SEL crossmembers are made. From left are: J. M. Fortman, traffic manager of the Road's Mid-East Region; W. B. Gilkey, general sales manager of Sparton; G. A. Sansverie, Milwaukee Road assistant district representative rail-highway sales; General Agent H. A. Springer; J. T. Gregerson, special representative to general superintendent transportation; O. E. Beutel, Dow's director of distribution and traffic; N. E. Ambli, traveling freight and passenger agent for the railroad; and representing the Dow company, L. P. Butenschoen, manager of distribution special services; Ted Bancroft, loading superintendent; R. E. Bockrath, technical services and development; and C. H. Wolf and R. K. Gregg, corporate distribution of traffic.



FEATURED IN CENTENNIAL DISPLAY in the Continental Illinois National Bank and Trust Company in Chicago commemorating the 100th anniversary of the commercial banking system, a picture of the control tower operation in the Milwaukee Road's Bensenville Yard (outlined center) forms part of a colorful montage. The display, which occupies a prominent place in the lobby, shows how commercial banks have helped shape the American economy since the present system was established by the National Currency Act on Feb. 25, 1863.



WHERE THE LAST SPIKE WAS DRIVEN in the Milwaukee Road's extension from the Missouri River to Puget Sound on May 19, 1909, the historic event which contributed four years later to the establishment of our company's employe magazine (see page 8 for "Fifty Years of Telling The Milwaukee Road Story"). Construction forces building both east and west met about 2 1/2 miles east of Gold Creek, Mont., and drove the gold spike between mileposts 1577 and 1578. A signboard and huge gold painted spike now mark the site.



HOW THINGS HAVE CHANGED IN 50 YEARS—AND HOW THEY HAVEN'T, for then, as now, female pulchritude played an important role in advertising campaigns. These early twentieth century pin-up girls were "Clearing the Homestead for Father", so it says in fine print, during the construction period of the Milwaukee Road's extension westward to Puget Sound. When the Milwaukee Road Magazine began publication in April, 1913, our company was doing a thriving business in colonist excursions to points in the Dakotas, Montana, Idaho and Washington, and fruits and farm products grown in the great producing West were displayed in the Minneapolis station for inspection by people interested in homesteading.

FREE LUGGAGE CARTS have been introduced in the Chicago Union Station as a convenience for do-it-yourself travelers. One hundred of the four-wheeled metal pushcarts were made available recently to supplement red cap service. They are placed at convenient locations throughout the concourse, and prior to train arrivals are distributed along trackside platforms by station employes. (Chicago's American and Chicago Daily News photos)



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