

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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**TARGET: "TELL AND SELL" THE NEW "XL"**

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## BULLETINS

"OUTSTANDING EMPLOYEE SUPPORT" citation has been conferred on employees of The Milwaukee Road in the Chicago area for their contributions to the 1963 Crusade of Mercy. The formal citation by the general chairman of the Chicago campaign recognized the generosity of employees who pledged contributions through the Milwaukee Road Employees' Combined Fund Raising Plan.

**FREEDOM BOND HIKE.** The 1963 Freedom Bond Drive in the railroad industry resulted in 28,000 new subscribers to the Payroll Savings Plan. In addition, more than 2,700 employees increased their allotments for the purchase of bonds in the U.S.



Treasury Department's railroad program. At the close of the campaign, Class I railroads accounted for 219,582 subscribers compared with 191,704 when it started, or a national increase of about 15 per cent.

**CHARTING PIGGYBACK PROGRESS,** the A.A.R. has announced that loadings for 1963 totaled 797,474 cars. This was an increase of 91,033 cars, or 12.9 per cent, above 1962, and 206,228 cars, or 34.9 per cent, above 1961, and about five times the total in 1955, the first full year for which the A.A.R. developed statistics.

**RETIREMENT BENEFITS BOOKLET UPDATED.** A revised edition of "Questions and Answers on the Railroad Retirement Act", based on the law as amended through December, 1963, is now available. The booklet covers a wide range of topics,

such as coverage under the Act, eligibility requirements, calculation of benefits, and duration and suspension of benefits. Copies may be purchased from the Superintendent of Documents, U. S. Printing Office, Washington 5, D. C., for 45 cents.

**UNIT TRAIN CUTS HOME BILLS.** The recently inaugurated "unit train" method of handling coal has been cited as a major factor in rate reductions announced by three electric utility companies. Said Joseph E. Moody, president of the National Coal Policy Conference, "Unparalleled technological improvements in the production and transportation of coal are now beginning to show up in the form of reduced electric rates to American homeowners." The utilities—located in Chicago, Philadelphia and Iowa—announced reductions to householders amounting to about \$11 million a year.

**MECCA FOR RAIL FANS.** A new motel being built near Somerville, Tex., is made up of 25 obsolete box cars purchased from a western railroad. The interiors are being fitted with paneling, air conditioning and plumbing, but the exteriors will remain the same as when the cars were rolling on rails.

**A.A.R. YEAR-END REVIEW** showed that net income for the industry amounted to an estimated \$650 million as compared with \$571 million in 1962; yet this was 30 per cent less than in 1956. The rate of return on net investment barely topped 3 per cent, or one-third of 1 percentage above 1962. In the first nine months of the year, 26 of the nation's Class I railroads failed to earn enough to cover fixed charges.

## THE COVER

WEARING red vests decorated with the Milwaukee Road's emblem, and matching ties, a team of picked traffic salesmen pose outside a company business car on which they traveled to Seattle to spread word of the Milwaukee's new XL Special freight service. On the step stool is W. D. Sunter, general traffic manager, freight sales-service and rates-divisions, who headed the sales campaign. For the story, see page 4.



## President Quinn Heads Industry's Treasury Bond Sales Effort

At a meeting with Secretary of the Treasury Douglas Dillon in Washington on Nov. 5, President William J. Quinn was appointed to represent the railroads on the U. S. Industrial Payroll Savings Committee for United States Savings Bonds. In accepting the appointment, he succeeded Ernest S. Marsh, president of the Santa Fe Lines, in a 28-member group of American business leaders who encourage the owner-



President William J. Quinn (right) accepts a certificate of appointment to the U. S. Industrial Payroll Savings Committee from Secretary of the Treasury Dillon.

ship of Treasury Bonds throughout their industries.

The meeting was attended by 34 members of the committee at large, who set their sights for 1964 on enrolling one million new payroll bond savers through an expanded program of activity in 27 major industries. At the same time, the group was credited with boosting the purchase of bonds through payroll savings in 1963 to the highest level since World War II, and helping achieve an 11 per cent increase in Series E and H Bond sales over 1962.

## "Thunderhawk" Time Official; Fastest From Pacific Northwest

OUR railroad announced on Jan. 31 that the 65¼-hour freight train schedule operative daily on a trial basis between Seattle-Tacoma and Chicago had been established as official running time that day, having proved dependable over a three-month period. The new schedule, which shortens the former schedule by more than a full day, provides a faster running time than any eastbound service ever operated between those points.

January-February, 1964



The SS "Empress of Canada", flagship of the Canadian Pacific Great White Empress fleet, on which the tour party will return from Europe.

## Be At Home Abroad—See Europe on The Railroad Employees and Pensioners Tour



HAVE you always wanted to see Europe, but thought you would enjoy it more if you could be assured of congenial traveling companions? Here's a chance you can hardly afford to miss.

The Canadian Pacific has announced that it will again operate a Grand European Tour at a special reduced rate for active and retired railroad employees, departing from Montreal Sept. 10. The itinerary of the "Railroad Employees and Pensioners Tour", following a seven-day sea voyage to Liverpool, takes in London, Paris, Nice, Rome, Venice, Lucerne, Wies-

baden and Amsterdam. Circling back to Liverpool by way of London, the tourist party will sail for home Oct. 8 and arrive in Montreal Oct. 14.

Outward bound, the Atlantic crossing will be aboard the Canadian Pacific's SS *Empress of England*, a luxury liner with accommodations for more than 1,000 passengers. Offering the ultimate in modern sea-going accommodations and entertainment, this 640-foot vessel is a favorite with seasoned travelers who enjoy leisurely cruising. The return voyage will be aboard the SS *Empress of Canada*, flagship of the Canadian Pacific's Great White Empress fleet and slightly larger than her sister liners.

The basic cost of the tour for railroad people and their dependents, taking into account a special 25 per cent reduction in the round trip steamer fare, is \$557 per person, on the basis of two people sharing accommodations. For anyone wishing to accompany you who is not eligible for the reduced fare, the basic cost is \$950 per person, again for two people traveling together.

If you are interested in joining your fellow railroaders on the tour, it is advisable to write for literature and information *now*. Requests should be addressed to C. C. Dille, Passenger Traffic Manager, The Milwaukee Road, 516 W. Jackson Blvd., Chicago, Illinois 60606.

The "Thunderhawk", as the scheduled train is known, provides second evening delivery in Chicago for freight originating in Seattle-Tacoma. Departing at 2:00 A.M. (Pacific Standard Time) on a Monday, for example, it arrives in Chicago (Bensenville Yard) at 9:15 P.M. (Central Standard Time) Wednesday.

The train, listed in the manifest as

No. 262, is the eastbound running mate of westbound No. 261, the XL Special, which established an all-time speed record from Chicago to Seattle-Tacoma when it went into service last Oct. 26. Freight No. 264 continues to operate on the current schedule, thus providing shippers with two eastbound transcontinental freight trains daily.

It's the closest thing yet to the famous "silk trains" the Milwaukee Road operated in the prewar years when raw silk from the Orient was a precious commodity shipped under armed guard.

In a business car attached to the XL Special, a Milwaukee Road sales team bound for Seattle and a group of newsmen along for the ride were comparing our new daily transcontinental time freight with the trains that once rushed million-dollar Japanese silk cargoes from North Pacific ports to Chicago at express train speed.

But whereas the silk trains handled only 10 cars at most, the XL Special is geared to haul a basic load of 3,000 tons and still beat their time. Covering the 2,179-mile route between Chicago and Seattle in 55½ hours, it has won quick

acceptance in the shipping field as the fastest run in the West.

The sales team involved in the foregoing discussion consisted of seven traffic "specialists" on their way to tell west coast shippers about the service which had set an all-time speed record for Chicago-to-Seattle freight train operation on its maiden trip last Oct. 26. Identifying them as ambassadors with portfolio, each man wore a bright red vest trimmed with gold braid and the Milwaukee Road's insignia, and a red tie.

The delegation was headed by W. D. Sunter, general traffic manager—freight sales-service and rates-divisions, P. L. Cowling, assistant to President William J. Quinn, and vice president-general manager of the Milwaukee Motor Transportation Company, and D. A. Keller,

manager of rail-highway sales. Others were rail-highway salesmen H. J. Millard, W. A. Zimmerman and L. W. Schroeder, district representatives in New York, Cleveland and Omaha, respectively, and E. O. Solvie, assistant district representative in Chicago.

Riding with the group to coordinate the movement and other activities were D. P. Valentine, general superintendent of transportation, G. H. Kronberg, director of public relations and advertising, and D. E. Miller, assistant general road foreman of engines. The newsmen aboard were members of both the daily and trade press observing the hotshot run to report it for their publications.

Faster by 21½ hours than the Road's previous 77-hour schedule to the coast,

*(Continued below, right)*

## Red Vested Sales Team Tells Shippers All About the XL SPECIAL



*The Fastest Run In The West*

Wearing red vests, 12 members of the "blitz" sales team review plans before lunch on the business car which carried most of them to Seattle. Seated are, left to right: D. P. Valentine, general superintendent of transportation; W. D. Sunter, general traffic manager—freight sales-service and rates-divisions; P. L. Cowling, vice president and general manager of the Milwaukee Motor Transportation Company; and D. A. Keller, manager of rail-highway sales, all of Chicago. Standing are (same order); E. O.

Solvie, assistant district representative rail-highway sales, D. C. Workman, assistant to vice president-traffic, W. J. Walsh, director of sales coordination for the Milwaukee Motor Transportation Company, all of Chicago; W. A. Zimmerman, H. J. Millard and L. W. Schroeder, district representatives rail-highway sales in Cleveland, New York and Omaha, respectively; W. E. Cartwright, foreign freight agent, Chicago; and G. A. Sansverie, district representative rail-highway sales, Minneapolis.



## WHAT THE PRESS SAYS ABOUT THE XL SPECIAL

### Chicago Tribune

#### MILWAUKEE ROAD'S NO. 261 DELIVERS FREIGHT TO SEATTLE AT PASSENGER TRAIN SPEEDS

By LOUIS DOMBROWSKI

"Okay, highball!"

With this age-old railroad order, Freight No. 261 gathers speed and moves out of the Chicago, Milwaukee, St. Paul and Pacific railroad's Bensenville yards near Chicago every afternoon. The last-minute piggyback trailers were loaded on their flat cars an hour before.

"Its destination is Seattle, 2,179 miles away. The schedule calls for arrival in Seattle in 55½ hours, third morning delivery of nearly 3,500 tons of freight. That's passenger train speed."

### The Seattle Sunday Times

#### MILWAUKEE FREIGHT HUSTLES WEST

By ROBERT A. BARR

"In its own way, this Milwaukee train signals a new era and a new frontier in a tough-fisted railroad bid to 'get the business' whether it be from truck or from competing railroads."

"The bid is with speed, and it takes it to stay on a tight schedule which calls for a run between Chicago and Seattle in 55½ hours—as fast or faster than some passenger trains."

"It takes quite a bit of chug—9,000 horsepower in four diesel-electric locomotives—for good reason. Behind the engines is a 65-car freight train which has a 2,990 ton load, about four times the weight of an average passenger train."

### TRAFFIC WORLD

#### SPEEDY FREIGHT TRAIN ON MILWAUKEE ROAD MAKES CHICAGO-SEATTLE RUN IN 55½ HOURS

By G. R. JOHNSTON

"We pulled out of the Milwaukee's Bensenville yards, west of Chicago at 2:08 p.m. There were 61 cars loaded with 3,000 tons of assorted cargo. "... also aboard were members of the Milwaukee's elite 'Red Vest' freight sales corps ... and Chicago newsmen ..."

"The sales people were bound for a special series of meetings with west coast shippers. The newsmen were just along for the ride, and for the writing of stories that would inform shippers about the new service." "... At Renton, just outside Seattle, it was actually two hours and six minutes ahead."

January-February, 1964

### RAILWAY AGE WEEKLY

#### HOW MILWAUKEE'S NEW TRAIN SPEEDS FREIGHT

"An engineer's slide rule and the operating department's experience are responsible for setting up and checking out the timecard for the Milwaukee's newest freight train—the 'XL Special.'"

"A milepost-by-milepost study of the new freight's movements during the past month has convinced the Milwaukee's officers that the snappy time of 55½ hours from Chicago to Seattle—which rivals some passenger-train schedules—can be maintained."

### THE TACOMA NEWS TRIBUNE

#### MILWAUKEE ROAD TO FETE AREA SHIPPERS

"Officials of the Milwaukee Road—buttons bursting with pride over the railroad's new fast freight that travels from Chicago to Tacoma in less than 56 hours—will play host to Tacoma shippers tonight."

"The XL Special travels faster than many passenger trains. The road's 77-hour train continues in service on the same schedule."

"Members of the sales team, all dressed in bright red vests, plan to call on shippers in Seattle and Tacoma this week."

"The XL Special, which set an all-time speed record for daily Chicago-to-Puget Sound freight train operation when it was inaugurated ... makes only about a half dozen stops. The train is divided at the Milwaukee's Black River Junction after crossing the Cascades, with Seattle bound freight going to that city and Tacoma-bound freight coming here."

### Chicago's AMERICAN

#### CHICAGO TO SEATTLE BY TRAIN IN 55½ HOURS

By HAYDEN LYNCH

"The hottest of America's freight train 'hotshots' roared into town here (Seattle) from Chicago ahead of its 55½ hour schedule, which beats that of most passenger trains."

the XL Special enables it to accept freight in Chicago as late as 1 o'clock in the afternoon and provide shippers with third morning delivery in the Puget Sound area. In addition to the Chicago tonnage, the train picks up cars in Milwaukee, the Twin Cities, Aberdeen, S. D., and several intermedi-



W. D. Sunter hands Engineer G. R. Trapp his "orders" as the XL Special stands ready to leave Bensenville Yard. In the center is P. L. Cowling and at left D. A. Keller.

### Seattle Post-Intelligencer

#### RED VESTED EXECUTIVES SPREAD WORD OF 'HOTSHOT' FREIGHT

By ROB H. HANSEN

The Milwaukee Road dispatched a team of red-vested traffic specialists around industrial Seattle yesterday to spread the word among customers that their line has a glamorized freight train. It's a 55½-hour daily run from Chicago to Seattle.

"The commemorative run came into town Sunday night, a couple of hours ahead of schedule, bearing the red vested party of officials and people."

ate points, and arrives in Spokane at 11:30 the second morning of the trip; in Seattle-Tacoma that evening. The schedule allows for coping with operating conditions such as snow, winter cold, mountain grades, servicing and "meets", and unexpected trouble.

The run which demonstrated the



Long-haul traffic, including new automobiles on tri-level carriers, makes time on the XL Special moving over the plains of eastern Montana.

"This new service means that a shipper has less merchandise tied up in his pipeline of supplies", Mr. Sunter explained, "and this counts considerably in the higher priced commodities. In effect, it takes less money to do the same business.

"By cutting our time almost a day on the run west from Chicago we are lopping still another full day from the crossing time of freight originating in the Atlantic coastal area which is destined for the Pacific Northwest."

### E. J. Stoll Heads Real Estate And Industrial Development

EFFECTIVE Jan. 1, E. J. Stoll, director of real estate and industrial development, was appointed to head the department heretofore supervised by S. J. Cooley, retired. In this capacity he will direct all industrial development work, as well as all real estate matters for the railroad, and will also be in charge of the townsite and industrial division of the Milwaukee Land Company, a subsidiary of the railroad company. His headquarters will continue to be in Chicago.



E. J. Stoll

Mr. Stoll was graduated from the University of Michigan in 1938 with a Bachelor of Science degree in transportation engineering and entered Milwaukee Road service in the engineering department shortly thereafter. He held various engineering positions in Chicago, Minneapolis, Tacoma, Spokane and Seattle before being appointed assistant industrial engineer in 1945, with headquarters in Seattle. He later served in Chicago as right of way engineer and industrial engineer and in 1952 advanced to assistant industrial commissioner. He was appointed assistant director-industrial and real estate development in 1958, which position he held until his advancement to the position of director of real estate and industrial development on Jan. 1, 1962.

*Advice is what the old give the young when they can no longer set them a bad example.*—Irvin S. Cobb.

service to the press was a typical performance for the XL Special, or No. 261, as it is listed in the operating timetable. Headed by four 2,250 horsepower diesel electric locomotives, the train left Chicago (Bensenville Yard) on a Friday—Nov. 29—at 2:30 P.M. carrying a 2,990-ton load of household appliances, auto parts, candy, soap, crushed limestone, new automobiles, metal for tin cans and general merchandise destined for the Puget Sound area. Highballing west, at times it hit speeds above 60 miles an hour. Allowing for the usual pick ups, switch outs and crew changes, the trip was completed with about two hours to spare.

The arrival of the train in Seattle on Sunday evening touched off a vigorous campaign aimed at telling shippers throughout the Puget Sound area exactly what the new service has to offer. Augmenting the sales team which had traveled west with it were G. A. Sansverie, district representative for rail-highway sales in Minneapolis, and J. H. Verron, assistant representative in Seattle, as well as W. J. Walsh, director of sales coordination for the Milwaukee Motor Transportation Company, D. C. Workman, assistant to vice president-

traffic, and W. E. Cartwright, foreign freight agent, all of Chicago.

Altogether, the "blitz team", as it was called by the press, consisted of 14 men with an intimate knowledge of customer requirements in various parts of the country, and trained in all types of freight service which the railroad offers.

The group was met by L. H. Dugan, vice president and western counsel, and P. J. Cullen, assistant general freight traffic manager, both of Seattle, together with other Northwest traffic department officers, and an orientation meeting was held the same evening. Accompanied by local traffic representatives, the red vested team then spent the week of Dec. 2 calling on shippers in the Seattle-Tacoma area and another two days covering the areas around Spokane, Bellingham and Everett, Wash.

The theme of the sales drive was speed—freight traveling on a passenger train schedule. "Our automobile transport is a good 24 hours faster than the fastest transport by truck on highway", Mr. Cowling pointed out.

Still another benefit cited by the Milwaukee's traffic specialists was the substantial savings possible in inventories.

# The "Home for the Holidays" Travel Peak *it takes a crystal ball*

By **E. C. Lange**  
Assistant to Passenger Traffic Manager

EVERY now and then someone who tries to make a train reservation at Christmas time and is unable to do so registers astonishment. He may comment that the papers are full of articles about railroads sighing over their empty cars; fairly begging for passengers. Who's kidding who?

The answer is, of course, that during the rush to get home for Christmas, demands on railroad services are heavier than at any other time of the year. If he compared December with a typical month, such as March, on the Milwaukee Road he would find that Christmas holiday traffic accounts for an increase of more than 40,000 passengers over those handled in the spring. And considering that almost the entire increase is handled in 10 to 12 days, some quick arithmetic would reveal that the Milwaukee provides the traveling public with an extra 4,000 seats or beds daily during the December travel peak—4,000 more, that is, than are normally required on an average day throughout most of the year.

But it takes a crystal ball to figure out where and when those 4,000 travelers are going to show up.

The Milwaukee's strategy for coping with "home for the holidays" travel is worked out at a meeting of traffic and operating officers in November. Statistics of the previous year are of little help. For example, in 1962 Christmas fell on Tuesday, so we prepared an estimate as to how many offices and plants in the cities we serve would remain closed on Monday—more days off, more traveling, and so on.

This factor is very important, but by no means solves the problem. For one thing, people traveling from Chicago to Los Angeles and San Francisco are en route two days, whereas those going to Minneapolis leave the day before Christmas—except when Christmas falls on Monday, or except when the highways are blocked with snow, or except when the air lanes are closed . . . except ad infinitum.

Last year, with Christmas on Wednesday, the guessing game was a little more difficult. In November, at a meeting called in the office of C. C. Dille, passenger traffic manager, our traffic and operating officers decided, as usual, what trains would need extra cars, and on

what days traffic would be the heaviest and on what days light.

In anticipation of especially heavy traffic, we outlined plans for 36 main line trains and 58 suburban runs. These included running extra sections of the City of Los Angeles and the City of San Francisco, our California trains, operating one section for coach passengers and the other as an all-Pullman train. This was the strategy each day from Dec. 11 to Jan. 5, except in the period of Dec. 23-25 when many travelers had already reached their destinations.

Because all accommodations on the "City" trains are reserved, this meant an increase of 440 coach seats a day on the foregoing trains, as well as on the City of Portland and the City of Denver. In addition, almost as great an increase in sleeping car space was scheduled for these trains.

With regard to our suburban service,

every year we have a hunch that there might be a number of Christmas parties on Dec. 24, and that some commuters who ride with us in the morning might not take the "5:12" home. The same goes for celebrating the new year.

Under the circumstances, we scheduled extra trains outbound from Chicago at two o'clock on Dec. 24 and Dec. 31. These schedules were announced to our commuter patrons a few days before Christmas.

Traditionally, the heavy flow of traffic during the Christmas-New Year season means additional reservation clerks, more ticket sellers, longer working hours, and information clerks deluged with thousands of extra calls. It means a few disappointments, too, when trains are sold out. When that happens, our employees feel as sorry as the passengers do.

Sometimes, just when we think we have everything in top shape for the big rush, someone will ask how weather and highway conditions were before Christmas *last* year. That's when we consult the crystal ball, to figure out what effect a nice big snow storm would have on our plans. And often we even guess right about that!



More than half a million holiday travelers passed through Chicago's rail, bus and air terminals the week end before Christmas. This view in the Union Station shows a throng of passengers waiting to board Milwaukee Road trains. (Chicago Tribune photo)

# President Quinn Reviews 1963 Operating Results; Announces Improvement Plans for 1964



FOR the Milwaukee Road, 1963 proved to be a growth year, highlighted in the final months by an upswing in carloadings which brought earnings above those of 1962.

Plus factors which contributed to the improved showing, as announced by President William J. Quinn, included an increase over the previous year in movements of agricultural products—historically an important source of Milwaukee Road revenues—the high level of activity in the automotive industry, and the continued expansion of piggyback traffic and multi-level loadings of automobiles.

Progress was reported also in the advancement of modernization programs and the adoption of operating methods calculated to provide competitive advantages and strengthen the position of the company.

Evaluating these developments with relation to prospects for 1964, Mr. Quinn pointed out that railroad earnings generally reflect the trend of the national economy, and considering its current momentum, the Milwaukee may expect a good year.

Among accomplishments of 1963 cited by Mr. Quinn as having contributed materially to the year's results, the following were significant:

#### **Faster and Better Freight Service:**

The launching in October of No. 261, the XL Special, opened the door to new opportunities for obtaining a substantial volume of additional long haul traffic. The running time of 55½ hours attracted immediate attention from the shipping world as the fastest daily freight train schedule ever offered from Chicago to the Pacific Northwest. Car availability was increased also, as the result of a study initiated to improve freight car distribution.

#### **Car and Locomotive Rebuilding:**

The 10 million dollar major repair program to put 5,300 of the Road's 40 and

50-foot box cars and freight cars of other types in like new condition was largely completed, and with an additional upgrading program involving more than 600 cars for specialized service, was an important factor in reducing per diem costs. At the same time, 30 diesel locomotives were completely overhauled and modernized, on a program that included upgrading horsepower. In the line of new equipment, the Road acquired 16 turbo-charged GP-30 diesels, along with 126 new freight cars of specialized types.

**Piggyback and Automobile Transport:** Again, trailer-on-flat car traffic showed a marked increase over the previous year, as did revenues from autos moving on multi-level rack cars. To provide for the auto service, 91 additional multi-level units were acquired. Plan 3 piggybacking was pioneered by the Milwaukee between Chicago and Kansas City and between Chicago and Omaha, and proved to be popular with shippers. In order to accommodate the rapid growth of the various services, the Road initiated a program to expand its overall TOFC facilities adjacent to Bensenville Yard.

**Industrial Development:** A total of 124 new industries located in industrial districts owned and operated by the railroad or on sites served by it, and 45

others expanded their on-line operations. New industries located in the Franklin Park (Ill.) District included Montgomery Ward, Hills Bros. Coffee, U. S. Plywood, Maywood Incorporated division of the Maynard Sash and Door Company, and the Morgan-Wightman Supply Company. Other major industries located at various points included Kitchens of Sara Lee at Deerfield, Ill.; Libby, McNeill & Libby at Darien, Wis.; Armour & Company at Perry, Ia.; Kaiser Aluminum & Chemical Corporation at Bedford, Ind.; and the Weyerhaeuser Corporation at Austin, Minn.

In addition, Zenith Radio Corporation completed a large addition to its facilities in the Galewood District of Chicago, and production was begun at the fertilizer plant of Nitrin, Inc., in Cordova, Ill., an enterprise which is expected to be the nucleus of a 2,300-acre petro-chemical complex.

In connection with a multi-million dollar civic improvement program planned for downtown Milwaukee, a large part of the Fowler Street freight house area was optioned to the Post

From Tower C at Bensenville Yard, Chicago, General Yardmaster E. H. Berger directs the switching of multi-level loadings of automobiles. Revenues from this type of traffic increased in 1963. At the end of the year the Road had 280 multi-level units in service, since which time the fleet has been augmented.





Aerial view of the enlarged freight handling facilities at Galewood Yard in Chicago, a major improvement project of 1963, looking Southeast. This was a joint effort of several departments carried out to concentrate all Montgomery Ward & Company rail and truck shipping operations in the Chicago area at one location on the railroad. The improvements included revamping engine and yard tracks, installing drainage, lighting and a new driveway, and the construction of a dispatcher's building.



Office Department as a site for new postal facilities, and in Chicago, construction was begun of a 20-story office building on air rights over Union Station trackage—the Milwaukee is a part owner of the station company.

**Major Improvements:** Fixed properties of all kinds were improved at a cost of several million dollars. A major project completed at Galewood Yard included extensive track, drainage and lighting installations and the construction of a dispatcher's building. Another, on the Iowa Division, involved a substantial outlay for widening cuts and stabilizing fills. On the signals and communications program, train, station and yard communications were extended, and an 8-channel telephone dialing system was completed between Chicago and Minneapolis. The fleet of mechanized equipment was enlarged, also.

**Traffic Analysis:** The Milwaukee pioneered a system of comprehensive analysis reports which features a unique approach to the solution of difficult traffic problems. The system, based on data developed through its communications-oriented computer equipment, produces (1) better sales service to shippers, (2) more effective apportionment of salesmen's selling time, (3) faster and more intelligent consideration of rate adjustment proposals, and other benefits for the railroad.

**Freight Claim Expediting:** Through its electronic computer, the Milwaukee developed the industry's first code based system of handling freight claims. Replacing the system of issuing one check upon the payment of each claim, it produces a semi-monthly analysis of each account and a single check to cover multiple payments.

**Passenger Traffic:** Feeder bus service arranged in Wisconsin and Minnesota to connect with the Hiawathas between Chicago and the Twin Cities attracted patronage from additional off-line cities with a potential for passenger traffic. The entire suburban passenger car fleet and 80 per cent of all other passenger

cars were shopped with special attention to improving appearance, and a program was started to handle passenger accounting with electronic computer equipment.

#### Improvement Plans for 1964

In announcing activities scheduled for 1964, Mr. Quinn said that the Road has completed plans for improvements totaling approximately 22 million dollars, with emphasis again on providing shippers with high grade equipment. This figure includes completing the car rebuilding program begun in 1964, plus an additional rebuilding program, at a cost of about 3 million dollars, and the purchase of 286 new cars representing an investment of more than 5 million dollars.

Modernization of suburban service will be completed with the purchase of 22 new bi-level coaches and the upgrading of several locomotives. This program will cost about 4 million dollars.

An expenditure of more than 7 million dollars will be made for improvements to road and other fixed properties, including additions to the hotbox detector network, the laying of rail, and the completion of the expanded TOFC facilities at Bensenville Yard. Projects such as the repowering of diesel locomotives, the installation of special loading devices in freight cars, and other improvements will total about 2¼ million dollars.

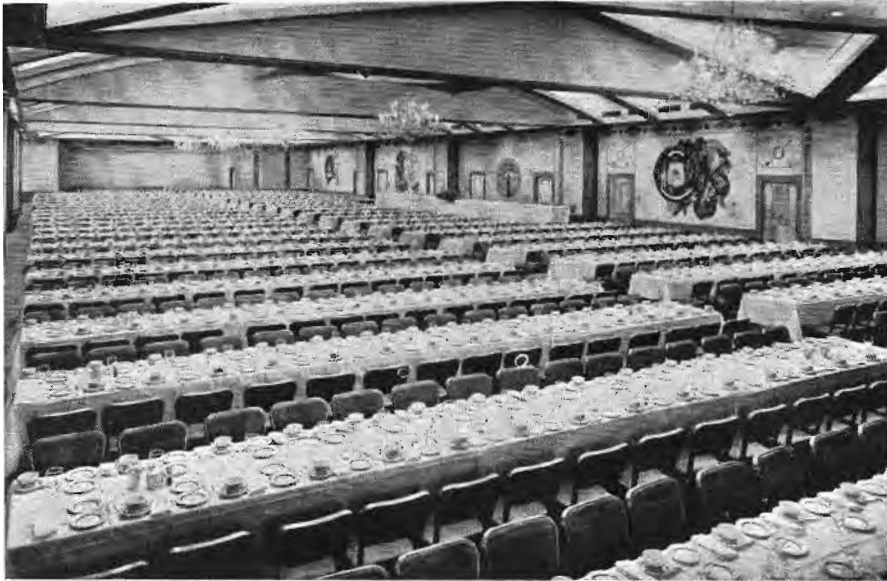
Citing benefits to be realized from the overall program, Mr. Quinn said, "These factors, combined with our improved transcontinental performance since the introduction of the 55½ hour Chicago-to-Seattle freight schedule, round out a generally optimistic outlook for our company in 1964."

**NATIONAL TRANSPORTATION WEEK** observance set for May 10-16 will be headed by Roger W. Gerling, vice president-sales of the Spector Freight System, with George H. Kronberg, the Milwaukee Road's director of public relations and advertising, as assistant general chairman. The observance is being sponsored by the Associated Traffic Clubs, of which Richard H. Heilman, director of transportation for the A. O. Smith Corporation, is national president.

#### 5 CENTS VS. 20 CENTS

Fact: Trucking companies, through the taxes they pay, spend only five cents of every earned dollar for the use of the highways. They have no investment in right of way nor any maintenance costs.

Fact: Of every dollar earned by the railroads, they must pay 20 cents for construction, maintenance and taxes on their right of way.



The Hotel Leamington's impressive Hall of States, which has been reserved for the Vets' luncheon and banquet, as it appears when accommodating a group of 2,000.

## Plans Announced for Veterans' Reunion

REMEMBER the good time everyone had last year at the Veterans' golden jubilee meeting in Milwaukee? The fine talk, the card games, the music, the dancing, the marvelous meals and splendid entertainment? And the announcement, too, that the Vets could look forward to another just like it this year?

Well, memorable as that meeting was, the possibility is strong that the 1964 reunion may outshine it. What gives rise to this feeling is, that after many years, the Veterans will again get to-

gether in Minneapolis. In addition to being "just like old times", Minneapolis is home base for a large number of senior employes, including many who have transferred to other locations but journey back to renew old friendships, and within convenient week end traveling distance for hundreds who would not be able to attend otherwise. Judging by the interest this arrangement has aroused, a record turnout seems assured.

The date set for the homecoming is Saturday, June 27, and the place selected

by the executive committee of the Veteran Employes' Association is the Hotel Leamington. According to Vice President-Operation F. G. McGinn, the Veterans' president, the facilities of this hotel, the largest in Minneapolis, are ideal for the program contemplated. A local committee has been appointed to handle accommodations, and everyone is assured of a royal welcome.

Now, a word about the accommodations: The Hotel Leamington, occupying the block on 3rd Avenue between 10th and 11th Streets, claims the distinction of being the finest convention center in the Upper Midwest. Luxurious furnishings, air conditioning throughout, radio and television in every room, and a large parking lot for motorists are some of the all-inclusive features it offers to guests.

Headquarters for the traditional morning "switch shanty" session will be the Hall of Presidents, which accommodates more than 1,200 persons, and the luncheon and banquet will be held in the Hall of States, a mammoth ballroom seating 2,000 with ease.

This was just the general plan as the Magazine went to press, but other arrangements were being completed rapidly and will be announced in the next issue, so all Veterans can make reservations well in advance. The details are being worked out by a large corps of committee members, headed by J. A. Jakubec, assistant to vice president-operation, as general chairman. Helping him put on the show, as chairmen



### Application for Membership in the VETERAN EMPLOYES' ASSOCIATION OF THE MILWAUKEE ROAD

FLORENCE M. WALSH, Secretary and Treasurer  
Veteran Employes' Association • The Milwaukee Road  
383 Union Station • Chicago, Illinois 60606

I hereby apply for membership in the above Association. I have been in the service of The Milwaukee Road for 20 years in the aggregate.

NAME \_\_\_\_\_

HOME ADDRESS \_\_\_\_\_

OCCUPATION \_\_\_\_\_ DEPT. \_\_\_\_\_

ENTERED SERVICE \_\_\_\_\_

RECOMMENDED BY VETERAN \_\_\_\_\_

I enclose (please do not send currency)

- CHECK  
 MONEY ORDER

payable to The Veteran Employes' Association of The Milwaukee Road

AMOUNT (check one)

- New Member  \$3.00  
Renewal  \$2.00

Date Signed \_\_\_\_\_

of the various committees, are:

**Hotel Accommodations**—D. B. McMillan, assistant general passenger agent, Minneapolis; **Publicity**—G. H. Kronberg, director of public relations and advertising; **Ticketing and Auditing**—R. C. Tiedje, auditor of passenger accounts; **Registration and Ladies Reception**—Elizabeth Hessburg, claim clerk in the Minneapolis local freight office; **Transportation**—C. C. Dilley, passenger traffic manager; **Programs and Printing**—A. G. Dupuis, assistant public relations officer; **Entertainment**—W. D. Sunter, general traffic manager, freight sales-service and rates-divisions; **Reunion Reception**—W. C. Lummer, retired district storekeeper.

In the meantime, employees who will have achieved Veteran status by the time the reunion takes place are invited to become members of the Veterans' Association and to attend the homecoming party. The lowering of the service requirement from 25 years to 20 resulted last year in swelling the membership to approximately 5,500, and according to the record, many have since become eligible to join. The application form in this issue of the Magazine may be used for that purpose, and also for paying annual dues.

### George E. Engstrom

GEORGE E. ENGSTROM, retired auditor of expenditure, died unexpectedly on Jan. 7 in the Highland Park (Ill.) Hospital at the age of 77.

Mr. Engstrom was a native of Cedar Rapids, Ia., who began his railroad career in 1905, working intermittently during his school years. He was graduated from the University of Iowa as a civil engineer in 1912 whereupon he became a full time Milwaukee Road employe. Starting in the engineering department, he served consecutively as a draftsman, assistant resident engineer, resident engineer, assistant engineer-track elevation and pilot engineer-valuation.

In November 1919 he was engaged jointly by the engineering and accounting departments as assistant engineer-valuation and in April 1924 was appointed assistant auditor of investment accounts. He was advanced to assistant auditor of expenditure in November 1927 and became auditor of expenditure in April 1935, retiring in 1951.

Surviving are his widow Nina, a son John and a daughter Helen, and two grandchildren.

January-February, 1964

## Basic Training for Junior Achievers



J. Jacobson, director of revenue accounting, and Helen Schroeder, bureau head in the Fullerton Avenue data processing center, are the subjects of a sales pitch by Janet Barry, president of Delux Decors, Wayne Mastalski, vice president-sales, and Carol Potter, publicity (left to right). Watching the transaction are (from left) Reserve Accounting Adviser P. D. Lencioni, bureau head in the auditor of freight accounts office; Assistant Comptroller H. C. Johnson; Accounting Adviser E. A. Berry, bureau head in the office of auditor of freight settlements; and Reserve Adviser K. D. French, chief clerk in the freight claim department.

To further the goals of Junior Achievement, the Milwaukee Road sponsored a salesmanship workshop during the Christmas shopping season for Chicago high school students who operate the two J.A. companies which look to it for professional counsel. The one-day training program, held in the lunch room of the Chicago-Fullerton Avenue office building, was supervised by employees

who are serving as Advisers for the current J.A. year.

As an attraction for the holiday market, the Milwesco company augmented its manufacture of a folding youth chair with a sideline of styrofoam Christmas trees. The Delux Decors, the firm which specializes in assembling costume jewelry, introduced a seasonal line of Christmas corsages.



W. W. Rogers, special representative of vice president-finance and accounting, who is reserve Adviser for the Milwesco company, offers a sales suggestion to Roberta Knie, the firm's president (seated right), and Evelyn Bryan, vice president-sales. Standing are (from left) Phil Kolski, a sales trainee; Reserve Accounting Adviser H. P. Wisniewski, bureau head in the office of auditor of expenditure; Bill Hepperle, vice president-manufacturing; Reserve Adviser R. L. Litka, bureau head, auditor of expenditure's office; and Production Adviser H. J. Dronzek, engineering department designer.

# APPOINTMENTS

## Purchases and Stores Division

Effective Feb. 1, 1964:

C. T. Skjoldager, assistant purchasing agent, is appointed purchasing agent with headquarters in Chicago, following the retirement of A. E. Johnson.

C. W. Anderson, buyer, is appointed assistant purchasing agent.

J. V. Maloney, office assistant, is appointed buyer.

## Operating Department

Effective Jan. 1, 1964:

M. Garelick, superintendent of the Iowa Division assigned to special duties, is appointed assistant general manager with jurisdiction Miles City, Mont., and all territory west, with headquarters in Seattle.

K. R. Schwartz, superintendent of the Milwaukee Division, is appointed acting assistant general manager with jurisdiction over all territory east of Miles City, with headquarters in Chicago.

F. A. Barton, assistant superintendent

of the Milwaukee Division, is appointed acting superintendent of the Milwaukee Division with headquarters in Milwaukee.

R. R. Cochran, assistant trainmaster, Beloit, is appointed trainmaster of the Milwaukee Division with headquarters at Beloit.

J. J. Schwantes, assistant trainmaster of the Milwaukee Division, is appointed trainmaster of the Milwaukee Division with headquarters in Milwaukee.

Effective Dec. 1, 1963:

W. K. Peterson, special representative of vice president-operation, is appointed assistant superintendent of the Chicago Terminals, with headquarters at Bensenville.

D. H. Orr is appointed trainmaster of the Twin City Terminals.

N. R. Meyer is appointed trainmaster of the IM&D Division with headquarters at Austin, Minn., succeeding D. H. Orr.

B. A. Webster is appointed trainmaster of the Twin City Terminals fol-



K. R. Schwartz



M. Garelick



C. T. Skjoldager



C. W. Anderson



## A. P. Hedin Retires From General Freight Post

THE general freight department in Chicago lost one of its mainstays on Oct. 31 when A. P. Hedin retired from the position of assistant general freight agent. This picture was taken as he was presented with a Silver Pass upon the termination of his 45 years of service. From left are J. H. Schmitt, chief clerk in the general freight department; Mr. Hedin; W. S. McKee, freight traffic manager-rates and divisions; and J. T. Burke, special rate officer.

Andy Hedin started his career with the railroad in September, 1918 as a clerk in the auditor of station accounts office, from which he transferred to the general freight department in 1924. Following a number of promotions, he became chief clerk to assistant general freight agent in 1943, chief rate clerk in 1948, and chief clerk of the general freight department in 1954. He was appointed assistant general freight agent on June 1, 1956.

lowing the assignment of R. L. Tewell to other duties.

R. A. Adams is appointed trainmaster of the Milwaukee Terminals with headquarters in Milwaukee, succeeding B. A. Webster.

W. J. Peta is appointed trainmaster of the Coast Division with headquarters in Seattle, succeeding W. J. Westmark.

E. J. Lynam is appointed trainmaster of the Aberdeen Division with headquarters at Aberdeen, S. D., succeeding W. J. Peta.

W. J. Westmark is appointed trainmaster of the Aberdeen Division with headquarters at Mobridge, S. D., succeeding E. J. Lynam.

F. B. Cederholm is appointed trainmaster of the Coast Division with headquarters at Othello, Ida., succeeding C. L. Shaw.

J. P. McMullen is appointed assistant trainmaster of the Coast Division with headquarters at Tacoma, succeeding F. B. Cederholm.

A. G. Wilson is appointed trainmaster of the Aberdeen Division with headquarters at Miles City.

R. J. Finnegan, assistant agent at Rockford, Ill., is appointed agent at Mason City, Ia., following the assignment of R. D. McLean to other duties.

T. J. Lloyd, agent at Le Center, Minn., is appointed assistant agent at Rockford, Ill.

## Traffic Department

Effective Jan. 1, 1964:

F. K. Brennan, general freight agent, Seattle, is appointed assistant freight traffic manager-rates and divisions, Minneapolis.

G. F. Quinlan, general agent, Pittsburgh, is appointed assistant traffic manager, St. Louis.

E. S. Rogers, assistant to general

(Continued on page 14)

The Milwaukee Road Magazine



The head table at the luncheon in the Chicago Club at which S. J. Cooley was honored by officers of the company. From left are J. P. Kiley, retired president of the Road; W. W. Kremer, vice president-traffic; Leo T. Crowley, chairman of the board

of directors (since elected chairman of the finance committee); Mr. Cooley; President William J. Quinn; C. E. Crippen, vice president-finance and accounting; and F. G. McGinn, vice president-operation.

## In the Retirement Spotlight

### S. J. Cooley

A CAREER of signal accomplishment in the service of The Milwaukee Road was terminated on Dec. 31 with the retirement of S. J. Cooley as vice president—real estate and industrial development. A large group of the Road's officers paid tribute to his many-sided talents at a luncheon in the Chicago Club, at which President William J. Quinn and Chairman of the Board Leo T. Crowley (since elected chairman of the finance committee) were hosts.

Mr. Cooley is widely known in real estate and industrial development circles, both within and outside the railroad industry. An engineering graduate of the University of Kansas, he started his career in the engineering department of the Santa Fe Lines and later worked as a land appraiser for the Interstate Commerce Commission and the Union Pacific and the Erie railroads prior to engaging in private real estate practice in Kansas City, Mo.

He came to the Milwaukee Road as a right of way engineer in 1924, advancing in 1927 to the position of assistant real estate agent, and in 1945 to that of assistant industrial commissioner. He became industrial commissioner in 1952 and in 1958 was promoted to director of industrial and real estate development. He was elected vice president on Jan. 1, 1962.

Throughout his career with the Milwaukee Mr. Cooley was instrumental in

helping many small communities grow into thriving industrial centers. In addition to the location of hundreds of revenue-producing industries on the railroad, he directed the establishment of several large industrial districts. Among these are the Road's Franklin Park (Ill.) Industrial District, the Franklin Park-Clearing Industrial District, and the districts at Freeport, Ill.; Cedar Rapids and Des Moines, Ia.; Rosemount, Minn.; Great Falls, Mont.; and at Seattle, Moses Lake, Othello and Warden, Wash.

Speaking of these accomplishments at the retirement luncheon, President Quinn said, "The work he has done for the railroad will benefit us for a long time to come."

K. W. Cunningham, office assistant to president and chief of pass bureau, and A. E. Johnson, purchasing agent (seated, left to right), pictured at the retirement luncheon in their honor with President William J. Quinn (left) and V. E. McCoy, chief purchasing officer.



Mr. Cooley and his wife Gladys will continue to live in their home at 1405 Vine Avenue in Park Ridge, Ill. Their family includes a daughter and son-in-law, Mr. and Mrs. Timothy Corcoran of Peoria, Ill., and three grandchildren.

### A. E. Johnson

### K. W. Cunningham

JANUARY witnessed the retirement of two officers with a wide acquaintanceship in the railroad industry—Purchasing Agent A. E. Johnson, who terminated a career of almost 46 years with the Road, and K. W. Cunningham, office assistant to president and chief of the pass bureau, who had been in the service of the company for 34 years. A large number of their friends and associates honored them jointly at a luncheon in the Chicago Union Station Canterbury Room restaurant.



L. R. Whitehead posed with traffic department officers, both active and retired, who attended the luncheon in his honor. In the line-up are, left to right: Mr. Whitehead; G. M. Ryan, retired general freight traffic manager-rates and divisions; Harry Ruud, retired assistant freight traffic manager-rates and divisions; M. J. Leen, retired assistant general freight agent, Chicago; S. G. Grace, retired freight traffic manager-rates and divisions; W. W. Kremer, vice president-traffic; W. D. Sunter, general traffic manager, freight sales-service and rates-divisions; and R. E. Hibbard, retired general freight traffic manager-rates and divisions.

Mr. Johnson, who is a native of Tacoma, began his career in the store department there in 1918, transferring to Othello, Wash., as a storekeeper in 1924, and to purchasing department headquarters in Chicago the year following. He was appointed fuel agent in 1931, assumed jurisdiction over tie and timber purchases in 1935, and advanced to the position of assistant to chief purchasing officer in 1943. He was appointed purchasing agent on Feb. 1, 1961.

He and Mrs. Johnson will continue to make their home at 675 Detamble Avenue, Highland Park, Ill.

Mr. Cunningham began his career in the office of the car accountant in Chicago in 1929, following several years in the accounting department of the Illinois Central. He was later employed as an accountant in the offices of chief statistician and vice president-operation before becoming statistician to president in 1950. Advancing to the position of office assistant to president the following year, he assumed the added duties of chief of the pass bureau in 1952.

The Cunninghams are traveling in Florida at the present time, but will continue to reside at 435 Oak Street, Des Plaines, Ill.

## L. R. Whitehead

LYLE R. WHITEHEAD, who retired recently from the position of assistant general freight traffic manager-rates and divisions, was the guest of honor on Dec.

18 at a luncheon in Chicago marking his more than 28 years of service with the railroad.

The luncheon, held in Fred Harvey's Union Station Canterbury Room, brought together a large group of his Milwaukee Road associates, including many retired traffic department officers. W. S. McKee, freight traffic manager-rates and divisions, was master of ceremonies, and W. W. Kremer, vice presi-



**DEDICATION OF A NEW HILLS BROS. COFFEE WAREHOUSE** in the Milwaukee Road's Franklin Park (Ill.) Industrial District was marked by that company with an open house. Pictured at the formal opening are, from left: L. E. Oliver, transportation supervisor of Hills Bros.; the Milwaukee Road's P. H. Geelhart, assistant to general manager; S. J. Cooley, vice president-real estate and industrial development; P. A. Larson, traffic manager Illinois Region; W. S. McKee, freight traffic manager-rates and divisions; D. C. Workman, assistant to vice president-traffic; D. A. Keller, manager rail-highway sales; and R. A. Schwarting, general traffic manager of Hills Bros., San Francisco. The warehouse, on Waveland Avenue in the industrial district, will serve Hills Bros. in the Illinois-Wisconsin-Minnesota area.

dent-traffic, headed the speakers.

Mr. Whitehead is a native of Colfax, Ia., who had worked for the Chicago Great Western and the Des Moines Union railways before starting his service in the Milwaukee's Des Moines traffic office in 1935. Transferring to the Chicago department in 1941, he served in various capacities, including those of chief clerk to assistant general freight agent and to general freight traffic manager until 1949 when he became assistant general freight agent. He was appointed assistant to vice president-traffic in 1957, advanced to freight traffic manager-rates and divisions on Oct. 1, 1960, and to assistant general freight traffic manager-rates and divisions on May 16, 1963.

## APPOINTMENTS . . . .

*(Continued from page 12)*  
freight traffic manager, Chicago, is appointed general agent, Pittsburgh.

W. B. Fisher, general commerce agent, Chicago, is appointed assistant freight traffic manager-rates and divisions, Chicago.

R. D. Johnson, assistant general commerce agent, Chicago, is appointed general commerce agent, Chicago.

H. K. Larson, special rate officer, Chicago, is appointed assistant general freight agent-rates and divisions, Chicago.

C. E. Jones, special rate officer, Chicago, is appointed assistant general freight agent-rates and divisions, Chicago.

O. E. Glass, city freight and passenger agent, Cleveland, is appointed traveling freight and passenger agent, Cleveland.

G. H. Buckingham, chief clerk, Cleveland, is appointed city freight and passenger agent, Cleveland.

R. L. Gust, chief clerk, Los Angeles, is appointed city freight and passenger agent, Los Angeles.

W. H. Stewart, city freight agent, Minneapolis, is appointed traveling freight and passenger agent, Mason City, Ia.

V. R. Baruch, chief clerk, Detroit, is appointed city freight agent, St. Paul.

E. C. Wilson, chief clerk-general freight department, Seattle, is appointed special rate officer, Seattle.

R. J. McCarthy, city freight agent, New York City, is appointed special rate officer, New York City.

Effective Jan. 16, 1964:

J. L. Phleger, traveling freight agent, Milwaukee, is appointed assistant to general traffic manager, Chicago.

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

J. H. Verron, assistant district representative rail-highway sales, Seattle, is appointed district representative rail-highway sales, Kansas City, Mo.

L. W. Schroeder, district representative rail-highway sales, Omaha, is appointed district representative rail-highway sales, Seattle.

D. J. Miller, city freight agent, Chicago, is appointed district representative rail-highway sales, Omaha.

G. F. Meintzer, district freight agent, Green Bay, is appointed district representative rail-highway sales, Milwaukee.

H. W. Parent, traveling freight agent, Milwaukee, is appointed district freight agent, Green Bay.

D. L. Crittenden, city freight agent, Milwaukee, is appointed traveling freight agent, Milwaukee.

W. V. Johnson, city freight agent, Spokane, is appointed assistant district representative rail-highway sales, Chicago.

W. M. VanBuren, chief clerk to passenger traffic manager, Chicago, is appointed city passenger agent, Chicago.

L. C. Palmer, ticket accountant, Milwaukee, is appointed station ticket agent, Milwaukee, following the retirement of A. L. Stuckrad.

### **Mechanical Department**

Effective Dec. 1, 1963:

E. F. Hatzbuhler Jr., traveling engineer, Savanna, is appointed traveling engineer of that part of the Aberdeen Division from Montevideo, Minn., to

## **Sioux City All-Employe Retirement Dinner A Huge Success; To Be Annual Event**

By Alice Butcher

Office of Assistant Superintendent, Sioux City, Ia.



Engineer E. A. Weiland (left), as local chairman of the BLF&E, presents a 50-year membership button of that organization to Retired Engineer Lee Speulda. Looking on are Mrs. Speulda and Retired Engineer H. A. Peterson.

THE employes of the IM&D Division now may be counted among the several groups in the railroad family who honor their retired co-workers with an annual dinner as a collective demonstration of their affection and esteem.

Such an event had been contemplated on this section of the former SC&D Division for a long time, and last fall we decided to schedule one, letting future plans rest on the outcome of the first venture. The date set—Dec. 8—gambled with the weather, and nature won

Marmarth, N. D., including branch lines and the territory between Aberdeen and Mitchell, S. D., with headquarters at Aberdeen, following the resignation of W. F. Hill.

A. J. Cini, assistant traveling engineer, Milwaukee Shops, is appointed traveling engineer of the D&I Division Second District with territory from Savanna to River Jet. Savanna to Nahant, and Savanna Yard, with headquarters at Savanna.

### **Finance and Accounting**

Effective Jan. 1, 1964:

W. T. Kures, chief clerk to director of revenue accounting, is appointed auditor of freight accounts following the retirement of E. J. Linden.

### **The Milwaukee Motor Transportation Company**

Effective Jan. 1, 1964:

L. H. Hinrich, traveling freight and passenger agent, Cleveland, is appointed assistant to vice president of The Milwaukee Motor Transportation Company with headquarters in Chicago.

this round when a near blizzard and bitter cold forced a week's postponement. However, even as these conditions persisted, 88 hardy folks braved below zero temperatures to attend the dinner held at "The Normandy" in Sioux City the evening of Dec. 15.

Hardest of all was A. "Gus" Weiland, retired section foreman of Yankton, S. D., who is 89 years young. We recall that Gus chalked up 60 years of service with a perfect safety record for himself, and that during his 45 years as a foreman not one of his men ever suffered a reportable injury.

The guests of honor were former SC&D engineers who retired in 1963, together with their wives, and included among others, Mr. and Mrs. H. J. Kruck of Sioux Falls, and Mr. and Mrs. J. V. Leafstone, Mr. and Mrs. H. A. Peterson, Mr. and Mrs. E. J. Whelan, and G. W. Wallman, all of Sioux City. Engineer E. A. Weiland, local chairman of the BLF&E and son of Gus Weiland, was toastmaster, and gave such a good performance that he was drafted to serve in the same capacity at our dinner in 1964.

For, thanks to the committee which worked hard to make the initial venture a success, all had a grand time and expressed great enthusiasm for attending another get-together this year. Our plans are to hold future such events annually in October, with the understanding that this will be the party for all employes of all departments, both active and retired, and regardless of how far distant retired employes are now living. Judging by the reports which followed the dinner of Dec. 15, we can anticipate a big turnout, come this fall.

# EUROPA - An Incident on the Grand Tour

By **Rose Reuther**  
Secretary to Assistant Freight Traffic Manager, Chicago



Doing as the natives do in Germany, Rose, Naomi and Rita (from left) spend a "Bayerischen Abende" at a cafe in Garmisch.

Excited and just a little frightened at the thought of battling the barriers of foreign money, signs, customs, languages and other problems that three girls would face touring Europe alone—and with no reservations except tickets back home—we stepped off a plane in London last fall to begin one of the most thrilling experiences of our lives, the Grand Tour.

After three days' acquaintance with "London Town" and The Tube, my friend Naomi Nangle, my twin sister Rita and I flew to Paris and picked up a French car, a 1963 Simeca, which we had contracted to use as our mobile home for the next few weeks. From Paris it took us to Switzerland, down to Southern France and Marseilles, along the Riviera, through Monaco, into Italy as far south as Pompeii and the Isle of Capri, and north again through Rome, Venice, Florence and the Italian Alps.

From a lovely resort town in Italy called Cortina we journeyed through Austria into Germany, visiting the sights of Garmisch, Munich and the Oktoberfest, Heidelberg, Frankfurt, Hamburg, Hanover, West and East Berlin, and passed through East Germany. Next we had a two-day sojourn in Copenhagen where we saw the lovely Scandinavian city and the famed "Little Mermaid." On our return we motored through the Netherlands and Belgium and then back to Paris, having totaled 5,500 miles on our car.

Since our flight home from Paris we have often been asked, "What was your most memorable experience, or what impressed you most?" The story that always comes first to mind is the following:

Returning from a four-day stay in West Berlin, we had passed through the checkpoint outside the limits and were

already on the international toll road when the flashing of a green light on the dashboard indicated that we had only one gallon of gasoline left in the tank. Panic struck momentarily. We realized that during the trip to and from West Berlin we had spotted only one gas station, and that foreigners were not allowed to pull off the road into East Germany proper.

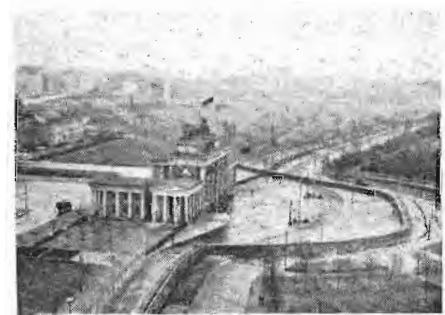
Deciding on what we thought to be the lesser danger, we pulled off at the next exit and into a poor town where we found a gasoline station equipped with only two hand pumps. We explained our dilemma in experienced sign language to the gas station attendant, an elderly man about five feet in stature. Even though we were without East German funds and had no way of paying him, he smiled broadly and filled the tank with enough gas to take us to the border. We had nothing to give him in return except one cigarette, but he accepted it graciously and left with a warm smile.

However, by this time we had become the center of attraction and were surrounded by some 20 curious children, and, to our dismay, had also drawn the attention of a policeman riding by on a bicycle. The policeman immediately came over to the car and questioned us, demanding that we remain where we were until he called his commander. After an anxious hour with the three of us sitting on pins and needles, the commander arrived to check the situation over.

While he and the policeman were standing in front of the car discussing the problem of three American girls in their territory, our friend, the gas station attendant, sauntered by and surreptitiously dropped a white envelope in the front window. I froze, and Naomi said, "Quick, under the seat!" I kicked



Checkpoint for foreigners in Frederic Street through which the girls passed going into East Berlin.



"The Wall" separating East and West Berlin at the Brandenburg Gate.



A carcheck at one of the gates in "The Wall."



Walled-up windows on the boundary line of "The Wall."



it under, and we looked at each other. What were we going to smuggle out of East Germany?

I said, "What if they search the car as they do at the checkpoint?", so Naomi told me to hide the envelope in my tennis shoe. It didn't fit! There was no alternative but to kick it back under the seat. Now we had two thoughts racing through our heads. We wanted to return the kindness of the attendant, but could surmise the danger if we were caught.

The policemen approached the window and said something in German, and through our experiences at the checkpoints, we guessed they wanted to see our passports. After checking the stamps, they allowed us to leave and escorted us back to the toll road.

Our first thought back on the road: the envelope! With trembling hands, we opened it and discovered six cigarettes. Our little friend had observed we were out of cigarettes as well as gas, and had given us enough to get to the border. To us, knowing the advantages of living in a free country, the generosity of the little man from that poor town in East Germany will always be the highlight of our trip.

## Auditor Elmer J. Linden Retires



E. J. Linden, auditor of freight accounts (center), is congratulated upon his retirement by H. C. Johnson, assistant comptroller (right), and J. Jacobson, director of revenue accounting.

A CAREER of 48 years in the Chicago-Fullerton Avenue accounting department came to a close on Dec. 31 with the retirement of Elmer J. Linden, auditor of freight accounts. His departure from the active scene was observed at a dinner

given Nov. 26 in the Bjornsen Male Chorus Hall at which he and Mrs. Linden were honored by a large group of employees. The affair was highlighted by tributes from accounting department officers headed by C. E. Crippen, vice president-finance and accounting, and the presence of all nine regional data office managers, as well as many retired employes who had worked with Mr. Linden in years past.

Elmer Linden came to the railroad in 1915 as a clerk in the freight auditor's office and transferred to station accounting two years later. He was promoted to chief clerk of the department in 1931 and advanced to assistant auditor of station accounts and overcharge claims in 1944. Following his appointment to the position of assistant auditor of freight accounts in 1960, he became auditor of freight accounts on Apr. 1, 1963.

Projects with which he was identified included the compiling and publication of "The Manual of Instruction to Agents and Other Station Employees", and more recently, the success experienced in the operation of the regional data offices following the establishment of the station and freight accounting computer programs.

## RETIREMENTS

during November-December, 1963

### General Office & System Employees

Bartels, F. M. . . . . Review Clerk . . . Chicago, Ill.  
Boever, E. F. . . . . Clerk . . . " "  
Cooley, S. J. . . . . Vice President . . . " "  
Dorrissey, J. J. . . . . Night Foreman . . . " "  
Ferguson, A. E. . . . . Secretary . . . " "  
Hammel, W. F. . . . . Review Clerk . . . " "  
Johnson, N. E. . . . . Asst. Bureau Head . . . " "  
Linden, E. J. . . . . Auditor . . . " "  
Matros, H. . . . . Key punch Oper. . . . . " "  
Olson, E. L. . . . . Clerk . . . " "  
Retzke, H. J. . . . . Clerk . . . " "  
Siuda, E. W. . . . . Bureau Head . . . " "  
Swanson, F. C. . . . . Dict. Oper. . . . . " "  
Walch, L. M. . . . . Asst. to Gen. Mgr. . . . . " "

### Chicago Terminals

Bishop, C. A. . . . . Pilot . . . Chicago, Ill.  
Dahl, C. . . . . Engineer . . . " "  
Hotchkiss, H. M. . . . . Boilermaker . . . " "  
Lech, W. . . . . Fireman . . . " "  
Mann Jr., L. . . . . Pipefitter . . . " "  
Merz, A. . . . . Janitor . . . " "  
Prehm, E. H. . . . . Chauffeur . . . " "

### Aberdeen Division

Goldade, A. J. . . . . Baggage man . . . Aberdeen, S.D.  
Hawk, G. . . . . Sec. Laborer . . . McLaughlin, " "  
Marx, F. J. . . . . Pumper . . . Bristol, " "  
Segler, A. H. . . . . Sec. Laborer . . . Hopkins, Minn.  
Slaughter, B. L. . . . . Car Inspector . . . Aberdeen, S. D.  
Teske, T. . . . . Sec. Foreman . . . Eureka, " "

### Coast Division

Ackerman, J. W. . . . . Car Foreman . . . Cedar Falls, Wash.  
Anderson, H. G. . . . . Carman . . . Tacoma, " "  
Bertram, A. W. . . . . Fireman . . . " "  
Bowser, A. M. . . . . Carman . . . " "  
Gosha, E. K. . . . . Secretary . . . Seattle, " "  
Johnson, R. F. . . . . Rndhse. Foreman . . . Everett, " "  
Martin, O. S. . . . . Machinist . . . Tacoma, " "  
Silver, P. L. . . . . Conductor . . . Bellingham, " "

### Dubuque & Illinois Division

Robinson, G. L. . . . . Sec. Laborer . . . Mystic, Ia.

Spinoso, P. P. . . . . Gen. Laborer . . . Savanna, Ill.  
Traul, J. M. . . . . Brakeman and Conductor . . . Ottumwa, Ia.

### Iowa Division

Devol, H. O. . . . . Yardmaster . . . Council Bluffs, Ia  
Flack, H. A. . . . . Engineer . . . " "  
Geisler, E. F. . . . . Clerk . . . " "  
Sands, V. J. . . . . Sec. Foreman . . . " "  
Schroeder, W. J. . . . . Sec. Foreman . . . Manilla, " "  
Williams, C. W. . . . . Cashier . . . Council Bluffs, " "

### Iowa, Minnesota & Dakota Division

Berg, J. T. . . . . Sec. Laborer . . . Lake Preston, S. D.  
Boles, D. C. . . . . Agent . . . Hartley, Ia.  
Epland, C. S. . . . . Janitor . . . Austin, Minn.  
Hoelzner, N. F. . . . . Sec. Laborer . . . Tripp, S. D.  
Johnston, W. L. . . . . Conductor . . . Mitchell, " "  
Overby, R. . . . . B&B Foreman . . . Austin, Minn.

### La Crosse Division

Conklin, C. A. . . . . Engineer . . . Wausau, Wis.  
Gregory, J. G. . . . . Yardmaster . . . Janesville, " "  
Jeffers, W. B. . . . . Pontoon Engineer . . . Madison, " "  
Kerin, J. C. . . . . Engineer . . . " "  
Kuhn, A. W. . . . . Agent Oper. . . Tomahawk, " "  
Marine, H. R. . . . . " "

Yard Foreman Conductor . . . Eau Claire, " "  
Owen, E. Q. . . . . Conductor . . . Milwaukee, " "  
Plattnerberger, C. H. . . . . Chief Clerk . . . La Crosse, " "  
Rima, H. L. . . . . Train-Baggage man . . . Wausau, " "  
Straumann, F. . . . . " "

Pontoon Engineer . . . Prairie du Chien, " "  
Ubl, F. L. . . . . Engineer . . . St. Paul, Minn.  
Woodruff, G. J. . . . . Engineer . . . La Crosse, Wis.

### Milwaukee Division

Baldry, J. L. . . . . Sec. Laborer . . . Oshkosh, Wis.  
Bordeleau, L. J. . . . . Conductor . . . Green Bay, " "  
Carpenter, F. W. . . . . " "  
Train and Baggage man . . . Stoughton, " "  
Fiebelkorn, W. C. . . . . Chief Clerk . . . Beaver Dam, " "  
Kollman, J. C. . . . . Bridge Tender . . . Green Bay, " "  
La Veaux, F. J. . . . . Agt. Operator . . . Republic, Mich.  
Mogan, C. A. . . . . Conductor . . . Green Bay, Wis.

Owen, R. J. . . . . Clerk . . . Rondout, Ill.  
Willers, J. H. . . . . Sec. Foreman . . . Horicon, Wis.

### Milwaukee Terminals & Shops

Altmeyer, B. W. . . . . " "  
Asst. to Div. Mstr. Mech. . . Milwaukee, Wis.  
Bodien, E. W. . . . . Engineer . . . " "  
Cheske, W. . . . . Switchtender . . . " "  
Nornberg, A. J. . . . . Chauffeur . . . " "  
Polcyn, L. J. . . . . Switchman . . . " "  
Pritchard, R. E. . . . . Secretary . . . " "  
Slaby, P. S. . . . . Welder . . . " "  
Stickney, D. L. . . . . Switchman . . . " "  
Whalen, C. A. . . . . " "  
Yard Conductor . . . North Milwaukee, " "  
Young, E. . . . . Turntable Operator . . . Milwaukee, " "

### Rocky Mountain Division

Best, L. E. . . . . Sec. Laborer . . . Judith Gap, Mont.  
Brinkman, J. G. . . . . " "

Rndhse. Foreman . . . Lewistown, " "  
Collins, S. E. . . . . Electrician . . . Deer Lodge, " "  
France, W. W. . . . . Store Helper . . . Miles City, " "  
Henry, N. J. . . . . Groundman . . . Salt Lake, " "  
Opp, J. C. . . . . Laborer . . . Miles City, " "  
Peters, E. L. . . . . Trainmaster . . . " "  
Pickart, V. C. . . . . Telegrapher . . . " "

### Terre Haute Division

Barnhart, H. . . . . Sec. Laborer . . . Terre Haute, Ind.  
Bashford, W. E. . . . . Agent . . . Momence, Ill.  
Cook, E. C. . . . . Engineer . . . Jasonville, Ind.  
Cox, F. J. . . . . Sec. Foreman . . . " "

### Twin City Terminals

Baxter, W. A. . . . . Conductor . . . St. Paul, Minn.  
Clowney, J. W. . . . . Laborer . . . Minneapolis, " "  
Faul, H. J. . . . . Laborer . . . St. Paul, " "  
Galbraith, F. W. . . . . Machinist . . . " "  
Gustafson, T. S. . . . . Car Inspector . . . Minneapolis, " "  
Lundstrom, P. O. . . . . " "  
B&B Carpenter . . . " "  
Moffat, T. H. . . . . Asst. Switch and Demurrage Clerk . . . " "  
Reilling, J. J. . . . . Coach Cleaner . . . " "  
Satterloff, A. L. . . . . Rndhse. Foreman . . . St. Paul, " "  
Sutton, N. W. . . . . Asst. Gen. Foreman . . . " "

January-February, 1964

## Terre Haute Division

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

The Women's Club Christmas party was held Dec. 11, 1963 in the William Penn Lodge at Terre Haute. Ladies of the Lodge served dinner to 75 guests. F. M. Priester, DF&PA at Terre Haute, gave an interesting talk on railroading and Retired Safety Engineer J. A. Ogden gave the Christmas message. The rest of the evening was spent visiting and chatting with old friends.



Mrs. Wm. Farmer

Breden Memorial Church in Terre Haute was the scene of a pretty wedding on Nov. 23 when Katherine Elizabeth Swayze, daughter of Pump Repairer John D. Swayze of the B&B department, became the bride of William Keith Farmer. A reception at the church followed the ceremony. After a wedding trip south, the couple set up housekeeping in Terre Haute.

Laurice "Irish" Padgett, retired carman, died Nov. 26 in Terre Haute. When he retired in 1959 he had served the Road for 40 years. Burial was in Roselawn Memorial Park with William Penn Lodge No. 727 F&AM conducting Masonic services.

Sympathy was extended to Earl Dean, retired carman, whose wife Catherine died Dec. 16.

Ray Snyder, another of our retired carmen, is seriously ill in St. Anthony's Hospital at this writing.

Correction: The wife of Retired Engineer C. F. Goodenow of Crete, Ill., passed away last Sept. 3, rather than the wife of Retired Engineer J. C. Goodenow, as reported in the November-December Magazine. The J. C. Goodenows now live in Las Vegas, Nev.

## Milwaukee Terminals

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

Fisherman's luck, or skill, is never "old news", so here's a report on a master catch by Yardmaster Ernie Crystal—a 32 pound lake trout caught in Hixon Lake, Sask., Canada — and he doesn't even brag about the 18 and 20 pounders he caught! This was NOT ice fishing.

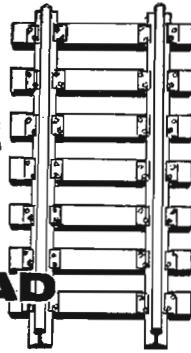
Mr. and Mrs. Don Sorremm have a new daughter, Kristine Ann.

Sympathy was expressed to the surviving family of E. W. Pattengill who died on Oct. 9, the day his wife was buried.

Road Caller Ralph Richter of Muskego Yard announced the birth of a son, Edward Joseph, Nov. 4.

James, son of Yardmaster George McKenna, is only in his freshman year at the University of Wisconsin, Milwaukee, but he played defense on the Varsity

## ABOUT PEOPLE OF THE RAILROAD



team for the entire season. Last summer James worked in the new car shops.

The Fred Grieb opened their new home in Milwaukee to friends and relatives on New Year's Day.

Switchman Mike Murphy, son of Switchtender Ed Murphy, has enlisted in

the Air Force for a four year period and is presently stationed for basic training at Lackland Air Field, Tex.

Congratulations to Tom Czarapata and wife on their tax deduction, Michelle Rae, who arrived on New Year's Eve just under the wire for 1963.

There have been several recent retirements among our switchmen . . . Leo Polcyn, Dec. 1 . . . Glenn Bock and Dewey Stickney, Jan. 1 . . . Frank Babeck, Feb. 1 . . . and Roy Holmes, who retired on physical disability.

Here is the deer hunting news: Steve Moniza got a 170 pound buck, George Apostoloff a 175 pound one, Yardmaster Norv Wolf also a 175 pound one, all 8 points. Charlie Erickson got a 4-point 167 pound buck. But the greatest excitement of all was when Mrs. Henry Cook, wife of switchman, after many years of hunting, brought down a 9-point, 170 pound buck.

## Outstanding Shop Apprentices Receive Awards



As participants in the training program sponsored by the National Railroad Apprenticeship Conference, three Milwaukee Shops apprentices were presented recently with awards for outstanding skill in their respective crafts. Pictured above as two of them received NRA certificates and lapel buttons are (from left) A. W. Hallenberg, assistant chief mechanical officer; DeForrest E. Cline, representing the U. S. Department of Labor; Machinist Apprentices Dale F. Peters and Harold N. Pick; G. F. Miller, general chairman of District 73, IAM; and F. W. Upton, chief mechanical officer. At right is Electrician Apprentice Donald J. Bodell, the other award winner, shown at his work bench in the meter room of the electrical shop.

The NRA Conference, established 10 years ago to further the mutual interest of railroad labor and management in high standard training



methods, is extending its program to all forms of transportation, including air, steamship and pipe line employees. Therefore, the certificates presented to these men are the last that will be issued solely to railroad apprentices. In the future the program will be carried out under the name of The National Transportation Apprentice Conference.

Walter Cheske retired on Nov. 1 as a switchtender in the Milwaukee terminals since Aug. 3, 1917; 46 years of service. He says that he plans to go fishing—in the fish market.

Late 1963 marriage news: Switchman Peter Churchill and Shirley Mirr were married in St. Casimir's Church. A honeymoon trip to Arkansas followed . . . New Switchman Ken Wallace and Diane Blankenberg were married in St. John's Lutheran Church, Milwaukee . . . Switchman Al Schill and Kathryn Sandar were married in St. John's Church in South Milwaukee and then left for a Canadian honeymoon . . . Switchman David Schwab and Kay Kietzman were married in Westfield, Wis., and a northern Wisconsin honeymoon followed . . . Staff Sergeant Kenneth, son of Engineer George Polaski, was married in November to Carol Turkowski in St. Anthony of Padua Church, Milwaukee . . . and, better late than never, 62 year old Charlie Schulz Jr. went to the altar, but we have not been given the name of his bride.



S/Sgt. Polaski



Penny Szukalski

Cliff Szukalski is mighty proud of daughter Penny, 15, who spent the summer and fall touring Europe with a dance group receiving special instructions in modern and ballet dancing. She visited Switzerland, England, France, Italy, Austria, and Portugal.

#### FWLER STREET STATION

Pearl Freund, Correspondent

Sympathy was extended to the family of Mrs. Mary Luebke, IBM keypunch operator, on the recent death of her father, Dan Obradovich. Other survivors are sons Joseph, Daniel, Emil, Steve, George, and Nick of Baltimore, Md.; also daughters Mary, Emily Podrug, and Nada Priebe. A sister still lives in Yugoslavia. Services were held in St. Sava Serbian Orthodox Cathedral, and burial was in St. Sava Monastery cemetery, Libertyville, Ill.

A recent visitor from Yugoslavia is Gordana Pavlovich's sister Vera, who likes what she has seen so far of America.

Regional employes brought tasty Christmas cookies, cake, and chips and dip to the office on Dec. 24 and set out a tempting spread. Mr. Wencl provided an urn of coffee to top off the refreshments which everyone enjoyed. Decorations, designed and made by Jerome Hofkes, outbound rate clerk, further added to the festive atmosphere.

Mrs. Mary Bartelt, secretary and time-keeper, has returned to work after several months leave due to illness.

January-February, 1964

## SCORE TWO FOR SAFETY GOGGLES

B&B Carpenter Wayman Walter (left) is presented with his Wise Owl membership certificate by A. W. Shea, superintendent of safety. The bystanders are (from left) E. G. Tyckoson, chief carpenter of the Chicago Terminals Division, G. F. Boeser, assistant chief carpenter, and R. W. Middleton, division engineer at Bensenville.



THE Chicago Terminals Division recently accounted for two new members of the Wise Owl Club of America, the organization composed of industrial workers who have saved their sight by taking the precaution to wear appropriate on-the-job eye protection. Here's what happened:

Wayman Walter, a carpenter in the B&B crew of Foreman Walter Witek, was using a pneumatic hammer to chip concrete around a catch basin at the Galewood freight house when a piece of the concrete flew up and struck the left lens of his safety goggles. The lens broke under the impact, but his eye was unharmed. Score one for safety goggles.

The other incident involved Larry K. West, a signal maintainer at Bensenville Yard, while he was working on the repair of a crossing gate. In the course of digging out a rectifier under the rails, a piece of frozen asphalt flew up and made a bull's eye contact with the right lens of his safety goggles. The lens was shattered but remained in the frame, and again there was no injury. Score two for eye protection.

The initiation of these men into the Wise Owls increased the Milwaukee Road's membership in the organization to 43. The grand total includes two em-



Larry K. West, Chicago Terminals signal maintainer (left) poses with his Wise Owl badge and lapel pin as C. L. Imhauser, supervisor signals and communications at Bensenville Yard stands by with his membership certificate. Looking on is Signal Inspector J. J. Kelly.

ployes who are repeaters, Sectionmen Wendell E. Meier of the Aberdeen Division and Carl Bruning of the IM&D. Both have received special citations from the National Society for the Prevention of Blindness for saving their sight on two occasions through the ingrained habit of wearing safety goggles.

Otto Kettner Jr. has left the Road, where he was employed as an assistant cashier, to become an apprentice in the plumbing trade. He was accepted after a long wait for an opening and approval by the trade.

The population was increased by one on Dec. 8 when Todd Scheel was born to the Richard Scheels. His mother, Ruth, was formerly employed as a keypunch operator, but she has resigned in order to stay at home and care for the new arrival and his older sister, Lori Jo.

The Marvin Haugens received a tax exemption in December when their daughter Linda was born. The proud

mother is Barbara Haugen, keypunch operator.

Mrs. Barbara Dominguez began a leave of absence Jan. 3 to await the stork.

Ron Davely was assigned the position of lead machine operator, IBM, vacated by Jean Chittren.

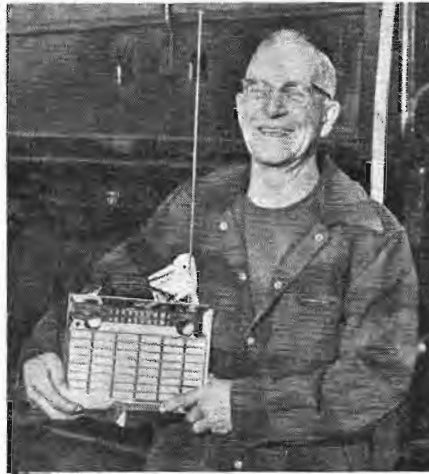
Assistant Regional Manager Lowell Fossum commuted to Minneapolis several times during the holidays to be with his family who still live there.

Sympathy was extended to the family of Edwin E. McGrath, 59, who died suddenly Nov. 19. His wife Lillian, and four sons, Dennis, Thomas, James and Gerald

(Continued on page 22)



**RETIRING FROM THE MILWAUKEE-KANSAS CITY SOUTHERN** joint line, Engineer Fred R. McDavitt is shown (center) with Switchman John Ambrose (left) and Conductor Rex Collins. He had 48 years of service, having started at the Kansas City roundhouse in 1915 as an all-around engine helper. In 1917 he transferred to the firing end, and four years later was promoted to engineer. Upon retiring recently, he had an "all clear" safety record.



**THE SOUND OF MUSIC** enlivened the recent retirement of R. F. Johnson as roundhouse foreman at Everett, Wash. He is holding a portable radio presented to him by fellow employes to enjoy with Mrs. Johnson at their home on West View Drive. Mr. Johnson started with the Road at Miles City, Mont., in 1917 as a machinist apprentice and remained there 23 years while advancing to shop supervisor. He later was foreman at Mobridge, Harlowton and Tacoma before transferring to Everett 14 years ago. (Everett Herald photo by Ray Watters)



**"SILVER PASS" OFFICE PARTY** shows Adolph Monterde, chief clerk at the Kinzie Street freight office in Chicago (center) being presented with his 45-year service pass by Agent A. M. Detuno, Division Street. Standing by is S. C. Pulford, assistant superintendent of the Chicago Terminals Division at Bensenville.



**LARGEST LOAD OF DUNGENESS CRABS** ever shipped from the Pacific Northwest is shown at Seattle as it was being consigned by the San Juan Fishing and Packing Company to the Denver division of Safeway Stores. A Lenten promotion in a five-state area around Denver is scheduled. Milwaukee Road employes involved in the switching movement at the Seattle waterfront yards are (left to right) Foreman D. G. Smith, Engineer W. G. Johnson, Fireman W. T. Gore and Switchman S. M. Smith.



James G. Gregory, yardmaster at Janesville, Wis., winds up his paper work in preparation for retiring after 49 years of service. There's more about this in the La Crosse Division news.



**45TH ANNIVERSARY CAKE** marking 45 years of service for Gaile Hansen, interchange clerk at the Aberdeen, S. D., freight house is displayed by him at an impromptu office party when he was presented recently with a Silver Pass. Looking on is Superintendent J. J. Nentl. All of Mr. Hansen's service has been in Aberdeen.



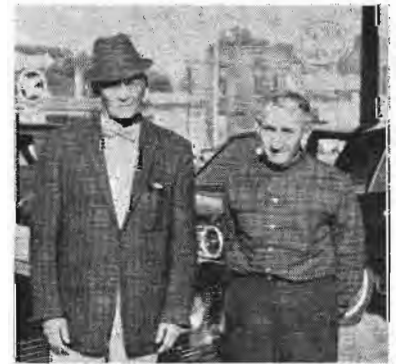
**RETIRING WITH A HOST OF GOOD WISHES FOR THE FUTURE**, Alice Ferguson, secretary to director of publicity, is honored at a luncheon given by our public relations and advertising department in Chicago. Seated beside her are Marc Green, director of publicity (left), and G. H. Kronberg, director of public relations and advertising. She was also the guest of honor at a luncheon given by 40 women employes in the Chicago Union Station. Upon retiring Jan. 1, Miss Ferguson had 20 years of service, starting in the passenger traffic department and as secretary to director of publicity since 1952. A native of Wisconsin, she will live in Milwaukee.



**THE HOLIDAY SPIRIT** is reflected with warmth in this display of gifts set up by employes in the Chicago passenger traffic office at their annual Christmas party. From left: Clerk Tom McGinley; Stenographers Emily Lee (now secretary to director of publicity) and Lida Van Buren; Karen Such, secretary to general passenger agent; Doris Jones, secretary to passenger traffic manager; Anne Weber, secretary to assistant general passenger agent; E. C. Lange, assistant to passenger traffic manager; and W. M. Van Buren, chief clerk to passenger traffic manager.



◀ **A 45-YEAR VETERAN**, F. C. Heckel, section foreman at Eagle Butte, S. D. (center), was presented recently with a Silver Pass. Doing the honors is Trainmaster E. J. Lynam as Roadmaster Vincent Perrone looks on.



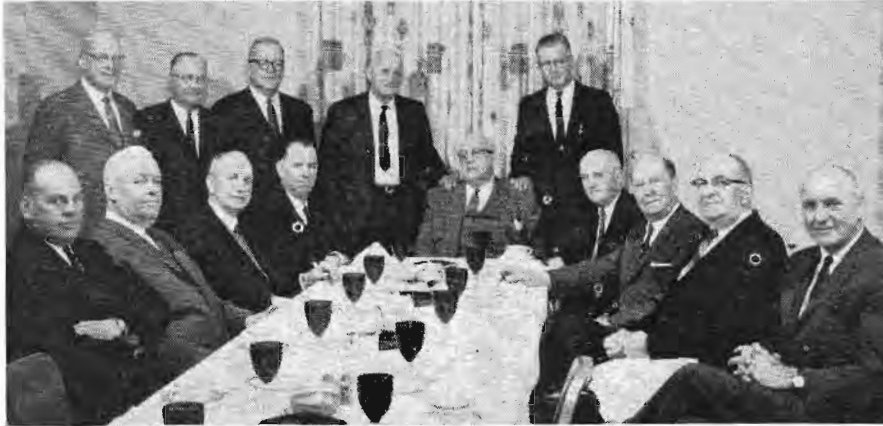
▶ **45 YEARS OF RAILROADING**, all at Marinette, Wis., were terminated by Clerk Joe Noonan (right) on Oct. 1, 1963. Among co-workers who wished him well in his retirement was Agent Carl Swan, pictured with him here.



**RECEPTION IN SEATTLE** for Monica Murphy (center, wearing corsage), secretary to R. G. Sackerson, general manager of the Milwaukee Land Company, shows part of a group of some 65 friends and co-workers who congratulated her upon her recent retirement after 44 years of service. Her position with the Land Company was her first and last, having come to it straight from business college. Mr. Sackerson (back row, left) gave the reception in her honor.



Guests of honor at a coffee party held recently in the regional data office at Austin, Minn., Guy B. Williams, a 45-year veteran (left), and Ellery E. Barker, a veteran of 50 years of service (right), are presented with their respective Silver and Gold Passes by Superintendent L. H. Walleen. (See the IM&D Division news.)



## J. E. Bjorkholm Celebrates 80th Birthday

THE picture above was taken at the Elks Club in Milwaukee, Wis., on Dec. 19 last when J. E. Bjorkholm, retired superintendent of motive power (head of table), was host to a group of his close friends and long-time railroad associates on his 80th birthday. Seated with him are (from left) F. A. Upton, chief mechanical officer; F. W. Bunce, retired chief mechanical officer; V. E. McCoy, chief purchasing officer; G. V. Ireland, retired general storekeeper; A. G. Hoppe, retired general superintendent of the locomotive and car departments; W. W. Bates, retired district master mechanic; J. L. Brossard, retired master mechanic, Minneapolis; and J. M. Hemsey, superintendent of air brakes.

Standing are (same order): Earl E. Thulin, suppliers' representative; R. K. Baker, general storekeeper; G. L. Wood, general superintendent of the car department; A. E. Tellefsen, retired wood mill foreman, Milwaukee Shops; and A. W. Hallenberg, assistant chief mechanical officer.

Mr. Bjorkholm, born in Sweden in 1883, joined the Swedish navy at 17 and came to the United States at the age of 22 to get a job as a seaman on the Great Lakes. While waiting for an opening, he signed up with the Milwaukee Road—on Oct. 1, 1906—firing engines on the old R&SW Division. He retired as superintendent of motive power at Milwaukee Shops headquarters, at his own request, on Sept. 30, 1948.

(Continued from page 19)  
survive. He also leaves two brothers, William and John, and a sister, Margaret Riedel. Edwin was a trustee and treasurer of St. Mary's Help of Christian Church, and a member of the B of RC. He started with the Road Mar. 2, 1925 as a messenger and his last position was that of yard clerk at the A. O. Smith Hi-Tower, North Milwaukee. Interment was in Holy Cross Cemetery.

Fowler Street employes were shocked to hear of the sudden death of Henry A. Hoeft, general agent at Sioux Falls, S.D., who began his railroad career at Milwaukee Sept. 23, 1917 as a messenger. He left Milwaukee to become agent at Aberdeen, S.D. Burial was in Wisconsin Memorial Park, Milwaukee.

Fred Robbins, formerly supervisor of L.C.L. billing, has been assigned the duties of yard clerk at Air Line Yard.

Esther Millard made her annual vacation trip to the East to visit with her two sons and their families. Robert, a dentist and colonel in the Army, is an instructor at West Point. Son Alfred and family live in Meadowbrook, Pa.

Marie Tomasik left for a week's Christmas vacation laden with gifts for her grandchildren at daughter Gloria Wank's

home in Minneapolis and Patricia Noster's home in Moorhead, Minn.

The November meeting of the RBWA was a pot luck supper at Jacobus Park Pavilion. Mrs. Ollie Mohr, former regional IBM clerk, was chairman of the event. The December meeting took the form of a Christmas party at the Wisconsin Club, with Mrs. Jake Hansen as hostess.

## Aberdeen Division

### MIDDLE AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

The Morse Telegraph Club, which was chartered at Aberdeen last year, is the only chapter in South Dakota. Any telegrapher is eligible, so if you are interested please send your \$2 dues for 1964, and an application blank and membership card will be sent you promptly along with other details about the club. Money may be sent to the secretary-treasurer, L. K. Schatz, 902 North Congress Street, Aberdeen, or to this correspondent.

D. E. Goodspeed has been appointed freight agent at Aberdeen, vice R. M.

Gordon who was transferred to Terre Haute, Ind.

Sympathy was extended to the families of Retired Machinist Elmer Dixon, who died suddenly, and Philip Derian, 71, who died in January. Phil had retired about six years ago. Elmer formerly worked at Aberdeen and, more recently, at Mitchell. His son Russell and daughter Maude were also former employes of the Road.

Chief Dispatcher R. D. Mathis and his wife visited their son in West Virginia during the holiday season.

C. B. Nelson at the yard office has a side line. He is accepting orders for his excellent strained honey.

### EAST END

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

It was just 50 years ago that Retired Engineer Reuben Nelson was married to Fern Ashmore at the home of her parents in Maynard, Minn. Now, five children, 18 grandchildren, and three great grandchildren later, they held an open house at the Montevideo Methodist Church on Dec. 29. There was a program and we strongly suspect that Reuben, who is mighty adept at rhymes, wrote one for the occasion. Engineer Maurice Nelson is following in his Dad's footsteps.

Traveling Engineer E. F. Hatzenbuehr Jr. has taken over the territory, Montevideo to Marmarth, vacated by Wayne Hill who resigned to return to engine service.

Baby Wendy Marie arrived for the Al Wolfs Dec. 3.

Former Clerk Arnold Moe marked the fifth anniversary of his retirement and his 1963 birthday by baking a pan of rosettes and taking them to the yard office where he treated his former cohorts to the delicious concoctions.

Death has claimed a number of our retired people in the last two months: Retired Roundhouse Foreman Casey  
(Continued on page 24)

## George H. Lane

George H. Lane, retired train rules examiner, passed away in Rockford Memorial Hospital, Rockford, Ill., on Dec. 12 at the age of 70.

Mr. Lane entered the employ of the Road in 1911 as a telegrapher on the former C&M Division and later served as train dispatcher and chief dispatcher at various locations. In 1941 he was promoted to trainmaster, and in 1948 to assistant superintendent, in which capacity he served on the Milwaukee and the former I&SM Divisions before becoming train rules examiner at Milwaukee headquarters in August, 1950. He retired in 1955, due to ill health, since which time he had made his home in Rockford.

Surviving Mr. Lane are his widow, Eva Irene, a daughter, Mrs. Eugene (Beverly) F. Cowell of Rockford, a granddaughter and a sister.



At the Chicago reservation bureau open house, Manager A. M. Schirp (left) and Night Manager Harold Williamson (rear) are hosts to President William J. Quinn, P. L. Cowling, assistant to president, and vice president-general manager of the Milwaukee Motor Transportation Company, and E. O. Schiewe, vice president and general counsel (left to right).



Reservation Clerk Bernice Fase serves open house callers (left to right) Chief Passenger Car Distributor G. A. Fell and Distributor J. A. Kowal, K. E. Hornung, architect, and F. L. Clark, chief clerk to assistant vice president-operation and chief engineer.



G. N. Heath, secretary in the office of president, compliments Reservation Clerk Adele Lutz on the open house refreshments.

## THIS WAS THE WEEK THAT WAS

*Reliving that happy and exciting week which led up to Christmas, here are two annual "getting together" events typical of celebrations held in many Milwaukee Road home cities and towns as the holiday season got underway. They are the open house of the Chicago reservation bureau and the Christmas luncheon of Seattle office employes in the Roosevelt Hotel.*



Traffic department guests at the open house—Hazel Anderson, payroll clerk (left), E. C. Lange, assistant to passenger traffic manager, and Gladys Palmquist, secretary to assistant to vice president-traffic.



LEFT: A jest by Joshua Green, western director of the railroad, hits its mark at the Seattle Christmas luncheon.



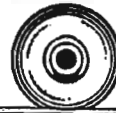
RIGHT: Yes, there is a Santa Claus, as there always is at the Seattle party, and again he's City Freight Agent Gene Porter (appointed traveling freight agent, Milwaukee, Jan. 16).

LEFT: Good fellowship at the Seattle get-together. Employes both active and retired, pose for the photographer.



RIGHT: More smiling faces around one of the tables at the Seattle luncheon.

# here's how we're doing



	Fourth Quarter ending December 31		Year	
	1963	1962	1963	1962
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$60,479,167	\$60,704,481	\$226,274,801	\$230,981,637
<b>PAID OUT IN WAGES</b>	26,215,143	26,158,668	104,083,354	106,172,117
PER DOLLAR RECEIVED (cents) .....	43.3	43.1	46.0	46.0
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	2,448,360	2,348,773	9,412,272	9,407,264
PER DOLLAR RECEIVED (cents) .....	4.0	3.9	4.2	4.1
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest .....	25,444,841	27,727,902	107,385,631	112,746,813
PER DOLLAR RECEIVED (cents) .....	42.1	45.7	47.5	48.8
<b>NET INCOME</b>	<b>\$6,370,823</b>	<b>\$4,469,138</b>	<b>\$5,393,544</b>	<b>\$2,655,443</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	278,891	277,405	1,067,836	1,108,386
Increase 1963 over 1962 .....	+1,486			
Decrease 1963 under 1962 ..			-40,550	

(Continued from page 22)

Conright died on Christmas Day . . . Wayne Dunlap died suddenly Dec. 12 at Stewart where he and his wife had just moved to spend the winter . . . Mrs. Gerald Ostrander passed away Nov. 11 in a nursing home at Addison, Mich. . . Retired Engineers Clarence Spaulding and Barney Leadon both died in November . . . Carl Flolo, former boilermaker at Aberdeen roundhouse, died in Sonora, Calif., Nov. 5 . . . and Henry Wanous, former operator at Glencoe, passed away Dec. 6.

Clarence Prunty, operator of heavy work equipment, who was employed in Iowa during the summer of 1963 was injured fatally in a highway accident near Cambridge, Ia., Nov. 13.

Retired Agent F. L. Petrick and wife celebrated their 60th wedding anniversary at an open house in the Memorial Building at Clinton, Minn., in November.

## Chicago General Offices

### OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Grace Minor, Correspondent

Walter F. Hammel of the review bureau retired Nov. 29. He was honored with an office party at which he received many gifts.

It was two below zero Dec. 19 when 27 girls from the freight auditor's office gathered at the Diplomat Restaurant to honor their fellow worker, Emilia Boever,

lead balance clerk in the local and interline balance bureau, who retired Dec. 31. There was also an office party Dec. 30 at which she received many beautiful gifts. Emilia entered service in January, 1920, resigned in June, 1928 and returned in May, 1929. All her service was in the same office.

Sympathy was extended to the family of Albert C. Gerke of the review bureau who died Dec. 21, and to Charles Woelfer of the same bureau whose wife Louise died Dec. 21.

Mr. and Mrs. Cornell Cotosman announced the birth of Philip John on Nov. 9, and Mr. and Mrs. Norman Hendrickson became parents of Richard Norman on Nov. 26. Both Rose and Norman have served as correspondents for this magazine.

If you have noticed a big smile on Dick Stingle's face recently, it is because his daughter, Mary Ann Ficarrotta, gave him a granddaughter on Dec. 23 when Dianna Lynn was born in the Sherman Hospital, Elgin. Dick already had four grandsons.

Sandra Swift of the estimated earnings bureau and Emil Steiner of the review bureau were welcomed back after long illnesses.

William Krause, bureau head of the local and interline balance bureau, is confined to Illinois Masonic Hospital at this writing.

E. Jeanne Brotherton has joined the personnel of the estimated earnings bureau . . . James Briggs of the bureau resigned Dec. 31 and plans to spend some

time with his parents at Maquon, Ill., before entering military service . . . Russell Hodge, of the same bureau, reported in January to the Air Force base at Waco, Tex., where he will train as a navigator.

We were pleasantly surprised during the holidays by a visit from Madaline Bingham, retired, who is now living in Hollywood, Fla.

W. T. Kures was appointed auditor of freight accounts on Jan. 1 and on the second the employes of that office presented him with a beautiful desk set, engraved with his name, title and date of appointment.

### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Roy C. Tiedje, auditor of passenger accounts, announced the engagement of his daughter Joan to Clifford Saupe of Carrollton, Ill. Joan teaches in Cary and her fiance in Palatine. A June wedding is planned.

Joseph Kaminski of the local miscellaneous bureau presented his fiancee with a diamond recently. No wedding plans have yet been announced.

GI Joe Blecka, stationed at Fort Bliss, Tex., was recently married to a Chicago girl.

Bertha and Ed Selden have returned from a tour of Old Mexico.

Vera Snapp Moffet, who has been working in Roswell, N. M., retired Nov. 16 and moved to Capitan, N. M. Vera was formerly secretary to Retired Assistant Comptroller William Kruckstein.

Kevin, son of William Butler, was one of seven chosen out of 45 students to remain on the Honor Roll at St. Patrick's Academy.

Sympathy was extended to Art Baumgartner, bureau head of Conductors' Accounts, whose brother died, and to Cecilia Koob of the central typing bureau



**FISH FANS ALL**, Operator Lynn Van Horn of Montevideo, Minn., and his wife and three sons caught these five northern pike at Lac qui Parle near Montevideo during the boys' Christmas vacation. The whopper at the right weighed 12 pounds. Showing them off are the twins, Bruce and Brian (left and right), 15, and David, 13.





**HONORED BY CHICAGO-FULLERTON AVENUE CO-WORKERS** upon retiring Nov. 15, Naomi Johnson, assistant bureau head of the central computing bureau-office of assistant comptroller, is pictured with H. C. Johnson, assistant comptroller (right), and E. H. Sowle, paymaster, at an open house held in her department. Naomi is a past board member of the Women's Club and was a charter member and soloist of the Choral Club. Her plans for the future include church work, in which she is very active, and travel.

whose brother also died in December.

Many retirees visited us during the holiday season, among them being A. B. Montgomery, Frank Zapp, Harry Krumberi, Katherine Gillespie, Alvina Buck, Stella Murphy, and Josephine Goetz. Edward Rumps' daughter Patricia came from San Francisco for the holidays and with her sister Marylyn and children came to visit, as did Diane Wurst. Diane and Robert Rappe introduced us to their new baby son.

**OPERATING DEPARTMENT**

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

Catherine Lowrey was promoted to the position of chief file clerk in the general manager's office following the recent retirement of Florence O'Boyle. Catherine was formerly employed in the personal record bureau at Fullerton Avenue and had served as steno-clerk and file clerk in the general manager's office before assuming her new position.

Mrs. Norman J. Van Schoyck, known as Adeline or Mrs. Van to her former co-workers in the transportation department, died Nov. 24 in a rest home in Chicago. Her husband was manager of mail and express traffic and it was following his death in April, 1930 that she came to the transportation department from which she retired July 1, 1956.

William L. Sarakenoff, assistant to general superintendent of transportation, resigned Dec. 31 to accept the position of district manager of Xtra, Inc., a trailer leasing company in San Francisco, Calif. His service began in Spokane as extra gang timekeeper Apr. 1, 1942. He rose through various positions on Lines West until Jan. 1, 1959 when he was transferred to Chicago as assistant data processing manager. Since then he had filled

the positions of assistant superintendent central freight service, special representative of vice president-operation, and since Jan. 1, 1962, assistant to general superintendent of transportation from which he resigned. He was honored at a luncheon and an office party before leaving.

A number of changes were effective in the general manager's office Jan. 16. Edward Adams was appointed office assistant to president, and his position as chief clerk to the general manager was filled by Robert Marth. Martin Konertz replaced Robert Marth as chief clerk to the assistant general manager, Edward Kent was appointed special assistant to the general manager replacing Martin Konertz, and Theodore Livas replaced Edward Kent as special clerk. Bernard Gregg was transferred from the accounting department to position of statistical clerk, replacing Theodore Livas.

Union Station Chapter of the Women's Club held its first meeting of the New Year on Jan. 14 in Harvey's Canterbury room. Marilyn McNicholas was installed as the new president. The dinner meet-

ing was twofold as it was the occasion of the presidency being turned over to Marilyn by Dorothy Hart, the outgoing president, who so ably served in this capacity for the past four years. A rising vote of thanks was given Dorothy. Others installed in office were: Bernice Schmitt, vice president; Gertrude Brimm, second vice president; Lillian Peterson, treasurer; Alice Nelson, recording secretary; Rosebud Wittwer, historian; Dorothy Hart, junior past president. Meetings for the first quarter of 1964 will take place on the second Monday of each month.

**AUDITOR OF EXPENDITURE'S OFFICE**

Ruth D. Brauneis, Correspondent

Charles (Cap) Payne, assistant bureau head of the bill and voucher bureau, celebrated his 75th birthday, and George Williams, clerk in the same bureau, celebrated his 85th recently. A joint office party was held for them and their co-workers remembered them with gifts.

Congratulations to Ray Bruns of the AFE bureau and his wife on the birth of a son who has been named Timothy Robert.

**Carloadings** 

**JANUARY 1964 compared with January 1963**

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		JANUARY		INCREASE	
		1964	1963	1964 over 1963	% of increase
	<b>INCREASED</b> in 1964 over 1963				
12.6%	Grain and Soya Beans.....	8,763	7,207	+1,556	+ 21.6%
	Forest Prod. (Excl. Logs & Pulpwood) .....	5,706	5,164	+ 542	+ 10.5
12.1	Coal and Coke .....	10,312	10,080	+ 232	+ 2.3
7.3	Automobiles and Parts.....	4,507	4,183	+ 324	+ 7.7
6.1	Iron and Steel .....	4,146	3,444	+ 702	+ 20.4
5.0	Meat and Packing House Products .....	2,985	2,730	+ 255	+ 9.3
3.3	Grain Products .....	4,696	4,445	+ 251	+ 5.6
2.8	Agri. Impl. Machinery and Parts .....	1,809	1,409	+ 400	+ 28.4
2.3	All Other Products of Agriculture .....	3,510	2,362	+1,148	+ 48.6
1.8	Logs and Pulpwood .....	3,446	3,228	+ 218	+ 6.8
1.6	Gravel, Sand and Stone .....	2,753	1,867	+ 886	+ 47.5
1.5	Forwarder Traffic .....	2,358	2,223	+ 135	+ 6.1
1.2	Liquors, Malt .....	1,434	1,083	+ 351	+ 32.4
.5	Cement, Lime, Plaster and Stucco .....	801	496	+ 305	+ 61.5
.4	Live Stock .....	678	544	+ 134	+ 24.6
30.5	All Other Mfgs. and Miscellaneous .....	24,062	22,043	+2,019	+ 9.2
<b>90.5%</b>		<b>81,966</b>	<b>72,508</b>	<b>+9,458</b>	<b>+13.0%</b>
	loading of these commodities	JANUARY		DECREASE	
	<b>DECREASED</b> in 1964 under 1963	1964	1963	1964 under 1963	% of decrease
2.4%	All Other Products of Mines .....	968	1,190	- 222	- 18.7%
2.4	Oil and Gasoline .....	3,064	3,369	- 305	- 9.1
2.2	All Other Animals and Products .....	1,064	1,158	- 94	- 8.1
1.6	Fruits and Vegetables (Fresh) .....	1,378	1,573	- 195	- 12.4
.9	Merchandise .....	2,264	2,272	- 8	- .4
<b>9.5%</b>		<b>8,738</b>	<b>9,562</b>	<b>- 824</b>	<b>- 8.6%</b>
<b>100.0%</b>		<b>90,704</b>	<b>82,070</b>	<b>+8,634</b>	<b>+10.5%</b>

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### ACCOUNTING DEPARTMENT TRIBUTE.

A variety of lovely gifts from fellow employees marked the retirement of Helen Retzke, clerk in the foreign car record bureau in Chicago, pictured with W. C. Barthel, bureau head of the foreign record department. Helen had a service date of March 25, 1920.



### DATA PROCESSING EMPLOYE RETIRES.

Mrs. Helen Matros, keypunch operator in the Chicago-Fullerton Avenue electronic data processing bureau, is congratulated by W. M. Bert, supervisor of machine accounting, at an office party in her honor when she retired recently after 14 years of service. Her immediate plans called for visiting relatives and friends in California and Florida.

The stork brought a baby boy to the home of Ed and Betty Schmaus. He has been named James Edward.

November 18 was Lino Carli's lucky day—he won a 1964 Chevrolet.

William (Bill) Lessen of the paymaster's office took Rina Milgram as his bride at the Edgewater Beach Hotel on Nov. 30.

Best wishes to the following who became engaged recently: Lino Carli of the miscellaneous timekeeping bureau to Loretta Biagi; Jerry Mapes of the AFE bureau to Irma Oberdorfer who recently arrived from Stuttgart, Germany; David Miller to Joyce Billman of Burlington, Wis., and John Dennison, bureau head of the miscellaneous timekeeping bureau and Rosemarie Curtin of the AFE bureau.

Sincere sympathy was extended to Katherine Guerrieri on the loss of her mother.

The typing bureau welcomed Ann Edgren to its ranks recently. Ann returned to the railroad after the sudden death of her husband, Victor, which occurred in Wisconsin when they were on their way home from a fishing trip.

### AUDITOR OF EQUIPMENT ACCOUNTS

Ethel Olson, who retired Dec. 6, was honored with a dinner at The Diplomat. On her last day in the office she was presented with cash and personal gifts by her many friends.

Sympathy was extended to Mary Lemke on the sudden death of her brother, Leonard Dordan.

UNION REFRIGERATOR TRANSIT LINES  
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Retiring from the freight claim department in Chicago, Dictaphone Operator Florence Swanson poses with a group of retired co-workers who attended an office party in her honor. From left are Bill Norton, Andy Anderson, Anna Nasheim, Mrs. Swanson, John Hamm and Elwein Kuehn. For details, see the freight claim department news.

#### FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Florence Swanson, dictaphone operator, retired Nov. 8. At an office gathering and luncheon she was presented with a cash gift as well as personal gifts from her many friends. Florence worked for the Road in the freight claim department from Nov. 1, 1922 to Jan. 1, 1941, when she resigned. She returned June 1, 1953 to the same department so had a total of 29 years' service. The Swansons own a home in Fayetteville, Ark., and have already gone there to live.

After two years Army service Dick Olson has returned to work.

Sympathy was extended to Ruthann Duray whose father died Dec. 5.

Recent visitors to the office included Elwein Kuehn, John Hamm, Bill Norton, Andy Anderson, Anna Nasheim, Maynard Mortensen, Alice Watkins, and Eleanor Feeley.

#### TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

At the 40th annual sales educational meeting of the AARTA in Miami Beach, members named to the executive committee for 1963-64 included J. L. Semmlow, city ticket agent in Chicago.

On Dec. 24 our patrons and friends on train 138 from Fox Lake into Chicago were treated to a pleasant musical rendition of Christmas carols and a few "pop" tunes by Ronald and Barbara Kolb, children of Jerry Kolb, the conductor. Ronald played both the saxophone and clarinet to the accompaniment of Barbara's accordion. Later they played for the passenger rate and refund departments as well as for homeward bound passengers to Fox Lake.

The St. Paul Passenger Association, at a meeting on Jan. 8, elected Gordon L. Landahl, city passenger agent, to the office of vice president for the current year. Douglas T. Tybering, city ticket agent, was named to the board of directors.

On Jan. 11, C. C. Burns, general agent passenger department in Milwaukee, was elected president of the Skol Club of Milwaukee.

A. L. Stuckrad, station ticket agent in Milwaukee, retired Jan. 31 after 44 years of service. Starting as an accountant in 1920, Mr. Stuckrad was advanced to

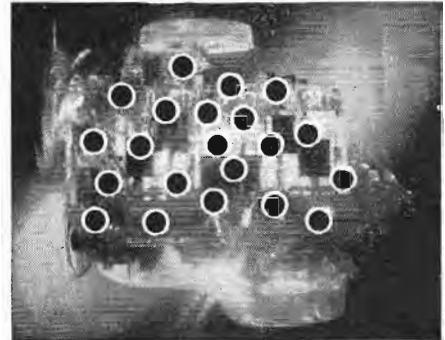
ticket clerk in July of that year and in 1955 was appointed city passenger agent in Milwaukee. He became station ticket agent on May 1, 1955. He is a past president of the Wisconsin Passenger Club, past commander of the VFW, Milwaukee Chapter, and a member of the Transportation Club of Milwaukee. He looks forward to traveling to some of the distant points to which he has been routing others throughout his business career and continuing his enjoyment of hunting and fishing.

At the December meeting of the Chicago General Agents' Association, G. W. Hyett, general agent passenger department, was elected secretary. This is the 29th year for the association, which consists of the heads of local passenger departments of railroads which have Chicago representatives.

Word has come from Laos that Earl Vandrell, who resigned in 1957 as agricultural agent in the Illinois, Indiana, Wisconsin and Michigan territory to serve as an agricultural adviser with the Agency for International Development of the United States Aid Mission to Laos, is convalescing from serious burns inflicted by the explosion of a generator. His injuries required nine weeks of hospitalization in Bangkok. The work on which he is now engaged in Laos involves building elementary schools and training teachers for them. For the information of his friends, his address is U.S.A.I.D., APO 152, San Francisco, Calif.

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## MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent  
Office of Assistant Vice President

N. T. Pfrang, MMTC terminal manager at Portage, Wis., was made a third time grandfather when his daughter, Mrs. Robert Bradshaw of Madison, gave birth to her second child, a daughter Donna, Dec. 3.

death of her son, MMTC Driver Robert A. Hanson, 24. Bob, a driver at Milwaukee, was killed Dec. 11 while driving his private car in that city. Funeral services were held in the Bethlehem Lutheran Church at Portage. Besides his mother, Bob is survived by a brother, Brian Hanson of Little Rock, Ark., and two sisters, Mrs. Robert LaRose of Woodstock, Ill., and Miss Phyllis Hanson of Portage.



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R3-2A

Congratulations were extended to Edna Wailes when she and her husband Bill, both from England, became naturalized citizens Dec. 17.

We were happy to have a visit Dec. 24 from Bill Hazelwood, former employe, but now with the Army at Fort Knox, Ky.

Sympathy was extended to Mrs. Lenore Hanson of Portage, Wis., on the

Roy R. Miskimins, assistant vice president of the MMTC, was nominated for the office of president of the Western Railroad Truck Line Association at the quarterly meeting of that group in Chicago Nov. 21. The election of officers will be held at the annual meeting of the association in Kansas City on Feb. 10, however, Mr. Miskimins has no opposition.

LaVerne H. Hinrich was welcomed to the Chicago office when he was appointed assistant to Vice President P. L. Cowling of the MMTC, Jan. 1.

Steve Thompson, MMTC vacation relief worker, who attends the University of Illinois, became engaged to Christine Oberheide at Christmas. Tentative plans call for a summer wedding.

Another of our proud third time grandfathers is Patrick J. Walsh, safety supervisor for the MMTC, whose son, Patrick Walsh Jr., and wife became parents of John Thomas on Oct. 18. The baby was welcomed at home in Barrington by brother Patrick III and sister Heather. Daddy is a math teacher in the Barrington, Ill., high school.

Dagmar Ringlund, secretary to Mr. Walsh, welcomed another grandchild Oct. 2 when Frank Lee was born prematurely to her son Edward and wife. After spending six weeks in the hospital to "catch up", the baby is at home in Fox Lake Hills with his four brothers and sisters, and weighs in at a healthy 10 pounds.

## La Crosse Division

### WISCONSIN VALLEY

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

Train Baggage H. L. Rima brought to a close 46 years of service with his recent retirement. He and his wife will continue to live in Northern Trailer Court, Schofield.

Engineer Charles A. Conklin is another recent retiree. The last 35 of his 47 years service were as fireman-engineer. He was local chairman of the B of LE&F for many years, resigning from that office a few years ago.

Section Laborer C. D. Thompson of Tomahawk retired Dec. 31.

## Joseph V. Lullo

JOSEPH V. LULLO, assistant statistician, Chicago, died suddenly at his home in Elmwood Park, Ill., on Dec. 20 at the age of 56. Surviving are his widow, Amelia, two sons, Joseph M. and John A., and two grandchildren. Services were held at St. Celestine Church and at Queen of Heaven cemetery.

Mr. Lullo had been with the Road's accounting department since April 1926. After serving on various positions in the office of auditor of passenger accounts he was advanced to special accountant in the office of chief statistician in March 1949 and appointed assistant statistician in January 1963.

As a committee worker for the Veteran Employees' Association, Mr. Lullo was known to employes all over the system. In the supervision of its Reunion activities he had served for many years as assistant to the chairman of registration and as chairman of ticket auditing.



**GOLD PASS CONGRATULATIONS** are extended to A. W. "Gus" Rohde, statistical clerk in the Chicago accounting department (right), by R. C. Tiedje, auditor of passenger accounts. His co-workers presented him with a gift and served refreshments in his honor. All of Mr. Rohde's half century of service has been spent on positions in the passenger accounts office.

Retired Roadmaster Cecil A. Parkin stopped in Wausau recently, on his return trip from Nebraska, to greet his many friends. Cecil looks and feels well and says there are no dull moments for him. In addition to his duties as municipal judge at Wausaukee, he helps Mrs. Parkin in their general stores at Lena and Wausaukee.

The Women's Club at Wausau recently elected the following officers for 1964: president, Mrs. Paul Jensen; first vice president, Mrs. Maurice Nelson; second vice president, Mrs. Ralph La Page; treasurer, Mrs. Norman A. Krueger, and secretary, Mrs. Marie Callahan.

Retired Engineer Gustav Raese, 90, died recently in a Decatur, Ga., nursing home. After his retirement in 1946 he moved to St. Augustine, Fla. Funeral services were held in Wesley Methodist Chapel, Wausau, and interment was in Restlawn Memorial Park.

#### SOUTH END

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

James G. Gregory, yardmaster at Janesville for the past 18 years, retired Nov. 16. Jim started his railroad career in the roundhouse in 1914, went firing in 1917, and in 1921 was set up as an engineer. He transferred to switching in 1926 and worked as a switchman in the Janesville yard until 1942 when he was appointed night yardmaster; still later, he was appointed day yardmaster, which position he held until retirement. His immediate plans call for fishing, a sport which he has neglected the past few years. Prior to taking up fishing as a hobby, Jim was one of the outstanding catchers and hitters in the Janesville area baseball teams. He played with various commercial teams and on occasion was hired at a good price to play just a few games for other teams. The Gregorys live at Charley Bluff on Lake

Koshkonong, Rte. #1, Milton Junction, Wis.

Albert E. Ellis, retired freight caller, Janesville, died recently after a short illness. He had nearly 50 years service with the Road. His wife and a son Earl of Janesville survive.

A very pretty sight to see recently was C&M train 166 moving out of Janesville yard headed for Bensenville with 35 loads of new Chevrolet cars and trucks from the Janesville assembly plant of General Motors. This was an exceptionally heavy movement and it is certainly good to see the automobile business returning to the railroads.

Ben P. Koch has been appointed day yardmaster to succeed J. G. Gregory. Ben started with the Road as a clerk in the yard office in 1942 and later transferred to switching from which he was promoted to the position of relief yardmaster. His brother Carl is night yardmaster and another brother, Frank, is foreman of the day hump yard engine. C. W. McClellan is the acting relief yardmaster.

#### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

Engineer G. J. Woodruff retired Dec. 1 after being in engine service with the Road for 36 years. He and his wife live in La Crosse.

Kenneth Frank was appointed chief clerk at La Crosse Nov. 1 replacing C. H.

"Happy" Plattenberger, retired. Kenny had been clerk in the roundhouse-car department for a number of years. Mrs. Doris Ford came from Aberdeen to be the new clerk at the roundhouse.

Earl O. "Cap" Nelson, switchman at La Crosse since 1941, retired Jan. 1. Reports indicate that Cap will keep busy fishing.

Engineer Henry Norcross retired Jan. 1. Hank is passing out cards which read: "Retired and lazy, no phone, no address, no business, no worries, no money and no prospects. When I have the urge to exercise, I lie down until the urge passes." He was local chairman for the engineers for several years. From 1948 to 1950 Hank was a traveling engineer. He and his wife are spending the winter in Florida.

Word has been received of the death of Mr. and Mrs. Lyle Katchel at their home in Malta, Mont. Katherine died suddenly Dec. 12 and Lyle, also suddenly, on Dec. 14. They were residents of La Crosse for a number of years while Lyle was a crew caller. One daughter, Dorothy, and two grandchildren survive.

Robert J. Ritter, 68, died Dec. 28 in an ambulance en route to a La Crosse hospital. He was a laborer at the local roundhouse until his retirement about a year ago. Survivors are his widow, Viola, one son, Earl of Alma Center, and a sister, Mrs. George Tanner of Dubuque, Ia. Interment was in the Catholic Cemetery at La Crosse.

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**PEERLESS EQUIPMENT PRODUCTS**

- Draft Gears



552R

Dean Ott, train dispatcher, and his wife announced the birth of DeAnn Marie Dec. 5. She joins three brothers and three sisters at home.

Trainmaster Neal Owen and wife welcomed a baby girl Dec. 31. The baby has been named Jo Anne and, awaiting her at home, were brother Gregg and little sister Kathy.

#### EAST END

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

Conductor E. H. (Joe) Wiselus, 65, died in Milwaukee Nov. 25. He is survived by his wife, Lydia, a son, John, and two sisters.

Mrs. Dan Tracy, Dellwood, Wis., widow of conductor, returned in December from a 31 days' tour. Mrs. Tracy and her traveling companion, Mrs. Vera Glenn

of Portage, visited Minnesota, the western and southwestern states and Canada. While in Sun City, Ariz., they were guests of Retired Assistant Superintendent and Mrs. W. T. Stewart, former residents of Portage.



**RETIRING AS AGENT AT TOMAHAWK, WIS.**, on Dec. 10 last, A. W. Kuhn had 49½ years of service, all without a personal injury. He started at Port Edwards as an agent-operator in 1914 while still going to school, and before locating at Tomahawk had served as agent on the Wisconsin Valley line at stations from New Lisbon to Woodruff.

### Iowa Division

#### MIDDLE AND WEST

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

Mrs. Margaret Tolbert, 92, died Dec. 1 in Omaha, Neb. She was the widow of a former passenger conductor on the Iowa Division. The Tolberts lived in Perry a number of years before moving to

### Henry A. Hoeft

FUNERAL services were held in Wisconsin Memorial Park Chapel, Milwaukee, on Dec. 3 for Henry A. Hoeft, general agent at Sioux Falls, S. D., who died unexpectedly on Nov. 29 in a Sioux Falls hospital. He was 60 years of age.

A native of Milwaukee, Mr. Hoeft started his railroad career there in 1917 as a messenger. After promotions to chief clerk at the Fowler Street freight station and later at Chestnut Street in Milwaukee, he advanced through the positions of assistant agent at Chicago Heights, agent at Chestnut Street and assistant agent at Fowler Street to agent at Aberdeen, S. D., in 1954. He had served as general agent in Sioux City, Ia., before being appointed general agent at Sioux Falls on Dec. 1, 1959.

Surviving Mr. Hoeft are his widow, Patricia; also his father, Louis Hoeft Sr.; two brothers, Louis and Frank; and two sisters, Mrs. Clara Kerlin and Mrs. Emma Schuermann, all of Milwaukee.

Omaha. Funeral services were in St. Patrick's Church, Perry, and interment was in Violet Hill Cemetery. Mrs. Tolbert was the daughter of Mr. and Mrs. John Dooley, pioneer residents of Perry.

Glen Frease, formerly an assistant chief operator in the Perry relay office, is now on the train dispatchers' seniority list. He has taken the vacancy created by the promotion of E. P. Galiher.

W. E. Failor, chief clerk in the superintendent's office at Perry, is back at work after spending two weeks in Wesley Memorial Hospital, Chicago, undergoing treatment for some back trouble which had been bothering him for a couple of years.

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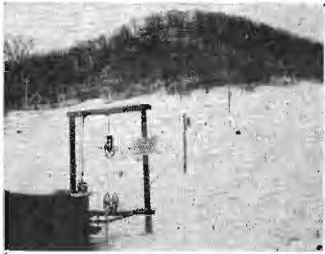
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## La Crosse Dispatcher Directs Scout Ski Tow Project

ALTHOUGH six youngsters at home vie for his attention, Don Ott, train dispatcher at La Crosse, Wis., still finds time to serve as Scoutmaster for Boy Scout Troop 98 in La Crescent, Minn. This troop, which is sponsored by American Legion Post

595 of La Crescent, made news on Jan. 11 when it opened a ski tow to the public. The tow, located on a farm west of La Crescent, had belonged to the local ski club, which disbanded several years ago, and was given to the Scouts last year. Since then they have purchased new equipment and made repairs to get it in operating condition. Several La Crescent businessmen contributed mechanical, technical and material help.

As their next project, the Scouts plan to build a shelter house for skiers. Under Dispatcher Ott's supervision they planted 1,250 white pines in the area last year. As this issue of the Magazine went to press, they had also been invited to chart a map of possible trails for a proposed addition to Effigy Mounds National Monument between Waukon and Marquette, Ia.

According to Dispatcher Ott, this is the first time a Scout troop has been asked to participate in such a project by a national park. The invitation was extended after he wrote to the Monument caretaker asking if there was some task the troop could do to earn the Historic Trail award.

Mrs. Amos Monthie, widow of locomotive engineer, died Dec. 8. Services were held at the Workman-Timeon Funeral Home in Perry and interment was in Violet Hill Cemetery. A son and a daughter survive, also two sisters and a brother.

Mrs. Bert Cline, 73, wife of engineer, died in the Dallas County Hospital in Perry Dec. 3. She had a brief illness and was only in the hospital one day. Funeral services were held in St. Patrick's Church, Perry. Survivors besides her husband include three daughters, a son, two sisters and two brothers. Mrs. Cline was a member of the Milwaukee Women's Club, the American Legion Auxiliary, Regina Guild Band No. 4, and the Gold Star Mothers.

H. E. Stoneburg, signal maintainer at Maxwell, is in the hospital at Nevada following a heart attack suffered Christmas Day. The latest report is that he is improving.

Charles Springer Jr. of the Perry section force had the misfortune to break a leg on Dec. 29 while cutting down a tree. At this writing he is hospitalized in Perry.

Retired Locomotive Engineer Owen Fox and wife celebrated their 56th wedding anniversary Jan. 1.

## Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Patrick Debs, retired foreman, died Nov. 14. He started with the Road in 1912 and retired in 1960. Mass was said at St. Williams Church and burial was in St. Adalbert's Cemetery.

John H. Miller, chief clerk at Kinzie

January-February, 1964

Street and a 43-year employe, died Dec. 15 of a heart ailment. Services were held at Olson's Funeral Home and interment was in Mount Emblem Cemetery. Survivors are his widow Louise and daughter Karen.

Nick Tietz Jr., checker, died Dec. 27. His service with the Road dated from 1936 until his illness about two years ago. Nick's wife, a son, a daughter, and his father survive. Burial was in St. Joseph's Cemetery.

Sympathy was extended to the family of Charles Mosher who died Dec. 6 after a long illness.

Mrs. William E. Stockwell, 94, widow of locomotive engineer, mother of the late Switchman Edmund G. Stockwell, and grandmother of William C. Stockwell, clerk at Division Street, died Jan. 5. Services were held at Barron-Hall Funeral Home and interment was in Mount Olive Cemetery.

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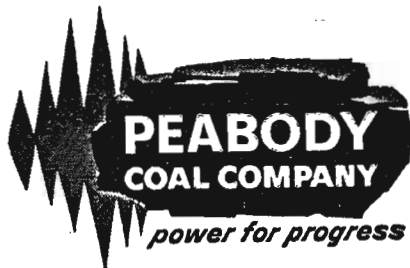
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## BENSENVILLE

Delores Barton, Correspondent

On Dec. 1 a party was held at the Gay Spot in honor of Assistant Superintendent William F. Bannon who, effective Jan. 1, 1964 was appointed vice president-general manager of the Minnesota Transfer-St. Paul Union Depot Company. He was presented with a hand-tooled wallet made by Fred LaRue of our Galewood freight office, a standard railroad wristwatch, and a box of cigars. Mr. Bannon began his railroad service in 1937 as a messenger at Milwaukee. In 1941 he made his brakeman's date on the Milwaukee Second District and was promoted to conductor in 1948. Mr. Bannon was promoted to trainmaster in 1953 and had service in the Chicago Terminal, Faithorn, the Milwaukee Terminal, Moberg, Marion and Tacoma as trainmaster and assistant superintendent. He also served a short time as an assistant to vice president-personnel in Chicago. Mr. Bannon and his wife have four children, William, 11, John 9, Margaret 7, and Patrick 5.

At this writing General Yardmaster Lyall "Kick" Sampson is in Sherman Hospital, Elgin, and we hope he will be back on the job soon.

Switchman Richard Sutter, who was scheduled for military service Dec. 1, had a freak accident just prior to leaving and ended up in the hospital with a broken leg. We hope he is now on the road to recovery.

Congratulations and best wishes were extended to Freight Yard Switchmen F. H. Murphy, E. M. Geary, E. E. Wahl and G. A. Mason who retired Jan. 1, and to Coach Yard Switchmen A. G. Wilson and C. A. Bishop who also retired.

## GALEWOOD

Charlene A. Grosse, Correspondent

The Christmas card from Retired Slip Bill Clerk Willis McCune was the first of many to be received and placed on the bulletin board. Mr. McCune's address is VAC Section 2, Wood, Wis., and he, as well as all other retired folks, would appreciate hearing from their former co-workers. Others who remembered us with cards were the Joseph Novaks, Os-



W. F. Bannon, assistant superintendent of the Chicago Terminals Division who was appointed vice president-general manager of the Minnesota Transfer-St. Paul Union Depot Company Jan. 1, pictured with his wife at a farewell party in their honor. See the Chicago Terminals-Bensenville news for details.

car and Hulda Johnson, Norma Gundersen, Anne Zenger, Mr. and Mrs. Archie Sinclair, Martha and Charles Schultheiss, the Blackmans, Emily Young, Joe and Dorothy Lee Camp, Bob Demichael, R. E. Chalifoux, the R. C. Starks, and the W. J. Hamanns. The lovely cards helped decorate and give a festive appearance to our office.

Hugh P. Gallagher Jr., son of Assistant Agent H. P. Gallagher, was recently discharged from the Marines and is working in the Galewood office.

John Graney, check clerk at the freight house, is on sick leave at this writing, but his wife Mae reports that he is improving.

The Fullerton Avenue Chapter of the Women's Club brought their annual Christmas treat of coffee and cake for the office and doughnuts for the freight house employes on Dec. 23. A committee from the office was appointed with Dorothy Parsons and Mae Graney as co-chairmen to arrange the annual luncheon the same day. Among the retired who attended the

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**THE SIGN TOLD THE STORY** at this informal ceremony in the Bensenville roundhouse when four shop employes were presented recently with Silver Passes for 45 years of service. Pipefitter William Bublitz, right, added two years to the total score, having been with the Road 47 years. Others shown receiving their pass from District Master Mechanic E. J. Mueller are (from left) Machinist Helper William Dedic, Machinist Christ Bleich and Pipefitter Dave Pugh.

luncheon were former Agent A. E. Ward, Reconsigning Clerk Frank Phillips, Transit Clerk Joe Novak, Stenographers Norma Gunderson and Hazel Peterson, and Bill Clerk Hattie Blackman.

Edna Trumbull of the car record department returned from sick leave Jan. 6.

Emily Wilkinson has two new grandsons to boast of. Her son Chuck announced the birth of a son Sept. 7 and her daughter Corrine gave birth to Ross Norman on Dec. 16 in Murfreesboro, Tenn., where her husband is stationed with the Air Force . . . Judy Sottysik's daughter, also in Murfreesboro with her husband, gave birth to a daughter Dec. 26 . . . Not to be outdone by the women, Ed Sofka announced that he has a new granddaughter, Judy Guy, born Nov. 11 . . . And Helga Schank, keypunch operator, is on leave of absence awaiting the birth of her second child in February.

Keypunch Operator Edith Krahn has returned from six weeks' sick leave and reports that her daughter Bonnie left for Victorville, Calif., to enroll in college after the Christmas holidays.

Emily Wilkinson waited until the end of the year for her vacation so she could accompany her husband to the State of Washington to attend his parents' golden wedding anniversary.

## I M & D Division

AUSTIN-SIOUX CITY AREA

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

Sympathy was extended to the family of Henry A. Hoeft, Sioux Falls, S.D., upon his death Nov. 29 after a short illness. Henry was general agent at Sioux Falls from Dec. 1, 1959 until his death. Services were held in Milwaukee

Dec. 3 with interment in the mausoleum at Chapel of the Chimes, Wisconsin Memorial Park.

It was announced by the Harvard Medical School that Dr. Robert Lee Replogle, son of Traveling Engineer R. R. Replogle, Mason City, received an appointment as research fellow in surgery at the school and its affiliated teaching hospitals. Doctor Replogle received his



**HONORED AT MITCHELL, S. D.**, upon completing 45 years of service, Miss Florence Paullin (left) was presented with a corsage by Mrs. P. H. Loftus, president of the local chapter of the railroad Women's Club. Miss Paullin, a roundhouse employe at Mitchell since August, 1918, is the Magazine's representative in that area. The presentation was made recently at a Milwaukee Road Veterans' dinner. (Mitchell Daily Republic photo)



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**The Paul Bird Family Says "Thank You"**

By **Bernadine Cochlin**  
Trainmaster's Clerk, Austin, Minn.

Mrs. Paul F. Bird of Farmington, Minn., widow of an IM&D Division lineman who passed away on Nov. 11, 1963, has asked me to thank all Milwaukee Road people who contributed to the "trainload of sunshine" which helped to ease the financial hardships resulting from Mr. Bird's long illness. The fact that contributions came from every part of the railroad makes it impossible for her to thank each of you individually, but she would like you to know that your kindness and generosity in the weeks preceding Mr. Bird's death, when the family was snowed under by hospital and doctor bills, will never be forgotten.

Your warm responses to the fund drive for this father of four (Gary, 6, Steven, 5, Kathy, 4, and Doug, 16 months) who underwent five operations before succumbing to a fatal illness were noted and appreciated upon receiving each contribution. All cash and other donations received prior to Mr. Bird's death were turned over to Mrs. Bird at that time, and in the wind-up of the drive, the balance went to the family at Thanksgiving and Christmas. At the urging of her parents, Mrs. Bird has secured an apartment in Muscoda, Wis., near their home, so they can help her with the care of the children.

M.D. degree at Harvard in 1960 and is associated with the Children's Hospital Medical Center in Boston.

Regretfully we report the following deaths: Albert Mostrom, 59, ticket and yard clerk, Sioux Falls, S.D., was killed in an automobile accident Nov. 19. He is survived by his brother Leonard A., freight service inspector, Sioux Falls . . . Retired Boilermaker Rudolph Ehlers, Sioux City, Ia., died recently. His widow, Eva, and several brothers and sisters survive . . . Night Yardmaster Lewis T. Eckert died in Sioux City after a short illness. Two sons survive . . . Mrs. James G. Love of Mason City, Ia., widow of former conductor, passed away Dec. 1 . . . Gordon F. Gleason, retired switchman of Mason City, died recently. His brother William survives . . . Louis May, retired boilermaker's helper, died Dec. 17 in Mason City. His widow, two sons and three daughters survive . . . Retired Section Foreman J. D. Paul of Mason City passed away recently. He is survived by his wife, five daughters and three sons, one of whom, John, is employed as a section foreman in Mason City.

Ellery B. Barker and Guy B. Williams

were honored at a coffee party in the Austin regional data office recently when Ellery was presented with a Gold Pass in recognition of 50 years of service, and Guy received a Silver Pass indicating 45 years with the Road.

Ellery started at Farmington in 1912 as a call boy under the supervision of Agent Barney McGinn, the father of our present vice president-operation, F. G. McGinn. In 1914 he went to Chester, Ia., as a station helper for his father, who was the agent at that point, and in 1916 became assistant ticket clerk at Austin. He was chief clerk in the freight office when the regional data office was established, and transferred to the new operation as cashier.

Guy Williams came to the Road as a trucker at Austin in 1919 and subsequently served on various positions in the freight office, holding that of cashier at the time the regional data office was established. He then became chief revising clerk in the data office, the position he now holds.

Representatives of the Hormel Company joined employes of the railroad in honoring the two veterans at the coffee party.

**Twin City Terminals**

TWIN CITIES CAR DEPARTMENT  
AND COACH YARD

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

Terry Stratton, son of Electrician Alfred Stratton of the Minneapolis coach yard, is attending Midland College in Fremont, Neb., and enjoying his new experiences.

A baby girl, Melissa Jane, arrived July 14 for the Alfred Strattons. She has six sisters and brothers to help with her care.

Tom Foley, son of Coach Yard Foreman L. J. Foley, has entered the Marine Corps. He had three months basic training at San Diego, then a 15 day leave, after which he reported to Camp Pendle-

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

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

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

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

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

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

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

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

The beneficiary is to be .....Relationship .....  
**POLICY FOR DEPENDENT WIFE** } Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.  
 Wife's name ..... Date of birth .....  
 Amount of monthly premium for wife's policy \$.....  
 (See rate above according to age)

**POLICIES FOR DEPENDENT CHILDREN** } Please Issue Life Insurance Policy or Policies in the amount of \$500.00 each for each of my dependent children listed below:  
 Premium 50 cents a month for each child insured.  
 Amount of monthly premium for policy or policies on dependent children \$.....  
 First Name Age Birth Date  
 .....  
 .....  
 .....

The Employees Mutual Benefit Association of St. Paul, Minnesota, is hereby authorized to make deductions in the amount of the Total Monthly Premium shown through my employer **THE MILWAUKEE ROAD**. I hereby certify that each applicant is in good health and has had no medical attention or disability of any kind the past three years, except as follows:.....  
**TOTAL MONTHLY PREMIUM** \$.....  
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Employees in the regional data and freight office at Austin, Minn., enjoy a coffee party in honor of R. H. "Bob" McCoy, retiring as cashier after 40 years of service in the freight office. From left are A. Nelson, V. Beatty, S. Weichselbaum, E. Heldon, Bob McCoy, Guy Williams, Leroy Williams, E. Barker, Erle Jorgenson, Ed Carroll and Roy Johnson.



ton, Calif., to study radar and electronics. He expected assignment to Okinawa in January.

Vanner Anderson, car inspector in Minneapolis train yards, retired recently and he and his wife enjoyed a trip to Montana and Canada. Vanner had been with the Road 50 years.

Car Inspector Theo Gustafson of the Minneapolis Garden Yard retired Dec. 1 after 54 years' service. Coffee and cake were enjoyed by the men at South Town during their lunch period, and Teddy was presented with a cash gift.

Fred Lonn of St. Paul stores department underwent surgery recently and is gaining nicely in the hospital at this writing.

Lamont Wood, steamfitter apprentice at the Minneapolis coach yard, resumed his former position Oct. 14, 1963 upon returning from two years' Army service at Fort Leonard Wood and in Germany.

Coach Cleaner Ben Lubow and his wife attended the graduation of their son-in-law 2nd Lt. Glenn I. Hubbell from the 5th Pilot Training Wing, Enid, Okla., Oct. 22 last. Glenn, who hails from Cloquet, Minn., is the father of two girls and a boy. While at the University of Minnesota he studied electrical engineering.

John Christianson, retired helper from Minneapolis Light Repair, recently returned from a trip to Norway walking with crutches. He suffered a broken leg while there.

Matt Medinger, retired district safety engineer, and Mrs. Medinger left Dec. 6

for a trip through the Southwest. Their itinerary included stops in Salt Lake City and Las Vegas, also Victorville, Calif., to visit their daughter Irene (Mrs. Roy Jamesen), and Spring Valley, Calif., for a visit with daughter Elaine (Mrs. Lee Fabian). On the trip home they planned to stay in Phoenix for a month before returning to St. Paul in mid-February.

William J. Fedler, retired diesel machinist of the Minneapolis roundhouse, passed away in Hemet, Calif., on Jan. 9, following nine months' hospitalization. Services were held at Our Lady of the Valley Catholic Church in Hemet and burial was in the family plot at Holy Cross Cemetery in Milwaukee. He is survived by a brother, Charles, who lives at 506 Mayberry in Hemet. Mr. Fedler was a long-time member of the Veteran Employees' Association.

**Milwaukee Division  
FIRST DISTRICT AND SUPERINTENDENT'S  
OFFICE**

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

Passengers on trains 138 and the 2:10 special between Chicago and Fox Lake on Christmas Eve were entertained by Ronald, 15, and Barbara, 11, children of Conductor Jerry Kolb, who played Christmas carols and other music on their saxophone and accordion as they went through the cars.

(Continued on page 38)

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# GOLD AND SILVER PASSES AWARDED

## Gold 50-Year Passes

Barker, E. E., cashier -----Austin, Minn.  
 Becker, Charles, lead review clerk-----Chicago, Ill.  
 Bork, Edwin, section foreman-----Carpenter, Ia.  
 Dedic, John, electrician's helper-----Chicago, Ill.  
 Grimes, L. J., engineer-----Dubuque, Ia.  
 Hoyman, F. F., engineer-----Dubuque, Ia.  
 Murphy, Dennis P., loco. engineer--Milwaukee, Wis.  
 Ogren, Martin, agent-----Appleton, Wis.  
 Petri, Hayes B., waiter-----Chicago, Ill.

Reidy, E. J., bureau head-----Chicago, Ill.  
 Roberts, T. W., electrician's helper La Crosse, Wis.  
 Rohde, August W., clerk-----Chicago, Ill.  
 Schott, Bert R., machinist-----Marquette, Ia.  
 Swan, W. H., agent-----Wayzata, Minn.  
 Taylor, W. J., conductor-----Portage, Wis.  
 White, V. C., conductor-----Des Moines, Ia.  
 York, Clarence S., engineer-----St. Paul, Minn.

## Silver 45-Year Passes

Anderson, Arthur M., carman helper -----Sioux City, Ia.  
 Bailely, E. R., loco. engineer-----Winona, Minn.  
 Batson, C. A., engineer-----Moberg, S.D.  
 Baumann, Ed, yardmaster-----Milwaukee, Wis.  
 Beauparlant, J. M., conductor-----Merrill, Wis.  
 Beckel, Harvey, engineer-----Austin, Minn.  
 Benjamin, Archie, machinist-----Tomah, Wis.  
 Bleich, Christ, machinist-----Bensenville, Ill.  
 Blom, A. N., loco. engineer-----Minneapolis, Minn.  
 Bock, Glen, yard conductor-----Milwaukee, Wis.  
 Bohner, John A., engineer-----Ingleside, Ill.  
 Boutotte, C. P., loco. engineer--Menominee, Mich.  
 Bowman, John W., carman-----Davenport, Ia.  
 Brave, C. F., clerk-----Wisconsin Rapids, Wis.  
 Brigham, Lafe, section laborer-----Waubay, S.D.  
 Brown, Earl J., engineer-----Bensenville, Ill.  
 Brown, M. K., blacksmith-----Savanna, Ill.  
 Bublitz, William, pipefitter-----Chicago, Ill.  
 Cahill, Morgan J., loco. engineer--Milwaukee, Wis.  
 Cary, W. E., loco. engineer--St. Louis Park, Minn.  
 Casey, P. D., train clerk-----Milwaukee, Wis.  
 Cawthorne, J. R., agent-----Wilmot, S.D.  
 Chapp, Edward A., engineer--Arlington Heights, Ill.  
 Cheske, Walter, switchtender-----Milwaukee, Wis.  
 Chesmore, C. E., conductor-----Moberg, S.D.  
 Conley, E. C., conductor-----Aberdeen, S.D.  
 Cowle, C. I., agent-----Wahpeton, N.D.  
 Crozier Sr., Arthur, waiter-----Chicago, Ill.  
 Cucinello, Peter, janitor-----Milwaukee, Wis.  
 Culliton, John D., switchman-----Chicago, Ill.  
 Czech, Edward L., machinist-----Milwaukee, Wis.  
 Danley, R. C., operator-leverman--Mankato, Minn.  
 Darr, J. S., conductor-----Dundee, Ill.  
 Dedic, William, machinist's helper--Chicago, Ill.  
 DeMarra, Theodore, carman helper--Sioux City, Ia.  
 Dittmer, Edward, car foreman-----Davenport, Ia.  
 Dixon, W. E., conductor-----Three Forks, Mont.  
 Ehrlich, D. F., ticket clerk-----Butte, Mont.  
 Elieff, Peter B., loco. engineer--Spokane, Wash.  
 Erickson, Emil, car inspector--Deer Lodge, Mont.  
 Erickson, Robert A., clerk-----Morton Grove, Ill.  
 Fagan, Roy, waiter-----Chicago, Ill.  
 Findley, T. W., loco. engineer--Menasha, Wis.  
 Fritz, William, engineer-----Chicago, Ill.  
 Giardina, Natale, ret'd. loco. engineer--Racine, Wis.  
 Gibbs, L. A., loco. engineer-----Three Forks, Mont.  
 Gohr, Henry W., engineer-----Chicago, Ill.  
 Gregory, James G., yardmaster-----Milton Junction, Wis.  
 Grieb, Fred, ret'd. yard conductor--Milwaukee, Wis.  
 Groth, Herbert H., engineer-----Minneapolis, Minn.  
 Halverson, C. M., ret'd. section foreman-----Kasota, Minn.  
 Hansen, G. W., general clerk-----Aberdeen, S.D.  
 Hanson, J. C., agent-----Mankato, Minn.  
 Harnish, A. J., loco. engineer-----Channing, Mich.  
 Harper, R. V., section laborer-----Horicon, Wis.  
 Heckel, F. C., section foreman--Eagle Butte, S.D.  
 Herbel, William J., carman-----Sioux City, Ia.  
 Hoechst, William J., carman-----Davenport, Ia.  
 Hoffman, G. W., brakeman-----Wauwatosa, Wis.  
 Hofmaster, K. E., section laborer--Nora Springs, Ia.  
 Holden, Mrs. H. J., agent-----Houston, Minn.  
 Honeman, H. L., agent-----Round Lake, Ill.  
 Iverson, John C., engineer-----Austin, Minn.  
 Jewett, Edward, laborer, car department ---Minneapolis, Minn.  
 Johnson, T. A., section laborer -----Wisconsin Dells, Wis.  
 Jorrissen, L. J., agent-----Danube, Minn.  
 Kelly, James, brakeman-----Chicago, Ill.  
 Kenney, E. A., agent-----Cedarburg, Wis.  
 Kent, Fred, conductor-----Austin, Minn.  
 King, Roy P., car inspector-----Cedar Rapids, Ia.  
 King, Theo. W., carman-----Miles City, Mont.  
 Kroll, L. E., agent-----Port Edwards, Wis.  
 Kurtz, Edward G., loco. engineer--Milwaukee, Wis.  
 Kuzara, James, conductor-----Norway, Mich.  
 Lahren, A. C., agent-----Graceville, Minn.  
 Larson, L. E., train dispatcher--Aberdeen, S.D.  
 Lemke, W. A., train clerk-----Chicago, Ill.  
 Liska, Frank, yard conductor-----Milwaukee, Wis.

Lubinski, H. E., section laborer---Winona, Minn.  
 Maierle, P. M., telegrapher-----Green Bay, Wis.  
 Maley, George, clerk-----Chicago, Ill.  
 Manske, Walter J., engineer-----Chicago, Ill.  
 McGinn, A. J., loco. engineer-----St. Paul, Minn.  
 McGinn, S. B., agent-----Farmington, Minn.  
 McGrew, F. O., chief carpenter Minneapolis, Minn.  
 Miller, Grant, clerk-----Chicago, Ill.  
 Miller, Robert, machinist-----Tomah, Wis.  
 Mogan, C. A., conductor-----Iron River, Mich.  
 Monterde, A. M., demurrage clerk--Chicago, Ill.  
 Moore, H. R., cashier-----Missoula, Mont.  
 Morgan, R. E., conductor-----St. Paul, Minn.  
 Morton, W. M., loco. engineer--Minneapolis, Minn.  
 Moskowitz, Charles, chief clerk--Chicago, Ill.  
 Noonan, S. J., rate clerk-----Marinette, Wis.  
 Oden, Swen, lead blacksmith-----Tomah, Wis.  
 Olson, H. L., agent-----Brownsdale, Minn.  
 O'Malley, F. J., telegrapher-----Milwaukee, Wis.  
 Orr, R. S., ret'd. engineer-----St. Paul, Minn.  
 Osthoff, E. W., assistant foreman--Guttenberg, Ia.  
 Parker, L. C., engineer-----Mankato, Minn.  
 Peters, A. J., captain of police ---Chicago, Ill.  
 Pugh, David, pipefitter-----Chicago, Ill.  
 Radke, W. P., agent-----Minneapolis, Minn.  
 Radue, E. F., conductor-----Plymouth, Wis.  
 Rankin, G. M., section foreman--Marmarth, N. D.  
 Ranning, O. W., engineer-----Red Wing, Minn.  
 Riley, William A., conductor-----Janesville, Wis.  
 Rolloff, F. F., section foreman--West DePere, Wis.  
 Ruby, A. L., conductor-----Marinette, Wis.  
 Rushford, R. C., engineer-----Marmarth, N. D.  
 Ruzicka, Frank H., machinist helper -----Minneapolis, Minn.  
 Sandell, Earl A., foreman -----Minneapolis, Minn.  
 Schawel, M. H., engineer-----Chicago, Ill.  
 Schilz, Raymond, machinist helper -----Milwaukee, Wis.  
 Schmidt, George R., section foreman -----Pardeeville, Wis.  
 Schmidt, Henry, engineer-----Chicago, Ill.  
 Schulner, G. A., section foreman ---Durand, Wis.  
 Schwartz, Harold, switchtender --Milwaukee, Wis.  
 Schwartzinger, G. T., conductor -----Oregon, Ill.

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Scroggins, H. H., yard conductor -----Minneapolis, Minn.  
 Siegel, Charles, engineer -----Chicago, Ill.  
 Simon, Ed, section foreman ----Faribault, Minn.  
 Smith, Paul, engineer -----Portage, Wis.  
 Spatafore, Joseph, roadmaster ----Tacoma, Wash.  
 Stearns, James F., conductor ----Walworth, Wis.  
 Strong, Oakley, yard conductor ----Milwaukee, Wis.  
 Suess, A. L., loco. engineer ----Minneapolis, Minn.  
 Sullivan, P. L., section foreman ----Sanborn, Ia.  
 Svoger, Jacob, ret'd. mail sorter ----LaMesa, Calif.  
 Swan, C. A., agent -----Marinette, Wis.  
 Taubman, Henry, engineer -----Chicago, Ill.  
 Taylor, J. H., conductor -----Portage, Wis.  
 Teske, Jacob J., section foreman ----Bowdle, S.D.  
 Teske, Theodore, section foreman ----Eureka, S.D.  
 Thomas, J. A., engineer -----Portage, Wis.  
 Thompson, N. C., machinist -----Savanna, Ill.

Torres, Arnulfo, laborer -----Savanna, Ill.  
 Vandeloigt, H. W., ret'd. trainman -----Oconomowoc, Wis.  
 Van Oss, H. M., loco. engineer --Channing, Mich.  
 Vollmer, Clarence, ret'd. train clerk -----Wauwatosa, Wis.  
 Weiland, Peter, ret'd. section foreman -----Mitchell, S. D.  
 Wellhouse, George, section laborer -----Brandon, Wis.  
 Wendler, John, car inspector -----Elgin, Ill.  
 West, L. F., agent -----Dell Rapids, Wis.  
 Whitty, M. M., clerk -----Horicon, Wis.  
 Williams, G. B., chief revising clerk -----Austin, Minn.  
 Williams, R. W., signal foreman -----Chicago, Ill.  
 Wissing, A. A., ret'd. engineer ----Milwaukee, Wis.

## Milwaukee Division . . . .

(Continued from page 36)

Four new conductors as of Nov. 12 and 13 are Bert Davis, Tim Plumb, Pete Kirchoff and Frank Childs.

New Year's Eve marked the retirement of Engineer Werner Kaddatz who had been working trains 16 and 9. Werner started his career as a machinist, transferred to engine service Jan. 23, 1912, and was promoted to engineer in 1918. At this writing he is very busy getting settled in the new home he purchased on the northeast side of Milwaukee.

William Fiebelkorn, chief clerk at the Beaver Dam freight station, retired recently following 55 years of service. He started in 1908 as a clerk at Berlin, transferred in 1910 to Milwaukee, and in 1912 to Waupun, where he worked for eight years. He had been employed in the Beaver Dam office since Mar. 2, 1920. His plans for the future are "rest, fish and travel". Succeeding him as chief clerk at Beaver Dam is Harold Kuhn.

### SECOND DISTRICT

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

A dinner was held Sept. 10 in the Germania Society's Hall, Menasha, to honor Steven W. Heup who retired as yard clerk after nearly 51 years with the Road. Steve was born in Menasha and, except for a short period when his family moved to a farm in Sherwood, has lived there all his life. Steve will soon be 73 and his "kid" brother, aged 70, was among the 50 guests present.

Retired Engineer Jim Lehan, 78, died Sept. 1. A nephew survives.

Roy Peter Holler, 43, died suddenly on Dec. 10. He served in the Marine Corps during World War II from 1942 to 1945; was wounded at Saipan and Iwo Jima and received the Purple Heart. From 1945 until 1962 he was employed as a carman by the Milwaukee. He was a member of the VFW, the Navy Club and the Railroad Carmen of America. Survivors are his parents, several aunts, uncles, and cousins. Burial was in Fort Howard Cemetery with VFW rites at the graveside.

Mrs. Herman Karsten, widow of former engineer, died recently. She was a member of the Milwaukee Women's Club. Two daughters and three sons survive.

John Rentmaster passed away Dec. 19. He was a retired section hand. His widow and several children survive.

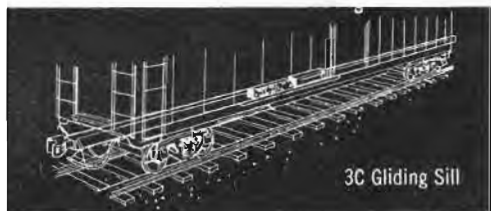
Another recent death was that of Werner Stilp, former OS&D clerk in Green Bay.

Your correspondent changed her name Oct. 7 when she became Mrs. Werner F. Arnhoelter in St. Francis Xavier Cathedral, Green Bay. Werner, better known as "Dutch", is postmaster at Brillion, Wis., where the couple are now settled in their new home. Rita commutes daily with her son Bill who is a sophomore in Premontré High School, Green Bay.

Train Dispatcher Robert J. Tobin announced the recent birth of a daughter, Patricia Louise (Patti Lou), at Columbia Hospital, Milwaukee. Mrs. Tobin (Betty)

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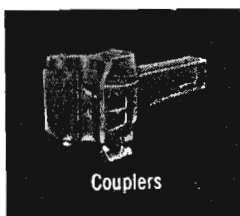
■ Dependability of National's specialties has been established over the years through a planned program of applied engineering development — backed by quality controlled production and precision testing. National's great research, development and production facilities will continue to be dedicated to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



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The good wishes of some 50 co-workers and other friends went with this retirement gift being presented to S. W. Heup, yard clerk at Menasha, Wis. From left are E. A. Hemb, operator at Menasha; R. Masten, traffic manager of the Wisconsin Container Corporation, and F. R. Otis, traffic manager of the Gilbert Paper division of the Mead Corporation, both of Menasha; Agent W. J. Hetherington; Mrs. and Mr. Heup; and Ralph Suess, secretary and traffic advisor of the Menasha Corporation. For the story, see the Milwaukee Division news.

is the daughter of William Wentela Sr., a retired conductor living in Channing, Mich., and a sister of Bill Wentela Jr., agent-telegrapher at Pembine, Wis.

## Rocky Mountain Division

### EAST END

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

Alva J. (Bill) Rogers, 73, retired boilermaker, died at his home in Miles City Nov. 8 following a heart attack. He had been in poor health for some time. Mr. Rogers was born in Windem, Minn., and came to Montana in 1905. After ranching in western Montana for a time he moved to Miles City where he worked for the Road until his retirement in 1954.

Funeral services were held recently at Harlowton for Carman Patrick E. Yates, 53, who died at his Harlowton home of a heart ailment. He is survived by his widow Oma, a daughter, a son, two sisters, two brothers, and five grandchildren. Mr. Yates was a correspondent for our company magazine from 1949 to 1956, while he was working as car foreman at Lewis-town.

Funeral services were held from the Trinity Lutheran Church for Carl A. Svendson, 79, who died Nov. 19 after being in failing health for several years. Mr. Svendson was born in Oslo, Norway, and came to this country at the age of 19, settling first in Minnesota and later moving to North Dakota. In 1920 he came to Miles City where he worked for the Road until his retirement in 1952 as a pipefitter. His wife Sophie, one daughter and six grandchildren survive. Interment was in Custer County Cemetery.

Word has been received of the death of Mrs. William Gilchrist at Wesley Terrace,

a retirement home in Des Moines, Wash., on Nov. 24. Mrs. Gilchrist had been a resident of Miles City until 1958. She is survived by a daughter and a son.

John Jacob Hinthier, 67, a retired machinist, died Nov. 28 at his home in Miles City following a long illness. He was born in Lehi, Kans., and came to Montana as a young man. He was employed as a machinist until his retirement a few years ago. Mr. Hinthier is survived by his wife Ida, two sons, a daughter, two brothers and five grandchildren.

Miles City Chapter of the Women's Club ended the year with a number of parties: A large crowd attended the annual membership dinner Nov. 4, served under the direction of Mesdames Jennie Haelsig, Merton McDonald, Earl Farr, Henry Sandman, Arlie Wickersham and R. T. Wilson. Mrs. F. J. Galvin was responsible for the decorations, and Mrs. Dwight Roberts for the entertainment. . . . On Nov. 13 Mrs. L. V. Hinrichs was hostess to retired Milwaukee men and

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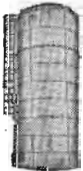
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women at an afternoon social "get-together." . . . The Christmas party was held at the clubhouse Dec. 2. The Christmas tree was decorated by Mesdames Sadie Glover, F. J. Galvin and Mabel Ritchey. Mrs. Dwight Roberts was Santa Claus for the gift exchange.

Seventy employes enjoyed a social gathering in the Miles City depot on Dec. 10 in honor of E. L. Peters, trainmaster-traveling engineer, whose retirement was effective Jan. 1. Mr. Peters is a 45-year Silver Pass veteran who started with the Road as a fireman at Spencer, Ia., in July, 1918 and was promoted to engineer in January, 1923. He became a traveling engineer in November, 1949 and worked in that capacity at Terre Haute, Ottumwa and Council Bluffs before transferring

to Harlowton in August, 1960. He was appointed trainmaster-traveling engineer at Miles City in August, 1961. His immediate plan is to visit his children and possibly locate in Oregon.

## Coast Division

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Mrs. Harold J. Barry, wife of assistant general adjuster, was in Charlotte, N.C., in November visiting her daughter Mary Lou (Mrs. Tom Marston) and family which consists of sons John, Mike and the newest arrival, Robbie Steven, born Nov. 4.

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MONTREAL



**GOLDEN WEDDING PORTRAIT** of Mr. and Mrs. Robert A. Thomas of Carlsbad, N. M., who celebrated the 50th anniversary of their marriage recently with a small dinner party and reception in the LaVaverna Hotel in that city. Mr. Thomas is a retired D&I Division conductor with 45 years of service.

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E. L. Peters, trainmaster-traveling engineer at Miles City, Mont., with the gift presented to him at a retirement party in his honor. From left are Agent Sherman Lee, Ellen Roberts, trainmaster's clerk, Trainmaster Alan Wilson, and in the ticket window, Relief Clerk Thurman Banky and Ticket Clerk E. C. Carlson. For details, see the Rocky Mountain news.

**AUDITOR'S OFFICE:** Weldon L. Lamb was recently welcomed to this office as special accountant. He is a graduate of Western Washington College and was formerly associated with International Pipe and Ceramics at Renton.

**MILWAUKEE WOMEN'S CLUB:** Members and other employes were served a delicious lunch in the Union Station clubrooms Dec. 18.

**REAL ESTATE DEPARTMENT:** Yes, there really is a Santa Claus! Those employes, past and present, who attended the Milwaukee's 1963 Christmas luncheon at the Roosevelt Hotel on Dec. 19 can vouch for that. Every one of the 108 people in attendance must have been good during the year because Santa (Gene Porter) had a gift for each. B. E. Lutterman, our capable and personable MC, introduced Joshua Green Sr., the Road's western director, who said a few words of Christmas greeting. A telegram from our president, William J. Quinn, was read by L. H. Dugan. In the true spirit of Christmas, Rev. William Welch, pastor of the Sand Point Community Methodist Church, delivered the Christmas message. Arrangements for the luncheon were made by Madge Dougherty and Lauretta Burchard of the real estate department.

**REGIONAL DATA OFFICE:** Gwendolyn Kirk, keypunch operator, resigned and returned to Honolulu where she had previously worked. . . . There are two new keypunch operators in the machine room—Stuart Bowler and Joan La Valle.

**TRAFFIC DEPARTMENT:** John J. O'Meara, 82, a retired employe, died Dec. 28. He was born in Chicago and graduated from Iowa State Teachers' College, following which he taught school for several years. Later, he entered service with the Milwaukee and in 1910 was transferred to Seattle where he worked until his retirement in 1950 from the traffic department of the general offices. Mr. O'Meara was president of the St. Vincent de Paul Conference of St. Alphonsus Parish from its founding, and was a trustee and former state chief ranger and field representative of the Catholic Order of Foresters. His wife, Grace E., and a daughter, Mrs. Edward Mulholland, both of Seattle, survive; also two brothers, Cornelius of Portland, Ore., and David of Hanford, Calif.

#### EAST END

Our deepest sympathy went out to Conductor Marvin Moreland and family when tragedy struck twice within a few days in December. Mrs. Jerome F. Moreland, Marvin's mother, died Dec. 23 in Colfax, leaving her husband, four daughters and four sons to mourn her loss. On their way to attend her funeral, a car-truck crash on the highway near Lind, Wash., took the lives of Marvin's son, Jerry W., 21, a U.S. Navy enlisted man, and Mr. and Mrs. James E. Wrenchey of Hermiston, Ore., Jerry's uncle and aunt with whom he was driving. The driver of the pickup truck was also killed in the

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head-on collision. Jerry was stationed in Long Beach, Calif., where his wife Laura and year old son Roger were awaiting his return.

Ralph W. Duell, 79, died recently in Spokane. Mr. Duell was a native of Iowa and began working for the Milwaukee in 1908. In 1910 he moved to the Inland Empire and at the time of his retirement was a conductor.

Retired Conductor Joseph Church died Dec. 21 in Spokane. He had lived in Malden for 48 years and was a member of the B of RT, St. Maries Eagles Lodge, and the Spokane Moose Lodge.

Another Milwaukee conductor died Nov. 26 in a Spokane hospital. Edward J. Reilly brought the last Milwaukee passenger train into Spokane in 1961 and his father, the late John Reilly, brought the first Milwaukee train into Spokane 50 years earlier. Mr. Reilly made his date braking in 1935. He was a member of the Eagles Lodge and the B of RC. Survivors are his wife Hazel, two daughters, Mrs. Joyce Schmidt and Mrs. Mara Lee Gress, a stepson, John Dornbirer, all of Spokane; a stepdaughter, Mrs. Carol Davis of Tacoma, a sister, Dorothy Reilly of Los Angeles, and 12 grandchildren.

Retired Conductor Archie C. Pierson died Dec. 17 in Moses Lake, Wash. He was a pioneer resident of Malden, a member of the B of RC, and the Masonic Lodge of Malden. His wife Mamie and a son Corley survive in Euphrata, and a sister, Laura Carter, in Akron, Ohio.

### Like Father, Like Son



Joe Coleman

As a third generation Milwaukee Roader, Agent Joe Coleman of Boscobel, Wis., was recently the subject of an article in *The Boscobel Dial* featuring his grass roots heritage and the 120 years of service compiled by his grandfather, his father and himself.

The article quoted Joe as saying that his earliest recollections of railroading have to do with visiting his father, the late Ed Coleman, at the depot in Wauzeka. Ed was a 54-year veteran with a service record dating back to 1897. He finished his career at Boscobel, working until shortly before his death in 1957.

Joe's grandfather, James Coleman, came to the United States from Ireland to carve out a career on the steel rails.



Minnesota and Alaska delegates to the National 4-H Club Congress detrain from the Morning Hiawatha in Chicago's Union Station. The Alaska delegation, which was escorted by William Cheney, state 4-H Club leader, wore colorful parkas.

## Two Scholarships Awarded to 4-H Youth

THE National 4-H Service Committee Inc. has announced that the two grain marketing-transportation scholarships offered by the Milwaukee Road to outstanding 4-H'ers of 1963 have been awarded to Christopher McMillen of Toulon, Ill., a junior at Southern Illinois University, and Tom Dobbs of Colman, S. D., a junior at South Dakota State College.

The scholarships, worth \$400 each, are offered annually to current or former 4-H members in states served by the railroad who are in their junior or senior year of high school or about to enter college, or who already attend an accredited college. They recognize projects based on the economic relationship of transportation to the marketing of

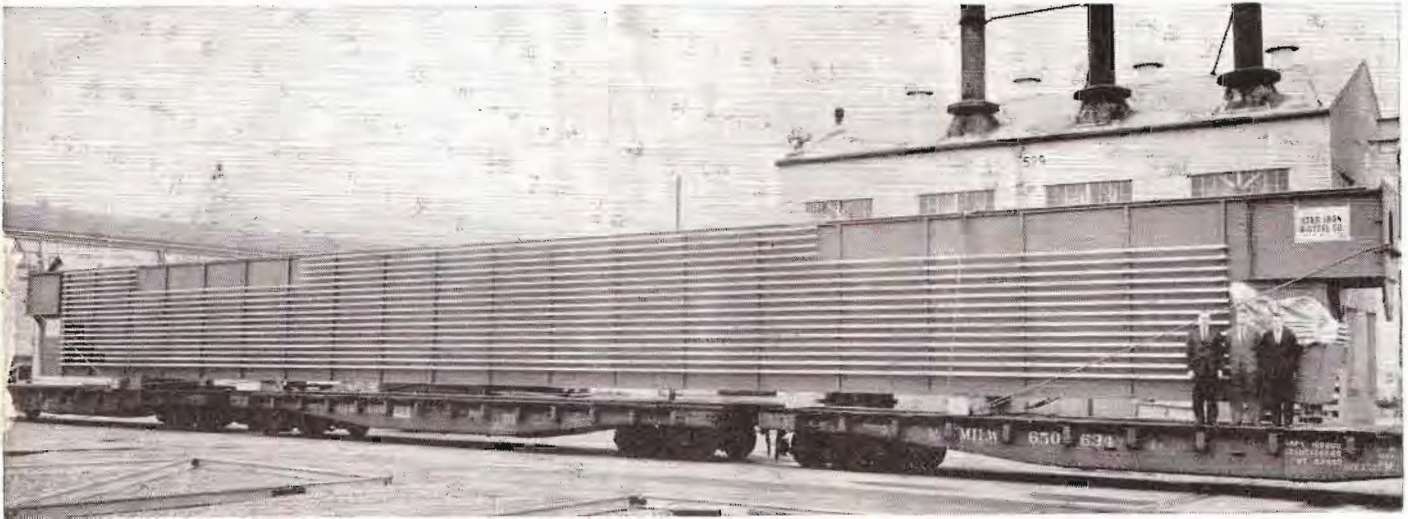
grain, and provide 4-H youth with an opportunity to study the machinery through which harvested products are assembled, refined and transported to the ultimate consumer.

The announcement of the scholarship winners sponsored by U. S. business



Station Passenger Agent W. H. Stiyer stands by as the Alaska and Minnesota delegates board a chartered bus for the trip to their hotel.

firms was a highlight of the National 4-H Club Congress in Chicago Dec. 1-5, attended by more than 1,500 winners of state trips and 300 of their leaders. Among groups which traveled to Chicago on the Milwaukee Road were delegations from Minnesota, Wisconsin and Iowa, and a 16-member delegation representing Alaska.



**GIANT GIRDER** for a bridge crane being manufactured by the Star Iron & Steel Co., Tacoma, for the Bull Run steam plant of the Tennessee Valley Authority at Edgemoor, Tenn., shown ready to leave Tacoma recently on three 50-foot flat cars. The Milwaukee Road handled the movement to Spaulding, Ill. The girder, 128 feet long and weighing 164,000 pounds, is one of four being shipped to Edgemoor. Height of the load

was 16 feet 10 inches. Personnel posed with it are (from left) Frank Matthews, traffic manager of Star Iron & Steel, M. J. Perry, manager of the company's crane division, and J. M. Stanger, district freight agent for the Milwaukee in Tacoma. The aluminum angles running the length of the girder will conduct electric current for operating the crane.



**AIR RIGHTS BUILDING GOING UP** over the tracks of the Chicago Union Station between Madison and Monroe Streets as it will look when completed next year. This artist's concept of the 20-story initial structure in what will be known as Gateway Center shows the main entrance on the east surrounded by a 50,000 square foot plaza similar to that at Rockefeller Center. Foundation work is being done by three shifts, and work on the superstructure will start in early spring. (See back cover)



**LONG CAR FOR LONG LOAD.** G. F. Meintzer, district freight agent at Green Bay, Wis. (appointed district representative rail-highway sales, Milwaukee, Jan. 16) at left, and Francis Navitski, traffic manager of Cruisers, Inc., Oconto, Wis., oversee the loading of four outboard motor boats shipped recently by the Oconto firm to an east coast destination. The 79-foot 6-inch flat car furnished by the Road is easily adaptable for this type of loading with racks installed by the shipper.



**SAFETY LAST!** Won't someone tell us, please, what goes on here? Surely, no one who ever witnessed this dainty demonstration of Delsarte would ever forget it. Sale clue to the mystery is that the picture was taken on Oct. 23, 1925, presumably in Chicago. The prize for the first person who sheds light on it is a copy of The Old Farmer's Almanac.



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**EXCITING IS THE WORD** for the building boom which is adding a new luster and dimension to Chicago's riverfront. This view looking Northeast from the Union Station shows the tracks of The Milwaukee Road (outlined area) around which caissons are now being built to support the new 10 Riverside Plaza Building, the activating move in a \$100 million complex of office buildings to be erected over railroad tracks on the west bank of the river. For details of the unique air rights construction project, see page 43.

