

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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THE
MILWAUKEE ROAD
MAGAZINE

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Managing Editor

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Briefly Noted

ANNUAL REPORT TO STOCKHOLDERS issued by the Milwaukee Road for 1962 received a second place award in the railroad industry classification of this year's annual report survey conducted by *Financial World* magazine. It is the highest award won in the competition by a Chicago-based railroad. Design theme of the report was the Road's new computer, suggesting the importance of the role which electronic data processing plays in the day-to-day operation of the railroad.

SYMBOLIZING A COLORFUL PAST, Milwaukee Road caboose No. 039 was presented to the new La Crosse Short Line Railroad at a celebration in that city Sept. 21. President William J.



Quinn spoke at the ceremony in which the cupola-type veteran and a CB&Q steam locomotive were dedicated as the nucleus of a permanent railroad exhibit in Copeland Park. No. 039 was built at Dubuque Shops in 1883 (initial cost \$846.93 compared to today's price of about \$21,000) and retired when the Milwaukee converted to all-steel cabooses. For a time it served as a drover-sleeper for herdsman bringing their stock from grazing land in the West to Midwest markets.

COLLECTORS OF PHILATELIC RAILRODIANA will have their interests served through a new Railway Post

Office Section formed recently by the National Highway Post Office Society. The new section will provide NHPOS members with advance notice of special RPO events, together with cacheted envelopes, and publish news and articles concerning RPO activities. Full information is available from Frank Mason, NHPOS, Box 142, Salem, Mass.

SHIPPER-GRAM CONTEST WINNER in the industry-wide competition sponsored by the American Railway Magazine Editors Association to draw attention to the railroads' loss and damage prevention efforts was Lincoln C. Parkinson of Stockton, Calif., a locomotive engineer for the Western Pacific; the prize-winning entry, "Your Freight We'll Handle Damage-Free, With On-Time Arrival for the Consignee". A check for \$1,000 was presented to Engineer Parkinson at the 41st annual ARMEA conference in Cleveland, Ohio, Sept. 19.

"ROUTE 66" television crews were all over the Milwaukee Road depot in Minneapolis Aug. 2 to film scenes for a show to be billed as "Kiss the Monster—Make Him Sleep". Milwaukee Road employees who mingled with the actors to provide authentic railroad background included Stationmaster J. J. Taylor and Superintendent F. J. Kuklinski.

HONORED FOR SAFETY, The Milwaukee Road has been named to receive a National Safety Council Public Safety Activities award in recognition of its safety program for employees and the general public during 1962. The Road was commended for its extensive use of films and other safety materials in off-the-job safety efforts, participation in safety activities of such groups as schools and service clubs, and trespass-

THE COVER

ALTHOUGH times change, railroad scenery has always intrigued camera fans, as witness these ladies braving the windswept observation platform to capture it in their little black box. Our cover is by courtesy of Jim Scribbins, ticket seller in Milwaukee, who photographed the Afternoon Hiawatha from a highway bridge near Camp McCoy, Wis. The sandstone bluffs which form the backdrop are typical of Wisconsin's "driftless area", essentially the same today as it was immediately following the Ice Age.



ing meetings with school children. On-the-job safety was recognized also with the 1962-63 second place award of the Greater Kansas City Safety Council, presented to the locomotive and car departments of the Milwaukee-Kansas City Joint Agency for leadership in industrial accident prevention.

ANNUAL TRANSPORTATION SCHOLARSHIP award of \$1,000 in the Division of Commerce, University of Wisconsin-Milwaukee, has been established by TRAINS magazine in the name of the Association of Railroad Advertising Managers. The purpose of the scholarship is "to develop increased knowledge in the economic and applied aspects of the merchandising of transportation and subsidiary services in the United States and Canada, with emphasis on rail transportation". Eligibility will be based on qualifications for admittance to the graduate school to obtain a Master's Degree.

Notice Filed of Passenger Train Discontinuance on Aberdeen-Deer Lodge Line

THE Milwaukee Road filed notice with the Interstate Commerce Commission on Aug. 30 of its intention to discontinue passenger train service between Aberdeen, S. D., and Deer Lodge, Mont., due to the extremely heavy losses it has continued to sustain from providing the service. The trains involved, Nos. 15 and 16 now operating between Minneapolis and Deer Lodge, will continue to serve the area between Minneapolis and Aberdeen.

Hearings held by the commission following a similar notice filed in January of this year proved to be inconclusive when the commission disclaimed jurisdiction. That action resulted from a difference between the commission and the railroad in the interpretation of commission rules affecting the posting of advance notice.

The notice filed Aug. 30 pointed out that although the continuation of the service throughout the summer has been known to be in question and although vigorous efforts have been made to promote traffic on the trains, their patronage has been very light, with the Aberdeen-Deer Lodge operation continuing to show a loss in excess of \$1,400,000 in the 12 months ended with May, 1963.

In an order issued by the ICC Sept. 17, the railroad was notified to continue the service pending public hearings and a decision on the proposed discontinu-

It Happened on The Milwaukee Road



From Agent J. O. Irvin, Cedar Falls, Wash. This is a railroad town of nine company-owned houses, plus a hotel for trainmen and the depot. The nearest stores are at North Bend six miles distant. Because we are located within the watershed from which Seattle draws the largest share of its drinking water, hunting and fishing are prohibited, which probably accounts for the abundance of wild life (animal type) found here. Every evening it's common for raccoons to visit certain homes for a handout. We are quite used to it.

Even deer have been known to enter a house to get at their favorite food. The last case that comes to mind is that of an over-ambitious fellow who sauntered into the section foreman's kitchen—Alex Brain, now retired—and helped himself to a box of apples. Mrs. Brain and the kitchen broom got a real workout that day.

Another story, as Substation Operator VanAlstine tells it, is that one day while he was at work and eating lunch at his desk it was necessary to go into the operating room. When he returned he was just in time to see a large deer stalking calmly out the door, munching on his toast.

The pictures appearing here illustrate happenings which are not considered

unusual on this part of the railroad. The woman feeding the deer is Mrs. Adolph Gorsky, wife of the division lineman, whose home is also shown being invaded by raccoons, intent on a free meal.

Perhaps I better quit before people wonder where the truth ends and fiction begins. However, this is no place to live if you want to raise a garden. Roses, including the thorns, are eaten even with the ground, and fences don't help in the least. I know, on account of the fence I built around the agent's house—the only good purpose it serves is to give the deer jumping practice.



(Do you know a true story? a humorous anecdote? about something that happened on the railroad? Share your experience with your fellow employes. Contributions should be addressed to "Interesting Happenings" Editor, 824 Union Station, Chicago 6, Ill.)

DETAIL REPORT OF TRAFFIC FORWARDED BY INDIVIDUAL PATRONS IN EACH TERRITORY

SOURCE	W/B DATE			ORIGINATING			ON COMING CARRIER	JUNCTIONS		OFF GOING CARRIER	TERMINATING	
	MO	DAY	TERR	STATION	STATE	CONSIGNOR		ON	OFF		TERR	STATION
3	6	1	51	MPLS	MN	C T PAPER	SOO	2182			45	IRO MOU
7	6	26	51	MPLS	MN	MOTO INC			1067	GTW	12	NEW YORK
7	6	26	51	MPLS	MN	MOTO INC			1067	GTW	12	NEW YORK
7	6	26	51	MPLS	MN	MOTO INC			1067	GTW	12	NEW YORK
7	6	26	51	MPLS	MN	MOTO INC			1067	GTW	12	NEW YORK

DETAIL REPORT OF TRAFFIC RECEIVED BY INDIVIDUAL PATRONS IN EACH TERRITORY

SOURCE	W/B DATE			TERMINATING			ON COMING CARRIER	JUNCTIONS		OFF GOING CARRIER	TERR
	MO	DAY	TERR	STATION	STATE	CONSIGNEE		ON	OFF		
9	6	28	12	NEW YOR	NY	DELA HOUS	RI	6599	1067	E-L	70
7	6	26	12	NEW YOR	NY	FRAN FAIR			1067	GTW	51
7	6	26	12	NEW YOR	NY	FRAN FAIR			1067	GTW	51
7	6	26	12	NEW YOR	NY	FRAN FAIR			1067	GTW	51
7	6	28	12	NEW YOR	NY	FRAN FAIR			1067	GTW	51
9	6	26	12	NEW YOR	NY	MAYW FOOD	UP	3365	1699	PRR	72
7	6	26	12	NEW YOR	NY	XYZ CO			1067	NYC	62
7	6	27	12	NEW YOR	NY	XYZ CO			1067	PRR	

The Milwaukee Sets the Pace

THE Milwaukee Road recently attained one of the major goals of a long-range research program when a new system of comprehensive traffic analysis reports reached the point of full operation.

The comprehensive system, based on data developed through the Road's communications-oriented computer equipment, is designed to produce three im-

portant benefits for the company and its customers: better sales service to shippers; more effective apportionment of salesmen's selling time; and faster and more intelligent consideration of rate adjustment proposals.

By way of example, it helps sales representatives and rate personnel carry out their jobs by placing at their fingertips the answers to questions such as:

"How much revenue does the railroad actually get when it handles a carload of Commodity A for the XYZ Company? Should I solicit more such traffic, or would we be better off if I concentrated on selling other movements?"

W. W. Kremer, vice president-traffic (right), discusses the new traffic analysis system with T. H. Desnoyers, director of traffic research (left), who initiated the development and processing of the reports, and W. J. Donahoe, traffic analyst in the research department.

Or "Can we afford to make a rate adjustment on Commodity A? How much tonnage would be affected?"

The Milwaukee was the railroad industry's pacesetter for the system, which had been researched since 1958 under the general direction of W. W. Kremer, vice president-traffic. Development and processing of the reports was progressed under the supervision of T. H. Desnoyers, director of traffic research, assisted by W. J. Donahoe, traffic analyst, and the research department staff.

As a new approach to solving traditional problems, the reports contain three features which are unusual in railroad traffic analysis. First, they cover carloads terminated as well as originated. Second, they are based on accounting data rather than on car movement records. Third, they show the total revenue produced by each carload, and—perhaps most important of all—the Milwaukee's estimated proportion of that revenue.

These innovations are an improvement



REPORT FOR 4TH PERIOD JUNE 1963

DETAIL CARLOAD

CONSIGNEE	CAR		COMM. CLASS	GROUP	VAN INITIAL	NUMBER OF CARS - OR VAN NUMBER	CWT	FREIGHT CHARGES	ESTIMATED REVENUE
	INITIAL	NUMBER							
MILL PAPE	500	155260	655			4*	3,738*	1,650*	1,019
FRAN FAIR	MILW	64144	617			1*	631*	205*	89
FRAN FAIR	UP	59444	617				425	567	225
FRAN FAIR	BO	9242	617				425	567	225
FRAN FAIR	MILW	16115	623				1,000	1,100	407
FRAN FAIR	MILW	66143	617			4*	2,275*	2,801*	1,082
FRAN FAIR	MILW	66143	617			1*	400*	1,188*	1,188

REPORT FOR 4TH PERIOD JUNE 1963

DETAIL CARLOAD

TERRITORY

ORIGINATING	CAR		COMM. CLASS	GROUP	VAN INITIAL	NUMBER OF CARS - OR VAN NUMBER	CWT	FREIGHT CHARGES	REVENUE
	STATE	CONSIGNOR							
CA	CALI CO	MP	81888	763		1*	811*	1,582*	186
MN	MOTO INC	MILW	64144	617			425	567	225
MN	MOTO INC	UP	59444	617			425	567	225
MN	MOTO INC	BO	9242	617			425	567	225
MN	MOTO INC	MILW	16115	623			1,000	1,100	407
FRAN FAIR	CA	FOOD INC	RBWX	64006	763	1*	2,275*	2,801*	1,082
FRAN FAIR	CA	FOOD INC	MERX	420	215	1*		1,314*	217
FRAN FAIR	CA	FOOD INC	MERX	420	215			655*	209

for Traffic Research

• **BASIS OF NINE REPORTS**

The basic form for the traffic analysis system is the "Detail Report of Traffic Forwarded—and Received—by Individual Patrons in Each Territory" shown above. The "forwarded" part, on pink paper, and the "received" part, on yellow paper, show the same information except that the position of origin and termination data is reversed. The cars circled on both illustrate how the system works. Three cars were waybilled June 26 and one on June 28 in Milwaukee sales territory 51 at Minneapolis and consigned by MOTO INC. to the FRAN FAIR company in New York City. The commodities, 617 and 623, were motor vehicles and parts; loaded in MILW 64144, UP 59444, BO 9242 and MILW 16115; turned over by the Milwaukee to the Grand Trunk Western at junction 1067; weighed a total of 227,500 pounds; and produced a total freight revenue of \$2,801, of which the Milwaukee's proportion was approximately \$1,082.

on time-worn methods in that the coverage of terminated traffic gives sales offices in destination territories information on any business they may originate for the railroad. In addition, the reliance on accounting rather than car movement data insures upward of 95 per cent accuracy, and the inclusion of estimated revenue figures helps salesmen calculate the results of their efforts in dollars, and not just in carloadings, which can be misleading in terms of both tonnage and revenue.

The same figures are equally informative to rate personnel in evaluating rate changes. By revealing the Road's overall traffic pattern, they assist in determining with speed and accuracy the relationship between the amount of tonnage which would be involved and the effect on the Milwaukee's revenues. This factor alone is invaluable in expediting customer service.

The reports analyze four classes of carload freight—Interline Received, In-

terline Forwarded, Intermediate, and Local Received. All information is taken from waybills, using the same data collected at the Chicago-Fullerton Avenue computer center for accounting purposes. The use of accounting data rather than car records has the effect of providing a closer check on the accuracy of final reports and eliminating corrections which reliance on car records would require.

Because much of the Milwaukee's traffic is in commodities susceptible to diversion and reconsignment, most of the information is taken from the last possible point of movement. For instance, on Interline Received traffic—that which originates on another railroad but terminates on the Milwaukee—and Local Received—business the Milwaukee both originates and terminates—it is taken at the destination station when the freight bill is made out. On Intermediate business—traffic for which the Road is a bridge carrier—it is picked up from the station where a car leaves Milwaukee



T. H. Desnoyers, director of traffic research (left), confers with staff members of the traffic research department. From left: Traffic Analysts W. J. Donahoe, C. F. Wilson and W. G. Orr, and Junior Traffic Analyst P. C. Dorin.

rails. The only exception to the "last possible point" rule is on Interline Forwarded Traffic—that originating on the Milwaukee but terminating on another railroad—for which information is taken at the origin station.

At present the system consists of nine reports. The basic tabulations are contained in a "Detail Report of Traffic Forwarded—and Received—by Individual Patrons in Each Territory". This report is issued four times a month for the benefit of the Road's 54 sales offices. The "forwarded" section lists each carload originating in or forwarded from a given territory over a period covering seven to ten days; the "received" section gives identical data for each carload received in or delivered to a specific territory during the like period, but with some changes in the order of presentation (see illustration on page 5).

The same information is extended in six reports issued monthly, which are:

1) An "Originating Commodity Report" showing details of carloads originated by state, station, and patron. At present this pertains to originated traffic, but plans provide for expansion to include some traffic terminated. It covers commodities in every ICC classification.

2) An "Agency Summary" showing by commodities the total business originating and terminating in each sales territory. Details include carloads, tonnage, and revenue for the current month, plus cumulatively for the year, and compare each with the corresponding period of the prior year. This report can be used to check on reasons for unusual increases or decreases in the movement of any specific commodity from or to a

given territory.

3) A "Commodity Summary", showing for the railroad as a whole, the total carloads of each commodity handled for the month and year to date. This also includes tonnage and revenue figures and comparisons with the prior year, to help pinpoint fluctuations in traffic movement.

4) An "Originating and Terminating Territory Summary", which shows total carloads of all commodities originated and terminated in each sales territory. This report likewise covers monthly and cumulative cars, tonnage and revenue figures, and prior year comparisons, thus showing comprehensively how each office is performing compared with prior performances.

5) A "Patron Summary" showing carloadings originated by or delivered to shippers, including stations, connecting carriers, commodity, weight, freight charges, and the Milwaukee's revenue.

6) A "Patron Recap" of shippers, listing carloads forwarded and received, moved plant-to-plant, and total cars handled, plus estimated total revenue and average revenue per car. This report, coupled with the Patron Summary, shows quickly if the Road is gaining traffic, losing it to competitors, or receiving its fair share.

Two final reports, issued semi-annually, are primarily for the use of rate officers. Designed to show where rates can be adjusted to win more revenue, they are a "State-to-State Traffic Flow Analysis" by commodities, and a "Traffic Rate Territory Study". The former shows commodities originated and terminated by states, with tonnage and revenue; the latter covers carloads, tonnage and reve-

nue of each commodity between the various rate territories.

The reports are distributed to the traffic organization on the basis of information required to carry out assignments. The weekly and monthly Agency Summary go to all 54 sales offices, the Commodity Summary and the Originating Commodity Report to the rate department. The monthly Agency Summary and Originating and Terminating Territory Summary are distributed to regional traffic managers, and the Patron Summary to traffic offices involved in specific movements.

The launching of the reports marked another progressive step in the Milwaukee's constantly expanding program to realize the full service potential of its high speed electronic data producing installations.

President Quinn Heads Loyola "Great Teaching" Fund Drive



STARTING in October, President William J. Quinn will spearhead a fund-raising drive for Chicago's Loyola University, having accepted the chairmanship of the 1963-64 Businessmen for Loyola University campaign. In the picture above he is shown (right) accepting the BMLU attache case which symbolized the transfer of leadership from Charles Vrtis of Glore, Forgan & Co. (left), who was chairman of the previous campaign. In the center is T. M. Thompson, chairman of the board of the General American Transportation Co., who was named vice chairman of the current drive.

Mr. Quinn's appointment was announced by the Very Rev. James F. Maguire, president of Loyola University, at a meeting of the BMLU executive committee in August. The purpose of the drive is to raise \$450,000 from Chicago area business firms to support Loyola's "Great Teaching Program".

The Milwaukee Road Magazine

Rail-Bus Network Expands; New Schedules Established To Serve Off-Track Areas

AN announcement that both the eastbound and westbound Afternoon Hiawathas would make regularly scheduled stops at Wabasha, Minn., beginning Sept. 29 focused attention on an activity being carried out by the Milwaukee Road to attract patronage from areas lacking direct passenger train service.

While the Milwaukee has been obliged to discontinue some branch line trains with no traffic potential, it has not overlooked the flexibility offered by a rail-bus relationship. The result today is an extensive feeder bus service timed to the operation of trains between Chicago and Minneapolis-St. Paul which enables it to serve many communities near the main line.

At Wabasha, for instance, a 41-seat air conditioned bus operated by the Stewart Bus Lines of Eau Claire, Wis., picks up travelers to and from Eau Claire, via convenient stops at Durand and Mondovi, Wis. Rail tickets are honored on the bus.

Again, at Winona, Minn., arrangements worked out with the Jefferson Transportation Lines provide a comfortable way to travel to and from the Mayo Clinic in Rochester, Minn. Air conditioned limousines connecting with both the Morning and Afternoon Hiawathas at the Milwaukee Road station in Winona operate direct to downtown

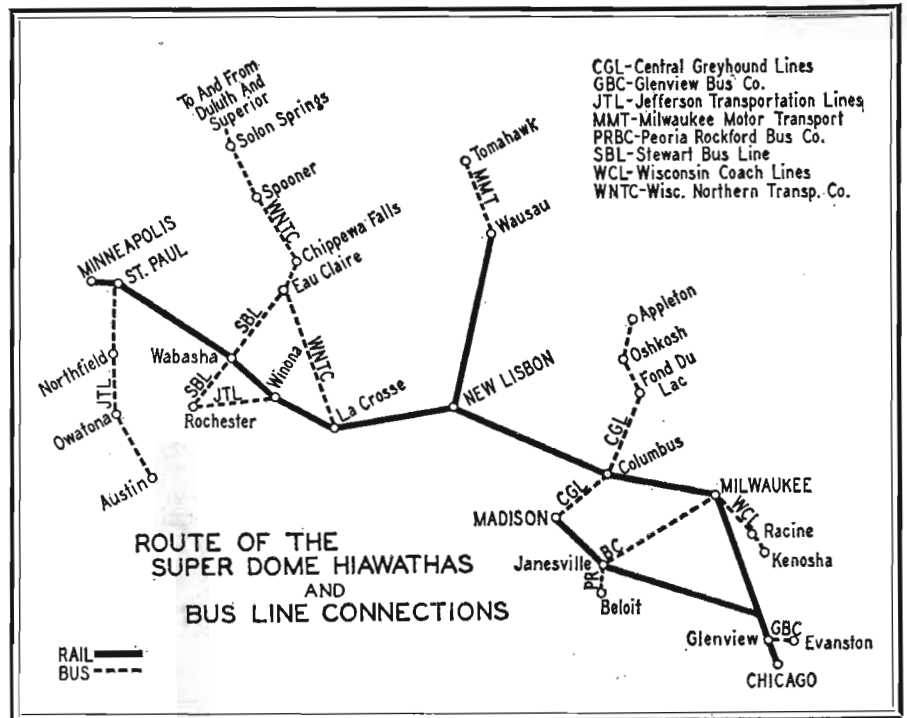
Rochester, stopping at St. Mary's Hospital.

The rail-bus program was launched in 1957 when the Road contracted with the Central Greyhound Lines to operate air conditioned buses between Madison and Watertown, Wis. (later changed to Columbus, Wis.), following the discontinuance of Madison-Milwaukee passenger service by the C&NW. The feeder buses enabled residents of the area to make connections with the Hiawathas to and from Chicago and the Twin Cities.

Early results from this arrangement led to the establishment of additional rail-bus routes (see map) which have worked to the advantage of travelers who otherwise would find it necessary to use different transportation. One of the most recent is that established since the discontinuance of C&NW passenger trains between Chicago and Minneapolis, whereby the Wisconsin Northern Transportation Company connects with Hiawathas 2 and 5 and "local" 58 at La Crosse, Wis. Air conditioned buses provide daily two-way service between La Crosse and Duluth, Minn., stopping at Eau Claire, Chippewa Falls, Spooner and Superior, Wis., and intermediate towns.

Rail-bus schedules have been established also between St. Paul and Austin, Minn., and other intermediate points in Minnesota; between Milwaukee and Janesville and Beloit, Wis.; and have been added to commuter operations north and west of Chicago. On still another schedule, the Road's "City" trains benefit from an arrangement with the Scenic Stage Line in which rail tickets are honored for travel to and from Davenport, Ia., and Freeport and Savanna, Ill.

The program has been progressed through an extensive advertising and promotional campaign, and special news bulletins. Studies are continuing toward additional feeder service and convenient transfer points, in line with the demand from people who prefer to ride on trains.



A Wisconsin Northern Transportation Company bus picks up passengers from the Morning Hiawatha at the Milwaukee Road station in La Crosse, Wis.



Meet the Winners of Our SHIPPER-GRAM CONTEST



OUR railroad's Shipper-gram contest which closed July 1 produced a flood of suggestions for personalizing the need to handle freight carefully. As a result, it was difficult to confine the selection of the winners to only one employe on each division.

The following report of the outcome of the contest in which Robert A. Sturm, agent-operator at Sun Prairie, Wis., was the system winner (see the July-August issue of *The Milwaukee Road Magazine*), covers all employes who finished ahead of the field and have since pocketed a \$25 United States Savings Bond for their efforts. As announced previously, Agent Sturm's entry, judged the best on the La Crosse Division, also earned for him the grand prize of a \$100 Bond, plus the opportunity to compete in the industry-wide contest conducted by the American Railway Magazine Editors Association.

The national contest, in which most of the North American railroads participated, was sponsored by the ARMEA on a continuing program aimed at curbing loss and damage to freight. The *Milwaukee* was represented in it by Agent Sturm's proclamation that "We're on the move, we're careful, too. We'd like to move your freight for you."

In the selecting of our company's winners, this combination of words was cited as capturing neatly the general idea of a Shipper-gram: a message directed to shippers which lets them know that the railroads want their patronage and that their freight will receive first class care. The judges of our contest, who represented the interest of both shippers and the railroad in this goal, were W. D. Sunter, general freight traffic manager-sales and service; R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; E. C. Madden, general traffic manager of the Zenith Corporation; W. J. Marshall, executive director of the Chicago Candy Association; and A. J. Carr, manager of the traffic department of the Quaker Oats Company.

Some employes entered as many as two dozen Shipper-grams. Significantly, nearly all of the winners submitted several, and the majority are employes who have had actual experience in moving

freight. Now meet the winners, all of whom were invited by letter to express their personal attitude toward loss and damage prevention:

Service Is All We Have to Offer, But It's the Best Money Can Buy

duplicated the successful effort in our 1962 Careful Car Handling slogan contest of Engineer Harold W. Lewis, Spokane, Wash. The repeat winner on the Coast Division has 21 years of service, starting at St. Maries, Ida., as a work equipment oiler. He became a fireman in 1943 and was rated an engineer in 1955. Summarizing his interest in claim prevention, he said, "I entered the contest because the freight claim problem affects all railroad jobs—carelessness causes freight damage, freight damage offends shippers, without shippers there would be no need for trains, without trains no need for the men who handle them."

To Serve You Better Is Our Endeavor, As Rail Transportation Is Greater Than Ever

which won the Aberdeen Division prize, was submitted by another 1962 slogan contest winner, Agent L. E. Schmidt of New Leipzig, N. D. Mr. Schmidt, who has been with our road since 1950 (agent at New Leipzig since 1958), was understandably surprised by his second victory. Speaking from personal experience in the agent-shipper relationship, he wrote, "You can quote me as saying that claim prevention and customer satisfaction should never be out of mind when we handle freight."

When Shipping Freight From Coast to Coast Let American Railroads Be Your Host

took precedence on the Iowa Division. The winner was Henry T. Jensen, freight car inspector at Council Bluffs, and a Milwaukee Roader since 1929 who worked with a bridge gang, as a coach cleaner, a box packer and a carman before advancing to his present position.



H. W. Lewis—Coast Division



L. E. Schmidt—Aberdeen Division



H. T. Jensen—Iowa Division



T. J. Dooley—Milwaukee Terminals



E. J. Andrews—Milwaukee Division



E. F. Kusch—General Offices



J. R. Mahalek—Chicago Terminals

With regard to claim prevention measures, he cited the need to handle freight carefully starting right at the loading dock, but particularly in judging car speeds: "Switch it safe, and save a claim."

Prompt and Gentle, That's Our Aim; All You Shippers Stand to Gain

by Thomas J. Dooley, an engineer at Chestnut Street Yard, placed first in the Milwaukee Terminals. Tom Dooley, who started with the Road in 1913, worked up through messenger, machinist apprentice, call boy and fireman to engineer in 1921. Because the most important factor in damage prevention is proper handling in yards, he has a personal stake in it, but emphasized that careful switching must be backed up by correct loading and movement en route. "These are key elements in successful railroading", he said.

Perfect Shipping Is Our Aim; Careful Handling Prevents Claims

won out on the Milwaukee Division for Sectionman Earl J. Andrews. A Milwaukee Roader since 1935, he has worked as an engine watchman, freight house helper, coal shed operator, and the last 10 years on maintenance of way-track. He also inspects cars for delivery to shippers, and "There is nothing like damage-free service to promote good customer relations", he said.

Damage-Free Makes It Pay; Ship Your Freight the Rail Way

entered by Edward F. Kusch, manager of the mail bureau in the Chicago-Fullerton Avenue office building, was judged the best Shipper-gram by a general office, system or off line employe. Mr. Kusch's familiarity with loss and damage goes back to 1913 when he started railroading in the freight claim department. Jobs on which he has since served include head of the conductors' collection bureau, relief agent, freight checker, mileage and rate clerk, and his present one starting in 1952. Said he, "In my nearly 50 years with the Road I have been aware of the millions of dollars going down the drain in freight claims, and I think this is a vital area in which to improve customer confidence; to start retaining instead of draining."

At Your Service Night and Day; Send Your Freight the Rail Way

paid off in the Chicago Terminals for John R. Mahalek, chief clerk-cashier in the Terre Haute, Ind., freight office. Mr. Mahalek, who also won a prize in our loss and damage prevention contest of 1954, is a veteran of the former CTH&SE line with 50 years of service on positions that included chief clerk at Bedford, Ind., traveling auditor of station accounts, cashier at Terre Haute, and his present work since 1954. Drawing on experience, he said, "I have always recognized the importance of handling freight carefully. My feeling in this matter is that it is not just the right way, but the *only* way.



Jane Boggs—Twin City Terminals

Want Safe Delivery, Handling, Speed? Ship By Freight, We'll Meet Your Need

won the Twin City Terminals prize for Jane Boggs, a telephone operator in Minneapolis. Jane, who is a comparative newcomer to railroading, put her feeling about claim prevention this way: "I feel very strongly that the railroads are vital lines of our country, and that by constantly striving for better, faster and *safer* handling of our customers' goods we are not only strengthening our own position but that of our nation, as well."

Do You Want the Very Best? Give Us Your Shipment, We'll Do the Rest

was the winning Shipper-gram submitted by a Dubuque & Illinois Division employe. The successful contestant was Mrs. Mike (Marilyn) Cravatta, a Mil-



Marilyn Cravatta—Dubuque & Illinois

waukee Reader in the car department at Savanna, Ill., since 1953, her present relationship being that of clerk to the car foreman. The fact that her husband is the chief yard clerk at Savanna personalizes the consciousness of careful car handling for the Cravattas. "It's a necessity, if the railroad industry is to progress", Marilyn stated.

Freight Is the Business in Which We Excel. Give Us a Chance and We Will Serve You Well

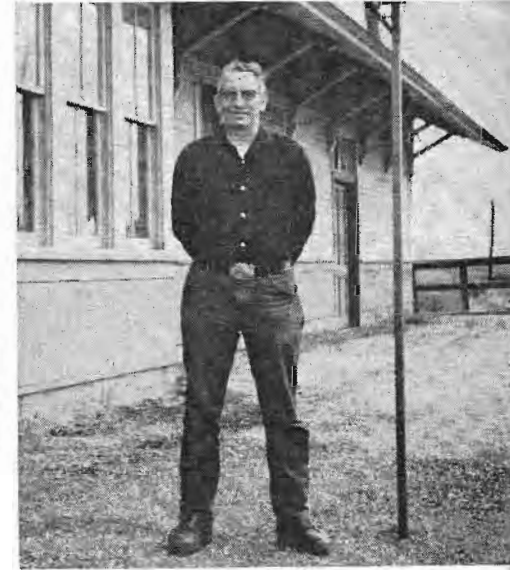
was best-of-contest on the Iowa, Minnesota & Dakota Division, and was submitted by Agent Thomas J. Lloyd of



T. J. Lloyd—Iowa, Minnesota & Dakota

Le Center, Minn. Mr. Lloyd, who has been with our road since 1947, had various jobs on the former I&SM Division and was the agent at Cleveland, Minn., before going to Le Center in 1959. Expressing the viewpoint of the agent who deals directly with the patron when a shipment is damaged, he said, "In the ever increasing competition for freight traffic, customer satisfaction and claim prevention must go hand in hand."

Factory to Warehouse, Coast to Coast, Rail Transportation Can Help You the Most



E. W. Stewart—Rocky Mountain Division

was the prize-winning entry from the Rocky Mountain Division, earning a \$25 Bond for Agent E. W. Stewart of Two Dot, Mont. An employe with 16 years of seniority, Mr. Stewart was a relief operator at various Montana stations and agent at Danvers before transferring to his present job in 1953. Conscious of the fact that freight damage leads to loss of business and eventually takes a toll of railroad jobs, he wrote, "For our patrons, the best in damage-free service is none too good."

COMMENTS FROM OUR CUSTOMERS

KIND, HELPFUL, CONSIDERATE

"I would like to call your attention to a trainman in your employ by the name of Stanley Cunningham . . . I boarded the City of San Francisco at Marion, Ia., and later, in the diner, I became very ill. A gentleman was called by the steward to help me back to my seat . . . and this gentleman suggested we call a doctor.

" . . . The trainman—Mr. Cunningham—at once took care of that. He was so kind, so helpful and considerate, and took care of me so nicely, that I thought someone in authority should know it."

*Mrs. Eva Summers
Arlington Heights, Ill.*

SAVER OF EXPENSE DOLLARS

"I should like to express our appreciation for the courtesies and services which your Mr. William Stiyer, station passenger agent in Chicago, has extended to our agents during the past five years. Mr. Stiyer has never failed to expedite transportation for them and their charges. He has sensed the agents' needs from a custodial standpoint and has

personally smoothed their travel schedules by securing accommodations when it seemed impossible to do so . . .

"I am sure his personal attention . . . has saved many expense dollars for the State of California as well as many anxious moments for our agents. He is certainly of limitless value to your organization."

*Dr. Wm. C. Keating, Jr., Superintendent
California Medical Facility
Department of Corrections
Vacaville, Calif.*

COOPERATION ALL ALONG THE WAY

"This year our college had a dignitary from Cambodia observing us. He left Winona recently for Washington, D. C., and finally for his own country. He was much concerned about the travel problems between Winona and Washington, especially the problem of transferring depots in Chicago; his understanding of the English language was very limited.

"Through our local agent, Mr. Ross Nixon [passenger and ticket agent], arrangements were made to facilitate the transfer, with the very fine cooperation of the railroad personnel

all along the way . . . and I want to thank you for any help which came through the Chicago office."

*Mrs. Elizabeth Donath,
Teacher Education and Placement,
Winona (Minn.) State College*

TRAVELING WITH UPRIGHT CITIZENS

(From a letter concerning a service performed by A. L. Parsons, Minneapolis coach yard foreman)

"I want to thank you very much for having turned in the billfold with contents intact that was found on the Hiawatha from Chicago.

"In these days when dishonesty makes headlines it is indeed gratifying to know that there are some honest people . . . It is also extremely gratifying to know that when you are traveling the Hiawatha you are with a group of upright citizens."

*Fred J. Lacker
Peoria, Ill.*

One thing Little League baseball teaches is how to be a good loser. Unless, of course, you're a parent.

The Milwaukee Road Magazine

Heart Study Cars Spotted on Milwaukee; Employees Participate in Follow-up Tests

A GROUP of Milwaukee Road employees are serving as subjects for a research project which echoes concern over a national health problem. In two railroad cars spotted at various terminal points, they were examined recently for factors suspected of touching off heart attacks in middle aged American males.

The tests were the second of a series being made by a research team of the University of Minnesota department of physiological hygiene, in a long-range study of reasons why heart disease is the leading cause of death among men in the 40 to 60-year age bracket. The project, which has been in field operation since 1958, is sponsored by the U. S. Public Health Service and the American Heart Association, under the supervision of Dr. Ancel Keys, one of the country's leading heart specialists. Starting with 280 volunteers from the Minnesota Transfer Company, it now involves some 3,000 railroad employees at 26 rail centers in the North and West. Milwaukee Road participants include personnel in Minneapolis and St. Paul, Minn., Milwaukee and La Crosse, Wis., and the Chicago Terminals area.

Railroad employees were selected for the study because their tendency to remain with one company over a period of many years offers researchers an opportunity to evaluate long-standing behavior patterns. Other considerations were the fact that railroad jobs cover all grades of physical activity and responsibility, plus the availability of Railroad Retirement Board records for analyzing vital statistics by occupation.

Acting director of the study is Dr. Henry L. Taylor, physiologist on the Minnesota heart research center staff, who supervises a team of seven—a physician, a junior scientist, and five laboratory technologists. Examinations are conducted in a mobile unit consisting of a

business car outfitted with laboratory equipment, and another which is used for dressing rooms and offices. The latter is the Milwaukee Road's "Snoqualmie", which was recently converted to that purpose.

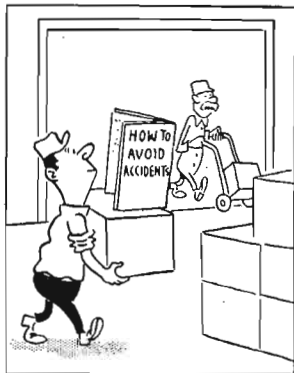
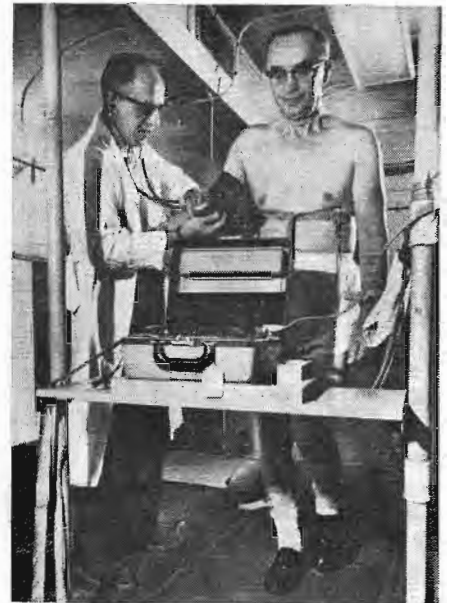
Employees who are participating in the project were chosen as representative individuals in both sedentary and physically active groups, including supervisors whose exertion is predominantly mental. In the course of the examinations they are interviewed concerning dietary and smoking habits, activities on and off the job, and their own and hereditary medical histories. Tests performed on them include an electrocardiogram, X-rays of chest, heart and lungs, and examinations for blood cholesterol. An important part of the program is exercising on a treadmill, to measure how the heart responds to exertion.

The over-all research plan calls for completing the examination part by Jan. 1, 1965, and follow-up studies continuing for several years afterward. Results will be compared with tests being made among railroad men by researchers in several European countries.

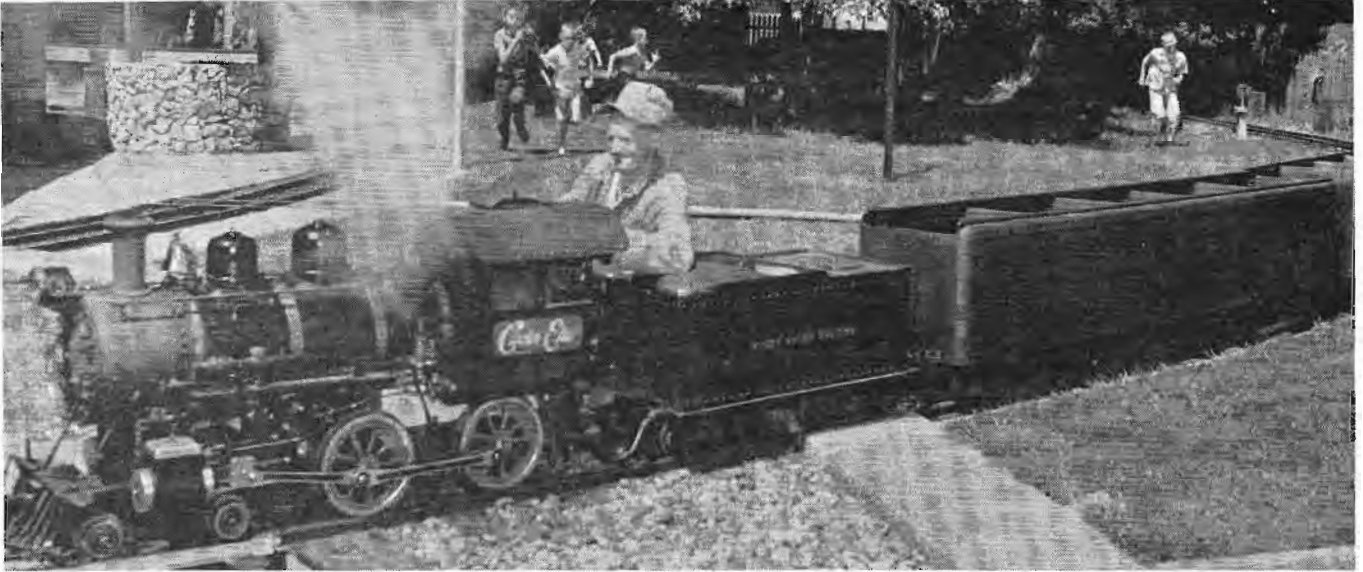
Top: Lewis E. Bednar, locomotive department clerk at Milwaukee Shops, has a workout on the treadmill. Checking the instruments is Walter Carlson, junior scientist, of Minneapolis. (Milwaukee Sentinel photo).

Center: Leo La Fontaine, manager of mail, baggage and express, Chicago, is interviewed by Laboratory Technologist Martha McGowan. The wall decoration is a souvenir of the research team's stay in Milwaukee.

Right: Norman Wright, back-up man at the Western Avenue-Chicago Yard, is tested for blood cholesterol determination by Medical Technologist Jean Witt.



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When the whistle blows, the neighborhood youngsters come running.

"All Abo-o-ard for the Cinder Ella!"

IMAGINE having a train of your own, and right in your own back yard! Needless to say, when the whistle blows, every kid in the neighborhood comes running.

The big attraction is the miniature "Puget Sound Eastern Railway" owned by Coast Division Engineer Lawrence Griffin of Everett, Wash., who holds a yard engine assignment at that point. The Griffin home adjoins the playground of the Madison School, and when he fires up his steam locomotive, Cinder Ella, he seldom rides alone. The train accommodates up to 15 passengers.

Engineer Griffin's enthusiasm for rail-

road equipment is more than enough to encompass both big and little rolling stock. "I've been interested in railroading ever since I was a small boy", he says. "I went from toy electric train sets to haunting the Milwaukee Road's yards until I got a railroad job as a teen-ager."

He attained his boyhood ambition to become an engineer in 1943. In 20 years of engineering he's covered most of the Coast Division west of the Cascades, on the passenger run out of Tacoma, steam-powered loggers, and diesel-electric freight hauls.

His Cinder Ella is a two-horsepower

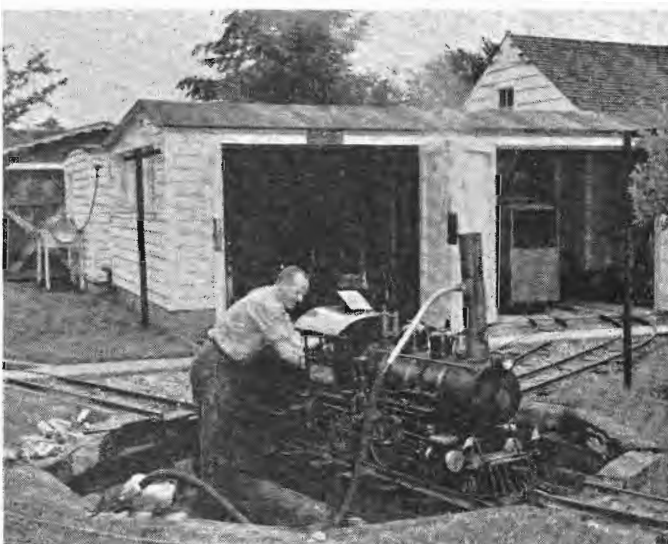
factory-built amusement park engine of the 4-4-0 American type, weighing 1,000 pounds. It was purchased, together with two passenger cars and 600 feet of one-foot gauge track, from a private owner in Hyde Park, N. Y., in 1957.

On the straightaway the engine can do about 30 miles per hour, but Engineer Griffin holds it down to no more

Passengers wait patiently while the Cinder Ella takes on coal at the bunker next to the station platform fronting the machine shop. The pole and wires showing here are part of a catenary system Engineer Griffin has built in anticipation of electrifying his miniature railroad.

Photos by Eric Wahleen

Copyright, 1963,
The Seattle Times Company



Preparing to fire up, Engineer Griffin attaches a vacuum cleaner blower to a pipe extension atop the locomotive stack, to create a draft. At right in the four-stall engine house is a gas-driven locomotive he built himself.



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than 10 miles per hour on his type of layout. Since he acquired it he has logged almost 500 miles of travel. A counter on one wheel logs the mileage.

Engineer Griffin launched his one-man railroad in 1954, starting with a 3/4-inch model of a Pennsylvania K4 of the 4-6-2 type. At that time the right of way consisted of a 300-foot oval of 3 1/2-inch rail elevated on a trestle for ease in riding and working on equipment.

Today the system has a main line of 515 feet of track plus 385 feet of auxiliary trackage, laid with 12-pound rail. The layout includes a turntable, coal bunker, water tank, a shop equipped with lathes, a drill press, welding equip-



At work in the Everett, Wash., yard, Engineer Lawrence Griffin waves from the cab of a 1,200 horsepower diesel-electric switch engine.

ment and so on, and a four stall engine house.

A unique facility is a 28-foot tunnel between the garage and the property line fence, which serves to shelter the passenger cars when they are not in use. A sign above it, "Tunnel 51", is the number plate from a long-abandoned wood braced tunnel east of Maple Valley, Wash.

Engineer Griffin spends most of his leisure time building equipment for the Puget Sound Eastern, and running it for the entertainment of the neighborhood youngsters. In anticipation of electrifying the line, he has erected a small catenary system in his back yard. Occasionally he also does repair work on engines brought to him by other owners of miniature locomotives.

Always eager to further juvenile interest in steam railroading—now practically a thing of the past—he has issued many passes over the years. This year about 500 are in circulation.

Chicago Gateway Center Gets Underway



Participating in the ground breaking ceremony were, left to right: S. J. Cooley, vice president-industrial and real estate development; E. O. Schiwe, vice president and general counsel; C. E. Crippen, vice president-finance and accounting; Robert V. Tishman, president of Tishman Realty & Construction Co., Inc.; B. J. Ornburn, assistant chief engineer-structures; V. E. Glosup, assistant vice president-operation and chief engineer; and F. L. Freeman, special representative to vice president-operation.

THE construction of Gateway Center, the \$100 million office building complex to be erected on air rights straddling the Chicago Union Station, got underway Sept. 24 at a ground breaking attended by Milwaukee Road officers. Mayor Richard J. Daley was the principal speaker at the ceremony, which was witnessed by a large group of civic leaders.

The project is being developed by Tishman Realty & Construction Co., Inc., on a plan which calls for a group of three high-rise office buildings to be located over the tracks on the west bank of the Chicago River between Madison and Monroe Streets. The first structure will be a 20-story office building containing 750,000 square feet of space, which is scheduled for occupancy by the beginning of 1965.

This building, to be called 10 S. Riverside Plaza, will be surrounded by a 50,000 square foot esplanade. It will be constructed of steel, with unique 45-foot bays providing virtually column-free floors of approximately 35,000 square feet. A 750-car garage will house tenants' and visitors' vehicles.

The building will be supported by caissons placed between the tracks in the station train sheds. Engineering and construction techniques will follow the pattern employed on similar structures so as not to disrupt rail traffic during the foundation stage. The architects are Skidmore, Owings & Merrill.

The site of Gateway Center is within a block of both the Union and the Chi-

cago and North Western stations and adjacent to the hub of all expressways connecting with the downtown section of the city. In addition to these unique transportation advantages, its construction is expected to further stimulate the rapid growth in business activity now underway in the west section of the business district. New structures recently completed in the immediate vicinity include the Morton Salt Building, the Hartford, America Fore and Mutual Trust buildings, and the U. S. Gypsum Building.



Shop Tour Broadens Accounting Know-How



Bureau heads of the office of auditor of expenditure and others participating in the Milwaukee Shops tour on Sept. 17 are, left to right: E. H. Sowle, paymaster; G. L. Wood, general superintendent of the car department; A. W. Hallenberg, assistant chief mechanical officer; A. A. Koester, inspector of stores (rear); J. H. Manders, assistant to auditor of expenditure; Bureau Head H. P. Wisniewski; R. E. Risberg, assistant auditor of expenditure (rear); Bureau Head A. A. Elwart; W. C. Wilson, assistant auditor of expenditure (rear); Bureau Head R. L. Litka; F. H. Miller, auditor of expenditure (rear); Bureau Heads N. J. McGinley and J. R. Dennison; J. J. Drinka, assistant chief mechanical officer; Bureau Head J. M. Cortese (rear); E. F. Volkman, assistant general storekeeper; J. F. Johannes, inspector of stores; and F. A. Upton, chief mechanical officer.

DOES a railroad accountant charging out a "spicer drive" actually know what it is? Chances are he doesn't—unless he's also a mechanic. More often than not, his knowledge is limited to the fact that it has something to do with the generators on passenger cars, and there the matter rests.

This is a typical example of little things which fell into perspective when employees in the Chicago-Fullerton Ave-

nue accounting center recently made a field trip to Milwaukee Shops. To heighten the meaning of accounting figures—to bridge the gap between the desk and the operating end of the railroad—groups of supervisors selected from the auditor of expenditure's force toured the huge shop facilities on Sept. 6 and Sept. 17.

Upon arriving at the shops, the contingents were briefed on the programs



Using locomotive as a training aid, F. A. Upton (right) and A. W. Hallenberg explain the function of a speed recorder drive.

underway and then escorted through the various departments. There they had an opportunity to observe first hand the materials, labor and supplies for which they perform accounting, yet rarely see, except in the form of timeslips, chargeout documents or invoices.

According to F. H. Miller, auditor of expenditure, the effects of the broadening experience were felt almost at once. With regard to accounting transactions he said, "The result has been that each now assumes a physical shape in the mind's eye and the character of a real person or article. In addition, the fact that our people met folks with whom they talk on the telephone but never see created a more friendly and personal relationship—the intangible quality that welds people into a good working unit."

Randy Duncan, Former All-American Quarterback, Joins Law Staff



Hearst R. Duncan Jr.

HEARST R. DUNCAN JR., known to football fans as the University of Iowa's former All-American quarterback "Randy" Duncan, was appointed Milwaukee Road assistant solicitor for the state of

Iowa July 1. He recently joined the Des Moines law firm of Duncan, Jones, Hughes, Riley and Davis, of which his father is the senior member. The elder Mr. Duncan, who has represented the railroad in legal matters in Iowa for many years, will continue in the capacity of state solicitor.

Randy Duncan earned nationwide acclaim as the key player of the University of Iowa Rose Bowl game in 1957 and again in 1959. He was named All-American quarterback in 1958.

Following his graduation from Iowa with a Bachelor of Arts degree in 1959, he studied law at the University of British Columbia, Southern Methodist University and Drake University, receiving his Juris Doctor degree from the latter in June of this year. Meanwhile he played professional football with the British Columbia Lions of Vancouver and the Dallas Texans. He is a member of the Iowa, American, and the Polk County (Ia.) Bar associations.

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APPOINTMENTS

Purchases and Stores Division

Effective Sept. 1, 1963:

H. H. Melzer, chief engineer of tests, is appointed assistant chief purchasing officer with headquarters in Chicago.

Law Department

Effective Sept. 1, 1963:

Philip M. Hackbarth is appointed attorney with headquarters at Chicago, Ill. Mr. Hackbarth is a native of Chicago who received his A.B. degree from Dartmouth College with majors in economics and geology, and an M.B.A. from the Amos Tuck School of Business Administration (Dartmouth) with a major in accounting. He received his LL.B. from the Michigan Law School in 1960, since which time he has served as general attorney with the United States Securities and Exchange Commission.

G. F. Keenan, chief clerk in the local freight office, Minneapolis, is appointed adjuster in Minneapolis.

Effective Aug. 16, 1963:

J. F. Johnson, adjuster in Minneapolis, is appointed district adjuster with headquarters at Perry, Ia., following the death of K. K. Taylor. The district adjuster's office at Des Moines, Ia., is discontinued.

Mechanical Department

Effective Sept. 1, 1963:

J. J. Drinka, assistant to chief mechanical officer, is appointed assistant chief mechanical officer with jurisdiction over locomotive, car and mechanical engineer organizations, with headquarters at Milwaukee Shops.

Traffic Department

Effective Aug. 16, 1963:

W. A. Zimmerman, assistant manager rail-highway sales, Chicago, is appointed district representative rail-highway sales, Cleveland, Ohio.

E. A. Solvie, city freight agent, Cleveland, Ohio, is appointed assistant district representative, rail-highway sales, Chicago.

Effective Sept. 1, 1963:

C. C. Dilley, traffic manager-Southeast Region, St. Louis, Mo., is appointed passenger traffic manager, Chicago.

R. W. Bigelow, general agent, Birmingham, Ala., is appointed assistant general agent, Vancouver, B. C.

Peter Braun, general agent, Memphis,

Tenn., is appointed general agent Birmingham, Ala., with jurisdiction over both agencies and headquarters in Memphis.

G. P. Hamilton, traveling freight and passenger agent, Vancouver, B. C., is appointed division freight agent, Aberdeen, Wash., following the retirement of H. D. Collingwood after 44 years of service.

Operating Department

Effective Aug. 1, 1963:

Wilfred Sommer, chief clerk to superintendent of the sleeping and dining car department, is appointed assistant to superintendent of the sleeping and dining car department.

Edward Novak, dining car inspector, is appointed chief dining car inspector.

Effective Sept. 1, 1963:

M. L. Benzer, assistant engineer of tests, is appointed chief engineer of tests.

G. J. Barry, superintendent of the Milwaukee Road-Kansas City Joint Agency, Kansas City, Mo., is appointed acting superintendent of the Iowa Division with headquarters at Perry, Ia., following the assignment of M. Garelick to special duties.

J. J. Nentl, superintendent of commuter service, is appointed acting superintendent of the Aberdeen Division with headquarters at Aberdeen, S.D., in place of R. H. Love, assigned special duties.

B. J. McCanna, assistant superintendent of the Chicago Terminals, is appointed superintendent of the Milwaukee Road-Kansas City Joint Agency with headquarters at Kansas City.

W. M. Freund, assistant superintendent of the Milwaukee Division, Green Bay, Wis., is appointed assistant manager of the mail, baggage and express department with headquarters in Chicago.

K. O. Schoeneck, assistant superintendent of the Chicago Terminals, is appointed assistant superintendent of the Milwaukee Division with headquarters at Green Bay.

S. C. Pulford, trainmaster of the Chicago Terminals, is appointed assistant superintendent of the Chicago Terminals Division with headquarters at Bensenville, Ill.

R. P. Huntsman, traveling car agent, Tacoma, is appointed acting superintendent of transportation with headquarters in Tacoma, in place of R. E. Beck, assigned to other duties.

J. A. Wosinski, traveling car agent, Chicago, is appointed assistant to super-



C. C. Dilley



H. H. Melzer



M. L. Benzer



W. M. Freund



P. M. Hackbarth



P. A. Techel



R. J. Coleman



L. F. Mack Jr.

intendent of transportation with headquarters in Chicago.

R. W. Poor, traveling car agent, Bensenville, is appointed assistant to superintendent of transportation with headquarters in Chicago.

E. P. Galiher, train dispatcher, Perry, Ia., is appointed assistant to superintendent of transportation with headquarters in Chicago, following the assignment of R. A. Middleton to other duties.

S. J. Barry, yardmaster of the Chicago Terminals, is appointed assistant trainmaster of the Chicago Terminals Division with headquarters in Chicago.

R. B. Hegge, conductor on the Milwaukee Division, is appointed assistant trainmaster of the Chicago Terminals Division with headquarters at Bensenville, Ill.

J. J. Schwantes, train dispatcher, Mil-

waukee Division, is appointed assistant trainmaster of the Milwaukee Division with headquarters in Milwaukee, in place of S. O. Jones, assigned special duties.

J. T. Gregerson, special representative to general superintendent of transportation, is appointed assistant trainmaster of the Dubuque & Illinois Division with headquarters in Davenport, Ia., in place of H. J. Mahoney, assigned special duties.

F. B. Cederholm, chief dispatcher, Tacoma, is appointed trainmaster of the Coast Division with headquarters at Tacoma, in place of W. F. Plattenberger, assigned special duties.

R. L. Crist, switchman, Savanna, Ill., is appointed assistant trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, in place of J. R. Werner, assigned special duties.

R. C. Stark, chief clerk to agent, Galewood, is appointed assistant agent of the Chicago Terminals with headquarters at Bensenville, following the retirement of C. H. Kunberger.

R. J. Coleman, agent at Freeport, Ill., is appointed agent at Davenport, Ia., following the retirement of R. G. McGee.

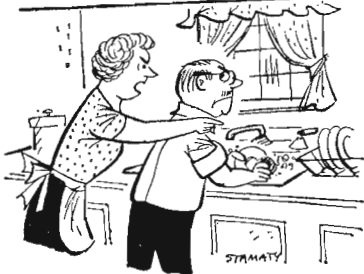
P. A. Techel, assistant agent at Cedar Rapids, Ia., is appointed agent at Freeport, Ill.

L. F. Mack Jr., ticket agent at Aberdeen, S. D., is appointed assistant agent at Cedar Rapids, Ia.

Police Department

Effective Aug. 16, 1963:

F. J. Bnshey, special officer, Seattle, is appointed captain of police with headquarters at Aberdeen, S. D., following the resignation of J. W. Morgan to engage in his own business (see "police department" personal news).



Lt. Col. H. C. Minter (right) passes his unit's colors to Col. J. Goodnow, Wisconsin Sector Commander of the 14th U. S. Army Corps Area, who in turn passed them to Maj. J. W. Mulhollon. The ceremony took place at the Army Reserve training center on South Logan Avenue in Milwaukee.

H. C. Minter Retires From Army Reserves

HARRY C. MINTER, division engineer of the Milwaukee Division and commander of the 757th Transportation Battalion with the reserve rank of lieutenant colonel, retired from the active Army Reserves Aug. 8. He was succeeded as commanding officer of the Milwaukee Road Shops-affiliated unit by Jack W. Mulhollon, supervisor of diesel reclamation, who is a major in the Reserves.

Mr. Minter was commissioned in the Reserves in 1935 and saw active service during World War II in the European Theater with the 291st Field Artillery Battalion. He became commander of the 757th in January, 1954, since when its force has been built from 50 to 330 men. Most of them were present for the ceremony at which he relinquished command and went on the retired Reserves list.

Mr. Mulhollon is a veteran of the Army Air Force, also in the European Theater. His military record includes two tours of combat duty, during which he made 54 bombing missions over Germany.

Railroads Support "Visit U.S.A. Program"

To help the United States Travel Service attract overseas visitors to our shores, all passenger carrying railroads in this country and Canada are giving foreign tourists a 15 per cent reduction in coach class fares from all ports in both countries to any interior point, and returning to a port. The arrangement allows stopover privileges to any point en route within a three-month limit.

The creation in 1961 of the travel service as a branch of the Department of Commerce with an appropriation for the first year of \$2,500,000 recognized the fact that the United States has been remiss in attracting tourists from abroad. In 1960, for example, out of 25 countries with travel promotion budgets of \$20,000 or more, the United States ranked 23rd, surpassing only Cyprus and San Marino. The Congo appropriated three times more than the United States, Russia 23 times more,

and the United Kingdom 50 times more.

The reasons for establishing the service were (1) that over \$1.1 billion more was spent by Americans traveling abroad than by visitors to the United States. According to Secretary of Commerce Luther H. Hodges, this alone accounted for 40 per cent of the American imbalance of dollars. (2) Recognition of the fact that travel improves world understanding; that an increase of overseas tourists increases the number of people exposed to this country's democratic form of life.

According to the Travel Service, every city and town in the United States can expect overseas visitors. Research has established that travelers do not want to visit metropolitan areas alone, they want to meet Americans in their homes in order to get a look at our way of living.

Government spokesmen point out that

The Milwaukee Road Magazine

William Wallace Retires; Honored by Passenger Traffic Fraternity

A CAREER of more than 44 years in the field of passenger traffic was rounded out on Sept. 30 when William Wallace retired as the Road's general passenger traffic manager. One of the travel industry's most widely known personalities and spokesmen, his departure from railroading was marked by good wishes from friends throughout the country.

Bill Wallace, a native of Aberdeen, S. D., started with the Road in the dining car department there in 1919 upon returning from military service he having enlisted the day of the outbreak of World War I. His outfit in France and Germany was the 39th Infantry—4th Division.

The year 1920 found him in Chicago, where in 1929 he was appointed city passenger agent. In 1937 he went on the road as traveling passenger agent with headquarters in Detroit, and in 1946 advanced to the position of general passenger agent of the Road's western region with headquarters in Seattle. He became assistant passenger traffic manager in Chicago in 1948 and was advanced to



The good wishes of Leo T. Crowley, chairman of the board of directors (right), and President William J. Quinn (left) are extended to William Wallace upon his retirement.

the head of the department with the title of general passenger traffic manager on July 1, 1959.

In recognition of his long service to the Road as well as the interests of tourism, he was guest of honor at a

retirement reception held in the grand ballroom of Chicago's La Salle Hotel on the evening of Sept. 27 by more than 200 representatives of railroads, airlines, steamship companies, travel agencies and other members of the travel fraternity. Speakers at the affair included all of the Road's vice presidents.

He was also honored at a luncheon in Chicago on Sept. 27 which was sponsored by a group of passenger traffic officers from all over the United States. His fraternal ties in the travel field include the American Association of Passenger Traffic Officers, the American Association of Railroad Ticket Agents, the Chicago Traffic Club, Rotary, the Chicago Passenger Club and the City Passenger Agents Association, and many other passenger organizations throughout the country.

Mr. Wallace and his wife Mae will continue to make their home at 1808 South Boulevard in Evanston, Ill. Following nearly 45 years of railroading, Mr. Wallace is looking forward to exercising his green thumb in his beautiful garden and spending more time with his family, which includes two daughters, Margaret in Evanston and Mrs. Lynn (Barbara) Kannenberg of Davis, Calif., and four grandchildren.

in addition to aiding the cause of democracy, Americans who entertain foreign travelers will be helping their community. According to the United States Chamber of Commerce, the benefit to a community of attracting several dozen tourists a day throughout a year is economically comparable to acquiring a new manufacturing industry with an annual payroll of \$100,000. Here are

examples of what the Travel Service urges Americans to do:

Play open house to visitors—entertain them in your homes. Volunteer to serve on committees conducting "welcome visitors" programs. Talk to friends, neighbors and relatives of what they might do to make them feel at home. Assist in arranging tours to shopping centers, model homes, drive-in restaurants, ath-

letic events, and other examples of typical Americana.

The Travel Service points out that through a little effort you can improve your community's standing as a tourist attraction and help project a true image of the United States to other nations: "Friendly Americans will win America friends!"

Noting an increase of more than 18 per cent in overseas visitors to the U.S. during 1962, Secretary of Commerce Hodges said, "The cooperation between industry and government in selling the 'Visit the U.S.A.' program is one of the prime factors behind this increase. We are certain that continued cooperation will result in an additional increase in 1963."



Multilingual information booths are opening in cities throughout the United States. In New York City's Rockefeller Center more than 2,500 visitors from all parts of the world took advantage of information service during its first month of operation.

"TRANSPORTATION-USA", the United States Information Agency exhibit which drew an audience of 600,000 during six-week tours in Russia and Yugoslavia, has been scheduled for showings in Rumania. Dates for the tour are Sept. 27-Oct. 8 in Bucharest and Nov. 9-23 in Braslov. The exhibit, prepared originally for use in the Soviet Union, has 5,000 square feet of displays.

RETIREMENT

during July-August, 1963

General Office & System Employees

Applehans, W. E. I.B.M. Oper. . . Chicago, Ill.
 Brodbeck, E. U. . . . Dictaphone Oper. . . " "
 Hall, L. L. " "
 Supv. Mailroom-Mail-Baggage & Express. . . " "
 Hughes, I. C. " "
 Asst. Bur. Head-Accounting. . . " "
 Kennedy, A. M. Clerk. . . " "
 Kleeman, C. J. . . . Spec. Accountant. . . " "
 Kuper, G. J. Bureau Head. . . " "
 Triggs, T. W. Chief Inspector. . . " "
 Vanderlocht, A. K. " "
 Asst. Bur. Head-Accounting. . . " "

Chicago Terminals

Christie, F. L. Switchman. . . Bensenville, Ill.
 Dulen, R. V. Engineer. . . Chicago, "
 Foley, P. J. Frt. Checker. . . " "
 Kunberger, C. H. . . . Asst. Agent. . . Bensenville, "
 Lange, E. F. Signal Maintainer. . . Chicago, "
 Le Gros, L. W. Chief Clerk. . . " "
 Pavelich, F. Frt. Handler. . . " "
 Ravallo, D. Electrical Helper. . . Bensenville, "
 Ruppert, G. A. Janitor. . . " "
 Simmons, A. B. Engineer. . . Chicago, "
 South, J. E. Machinist. . . Bensenville, "
 Swiatek, J. Carpenter. . . Chicago, "

Aberdeen Division

Bain, F. A. Carman. . . Aberdeen, S. D.
 Bullock, J. H. Flagman. . . " "
 Gisi, J. A. Stock Yd. Laborer. . . " "
 Gossman, P. Sec. Foreman. . . Lemmon, "
 Leif, F. H. Clerk. . . Milbank, "
 McDermott, R. V. . . . Fireman. . . Farmington, Minn.
 Ryan, R. E. Engineer. . . Aberdeen, S. D.
 Theide, L. J. Engineer. . . Montevideo, Minn.

Coast Division

Collingwood, H. D.
 Div. Frt. & Pass. Agt. . . Aberdeen, Wash.

THE BACK COVER



This advertisement—you'll see it in trade magazines this fall—summarizes visually the creativity of our railroad's employees who came up with the electronic data processing system that has revolutionized the handling of freight claims and settlements. The text explains how it works; how we assign a permanent account number to each claimant; then, semimonthly, send him a statement of his account showing claims filed, settled and pending, together with one check instead of individual checks, for all claims allowed. Responses from shippers show that the system helps them maintain their own records more efficiently, too.

Dragin, M. Car Cleaner. . . Seattle, Wash.
 Hall, H. W. Engineer. . . Tacoma, "
 Harvey, I. D. Engineer. . . " "
 Johnson, E. S. Fireman. . . " "
 Kaump, C. F. Asst. Engineer. . . " "
 Sikes, L. E. Oper.-Agt. . . Raymond, "
 Ziegweid, F. L. Switchman. . . Tacoma, "

Dubuque & Illinois Division

Blankenberg, L. J. Fireman. . . Dubuque, Ia.
 Bockelman, L. W. Engineer. . . Bensenville, Ill.
 Coleman, L. E. Dispatcher. . . Ottumwa, Ia.
 Hopp, H. E. Engineer. . . Preston, Minn.
 Johnson, A. L. Loco. Engineer. . . Kansas City, Mo.
 Mc Caulley, F. T. Crossing Watchman. . . Dubuque, Ia.
 Mc Gee, R. G. Agent. . . Davenport, "
 Pearson, H. L. Cashier. . . Ottumwa, "
 Smith, R. A. Pipefitter. . . Savanna, Ill.
 Tressel, J. J. Checker. . . Dubuque, Ia.
 Washburn, R. H. Yardmaster. . . Ottumwa, "

Iowa Division

Barrow, C. Clerk. . . Madrid, Ia.
 Brown, T. A. Switchman. . . Council Bluffs, "
 Eads, E. R. Asst. Foreman. . . Jefferson, "
 Feltus, L. L. Fireman. . . Perry, "
 Lingel, B. Carpenter. . . Delmar, "
 Wall, E. C. Dispatcher. . . Perry, "

Iowa, Minnesota & Dakota Division

Bourdelaix, H. J. Engineer. . . Sioux City, Ia.
 Buntjer, L. J. Warehouse Foreman. . . Mankato, Minn.
 Hamilton, C. W. Lineman. . . Canton, S. D.
 Johnson, C. A. Mach. Helper. . . Austin, Minn.
 Leafstone, J. V. Engineer. . . Sioux City, Ia.
 Lusk, C. M. Engineer. . . Marquette, "
 Mc Coy, R. H. Cashier. . . Austin, Minn.
 Parker, E. A. Ice House Laborer. . . Mason City, Ia.

La Crosse Division

Alder, L. Caller. . . Janesville, Wis.
 Apker, H. A. Engineer. . . Minneapolis, Minn.
 Berg, C. E. Asst. Engineer. . . La Crosse, Wis.
 Biedrzyck, A. P. Machinist. . . Wausau, "
 Conway, W. D. Jt. Yd. Clerk. . . Janesville, "
 Knutson, C. J. Engineer. . . St. Paul, Minn.
 Majeske, F. J. Engineer. . . Milwaukee, Wis.
 McWithey, D. D. Mach. Helper. . . Tomah, "
 Protz, H. F. Machinist. . . " "
 Schively, F. W. Sec. Laborer. . . Wabasha, Minn.
 Schubring, G. O. Engineer. . . Wausau, Wis.
 Strohn, G. L. Brakeman. . . Milwaukee, "

Milwaukee Division

Maze, W. H. Conductor. . . Elgin, Ill.
 Palm, G. J. Sec. Laborer. . . Menasha, Wis.
 Restivo, T. J. Mach. Helper. . . Janesville, "
 Rouse, D. J. Carman. . . Green Bay, "
 Sessions, T. G. Rndhse. Foreman. . . Menominee, Mich.
 Whitman, J. T. Brakeman. . . Green Bay, Wis.
 Winter, D. G. Crossing Watchman. . . Oshkosh, "

Milwaukee Terminals & Shops

Depka, E. E. Carman. . . Milwaukee, Wis.
 Faulkner, F. E. Conductor. . . " "
 Holder, C. H. Machinist. . . " "
 Horn, A. F. Car Inspector. . . " "
 Lewis, F. G. Foreman. . . " "
 Lindemann, E. C. Tinsmith. . . " "
 Meinke, N. J. Acetylene Cutter. . . " "
 Roessger, G. H. Chief Clerk. . . " "
 Schnoebelen, A. E. Baggage Checker. . . " "
 Vollendorf, E. T. Carman. . . " "
 Werner, O. Lineman. . . " "
 Wilson, E. O. Crossing Watchman. . . " "
 Yerke, R. G. Engineer. . . " "

Rocky Mountain Division

Auske, M. Brakeman. . . Moberge, S. D.

Edmund J. (Eddie) Galvin

EDMUND J. (EDDIE) GALVIN, 77, known to thousands of travelers as the chief usher in the Chicago Union Station, died Aug. 19 in St. Anne's Hospital. He had been in failing health about a month.

Eddie's retirement this year on Mar. 1 concluded exactly 60 years of serving the traveling public during which he became known as Chicago's No. 1 red-cap. He started in February, 1903 in the station which was replaced by the present terminal in 1925, and was made chief usher in 1928. In addition to supervising the handling of baggage, he filled the role of unofficial greeter to the great and near great, and friend and confidant to countless travelers who entrusted him with personal missions. His office contained dozens of autographed photos and mementos from statesmen, industrialists, bankers, stage and screen stars and others whose travels were eased by his genial attention.

A bachelor, he is survived by three nieces and a nephew, Isabelle, Mary and Thomas Barry, and Sister Mary Loretta Cecile BVM. Funeral services were held in Ascension Catholic Church, Chicago, and burial was in Calvary Cemetery.

Pedersen, J. Sec. Laborer. . . Harlowton, Mont.
 Soderstrom, H. O. Shop Laborer. . . Deer Lodge, "

Terre Haute Division

Bailey, P. V. Operator. . . Springhill, Ind.
 Hiddle, C. G. Engineer. . . Terre Haute, "
 Miller, W. H. Sec. Laborer. . . Bedford, "
 Stockrahm, W. F. Clerk. . . Terre Haute, "

Twin City Terminals

Anderson, V. F. Car Inspector. . . Minneapolis, Minn.
 Franson, A. S. Car Inspector. . . St. Paul, "
 Hauger, H. T. Carman. . . Minneapolis, "
 Jacobson, P. O. Checker Clerk. . . " "
 Lucak, J. Sec. Laborer. . . " "
 Perron, G. J. Mail Sorter. . . St. Paul, "

RAIL MANAGEMENT-LABOR PARTNERSHIP initiated by the Railroad Retirement Board in 1956 to find work for railroad employees idled by adverse economic conditions has resulted in placing more than 213,000 in new jobs—141,500 on the railroads and 71,900 in other industries. Management and labor officers have developed a plan on a local level which involves transfers to other seniority districts or departments on the same railroads in identical or different work. In the last two fiscal years, 15,000 employes facing layoff were transferred under this plan, in many cases without loss of working time.

The Milwaukee Road Magazine

Coast Division

EAST END

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

Former Passenger Brakeman Howard A. Kipp and his wife welcomed a son Aug. 6, his dad's 27th birthday. Grandpa Howard B. Kipp is weighmaster in the Spokane Yard.

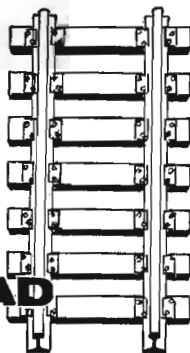
Former Engineer Lou Dulik died July 20. He began work with the Milwaukee as an engineer in September, 1908 after transferring here from the Midwest. Before retirement in July 1955 he was working on the Beverly helper out of Cle Elum, Wash.

Conductor Donald Payne of Malden, Wash., was drowned at Othello on July 20. Funeral services were held in Malden.

Former Brakeman L. B. "Red" Dunson who retired on disability May 6, 1954 died recently. He is survived by his wife at their home in Spokane and one son in Dallas, Tex.

Vacations are in full swing: Cashier Gordon Davis and his wife spent theirs in Hawaii . . . M. F. Bell and family toured Oregon, California, Nevada, Utah and Idaho . . . Traveling Time Inspector Wayne Rentel and family visited in Oregon and then entertained his sister and

ABOUT PEOPLE OF THE RAILROAD



ner family from Virginia at the Rentel home in Spokane . . . Auditor Joe Dede and wife visited in the Midwest . . . Operator P. W. Tift of Plummer spent his time at National Guard summer camp in Wisconsin . . . Agent George LaValley of Moses Lake worked on his summer home at Priest Lake, Ida. . . E. V. "Ernie" Broullire, lineman at Plummer, visited in Arizona . . . Mary K. Smith, office of assistant superintendent, Spokane, enjoyed the peace of her lake cabin . . . and R. F. Newcome visited Canada.

Mrs. Doris Gill, PBX operator at the Spokane Union Station, brought to a close 20 years of service when she and her husband, Archie, moved to Atlanta, Ga., in July.

Mr. and Mrs. Guy Phillips added another son, Dean Russell, to their brood of four boys and one girl on July 6. Guy is a fireman out of Spokane.

Engineer Don Breeden, who was seriously injured in an auto accident in September, 1961 has recovered very well and is now working with the legislation committee of the B.L.F. & E. He has just returned to Spokane after a two months stay in Washington, D.C.

Mike Ruscio, son of Joe Ruscio, clerk



The seven veterans pose at the municipal auditorium in Sioux City beside a steam locomotive similar to those they had piloted during many of their years of service. From left: H. J. Kruck, J. J. McGrane, J. V. Leafstone, H. A. Peterson, H. J. Bourdelais, G. W. Wallman and E. J. Whelan.

Seven Engineers Retire; Served Total of 377 Years

A COMBINED experience of 377 years in the service of the Milwaukee Road is represented in the group of seven Sioux City locomotive engineers above, who were honored jointly at a retirement luncheon in Sioux City Sept. 9. Assistant Superintendent R. L. Martin did the honors at the luncheon and presented each with a final "Train Order 347" which acknowledged their long and valued contribution to railroading.

Four of the veterans had held their engineer rating for the same length of time—45 years. The senior member of the group is John J. McGrane, who worked briefly for the Great Northern before entering the Milwaukee's service in 1906. He became a fireman in September of that year and was promoted to engineer in 1910. His railroad career included serving as general chairman of the Brotherhood of Locomotive Engineers-Chicago. The other record holders were:

Edward J. Whelan, 55 years of service: started with the Great Northern in 1907 and transferred to the Milwaukee as a hostler helper in 1908; became a fireman in 1909; promoted to engineer in 1916.

in traveling engineer's office, was the leading pitcher for his team and league at age 10. Mike won seven games, lost none, and struck out 65 opponents to lead his Spokane Valley Peewee League. With a healthy .500 batting average he also aided his team's victories.

Lee Larson, newly appointed chief clerk to the general agent, and his wife welcomed their first born, a daughter, July 25.

Jim Price of the general agent's office

John V. Leafstone, 54 years: started as a machinist helper in 1909; transferred to the operating department as a fireman in 1911; made engineer in 1918.

Henry J. Kruck, 54 years; employed as a machinist helper in June, 1909; went firing in July of that year; promoted to engineer in 1918.

Harry A. Peterson, 54 years: started in station service in 1908; became a fireman in 1911; advanced to engineer in 1918.

George W. Wallman, 53 years plus: started in 1905 with the C.St.P.M.&O.; employed by the Milwaukee as a fireman in 1910; promoted to engineer in 1918.

Harry J. Bourdelais, 50 years: started as a fireman in 1913; became an engineer in 1919.

The "last trip" train order they received read in part, "The cars of good fellowship you have set out along the way entitle you to the vacation you have so honorably earned. Accept this hi-ball as a token of good luck, and our best wishes for a long and enjoyable rest."

has resigned to accept a position as chief clerk with the Rock Island in Spokane.

Joyce Ann Ferrell died in Malden, Wash., May 31. She is survived by a daughter, Mrs. Freddie Wilson, a son, Gary, two grandchildren, her mother, Mrs. H. W. Terrien, all of Malden, and a brother, Harold Lewis of Liberty Lake, Wash. Funeral services and interment were in Spokane.

Mrs. T. E. Akey (Otie) died in a Spo-

(Continued on page 22)

Retirement—How It Feels to Lead a New Life



Harry S. Sandberg resumes painting, a hobby carried over from his younger years.

As the result of retirement coming to many people much earlier than it did in the past, more thought is being given now than before to the question of "After retirement—what?" For anyone who thinks that dropping out of the parade sounds dull and empty, there is something to be learned from the experience of Harry S. Sandberg, who retired on Jan. 1, 1963 as an engineer on the St. Paul hump job, having worked at the yard since it was built.

"I had been anticipating my retirement for quite a number of years," he writes, "and at the age of 65, after 48 years of service on the La Crosse Division, I decided it was time to start doing some of the things I had always wanted to do during my active railroad career.

"For one thing, I had always

looked forward to the day when I could pack up and leave the part of the country where snow and ice and biting winds predominate during a great part of the year. So here I am living in the land of orange juice and sunshine [you can write to Harry at 1414 Euclid, Apartment 7, Santa Monica, Calif.], spending my days swimming, fishing and sunning on the beach.

"For another, I had always wanted more time to pursue an old hobby of mine—painting in oil and water colors. This is a hobby that can be carried on wherever an individual decides to live, and there are a lot of good subjects to practice on out here.

"You can tell my old cronies that I never miss the alarm clock; that in my opinion, going places and doing things I was unable to do while working is a very agreeable way of life."



"Cattle on the Crossing" in oils. For the most part, however, Mr. Sandberg paints landscapes and nature studies.



CONGRATULATIONS ON HIS 45th YEAR OF SERVICE are extended to B. J. Ranallo, section foreman in the Chicago Terminals (left), by Division Engineer R. W. Middleton, together with a 45-year Silver Pass. Mr. Ranallo began working in Chicago on June 1, 1918 and has been a foreman since 1924.



SURPRISE PARTY was held recently by the Galewood freight office force in Chicago to honor Rate Clerk John J. Kerwin (right) upon achieving 50 years of service. Presenting him with a Gold Pass for himself and Mrs. Kerwin is Agent F. H. Joynt.



THEY HELPED TO SET THE SAFETY RECORD. Three Aberdeen Division agents posed with the Safety Trophy when it was taken on tour recently to show to employees who were instrumental in making that division the safest on the railroad in 1962. The men and their safety records are, from left: Willard Beck, Olivio, Minn., 46 years; L. J. Jorissen, Danube, Minn., 45

years; and Rudy Weber, Hector, Minn., 46 years.

Below: G. C. Groves, trainmaster-traveling engineer of the division, presents a Gold Pass to G. C. Martinson, agent-operator at Tower E-14, Hopkins, Minn. During Mr. Martinson's 50 years of service he has never had an on-the-job injury.



45-YEAR EMPLOYEE Clarence Gaulke, yard clerk in the Gibson District in Milwaukee, receives a Silver Pass along with the congratulations of Agent R. E. Chalifoux, Fowler Street (left), and Assistant Agent Vernon Schleisman. He started in 1918 as a warehouse and yard clerk at North Milwaukee and worked briefly at Chestnut Street before going to the Gibson District where he has spent the major part of his service.



MAIL SUPERVISOR RETIRES. L. L. Hall, supervisor of the Road's central mailing bureau in the Chicago Union Station (right), reminisces with Leo La Fontaine, manager of mail, baggage and express, at a retirement party in his honor July 19. He is holding the railroad's NIMS (Nationwide Improved Mail Service) citation for cooperating with the U. S. Post Office Department program to eliminate rush hour mail. Mr. Hall was assistant foreman of the Union Station Company mail department before joining the Milwaukee's mail bureau in 1929. Upon retiring, he and Mrs. Hall visited relatives in Canada, after which they planned to move to Milwaukee.



LAST DAY ON THE JOB, C. J. Kleeman, special accountant in the office of vice president-finance and accounting (front, fourth from left), was honored by his Chicago Union Station co-workers at a luncheon to mark his retirement Aug. 31. At his right here is R. N. Edman, chief statistician. Mr. Kleeman had 48 years of service in the accounting department, starting in 1915 at Dubuque, Ia., where his father, Jacob, was general foreman of stores for many years. He worked at Savanna and Cedar Rapids also until 1931 when he was transferred to Chicago, and had been an assistant district accountant and traveling auditor before being advanced to special accountant in 1959. He will continue to live in Chicago.



ON THE MARRIAGE CALENDAR recently were Robert Van Gundy, telegrapher at St. Paul Yard, and Miss Laurel Radtke. The happy couple are pictured following the wedding in St. John's Lutheran Church, Ashippum, Wis.

SURVEYING NEW RAIL MUSEUM SITE in La Crosse, Wis., was one of the last assignments of Carl E. Berg, assistant division engineer of the La Crosse Division, before he retired Sept. 30. At right is Instrumentman D. L. Mulock. Mr. Berg had been with the Road since 1920, serving on engineering positions in Minneapolis, Chicago, Savanna, Austin, Miles City and Aberdeen before transferring to the La Crosse area. His friends on the railroad marked his retirement at a dinner party held at The Commodore in La Crescent, Minn., Sept. 13. (La Crosse Tribune photo)



45-YEAR VETERAN H. E. Harris, traveling freight agent at Spokane, Wash. (second from left), is presented with a Silver Pass by L. H. Dugan, vice president and western counsel. Standing by are P. J. Cullen, assistant general freight traffic manager, Seattle (right), and D. J. Sullivan, general agent, Spokane. Mr. Harris started



SILVER PASS EMPLOYEE Dorothy M. Parsons, switching abstract clerk at the Galewood freight office, Chicago, is shown receiving her symbolic token of 45 years of service from Agent F. H. Joynt. The force surprised her with a Kaffeeklatsch and an orchid corsage.

with the Road in 1918 while he was attending high school, working in the Spokane warehouse after school hours. After serving on various positions in the local office and yards he became a rate clerk in the Seattle general freight department in 1942 and city freight agent there in 1945. He has filled his present position since 1951.

here's how we're doing



	AUGUST		EIGHT MONTHS	
	1963	1962	1963	1962
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$20,305,193	\$22,848,050	\$146,635,154	\$148,455,396
PAID OUT IN WAGES	9,254,568	9,402,750	69,369,108	70,963,216
PER DOLLAR RECEIVED (cents)	45.6	41.2	47.3	47.8
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	827,313	819,089	6,184,833	6,280,627
PER DOLLAR RECEIVED (cents)	4.1	3.6	4.2	4.2
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,558,652	10,232,132	72,768,650	74,657,067
PER DOLLAR RECEIVED (cents)	47.1	44.8	49.6	50.3
NET INCOME	\$664,660	\$2,394,079	—	—
NET LOSS	—	—	\$1,687,437	\$3,445,514
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	93,657	106,280	701,334	715,069
Decrease 1963 under 1962 ..	—12,623		—13,735	



PROMOTED to city freight agent in Minneapolis July 16, Gary W. Gunder, chief clerk in the Portland, Ore., traffic office, was honored by his Portland co-workers and their wives at a farewell dinner in the Aero Club and presented with a wrist watch. Shown at the dinner are, from left: R. S. Brown, traveling freight and passenger agent; Mr. Gunder; D. W. Goodwin, city freight and passenger agent; A. W. Baker, traveling freight and passenger agent; R. J. Daniel, general agent; and L. W. Cashner, city freight and passenger agent. Mr. Gunder started with our railroad in 1945 as a relief agent-operator on the Coast Division and transferred to the traffic department in 1958 as chief clerk at Aberdeen, Wash. He had been chief clerk in Portland since April, 1960.



COAST EXTENSION PIONEER, Engineer Fred W. Krebs was presented recently with a 50-year pass. He hired out as a fireman on the old Columbia & Idaho Division in 1913 and became an engineer six years later. All of his working years have been spent on the Idaho section of the present Coast Division, currently on a run out of Malden, Wash. Pictured with him are Mrs. Krebs and their son Roy, a conductor who also works out of Malden.

(Continued from page 19)
kane hospital June 20. Funeral services were held in the Malden Congregational Church and burial was in Pine City cemetery. She is survived by her husband and her mother, Mrs. J. H. Mitchell, in Malden; a brother, Pat Mitchell of Spokane, and five sisters, Mrs. Paul Rumburg, Mrs. Ed Moe, Mrs. Gladys Tesch, Mrs. Wayne Graham and Mrs. Vera Actor.

Brakeman Donald W. Payne of Malden died in Othello July 20. He is survived by three daughters, six grandchildren, a brother and a sister. He was a member of the Railway Trainmen, Malden, and Moose Lodge No. 161, Spokane. Funeral services were in the Rosalia Christian Church and interment in the IOOF Cemetery, Rosalia.

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Claude Peterson, retired assistant general adjuster at Seattle, underwent serious surgery in Providence Hospital in August, but is now recovering quite well at his home, 5005 Park Place, Seattle.

GENERAL AGENT'S OFFICE: We are happy to welcome Jack Conlin, general agent, back to the office. He met with an auto accident some time ago incurring back injuries which necessitated surgery

and a long convalescence . . . Vernon Petermeyer, city freight agent at Oakland, Calif., vacationed with his family in Seattle and visited this office in August.

PURCHASING DEPARTMENT: Chief Clerk Mary Roberts, her husband and two sons, Bill and Darrell, vacationed in California and made a complete tour of Disneyland while there.

REAL ESTATE AND INDUSTRIAL DEPARTMENT: Linda Bloom was welcomed as a new employee.

REGIONAL DATA OFFICE: Jack Wise was assigned to the position of disbursement clerk, vacated by John Murphy, and John Robben was the successful bidder for lead machine operator's position . . . George Gravelle, former yard clerk, and Sharon Branum are newcomers to the machine room . . . Sympathy was extended to Dorothy Clover, relief clerk, on the recent death of her stepfather at Tacoma . . . A luncheon was given at the Roosevelt Hotel Aug. 24 in honor of Myrtle Kruse who ended 21 years service in January. She last worked as assistant cashier in the regional office, with prior service in the agency and general offices in Seattle. A crystal salad bowl was presented by her co-workers.

TRAFFIC AND RATE DEPARTMENTS: Lillian Harris, secretary to the assistant general freight traffic manager, enjoyed a week's vacation at Kalaloch on the Olympic Peninsula, followed by

another week at Banff and Lake Louise, Canada . . . Leda Roberts, secretary to the traffic manager, vacationed in southern California . . . Kay Miller, secretary to assistant traffic manager, motored to Oregon and California points in July . . . Audrey Hotten, tariff distribution clerk, and Mr. Hotten flew to Tennessee and returned via North Dakota . . . Former Seattle traffic department employees who reversed procedures and vacationed here recently were: H. A. Robinson, TF&PA at San Francisco; J. W. Werner, TF&PA



GUEST OF HONOR at a cake and coffee party marking his promotion from disbursement clerk in the Seattle regional data office to chief clerk to general agent at Portland, Ore., John W. Murphy is offered refreshments by Joyce Goldie. His co-workers presented him with a wallet as a parting gift.

at Cleveland, and R. L. Johnson, DF&PA at Sioux City, Ia.

Nicolette, daughter of Dr. J. F. DeFree, our chief surgeon, was married July 20 in Fort Lawton's Chapel on the Hill to Army Lieutenant Charles R. Welsh. The groom is the son of Colonel and Mrs. Charles E. Welsh of Norfolk, Va., and a graduate of West Point. Nicolette attended the University of Washington and is a former Seafair Princess.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Edward M. Maloney, 86, retired boiler-maker from the La Crosse roundhouse, died July 2. Mr. Maloney had 45 years service when he retired. He is survived by his widow Anne; two sons, Thomas J. of New York City and Ned of Scotia, N.Y.; three daughters, Kathryn, Mrs. Edward Kevin, Mary, Mrs. Albert Funk Jr. of La Crosse, and Evelyn, Mrs. Byron Conway of Wisconsin Rapids. Burial was in the Catholic Cemetery at La Crosse.

Operator J. P. Rieber has received a 45-year Silver Pass. He has worked at Grand Crossing, La Crosse, for a number of years, and his son, Roland (Babe), is a train dispatcher at La Crosse.

Engineer Ross A. Lapham made his last trip on No. 16 into Milwaukee Aug. 29. He was met by General Road Foreman of Engines Don Miller, M. Wangberg, assistant superintendent of air brakes, and Tom Kubal, master mechanic. Mr. Lapham ended more than 50 years service when he retired Sept. 1. He and his wife expect to keep busy on their farm at Holmen, Wis.

The following engineers retired on Sept. 1, due to the 70 year age limit ruling:

John Kiefer, 53 years of seniority, Menomonee Falls, Wis.; E. A. Knuth, 51

years, Milwaukee, Wis.; J. G. Wind, 61 years, La Crosse, Wis.; A. C. Alieh, 47 years, St. Paul, Minn.; H. A. Apker, 46 years, Minneapolis, Minn.; G. L. Amundson, 51 years, Prior Lake, Minn.; G. H. Bourgette, 52 years, St. Paul Park, Minn.; Pat Cook, 56 years, St. Paul, Minn.; and P. Carter, 45 years, J. J. Kelley, 55 years, Ed Nelson, 56 years, and A. D. Sutton, 51 years, all of Minneapolis.

MADISON AREA

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

Mrs. Carl Knope, wife of retired engineer, is recovering at home at this writing after several weeks hospitalization due to a heart attack.

Retired Switchman C. B. Corcoran is in Madison General Hospital at this writing, but reported to be getting along well.

David William King, two year old grandson of your correspondent, is recovering from pneumonia, the after effects of swallowing charcoal lighter fluid. David's mother is the former Marilyn Mahaffey, daughter of Freight Service Inspector C. E. Mahaffey.

Mrs. Yvonne Ninneman, comptometer operator in the regional office, is recuper-

ating at home following back surgery.

Mrs. Amelia Murphy, 88, mother of Warehouse Foreman William Murphy, Madison, died May 5 after a long illness. She was a member of the Women's Club.

James B. Cummings, 66, former warehouse trucker, died enroute to a Madison hospital July 30, the result of a heart attack. He was crossing flagman at Madison at the time of his death. His wife, Catherine, two daughters and two sons survive.

Francis L. McKune, ticket clerk at Madison for the past 12 years, died July 18 after a brief illness.

Retired Car Clerk Stanley McGrath dropped in to bid us adieu before leaving for California to make his home.

Thomas Boyd, grade A rate clerk in the regional office, has resigned and moved his family back to Chicago, their former home, where he will work in the rate department of Montgomery Ward and Company.

Retired Car Foreman H. R. Jones of Madison visited here Aug. 24 before going to Florida for the winter. Bill Williams, now shop superintendent for URTX Refrigeration Company of Milwaukee, and O. L. Roberts, car foreman at Janesville, did a wonderful job of

Carloadings

JANUARY-SEPTEMBER 1963 compared with same period in 1962

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		INCREASED in 1963 over 1962		DECREASED in 1963 under 1962	
		NINE MONTHS		NINE MONTHS	
		1963	1962	1963 over 1962	% of increase
13.9%	Grain and Soya Beans	73,996	73,647	+ 349	+ .5%
2.5	All Other Products of Mines	16,396	16,321	+ 75	+ .5
2.1	Agri. Impl. Machinery and Parts	14,546	13,160	+ 1,386	+ 10.5
1.7	Forwarder Traffic	23,076	22,972	+ 104	+ .5
1.3	All Other Products of Agriculture	16,677	15,850	+ 827	+ 5.2
21.5%		144,691	141,950	+2,741	+1.9%
	loading of these commodities	NINE MONTHS		DECREASE	
	DECREASED in 1963 under 1962	1963	1962	1963 under 1962	% of decrease
12.7%	Forest Prod. (Excl. Logs & Pulpwood)	59,843	63,314	- 3,471	- 5.5%
6.2	Iron and Steel	38,769	42,446	- 3,677	- 8.7
4.9	Coal and Coke	58,885	64,786	- 5,901	- 9.1
4.8	Automobiles and Parts	34,546	36,092	- 1,546	- 4.3
2.9	Meat and Packing House Products	23,366	25,883	- 2,517	- 9.7
2.7	Gravel, Sand and Stone	38,588	41,938	- 3,350	- 8.0
2.5	Grain Products	38,601	39,957	- 1,356	- 3.4
2.2	Oil and Gasoline	23,548	27,171	- 3,623	- 13.3
2.0	Fruits and Vegetables (Fresh)	18,356	20,086	- 1,730	- 8.6
1.9	All Other Animals and Products	9,301	10,317	- 1,016	- 9.8
1.6	Logs and Pulpwood	33,607	38,660	- 5,053	- 13.1
1.6	Cement, Lime, Plaster and Stucco	12,456	13,702	- 1,246	- 9.1
1.6	Liquors, Malt	14,668	14,859	- 191	- 1.3
1.0	Merchandise	22,191	26,645	- 4,454	- 16.7
.5	Live Stock	4,758	8,116	- 3,358	- 41.4
29.4	All Other Mfgs. and Miscellaneous	212,771	215,059	- 2,288	- 1.1
78.5%		644,254	689,031	-44,777	-6.5%
100.0%		788,945	830,981	-42,036	-5.1%

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getting the "old gang" together and 20 former car department employes and their wives honored Mr. Jones with a cocktail hour and dinner at the Continental Club in Madison. After the dinner and presentation of a gift, chairs were gathered in a circle for a typical railroad bull session when memories of the "good old days" were recalled. Mrs. Jones was undergoing medical treatment in Janesville and could not attend the party.

John J. Lietz, 73, a retired engineer from the Madison Division, died Aug. 21 after a long illness.



45 YEARS OF SERVICE with our railroad were observed recently by Arthur Janz, engineer on the La Crosse Division (right), shown here receiving a Silver Pass in recognition of his veteran status. Presenting the pass is Traveling Engineer E. L. Hubbs.

EAST END

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

Retired Conductor Frank Linscott, 87, died July 10 in Waukesha Memorial Hospital. Mr. Linscott was born in Portage and had about 60 years service when he retired in 1952. After his retirement he lived in Oconomowoc and Watertown, Wis. He was a member of the Fort Winnebago Lodge F&AM. Two daughters, Mrs. David Leach of Portage and Betty Linscott of Watertown, one son, Francis of Oconomowoc, a brother, Raymond of Milwaukee, seven grandchildren and seven great grandchildren survive.

Trainman G. L. Strohn retired Aug. 1.

He is planning to move near Phillips, Wis., and do some fishing and hunting. He is thinking tentatively of buying a small resort to keep himself and family busy.

Retired Engineer Herman A. Manthey, 82, died in Portage, Wis., Aug. 10 after a long illness. When Mr. Manthey retired in 1956 he had 53 years service as section laborer and engineer. He is survived by his wife, two sons, Harlan of Wantagh, N.Y., and Conductor Elmer of Ixonia, Wis.; two daughters, Mrs. Ralph Winter of Elm Grove and Mrs. Bernard Heberlein of Portage; ten grandchildren and two great grandchildren.

Mail Handler G. W. Peterson was married to Lois Pratt at Portage, Wis., on Aug. 17. A wedding dinner was served at Clark's Inn, Briggsville, Wis., for members of the immediate family. Mr. Peterson works in Portage and they will make their home there.

Milwaukee Division

SECOND DISTRICT

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

We are sorry to report the following deaths: Mrs. Robert Held, widow of train dispatcher at Green Bay, died June 30. She is survived by two sons and two daughters . . . Mrs. Matt Haen passed away July 16. Her husband, a retired section laborer, survives . . . Mrs. Henry Derouin, widow of retired engineer, died recently . . . Mrs. Kate Carlier, mother of Wilbur Carlier a former employe at Menasha, Wis., also died recently.

Sympathy was extended to Mr. and Mrs. William Rahn whose newborn son died. Bill is lieutenant of police at Green Bay.

FIRST DISTRICT

R. E. Hoogland, who left the position of yardmaster at Rockford, Ill., in March to accept employment with the Federal Government on the Panama Railroad, writes that he looks to the Magazine to keep him posted on news of his Milwaukee Road friends. For their information, too, he writes that the government-owned railroad, on which he is serving as a conductor, is a very desirable place to work: "Although we have only 48 miles of railroad, from one side of the isthmus to the other, and travel that distance in 85 minutes, the line is a very busy one. We have eight passenger trains each day, and two regular freights, and there are two switch engines on each side of the isthmus. There is a very close and personal feeling between employes, and we all exchange news of what is happening on 'our railroad'."

For entertainment, the family participates in swimming, golf, bowling, tennis, fishing and boating, in addition to which the children are active in basketball, baseball, football, volleyball and aquatic sports. There are numerous opportunities, too, he writes, to go hunting in the interior of Panama. Employes who wish to keep in touch with the Hooglands should address them at Box 1200, Balboa, Canal Zone.



GOLDEN WEDDING ANNIVERSARY was observed recently by Mr. and Mrs. Fred Bauer of Albert Lea, Minn., with an open house for which all of their six children and 25 grandchildren were able to be present. Among others who attended were Mrs. Ernest (Corinne) Bauer, the Magazine's correspondent at La Crosse, Wis., and her husband, a nephew of the Bauers. Fred Bauer retired as a locomotive engineer in 1958 after more than 50 years of service.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent



Howard Simon

Howard, son of Harry Simon, a senior student at the University of Illinois School of Medicine, has been elected to membership in Alpha Omega Alpha, honorary medical fraternity. Selection of students is based on

personal integrity, potential for leadership and scholastic achievement.

Joan, daughter of Roy C. Tiedje, auditor of passenger accounts, was graduated from Illinois State Normal University with a high scholastic average. She is now teaching first grade in Cary, Ill.

Mrs. Shirley Wasnick, daughter of Fanny Ware and mother of a nine months old baby boy, was recently graduated from Northwestern University.

Diane and Robert Rappe are proud parents of a son, Robert, born July 28.

The William Butlers vacationed in the beautiful Sturgeon Bay area . . . Ebba Anderson in sunny Florida . . . the Fred Dittmans and the Roy Schiffers enjoyed traveling in the West, the former on a vagabond camping tour.

Dorothy Griffith's husband James sailed from Germany Aug. 31 after having completed two years overseas duty in the armed forces.

Mary Hayden was married to Frank Bednarczyk July 27 in St. Priscilla's Cath-

olic Church. A reception followed, after which they left for a honeymoon in Florida.

A reception in the gardens of "The Homestead" in Evanston followed the marriage of Hope, daughter of Arthur Bartosch, to David Bell. After a wedding trip to points west, the Bells will live in Evanston.

August 9 was marked with a big "R" for Ethel Brodbeck of the central typing bureau. It signified her retirement after 42 years' service. Co-workers and friends helped celebrate the occasion with an office luncheon and open house. She was showered with many beautiful gifts and good wishes. Josephine Goetz, Margaret Porton and Sue McGowan, former employes, came to extend good wishes, and Kitty McCants, who was on vacation, brought her grandson Jeffrey to liven the party. A testimonial dinner was given at Math Iglers on Sept. 5 with Ethel as the honored guest.

Nancy Weaver, Judith Schneider, Connie Macaluso and Cheryl Weseman were recently welcomed as new employes.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Joe Manzella, Correspondent

Rose Hendrickson, former secretary to J. L. Riplinger, auditor of freight settlements, is now at home awaiting the stork.

Marion Kaberlein was showered with gifts and warm wishes when she left the local and interline balance bureau to be a "lady in waiting".

Helen Yankowski of the interline bureau and her husband Victor were called back from their European vacation because of the death of Helen's father.

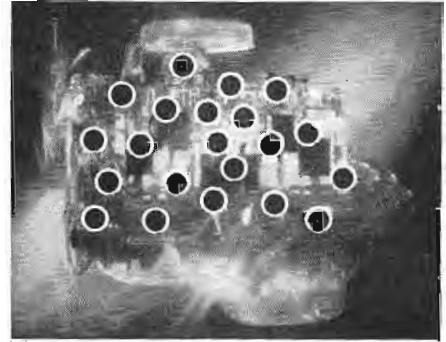
Sympathy was extended to A. Gentzcke, assistant to the director of revenue accounting, on the sudden death of his sister Aug. 20.

It is always a pleasure to have former employes visit our office with their children, as did Jacqueline Burnett and her two small sons, Jeff and Russell, recently.

James Pitera of the overcharge claim bureau added a son, James Jr., to his family July 15. And your former cor-

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Ann Kennedy, retiring recently as a timekeeper in the office of the auditor of expenditures, Chicago, is surrounded by well wishers, namely (from left): W. C. Wilson, assistant auditor of expenditures; H. C. Johnson, assistant comptroller; F. H. Miller, auditor of expenditures; E. H. Sowle, paymaster; and W. P. Getz, chief clerk.



respondent, Ted Pulsha, announced the arrival of Ted Jr. July 27.

J. Jacobson, director of revenue accounting, presented Herb Rennhack of the review bureau with a Gold Pass on completion of 50 years service. Co-workers gave Herb a Savings Bond and personal friends presented many gifts including a bouquet of "gold" roses. Herb is now a lead review clerk.

Congratulations to our ball players who won the Hamlin Park championship. The EMBA team won another trophy, bringing its collection to seven in eight consecutive years.

TWA was the magic carpet that took Elsie Dreher of the switching bureau to a dream come true. From Chicago to New York then on to Paris where a visit to the Palace of Versailles was one of the highlights of Europe. From Paris Elsie crossed through the Gothard Pass in the Alps to Italy where she visited Milan, Pisa, Rome, Florence and Venice. From Italy Elsie and her companion went by motor coach to Austria, Germany, Amsterdam, Holland and Switzerland, the last named being the outstanding country of all.

INDUSTRIAL & REAL ESTATE DEVELOPMENT DEPARTMENT

Martin L. Bardill, former assistant division engineer at Western Avenue who left the railroad in 1953, returned Aug. 1, having been appointed industrial engineer with headquarters in Chicago. A host of his Milwaukee Road friends welcomed him back.

William J. Stoll, son of E. J. Stoll,

director of industrial and real estate development, was married to Carolyn Holzwarth of Hazel, S. D., at Kellerton Evangelical United Brethren Church in Hazel Sept. 1. Among those present at the ceremony, in addition to Mr. and Mrs. Stoll, were A. F. Reuland, division freight and passenger agent at Aberdeen, S. D., and Mrs. Reuland. The young couple will make their home in Seattle where Bill is employed by the State Highway Department. He is a 1963 graduate of South Dakota State College with a degree in civil engineering, and his wife is studying to be a medical technician. She is continuing her studies at the University of Washington.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Assistant Comptroller F. H. Miller and wife became the parents of their fifth son on July 3. They also have one daughter. The new baby was named Mark.

Ann Kennedy, timekeeper, retired July 12 ending 18 years of service. A party was given in her honor July 11 at Biasetti's Restaurant. There was also an office party at which she received many gifts. Ann plans to live with her daughter Shirley who is personnel officer of the 345th Medical Battalion at Fort Campbell, Ky.

Recent visitors to the office were Flora Collier of Minneapolis and Eleanor Moran who lives in Lancaster, Wis.

George Kuper was honored at a retirement dinner at Zum Deutschen Eck (formerly Weber's Hall) July 29. Among

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RETIRING FROM THE ACCOUNTING DEPARTMENT, Irene Hughes, assistant bureau head of the payroll bureau in the auditor of expenditures office, poses with R. E. Risberg assistant auditor of expenditures. She had 53 years of service, starting in the superintendent's office in Minneapolis as a stenographer and transferring in 1940 to the Chicago department, where she became assistant bureau head in 1952. She will make her home in Wayzata, Minn.

those attending were H. C. Johnson, E. H. Sowle, M. J. Schlee, E. Vilella and S. Farley. At an office party July 31 he was presented with a gift of money. George began work in 1915 as night supervisor of the freight auditor's machine room. He left the company in 1917, later entered the Army, and returned to the Road in September, 1919. He was transferred to Western Avenue in 1940. In 1951 he returned to Fullerton Avenue to work in the statistical bureau; in 1956 he became assistant bureau head of the bookkeeping bureau, and on Mar. 25, 1959 was appointed bureau head. He and Mrs. Kuper will live in Florida.

Among those who attended the NARBW convention in Florida recently were Leona Dietrich, Mary Oehm and retired employes Grace Larsen, Ione DeCamp and Frances Schmutge. With the exception of Leona and Ione they later visited at San Juan, P.R., and St. Thomas, V.I.

Ed Vilella was appointed to succeed George Kuper as bureau head of the bookkeeping bureau, and Josephine Fisk was appointed assistant bureau head of the payroll bureau.

Clare Hanson recently reported the birth of her second grandson.

Sister Bernard Catherine, O.P. (Order of St. Dominic), daughter of Emil B. Rachner, general bureau head, paid a surprise visit to the office to see her dad. She has been principal of the Sacred Heart Mission in Albuquerque, N.Mex., for the past four years.

David, son of F. H. Miller, has returned to college to study for his Master's degree. He plans a teaching career.

Sympathy was extended to Walter Maronn of the AFE bureau on the death of his brother Julius, and to the family



HOSPITAL VOLUNTEER. Miss Minna Drebes, bookkeeper for what was the freight auditor's office in Chicago when she retired in 1954 after 47 years with our railroad, checks a chart with Sherwin Kaplan, chief pharmacist at Ravenswood Hospital, Chicago. Since 1960 she has contributed 2,500 hours of volunteer service to the hospital. She works three days a week in the office on filing, typing and bookkeeping tasks. (Chicago Tribune photo)

of Frank Frick, retired, who formerly worked in the material bureau.

Friends and co-workers of S. F. (Frosty) Akers were shocked to learn of his death Aug. 26, especially since he was believed to be recovering satisfactorily from surgery performed earlier in the month. Services were held at Drake Funeral Home and interment was in Akron, Ia. His wife, a daughter, and grandchildren survive. Frosty began work with the Road Sept. 1, 1920 holding various clerical positions in the superintendent's office at Sioux City, Ia. In 1932 he transferred to the district office in Chicago and from 1940 to 1947 worked in timekeeping, statistical and bill and voucher bureaus. He was a traveling time inspector from 1947 to 1961 at which time he was appointed traveling accountant.

Your correspondent and her husband George celebrated their 40th wedding anniversary Sept. 1.



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Feted by his co-workers when he retired on July 31, George L. Kuper, assistant bureau head of the bookkeeping bureau in the auditor of expenditures office (center), shares the spotlight with F. H. Miller, auditor of expenditures (left), and M. J. Schlee, chief clerk to auditor of expenditures. For more about this affair, read the Chicago general offices-auditor of expenditure news.

Requiem Mass was said in Our Lady of Victory Church, Chicago, and interment was in Queen of Angels Cemetery.

Mrs. V. P. Sohn, wife of retired general superintendent of transportation, died Sept. 3. Services were held in St. Joseph Church, New Hampton, Ia., and interment was in that town. Her husband, two sons, Richard W. of Bradenton Fla., and Robert L. of Santa Monica, Calif., three grandchildren, three sisters and one brother survive.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

Ulene, wife of MMTTC Terminal Manager Clarence Goldsmith of Milwaukee, underwent major surgery July 29 in Mount Sinai Hospital, Milwaukee. At this writing, we're happy to report that she is recuperating at her home in Milwaukee.

We were sorry to see our vacation relief boys, Jacque Lewis, Steve Thompson and Don Kinsfather, leave us to go back to school. They did a good job and we'll miss them.

The St. Paul Flexi-Van Strip personnel are busy these days getting settled in their new office.

Now that the new bowling season is about to begin, we'd like to offer our belated congratulations to the Billings team who won first place in their league last season (after being declared the winners by a narrow margin and replaying the series to win by a very substantial margin), and to Bud Calabria of Council Bluffs who won a bowling ball bag at the Aberdeen tournament.

Drivers Hilleshien and Mensing, who formerly worked out of La Crosse, Wis.,

handling mail, have been transferred to the new U. S. mail operation with their headquarters at Wausau. They make the round trip each night to Portage to take mail off Train 57 and to take Flexi-Vans with mail for Chicago to Train 56 in connection with the new ZIP system. The new mail operation has made Portage a very busy place around 10:30 p.m. and 1:00 a.m.

Sympathy was extended to Beverly Perkins on the death of her stepfather.

We were sorry to lose Stanley Brendal who resigned to accept a position in his home town of Milwaukee.

POLICE DEPARTMENT

On Aug. 15 Captain of Police John W. Morgan of Aberdeen, S.D., resigned his position to engage in a business of his own, having purchased a bulk oil station at Ashley, S.D. He will be district distributor for the Conoco Oil Company.

Captain Morgan entered the service of the railroad in 1952 at Miles City and was appointed captain of police at Aberdeen on Sept. 1, 1960. His many friends and members of the police department wish him good health and success in his new venture.

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

Geraldine C. Doherty, Correspondent

A welcome was extended to Walt C. Mahaffa, assistant engineer, who transferred to this office Aug. 1. Walt had worked for 15 years in the division engineer's office in Perry, Ia.

Julia Lucas, engineer accountant in our valuation bureau, has returned from a European safari. She toured six countries—France, Holland, Germany, Switzerland, Italy and Austria. Highlights of her trip were the Folies Bergere in Paris, the Louvre, and The Hall of Mirrors in the Palace of Versailles. The Black Forest in Germany, known for its scenic beauty, impressed her very

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much. An audience with Pope Paul VI and a tour of Vatican City made her trip complete.

Richard Superson, joint facility examiner, won first place in the Milwaukee Road Golf Tournament. He was awarded a beautiful trophy as a result. L. J. Gawron, joint facility examiner, won second place and received a cash award.

finished the painting job for him in about three hours. At last report he was recuperating nicely.

W. E. Faylor, chief clerk in the superintendent's office, returned to work in July after spending ten days in the Dallas County Hospital in Perry . . . Retired Freight House Foreman A. V. Airhart, who underwent surgery in Mercy Hos-

were Mrs. Charles Springer Jr., wife of Perry section crewman, Retired Conductor L. R. Santee, and Mrs. Lloyd Bailey, wife of engine man.

Walt Mahaffa, chief clerk in the division engineer's office at Perry since 1957, was appointed to a position in the auditor of capital expenditure's office in Chicago Aug. 1. He plans to move his family to Chicago.

Earl Mastin, formerly clerk in the agent's office, Perry, but more recently city freight agent in Minneapolis, has been appointed traveling freight and passenger agent, Aberdeen, S.D.

Mrs. J. M. Reel, widow of a former Iowa Division conductor, was guest of honor at a party in her daughter's home on the occasion of her 84th birthday July 27. Many of her long time friends were present.

Sympathy was extended to the Charles Susich family on the tragic death of their 21-year old son Donald in a plane accident shortly after leaving San Diego, Calif., for a visit home. Donald's funeral was held in Perry Aug. 20 and interment was in Violet Hill Cemetery. His father is an employe of the Perry car department.

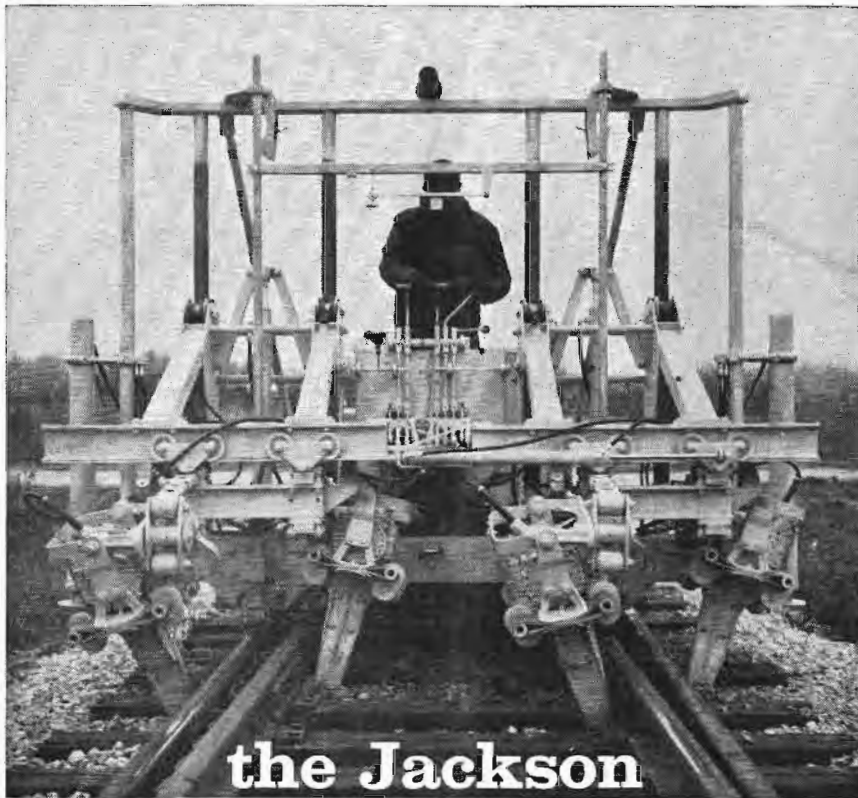
J. E. Buresh, roadmaster's clerk at Marion, died suddenly in August.

Mrs. Nels Nihlen, wife of retired yard clerk, underwent major surgery in Methodist Hospital, Des Moines, Aug. 20 and at this writing is reported to be doing well.

Section Laborer H. F. Propp who lives in Woodward and has worked on the Madrid section since May 31, 1962 was recently presented with his Silver Pass. During his vacation in August he decided not to return to work, but instead applied for his pension.

The Perry group of the National Association of Retired and Veteran Railroad employes and the local chapter of the Women's Club both resumed their meetings in the Veterans Club House the first week in September.

Retired Agent-Operator M. A. DeVoe, 89, died recently in the Lutheran Home in Perry. He served the Road for 67 years and at one time was train dispatcher at Marion. Funeral services were held Aug. 28 in the Workman-Timeon Funeral Home, Perry, and graveside and Masonic rites at Olin, Ia., Aug. 29. One son Bruce, now agent at Perry, a grandson and four great grandchildren, also two sisters, Mrs. Mabel Seegar of Oklahoma and Mrs. Elma Gilmore of Anamosa, Ia., survive.



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Iowa Division

MIDDLE AND WEST

D. E. Lee, Correspondent
Agent, Woodward, Ia.

Conductor A. A. Jenkins of Perry, who had started to paint his house just prior to being laid up recently with a foot injury, had a pleasant surprise when a crew of his railroad friends got together and

pital, Des Moines, is doing well and, at this writing, hopes to go home soon . . . Retired Train Dispatcher Arthur Olson has returned to his home in Perry from Mercy Hospital, Des Moines, where he was taken for surgery after his right arm was broken in a fall on the bleachers while viewing a ball game in Waukee recently. Eleven years ago he suffered a break of the same arm . . . Others who were recently hospitalized in Des Moines

Aberdeen Division

EAST END

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

Two station wagons filled with members of the Ladies' Trainmen of Montevideo recently called at the summer home of Retired Conductor Rusty Miller and wife at Glenwood, Minn. There was an afternoon of visiting and eating, and it wasn't just tea and crumpets either.

Engineer Art O'Neil had real reason for being footsore following the recent

The Milwaukee Road Magazine



James P. Loar Jr. displays the bookcase he constructed for his special Scout project. With him are his parents, Special Officer and Mrs. Loar, and Rev. Martin C. Lopahs of St. Paul Lutheran Church, Round Lake, Ill.

Employee's Son Earns Unique Scout Award

By Dorothy Lee Camp
Office of Assistant Agent, Bensenville, Ill.

A RARE Scouting award offered by the Lutheran Church—the Pro Deo et Patria medal and certificate—was conferred recently on James P. Loar Jr., a son of Special Officer Loar of the Chicago Terminals.

The requirements for the special merit award are religious knowledge, service, and the construction of an accepted project.

Encouraged by his parents, James began working for the award two years ago under the guidance of Rev. Martin C. Lopahs of St. Paul Lutheran Church, Round Lake, Ill. In the field of service, he devoted 150 hours to doing landscaping and painting at the church, and in being generally helpful to the pastor.

As his special project, a picture of which had to be sent to Scout headquarters in Minneapolis, James constructed a bookcase. It is made of the finest ash, and is unique in the respect that it contains 66 "books", each a facsimile in wood of the holy records of the Bible. When it was finished he presented it to the church as a teaching aid.

James became a Cub Scout at the age of nine and now holds an Explorer rating. After earning his Star merit badge, he plans to continue in Scouting as a leader and adviser.

Minneapolis Aquatennial parade. He was a member of one of the marching units—three miles per parade. Art admits his conscience hurt more than his feet, however, the reason being that he was a member of the Army Engineer Corps during the war but in the parade he carried a Navy flag!

Safety Engineer C. O. Post has been covering the division with his movie machine and his coffee pot and now we are more safety minded than ever. The Aberdeen Division is holding its breath. At this writing we're at the top of the list for the 1963 safety record.

Retired Conductor Walt Lewis died June 30 after being confined to his home for several years . . . Retired Brakeman Phil Miller of Ortonville died July 1 at the age of 81 . . . Retired Agent Worthen

September-October, 1963

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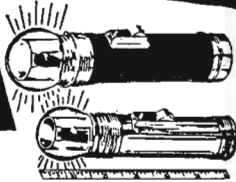
From the air supply to the friction on the wheels—WESTINGHOUSE AIR BRAKE COMPANY enhances its position as the leader in the Best In Braking! We are proud that our equipment was specified on the new Double Deck cars for this important function
SAFE BRAKING!

D. Smith, who retired at Montevideo in 1956, died suddenly at his home in Minneapolis July 27 of a heart attack . . . Mrs. John Lanning, Sr., passed away in July. She was the wife of a retired section employe and the mother of Lineman John Lanning Jr. . . . Miss Rose Rush passed away after a long illness. She was very active in Milwaukee Women's Club activities over the years . . . Conductor Floyd Lund lost his only two sisters in a highway accident Aug. 17 near Minneapolis. Two families were wiped out in the crash that killed seven people.

We like to think that one of the reasons why the Minneapolis-Montevideo annual picnic held each year at Lake Nokomis Park in Minneapolis was such a success this year was because Clayton Severson of our Minneapolis regional office was president of the organization. The 1964 officers are Engineers George Ryman, president, and Conductor Lloyd Charter, secretary-treasurer. That should insure another successful event!

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Agent Bill Swan of Glencoe has been spending the summer in the hospital due to a heart attack. Engineer Lawrence Reeve Jr. has also taken an extended vacation due to ticker trouble.

Retired Brakeman Ben Kreiner and his wife have moved to 2002 Banks, Superior, Wis., for the present. It's Jessie's old home and they are getting it ready for sale.

New brakemen on the Aberdeen Division this summer are Floyd Jacobsen and Rene Bijold . . . Donald J. Sjoquist is a new fireman.

Engineer Jess Schaller and his wife recently celebrated their silver wedding anniversary. They also recently became grandparents to Timothy, son of Fireman Michael Schaller.

Retired Passenger Brakeman Archie Alger and his wife have moved to Anoka and are now residents of Maple Manor.

Passenger Brakeman Fred Falk and his wife have reached the proud status of grandparents. The little charmer is called Melissa Ann and she belongs to their daughter Charlotte.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

John Skubal, chief yard clerk who was confined to St. Francis Hospital due to an apparent slight stroke, is reported up and around at home and coming along well at this writing. During his absence his duties were assigned to Earl Arndt, yard clerk at Reed Street District.

Laurel, daughter of Agent Chalifoux, was helping out on the messenger desk during August. She left to attend senior classes at John Marshall High School.

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PRODUCTS

Republic Creosoting
 Minneapolis



WASHINGTON, D. C., NUPTIAL CEREMONY at St. Thomas the Apostle Church on June 22 united Leo La Fontaine, manager of our mail, baggage and express department in Chicago, and Mrs. Marie Cross Cole of Washington. Mr. La Fontaine's brother Charles acted as best man. Following a reception at the Sheraton-Park Hotel, the couple spent a three-week honeymoon in the province of Quebec.

Richard, son of R. H. Heileman, traffic manager of the A. O. Smith Corporation, operated the auto messenger run again this summer. He attended summer school and is now a full time student at the University of Wisconsin, Milwaukee, hoping to complete his college work in three instead of the usual four years. His ultimate goal is traffic management.

Carload Bill Clerk Thomas J. Ogden has been attending evening classes at the University of Wisconsin, Milwaukee, since March when he completed a three and a half year stretch in the Navy. He is in the pre-commerce school, majoring in personnel management.

David Naylor, carload bill clerk, was claimed by the Navy Sept. 16 and, after induction, expected to be stationed at San Diego, Calif. His position was assigned to Bruce MacDonald, train clerk.

Sympathy was extended to Jerome Hofkes, rate clerk, on the death of his mother, Mrs. Eleanore Hofkes, July 23 at Boyd, Wis. Six sons, Francis, Charles, Bernard, Eugene, Edmund and Jerome were pall bearers. There are also three daughters surviving, Marion, Murcille and Ruth. Mrs. Hofkes was a life long resident of Boyd and was buried in St. Joseph Cemetery there.

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45TH YEAR OF SERVICE is commemorated with the presentation of a Silver Pass to A. W. Buetow, schedule supervisor for the freight car shop in Milwaukee (second from left), by G. L. Wood, general superintendent of the car department. Witnesses are R. D. Hoffman (left) and J. A. Rosar, secretary and chief clerk, respectively, to Mr. Wood.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent



Karen Krause

Karen, daughter of Milwaukee Terminal Fireman A. Krause, was a most successful 4-H Club entrant this year at the Mayfair County Fair. In the field of photography she received the champion purple ribbon, one blue and two red ribbons. For her entries in enameling on copper she received two blue and one red ribbon. Quite an accomplishment for a 16 year old novice entrant.

Charles Miotke, 55, check clerk at House 7, died July 25. He is survived by his widow Ethel, a daughter Carol, and a sister, Blanche Fischer. Services were held in the Evangelical Lutheran Church of the Reformation and burial was in Wisconsin Memorial Park.

Ed Tecoreau, check clerk, has been off duty two months due to illness.

Susan Ann is the new arrival at the Ed Dahnkes. She was born Aug. 29 in St. Joseph Hospital. Ed is in LCL billing and has a son David, aged 3, and a daughter Kim, 5 years old.

Junior Sportsman David Wait, 10 year old son of Lowell Wait, C&O rate and bill clerk, was named 1963 boys' playground champ at the South Milwaukee playgrounds. He was to receive a 10 inch trophy as a memento to mark his excellence in baseball, basketball, track, golf, tennis and archery.

Grain Clerk Lloyd Christianson took his family on a trip across Lake Michigan on the C&O car ferry and thence to the Straits of Mackinac and across the new bridge.

Mary McCormick, revising clerk, her husband Bob of the traffic department, and their son Timmie took a motor trip through northern Wisconsin. At Ladysmith they attended the investiture of a niece, Noreen McCormick, into the Servite Order as Sister Mary Kathleen. They also visited the Robert Neumans at Minneapolis where Robert is city freight agent and his wife an employe of the freight office. Gerry recently completed a course as a dental assistant and received her diploma from Wayne School, a division of LaSalle Extension University, Chicago. Before moving to Minneapolis, she was employed as auto messenger in the agency at Milwaukee.

Mrs. Barbara Hogan, keypunch operator, is on leave awaiting the stork.

After a successful eye operation, Milton Straka, cashier, is recuperating at home.

Vernon, husband of Bette Whitford, is back at work on a part time arrangement following surgery at Mt. Sinai Hospital.

Vern Melcher is confined to St. Joseph Hospital with a heart difficulty at this writing.

Mrs. Mary Bartelt is on leave of absence because of illness.

Mrs. Janice LeFevre has returned to work as a comptometer operator. She had spent some time previously in the regional office and the traffic department depot.

Newcomer Camille Nowicki, daughter of Expense Clerk Walter Nowicki, worked the past summer as a keypunch operator. She was a 1961 graduate of Holy Angels Academy and is attending Mount Mary College this year as a freshman majoring in sociology.

Isabel Young, our new keypunch operator, was formerly employed by Northwestern Mutual Life Insurance Company in the same capacity.

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Pool Car Distributors — Receiving and Forwarding



50 YEARS OF ACCIDENT-FREE SERVICE earned a pat on the back recently for W. H. Swan, agent of Glencoe, Minn. He started in 1913 at Shakopee, Minn., and has been at Glencoe since 1954. Currently he is recuperating from an illness, but expects to return to work soon. The picture was taken by District Safety Engineer C. O. Post.

The James McNultys are proud parents of Bryan Patrick born Sept. 9.

Switchmen Davy Moore Jr. and Ed Chesnick have both resigned and plan to live in California.

Harold Shaw is in St. Michael's Hospital at this writing to undergo surgery.

Retired Switchman Al Held on one of his recent visits reported that he hikes five miles a day to go fishing. He looks wonderful and says he feels the same.

Walt Bigelow, who spends the greater part of his time in Florida, recently enjoyed a month at Banff.

Mrs. Agnes Soyka, 73, died in Cedarburg, Wis., Sept. 7. Two daughters, Marie Jaye of Cedarburg and Dorothy Benna of Ironwood, Mich., also five grandchildren survive. Interment was in Holy Cross Cemetery at Cedarburg. Some of our readers may recall that, as Agnes Holub, she worked as secretary to Superintendent E. H. Bannon at the Milwaukee Terminals.

Elmer W. Bodien of West Allis retired Sept. 1 after 51 years of service. He started as a fireman on Jan. 22, 1912 after following several other occupations and deciding in favor of railroading, and had been an engineer since 1918. He and his wife Olive have a son who lives in West Allis also, a daughter in California, and three grandchildren. Mr. Bodien intends to travel and do some fishing.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

Leo Moore, agent at Menno, S. D., for 36 years and a Milwaukee Roader for 47 years, died July 19 in Sioux Valley Hospital, Sioux Falls, where he was being treated for a heart attack. He is survived by his wife and a daughter, Mrs. Dale

The Milwaukee Road Magazine



LAST OF THE WALTER BROTHERS RETIRE.

Ed Walter (left) watches his brother Lou erase his name from the call board at Mason City, Ia., as both retired at the end of August. With two of their brothers, Newberry and the late Harry, they had a total of 218 years of railroad service. Lou had 60 years, starting in the roundhouse at Sanborn, Ia., and advancing to engineer in 1909. He had served on the Iowa legislative board of the B. of L.E. for 18 years and had been its secretary for the last 15 years. Four of his five children met him at the end of his last run in Mason City.

Ed Walter, who had 57 years of service with our road, was rated an engineer in 1912. He was local chairman of the Brotherhood for 18 years. Four of his five children were on hand to congratulate him when he retired. A son, Jack, is a conductor on the Milwaukee. (Mason City Globe-Gazette photo)

Anderson, Sioux Falls, son Leo, of Scotland, S. D., and seven grandchildren. Funeral services were held at the Menno Auditorium, and interment was in Mount Pleasant Cemetery, Sioux Falls, with Masonic graveside rites.

Charles A. Dondelinger, Sioux City, died July 31 after a long illness. He was a retired pipefitter. His widow and one daughter survive.

George E. Seguin of Elk Point, Ia., who retired in 1951 because of ill health, died Aug. 4. He is survived by his widow and four daughters.

Sympathy was extended to the family of John F. Barnett, 65, retired conductor of Mason City, who died Aug. 24. Surviving are his wife and two grandchildren.

Mrs. A. Mackey, wife of carman at Mitchell, S.D., your reporter and other members of the McKillip family wish to express their thanks for the spiritual bouquets sent and the sympathy expressed on the death of Neal A. McKillip of Mitchell Aug. 30.

After 38 years in the telegraph department, Otto Werner retired as division lineman. He has been special lineman at the communications laboratory, Milwaukee Shops, Milwaukee, for the past three years. During his years with the Road he has headquartered at Davis Junction, Ill., Milbank, S.D., and Mason City, Ia. At a farewell party in his honor Otto was presented with a purse from Chicago office employes and signal and communications laboratory people in Milwaukee. Mr. and Mrs. Werner will continue to live in Mason City and he plans to devote some time to his hobby of drawing, oil painting and water colors.



Otto Werner

Chicago Terminals

GALEWOOD

Charlene A. Grosse, Correspondent

Galewood Station has been a mighty busy place recently. The LCL operation formerly handled here was relocated at Division Street, and Montgomery Ward & Company moved their combined Ward-fleet and rail operation from Division Street to Galewood. John J. Socha, general foreman at the Galewood freight house for many years, was transferred to Division Street so that he might continue overseeing the LCL handling, while John F. Schroeder, formerly foreman at Division Street, is now general foreman for the Galewood Wardex operation.

All of the furloughed employees in District 31 have been recalled and there are also many new faces around the freight house.

You Get EXTRA Attention Here

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

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CHICAGO, ILL.

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EACH REPLICA (SHOWN IN ACTUAL SIZE) IS AVAILABLE IN THE FOLLOWING:

TIE BAR	\$2.50
KEY RING	2.50
LARIAT Sport TIE	2.95
MONEY CLIP	2.95
TIE BAR & CABOOSE LINKS SET	6.00

Choice of Rich Gold or Silver Finish
Accented with Black • Handsomely Gift-Boxed
Add 10% Fed. Tax to all Items (Sorry, no C.O.D.)

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Also, heavy stampings and
Chemicals.**

GOLD AND SILVER PASSES AWARDED

Gold 50-Year Passes

Anderson, Vanner, car inspector -----Minneapolis, Minn.
Baar, E. F., ret'd. agent -----Oshkosh, Wis.
Beaubien, S. N., cashier -----Chicago, Ill.
Blanss, A. M., conductor -----Montevideo, Minn.
Bourdelaiss, H. J., loco. engineer ---Sioux City, Ia.
Bourgette, G. H., loco. engineer ---LaCrosse, Wis.
Casselberry, H. L., engineer -----Savanna, Ill.
Dulen, R. V., loco. engineer -----Chicago, Ill.
Foxhoven, G. J., agent -----Panora, Ia.

Hogan, E. H., loco. engineer ---Miles City, Mont.
Johnson, A. L., ret'd. loco. engineer -----Kansas City, Mo.
Johnson, Knute C., retired yardmaster---Niles, Ill.
Kerwin, J. J., rate clerk -----Chicago, Ill.
Murawska, A. L., loco. engineer---River Grove, Ill.
Nummer, E. A., loco. engineer ---Bensenville, Ill.
Peterson, J. W., loco. engineer ---Lakeville, Minn.
Rennhack, H. H., lead review clerk---Berwyn, Ill.

Silver 45-Year Passes

Anderson, E. S., yard clerk -----Savanna, Ill.
Armstrong, R. D., loco. engineer -----Terre Haute, Ill.
Barrow, Charles, station helper -----Madrid, Ia.
Baum, John A., janitor trucker---Moberg, S. D.
Beier, Rudolf, chief stockman ---Wauwatosa, Wis.
Blake, Sodie, storekeeper ---Council Bluffs, Ia.
Bohn, Carl A., loco. engineer ---Albert Lea, Minn.
Brennan, Edward, ret'd. gen. car foreman -----Chicago, Ill.
Brumfield, Curtis J., telegrapher --Bensenville, Ill.
Bucklin, D. G., pass. conductor -----Minneapolis, Minn.
Christin, R. F., loco. engineer ---Tacoma, Wash.
Conklin, C. A., loco. engineer -----Wausau, Wis.
Dempsey, George M., asst. superintendent of safety ---Villa Park, Ill.
Duncan, G. W., loco. engineer ---Milwaukee, Wis.
Earl, Wilbur R., car foreman ---Franklin Park, Ill.
Eckstein, F. E., chief clerk ---Dubuque, Ia.
Farrell, W. M., machinist -----Wausau, Wis.
Feipel, J. S., conductor -----St. Paul, Minn.
Fischer, V. L., loco. engineer ---Moberg, S. D.
Fishback, W. W., conductor ---Aberdeen, S. D.
Flaherty, P. J., chief grain clerk -----Minneapolis, Minn.
Flood, H. J., loco. engineer ---Milwaukee, Wis.
Geishaker, M. N., switchman -----Dubuque, Ia.
Harnish, Harry, crew caller ---LaCrosse, Wis.
Hessburg, E. C., claim clerk ---Minneapolis, Minn.
Jacobson, P. O., check clerk ---Minneapolis, Minn.
Johnson, G. A., conductor -----Austin, Minn.
Kerl, E. J., conductor ---Cross Plains, Wis.
Kuhl, C. C., loco. engineer ---St. Paul, Minn.
Kurtz, E. G., loco. engineer ---Milwaukee, Wis.

Marzullo, Carmen J., supv. mail room---Chicago, Ill.
McNutt, D. R., loco. engineer -----Port Angeles, Wash.
McPherson, E. T., signal maintainer -----Superior, Wis.
Meyer, Matthew, layoutman car dept. -----Milwaukee, Wis.
Miller, D. D., section foreman -----Sabula, Ia.
Moir, Arthur, yard clerk ---Minneapolis, Minn.
Moore, I. L., perishable frt. inspector -----Savanna, Ill.
Moore, Wardell, waiter -----Chicago, Ill.
Olson, H. W., layout clerk ---Minneapolis, Minn.
Paige, James C., div. frt. agent -----Bellingham, Wash.
Parsons, Dorothy M., switching abstract clerk-----Chicago, Ill.
Propp, H. F., section laborer ---Woodward, Ia.
Ranallo, B. J., gen. foreman ---Franklin Park, Ill.
Reed, V. F., section foreman -----Milford, Ia.
Rieber, J. P., operator -----LaCrosse, Wis.
Robinson, George, loco. engineer ---Kansas City, Mo.
Rogowski, L. T., conductor ---Minneapolis, Minn.
Rohde, I. W., conductor ---Watertown, Wis.
Savage, G. F., stores department -----Minneapolis, Minn.
Thompson, Ray, loco. engineer---Minneapolis, Minn.
Walch, L. M., asst. to gen. manager ---Elgin, Ill.
Warwick, G. S., engineer ---Green Bay, Wis.
Weber, Rudy, agent -----Hector, Minn.
Weems, Carl, warehouse foreman---Ottumwa, Ia.
West, R. H., ret'd. clerk -----Chicago, Ill.
Williams, G. H., caboose tender ---Fulton, Ill.
Wyman, W. E., conductor ---Madison, Wis.
Zobl, V. F., clerk -----Cedar Rapids, Ia.

Patrick J. Foley, checker at the freight house, retired July 31. He and George Wendland, another freight house retiree, have been making the rounds of the ball parks to enjoy the national pastime.

Mrs. Ruth Wilson presented Slip Bill Clerk Binford J. Colquhoun with his fourth grandson when she gave birth to Joel Dwin in Wichita, Kans., July 7.

Gene Mueller, rate and bill clerk at Bensenville Yard, announced the arrival of a daughter Aug. 10.

Elizabeth, wife of Bill Clerk Richard J. Abeita, gave birth to a son, Andrew Phillip, July 24.

Congratulations were extended to Kenneth Graham, machine operator clerk, on his recent marriage.

Sympathy was extended to Irving A. Rome, auto mail clerk, whose brother Harold W. died recently. Harold was a freight house employe before his retirement on disability.

The appointment of Chief Clerk Richard C. Stark to assistant agent at Bensenville, upon the retirement of C. H. Kunberger Sept. 1, was the occasion of a surprise party at Galewood. Mr. Stark was presented with a Hamilton wrist watch and one of the hand-tooled leather wallets which are the special handiwork of Fred E. LaRue, station accounts at Galewood.

W. Raymond Bishop, car records supervisor and, until very recently, your Galewood correspondent, assumed the duties of chief clerk in this office Sept. 1, effective with the promotion of R. C. Stark. Mrs. Charlene A. Grosse, secretary to Agent F. H. Joynt, is replacing Ray as Magazine correspondent and any articles or tidbits of information you have to offer should be addressed to her at Galewood Freight Office, 1900 N. Central Avenue, Chicago.



"I could never tell those twins apart until one forgot to wear his safety goggles!"

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

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

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

Our continued growth and increasing surplus 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:

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

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

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

SPECIAL OPTIONS

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

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

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

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

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

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

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

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

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

The beneficiary is to beRelationship\$.....

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

BENSENVILLE

Delores Barton, Correspondent

General Yardmaster L. E. Sampson of Bensenville recently received his 45-year Silver Pass. He started with the Road in 1916 at La Crosse and transferred to the Chicago Terminals in 1920. His father was also a Milwaukee Roader . . . Telegrapher C. J. Brumfield of Bensenville who works at Tower B-17 also received his Silver Pass. His son Clarence is also a telegrapher at Tower B-17 . . . Chicago Terminal Engineer E. A. Nummer re-

ceived a Gold Pass in August. His first work was as file clerk in the freight claim department at Fullerton Avenue. In 1916 he transferred to the operating department, and to engine service in 1917.

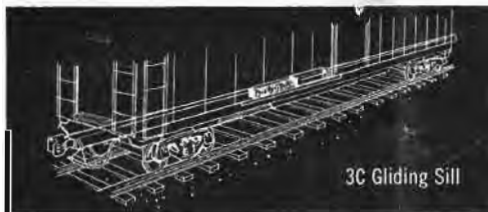
In recognition of 50 years of service, Engineer Art Murawska received a Gold Pass recently. Mr. Murawska is well known for his Peony Farm in River Grove and, upon retirement Sept. 1, he began to devote full time to his hobby. In connection with his flower raising activities Art has traveled extensively and has many "originals" to his credit.



Marlyn Kay Bachelor, statistician in the general superintendent's office at Bensenville, Ill., and Robert Sullivan, yard clerk at Bensenville, pictured at their church wedding on June 29. For the story, read the Chicago Terminals news from Magazine Correspondent Delores Barton.

Research *has made—and kept—* National First *in railroad specialties*

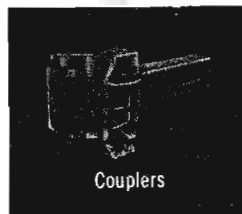
■ Dependability of National's specialties has been established over the years through a planned program of applied engineering development — backed by quality controlled production and precision testing. National's great research, development and production facilities will continue to be dedicated to achieving even greater standards of performance, safety and service for America's Railroads.



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Sympathy was extended to the families of Retired Switchman John Jenkinson and J. Morrisey, who both died recently . . . also to the family of D. W. "Smokey" Stover who died suddenly Sept. 3 . . . to the family of Pump Repairer Frank Manella who death occurred July 29 . . . and to Switchman George Kelley and son on the sudden death of wife and mother.

Chicago Terminal Engineer Ralph V. Dulen retired July 13, ending 51 years' service. He and Mrs. Dulen plan to do a little traveling and enjoy life in general . . . Switchman Fred Christie also retired in July.

Sharon, daughter of General Superintendent Brown, left Sept. 3 for Denver, Colo., where she will attend Loretto Heights College. She plans to become a teacher.

Switchman W. K. Blackburn and wife announced the birth of their first child, Karen Marie, on July 16.

Irene Scheele visited the office recently. Her convalescence is slow, but we hope she will be back at work by the time this Magazine comes from the press.

Word has been received that Dave Farquhar, retired PFI at Bensenville, suffered a slight stroke but is now convalescing at his home in Necedah, Wis.

Engineers E. W. Anderson, W. E. Harris, Frank Morris, F. Karnatz, Art Murawska, E. W. Sobanski and Paul Westedt of the Chicago Terminals retired Sept. 1. Between them they had chalked up 347 years of service.

Switchtender Walter Kaak retired Sept. 1.

Assistant Superintendent Bud McCanna was promoted to the superintendency at Kansas City Sept 1. Bud had been in Bensenville since 1958 . . . Another transfer was that of Ken Schoeneck who went to Green Bay Sept 1.

Sam Pulford, who has been trainmaster at the Union Depot since 1955, was promoted to assistant superintendent, and



RETIRING AS ASSISTANT AGENT AT BENSENVILLE, ILL., C. H. Kunberger (left) was honored by about 90 fellow employes and well wishers at a party held in the Gay Spot in Chicago. General Superintendent R. R. Brown was master of ceremonies for the affair, at which he was presented with wallet full of greenbacks. Shown here with him and Mrs. Kunberger is R. E. Chalifoux, agent at the Fowler Street station in Milwaukee.

Steve Barry moved up to the position of trainmaster. Another new trainmaster is R. Burt Hegge who came to us from the J-Line.

Mr. and Mrs. James Bachelor celebrated their 55th wedding anniversary Oct. 1. Jim retired as a machinist in the Bensenville roundhouse 14 years ago and now makes his home in Terre Haute, Ind.

Marlyn Kay Bachelor, statistician in the general superintendent's office, and Robert Sullivan, yard clerk, were married June 29 in Peace Church, Bensenville. The groom's brother Bill, an IBM operator at Bensenville, was best man. A reception and dinner for about 85 guests followed the ceremony. The honeymoon was spent in Florida and the couple are now living in Bensenville. Among retired employes who attended the reception were Jim Bachelor, Frank Pior, Bill Baumgartner, Louis Johnson, and, of course, Grandfather Gus Ruppert who retired from the superintendent's office July 1.

Richard Stark is the new assistant

agent replacing Mr. Kunberger who retired Sept. 1. Richard was formerly chief clerk to Agent Joynt at Galewood.

John Morrissey, 83, who retired in 1946 after 35 years of service as a switchman in the Chicago Terminals, died Aug. 9 in a Seattle hospital. Funeral services were held at Our Lady of Perpetual Help Church in Glenview, Ill. Surviving are a son, Reverend Vincent Morrissey of Wilton Junction, Ia., a daughter, Mrs. Kathleen Damlos, a brother and five grandchildren. Mr. Morrissey is remembered as a member of the tenor section of The Milwaukee Road Choral Club for many years.

Contributed by Dorothy Lee Camp

Retired C&M Conductor Jim Murphy is faithful in sending along a Tucson, Ariz., paper—to make us envious of the sunshine? He would like to hear from a few more of his railroad friends, and may be addressed c/o Miss Jeannette Murphy, 717 E. Speedway, Tucson.

La Verne, wife of General Yardmaster Harvey Riedel, is home following surgery and recovering nicely.

Waldo (Wally) Grosnick and daughters (except Judy) vacationed in some of the northern states and Canada. Judy and her mother were at home busily preparing for Judy's wedding.

Glen Phillips and wife Evelyn are happy to have their daughter "Twinkie", husband and daughter back in Franklin Park where they have just purchased their own home. The La Valles have been living in Milwaukee.

Clyde Pifer, middle trick operator at B-17, and wife welcomed a baby daughter, Nancy Ann, July 20. Awaiting her at home were two brothers, Robert and Michael Ted. She also has two grown sisters living in Indiana.

A call for a bit of relief with my mother's care met with a ready response from members of the "Cheer Ups" of the Franklin Park Methodist Club. Many of these ladies are wives of railroad men of the Indiana Harbor Belt, the Soo Line and the Milwaukee. Mrs. Wade Steel is head of this very active group, and my thanks go to all members.

Yard Clerk Marty McGuire reports that, after successful surgery on one eye, his mother, who is in Florida, is soon to undergo a similar operation on her other eye.

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LaVergne Dean, Correspondent

Sympathy was extended to the family of Chick Breen, retired counterman, who passed away in August in Burlingame, Calif. . . . Also to Store Department Chauffeur Chester Marxen and brother Henry R., storekeeper in Milwaukee, on the death of their mother Anne, who passed away in September at the age of 82.

The new chief clerk in the district storekeeper's office is John R. Brizzolari. Counterman John Schmidt was recently married, but we have no details.

George Waage, sleeping car conductor on the Olympian Hiawatha until that service was discontinued, has been seeing the scenic West as an automobile tourist. On a recent trip from Chicago to Seattle, while taking in sights not accessible by rail, he also visited all of the railroad's divisions along his former route.

DIVISION STREET

Carolyn DiCicco, Correspondent

Lloyd LeGros, chief clerk, retired July 16 with 50 years and nine months of service—all at Goose Island, where he started as a messenger and general utility man. Lloyd plans to divide his time between Chicago and his summer home in Fox Lake. Emil A. Arleo succeeded him as chief clerk.

Wardex Operation, House 6, Division Street, was moved to Galewood and the LCL operation formerly at Galewood was transferred to House 6 on Aug. 5. John Socha is general foreman of LCL and Ann Zenger and Herman Hanson are the route clerks at House 6.

After nearly two years at Goose Island, Assistant Superintendent K. O. Schoeneck was transferred to Green Bay, Wis., Sept. 1.

Ralph Williams, stower at House 6, died Aug. 13 after a long illness.

At this writing, Switchman Floyd Peterson is making plans to undergo surgery at the Veterans Hospital.

Sympathy was extended to Hugh Basom, whose wife died Aug. 21, and to Nora, wife of Switchman Donald W. Stover who died Sept. 3 in Wesley Memorial Hospital.



RETIRED FROM I&D DIVISION. Conductor William H. Maze is taking life easy these days at home in Elgin, Ill., having retired recently from the Chicago-Marion run. This picture was taken at Fred Harvey's in the Chicago Union Station and contributed by his son Ned, a clerk at the Bensenville Yard office.

Twin City Terminals

Word has been received that William E. Gillick, 67, retired yard conductor, passed away Apr. 6 from a stroke. He was born and reared in Minneapolis and had 48 years of service with the railroad. Surviving are his wife, Gertrude, a son, William, and four grandchildren.

Rocky Mountain Division

EAST END

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

Division Storekeeper Edward V. Gull is currently president of Miles City Aerie 885 of the Fraternal Order of Eagles. Other Milwaukee men who hold office in the lodge are: Martin Kelm, chaplain; Virgil Rask, treasurer, and Harold Keithley, trustee.

Mr. and Mrs. W. H. Bartley and Mr. and Mrs. J. E. Burrows were recently honored on the occasion of their 50th wedding anniversary.

Funeral services were held in the First Presbyterian Church of Miles City June

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NEWLY WEDDED. Kenneth H. Graham, Galewood machine operator, and Thomazine (Tommie) Ellen Kilroy, a secretary for the INA Insurance Company in Chicago, who exchanged vows recently at St. Simeon's Catholic Church, Bellwood, Ill. A reception for 250 was held at The Tangier's Club in Melrose Park. The newlyweds spent their honeymoon in Florida and are now living in Bellwood. Kenneth is a son of Howard S. Graham, section foreman at Galewood.



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(Advertisement)

5 for Mrs. Guy O. Comstock. Two daughters, Betty Lou of Miles City and Bernice, Mrs Keith Trout, of Deer Lodge, survive. Interment was in Custer County Cemetery.

Retired Machinist Michael F. Walsh, 73, died June 6 in a Miles City hospital. He was born in Dubuque County, Ia., and was married to Eva Darcy in Blue Island, Ill. The family came to Miles City in 1931 where Mr. Walsh worked for the Road until retirement a few years ago. He is survived by his wife, a son, a daughter, two sisters, two brothers and 10 grandchildren. Requiem Mass was said in Sacred Heart Church and interment was in Calvary Cemetery.

Herbert Niles Desper, 69, died July 9 in a Miles City hospital after a brief illness. He was born in Creve Coeur Lake, Mo., and came to Montana in 1926, settling near Ekalaka. In 1943 he moved to Miles City and worked for the Road until his retirement. Two brothers survive. Funeral services were held in the Masonic Temple, Ekalaka, and burial was in the IOOF Cemetery there.

Retired Agent Jesse Amos Hiers, 80, died July 20 in a Bozeman, Mont., hospital, after a long period of ill health. He was a native of Edgar, Ill. Most of his adult life was spent as a telegraph operator and he was agent at Lavina, Mont., at the time of his retirement two years ago. A daughter, a son, two brothers and five grandchildren survive. Funeral services were conducted in the Graves Funeral Home by the pastor of the First Methodist Church. Interment was in Custer County Cemetery.

John R. Boyd Sr., retired blacksmith helper aged 80, died July 12 in a Miles City hospital. In 1918 he brought his family to Miles City from his native Michigan and entered the employ of the Milwaukee from which he retired in 1948. He is survived by three daughters, two

sons, seven grandchildren and three great grandchildren. Services were conducted in the Miles City Funeral Home by Rev. Herbert Burdsall and interment was in Custer County Cemetery.

Funeral services were held July 25 for Mrs. Katherine Guidice who died unexpectedly at the home of her daughter in Loveland, Wyo. Five daughters, two sons and 22 grandchildren survive. Rev. Leo Tormoehlen of Concordia Lutheran Church in Forsyth, Mont., officiated at the services in Graves Funeral Home, Miles City, and burial was in Custer County Cemetery.

Floyd McElhany, 95, retired machinist who had been in failing health for some time, died July 23 in a Miles City hospital. He came from Augusta, Mich., to Miles City in 1921 and worked as a machinist for the Road until his retirement.

He is survived by a son, two daughters, seven grandchildren and eight great grandchildren. Services were conducted by Rev. John B. Fitz in Graves Funeral Home and interment was in Custer County Cemetery.

A young lady who taught kindergarten got engaged to the school principal—an event predicted by every little five-year-old in her class. One day she appeared sporting a magnificent diamond on her finger.

"Gosh", exclaimed one little boy. "Is that ring for real?"

"It certainly is", she assured him.

"Okay", he conceded. "Then let's see it squirt water."

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ENDING 51 YEARS OF SERVICE TO THE DAY on Aug. 29, Floyd Phillips, switching engineer at Mason City, Ia., is congratulated by his son-in-law, Assistant General Manager D. O. Burke, Chicago. He started as a fireman on Aug. 29, 1912, and was promoted to engineer in 1918, working out of Mason City and Mitchell, S. D., in both passenger and freight service. While at Mitchell, he was state legislative chairman of the B. of L.F.&E. for 14 years. Retirement plans call for a little traveling and spending time in the garden of his home at Clear Lake, Ia. (Mason City Globe-Gazette photo)

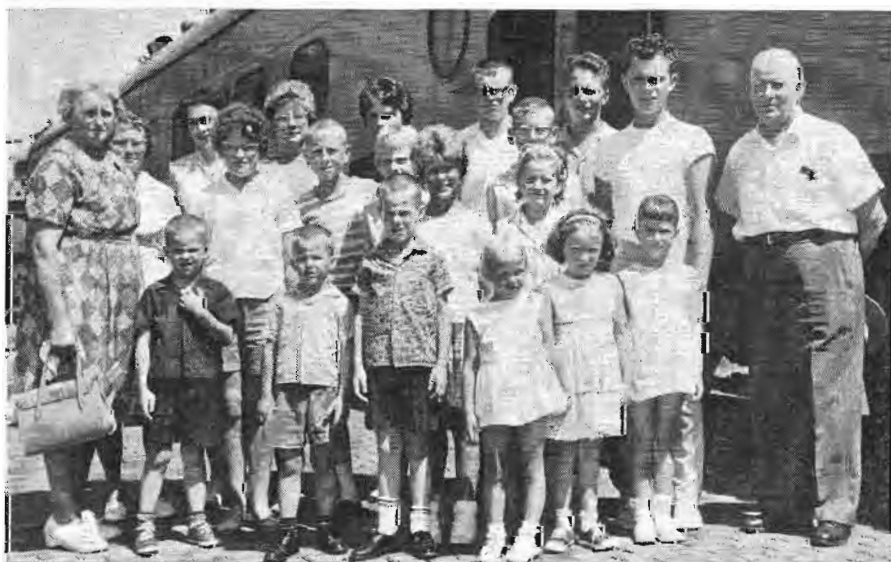


SILVER SERVICE PASS marking 45 years of Milwaukee railroading is presented to G. M. Dempsey, assistant superintendent of safety (center), by Vice President-Operation F. G. McGinn. At left is Superintendent of Safety A. W. Shea. Starting in 1918 in the comptroller's office, Mr. Dempsey transferred to the operating department in 1923 as a statistician, and became chief clerk of the safety department in 1929. He was appointed general inspector-division of safety in 1939, and to his present position in 1956. He is a member of the American Society of Safety Engineers and chairman of the Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings of the National Safety Council.



"ACTIVITIES FOR WIVES" during the 18th annual international conference and workshop of the Radio and Television News Directors Association in Minneapolis Sept. 11-14 featured a tour by land and water of the scenic Hiawatha Valley. Boarding the Afternoon Hiawatha at Minneapolis, they traveled to Lake City, Minn., thence by motor launch down the Mississippi to Lake Pepin, and returned by the same route. This picture was taken at the Road's station in Lake City. (Lake City Graphic photo)

SHIPEE SHAPEE! When the crossing tower on the main street of Eau Claire, Wis., got a new paint job recently, local merchants expressed their approval by sending Agent R. L. Knutson this king-size greeting card. It was designed by Joel Benyas, owner of the Hollen Clothing Company store near the crossing, and carried his signature, together with those of Jim Mechler, Homer C. Shaw, Clayton E. High, Art Kubena, Frank Mooney and Eugene Conley.



GRANDPA'S TREAT. Herman Hein of Freeman, S. D., wanted his grandchildren to know the fun of riding on a train. He made sure by buying tickets for the lot of them and taking them on a trip from Canton to Sioux Falls on the Milwaukee Road's Arrow. There were 17 grandchildren and four adults on the jaunt. (Sioux Falls-Argus Leader photo)



ANYONE YOU KNOW? Milwaukee Roaders who remember the celluloid collar, the iron derby and the good five cent cigar may also remember some of these employes who once staffed the old St. Paul city ticket office at 365 Robert Street. Apparently the picture was posed for publicity, for

the traveler at the right has been identified as E. F. Bowman, chief clerk to assistant general passenger agent. The ticket seller in the foreground is known to be O. R. Monge, who retired as city ticket agent and now lives in California, and the one at the left is . . . ?



CRACK CARRIERS OF THE MINNEAPOLIS STAR AND TRIBUNE on a three-day sightseeing tour via Milwaukee Road trains, were having a glorious time here en route to Milwaukee to watch the Braves play the Houston Colts. Their adult escorts are H. I. Lindblom, district passenger agent, Minneapolis (standing), and Edward Mason, district supervisor in the news-

paper's circulation department (seated at window). The carriers were part of a group of 60 whose enterprise in obtaining new subscribers qualified them for an "all expenses paid" vacation Aug. 15-17. The train trip, aboard the Hiawathas, included stopovers at Wisconsin Dells, Chicago and Milwaukee, and riding home on the Pioneer Limited.



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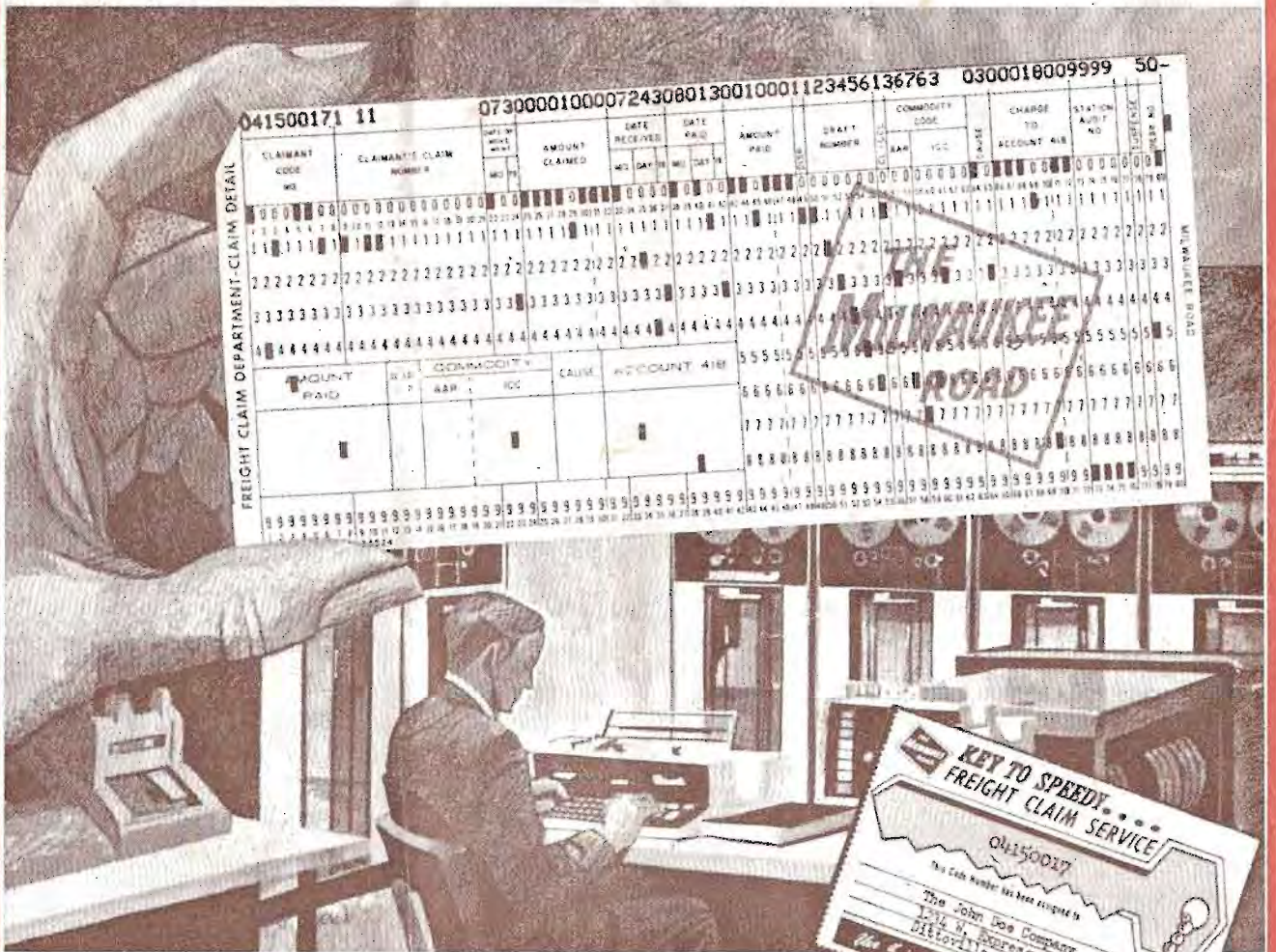
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