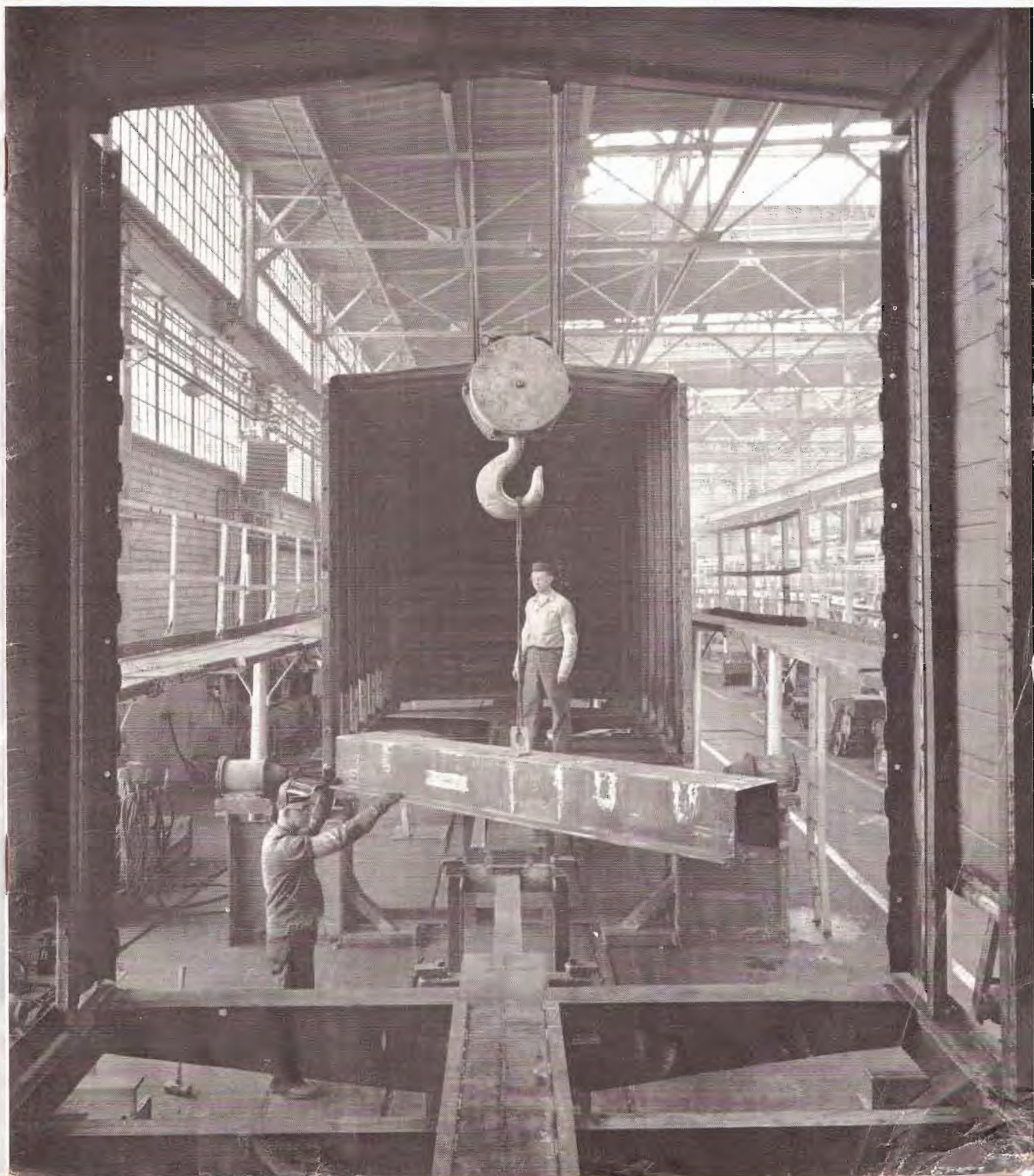


# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july  
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august  
1964





# THE MILWAUKEE ROAD MAGAZINE

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MARIE HOTTON  
Managing Editor

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## NEWS & VIEWS

### OF TRANSPORTATION

**INTENSIVE "SEE THE USA" DRIVE** will be launched shortly, and funds to keep it rolling are now being raised by the National Association of Travel Organizations from such private sources as railroads, air lines, oil companies and the like. The purpose behind the big push is strictly economic—to promote travel within our own borders as a means of balancing the difference between what Americans spend abroad and what foreign tourists spend here. This gap is widening, and is projected at over 1.6 billion dollars just in 1964. As a first step in the program, the country is to be blanketed with every type of promotion to make the slogan "See the USA" a household byword.

**"THE MILWAUKEE IN IOWA"**—the story of our company in that state from pioneer days to the present—dominates the May, 1964 issue of "The Palimpsest," a monthly publication of the State Historical Society of Iowa at Iowa City. Author of the 68-page article is Frank P. Donovan Jr., well known railroad historian and researcher. The attractive special "Milwaukee" edition of the booklet, illustrated with many old time pictures, is free to the Society's members and available to the public at 50 cents.

**"WORLD'S GREATEST SPECTACULAR,"** the largest and most complex scale model railroad display ever constructed, is an attraction of the Better Living Center at the New York World's Fair. Covering about 3,000 square feet of area, it features more than two and three quarter miles of track, some 1,000 pieces of HO rolling stock, and about 1,600 scaled to life background structures. Virtually all parts are animated, and as trains follow their schedules through a scale-

size "world" of foreign cities, people get married and leave on a honeymoon, cars crash, rockets take off, boats dock and unload, movies are shown in a drive-in theater, and a myriad other activities take place. The exhibitor is Bertram Otto, president of the Thomas Ditton Model Railway Society, Surrey, England.

**EXPANDED SHUTTLE BUS SERVICE** between Chicago's Union Station and the downtown area was started by the Chicago Transit Authority on June 22, from a new terminal on Riverside Drive just east of the station concourse. As an accommodation to the commuting public, leaflets were distributed on all Milwaukee Road suburban trains and posted in all suburban stations, mapping the routes of the faster and more frequent reduced fare service.

**RRB RETIREMENT-SURVIVOR PAYMENTS.** The Railroad Retirement Board has reported that at the end of April, 879,000 monthly benefits were being paid under the retirement-survivor program. The total—15,000 more than a year earlier—included annuities to 423,000 retired employees, 174,000 wives, and 280,000 survivors of deceased employees. Former employees were being paid \$137 on the average, and their wives \$56. Aged widows, who accounted for five out of six of the survivor beneficiaries, received an average of \$73.

**PASSENGER SAFETY BEST IN FOUR YEARS.** In 1963, U.S. railroads carried 310 million passengers a total of 18.5 billion passenger-miles with only 13 fatalities—their best safety record in four years, and twice

## The Cover

Moving along the assembly line at Milwaukee Shops, a Hiawatha 40 foot 6 inch box car is in the process of being converted to the popular 50 foot length by means of the ingenious new "stretching" technique—cutting a car in half to allow for splicing in additional sections of center and side sills and roof. Engaged in positioning a new section of center sill in a severed car body are Layout Man Martin Porubcan (in the car) and Cutter Henry Blaszczynski. For the story of this project, turn to page 4.



## Heads Railroad Traffic Agents Group at Winston Salem, N. C.

R. W. KEENAN, our general agent at Winston Salem, N. C., was elected president of the Railroad Traffic Agents Association there for the year beginning July 1. The members of the organization include off line representatives of 25 railroads and of three railroads with headquarters in that city.



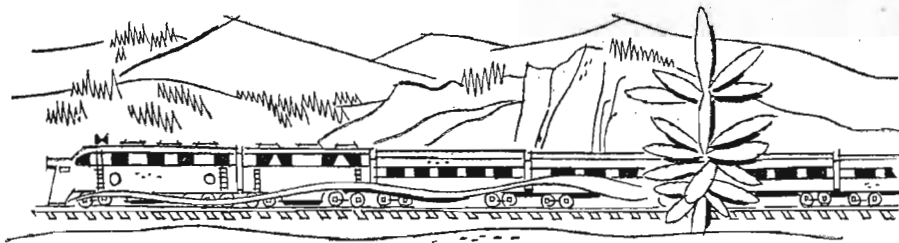
Mr. Keenan is also very active in the Toastmasters Club in Winston Salem. While he was serving as traveling freight and passenger agent in New Orleans, La.—the position from which he transferred to his present one in February, 1963—he was named Toastmaster of the Year by the Traffic Club of New Orleans Toastmaster Club No. 729.

as good as that of 1962. On other modes of transportation, domestic airlines accounted for 48 fatalities, buses 130, and automobiles 28,900. The railroad average made trains 69 per cent safer than air travel, more than 3 times as safe as buses, and 33 times as safe as automobiles. Of the 13 fatalities, only three resulted from major accidents—the others stemmed from passenger carelessness, such as trying to board or leave a moving train.

**NAME CHANGE FOR TELEGRAPHERS' UNION.** Members of the Order of Railroad Telegraphers, meeting in Miami at their quadrennial convention, voted to change the name of the organization to the Transportation and Communication Employees Union. The changeover becomes effective Jan. 1, 1965.

**DUPLICATED IN BRASS,** high quality HO scale models of Milwaukee Road box cab electrics EF-1 and EF-3 are now available to model railroad builders. The finely detailed locomotives are made in Japan by skilled craftsmen, and deviate from their prototypes only in that the long front truck frame of the cab unit is designed to pivot, in order to negotiate the sharp curves of many HO layouts. The models are imported by E. Snydam & Company, Box 55, Duarte, Calif., which features them in its 1964 catalogue supplement.

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## Trainman Without Portfolio

by Robert Trout

*On July 5 at 6 P.M. (EDT) Newscaster Robert Trout boarded the Broadway Limited bound for Chicago, and at 6 P.M. (CST) the day following was headed west on the Milwaukee Road's City of San Francisco to set the stage for broadcasting the upcoming Republican convention. Railroaders may be interested to know that in covering his 15th national political convention as anchor man for the CBS radio network Mr. Trout was adhering to a "train only" vow that goes back to the early 1930's. The incidents related here are from an article he wrote before departing for San Francisco.*

... In 1932 CBS News assigned me as Presidential Correspondent to Franklin Delano Roosevelt. Now, that was a hectic time. We broadcasters were quartered at the front of the train, and Clyde Hunt and I—he had invented the clamp-on arrangement that held the microphone in place at the back rail of the observation platform—we had to run from the front of the train to the rear platform to get it set up. Then, after FDR's remarks, we had to unclamp, grab our gear, and leg it back to the front of the train fast enough to avoid being left standing on the tracks in the wake of the train. I'll repeat, it was a hectic time.

Even today, as a result, the only complaint I have against trains is, they're too fast.

Now, Russian trains are slower. Back in 1958 my wife and I trained from Gibraltar across Spain, France, Germany, Denmark, Sweden, Finland and Russia into Moscow. There were a couple of train ferries involved in the transaction. They are delightfully slow, though the benefits tend to fall off in rough seas.

Those Moscovite trains! In 1958 passengers all got into pajamas immediately on boarding! This was to save their clothes. Unlike us, the Russians seem to turn out all pajamas in a single national pattern; rather monotonous, once you got used to everyone being in pajamas. And the Russians couldn't seem to get the idea that my wife and I wanted our compartment to ourselves. I kept beating off people who wanted the upper berth for the Moscow trip. Had to buy four tickets to accomplish that. No amount of explanation that my company was paying for them lessened the suspicion that I must be a capitalist of high order.



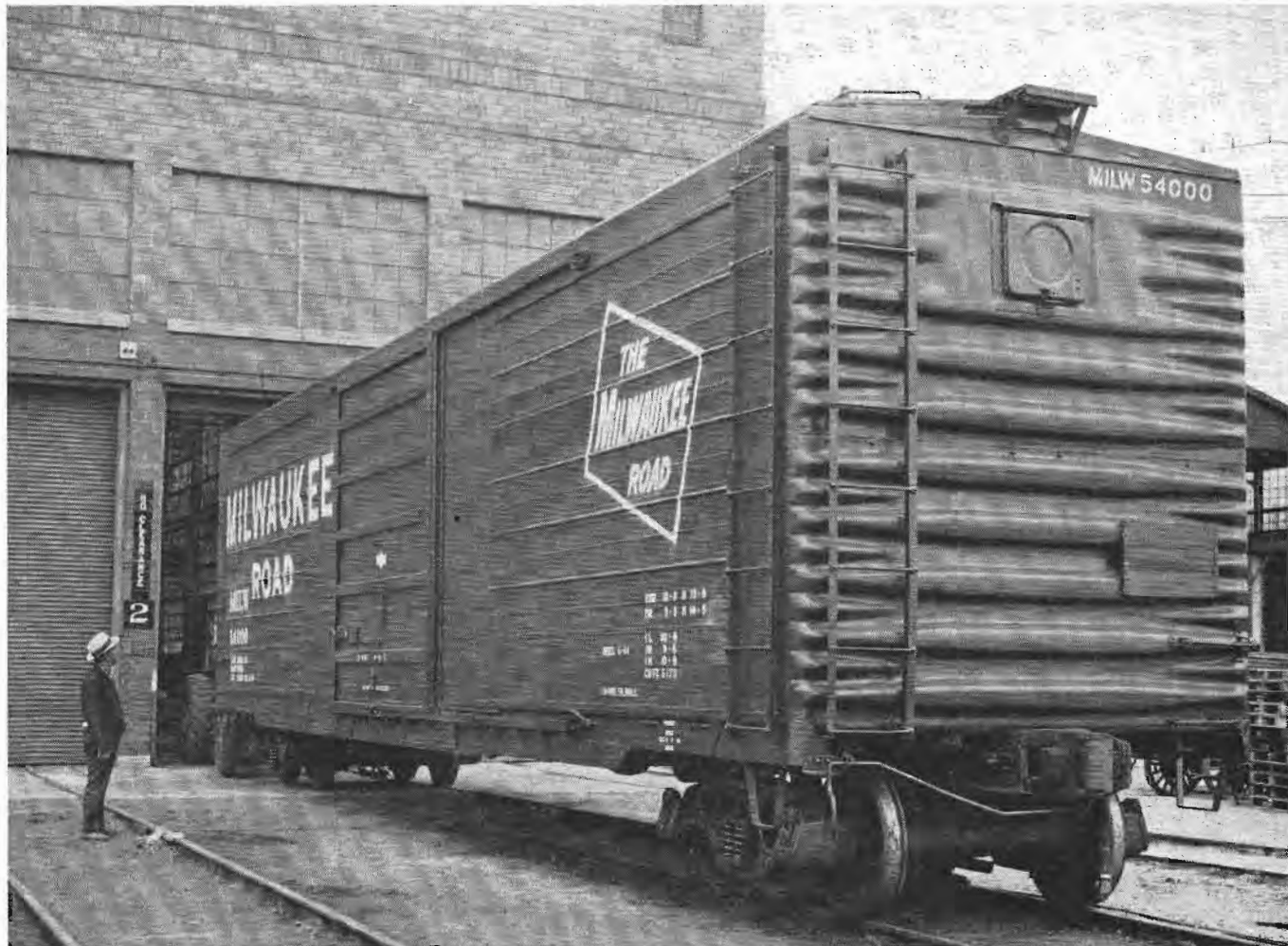
California bound to the Republican national convention, Robert Trout relaxes in the lounge car of the City of San Francisco.

On the Moscow bound train, breakfast was served by a friendly, muscular tray-bearing blonde. It consisted of brown bread, a local bologna, cheese, large gobs of butter, a huge jar of red caviar—and brandy. It must be said that American trains serve a breakfast that leads to better balance every which way.

I am looking forward to my forthcoming sojourns on the *Broadway Limited* and the *City of San Francisco*. As both trains transport their passengers west, I shall be pulling together my notes for the first of this summer's conventions—a dog-eared file of memories dating back over many past conventions. Thanks to the rails, I shall have ample time to prepare for the exciting vigil from even before the Re-

(Continued on page 17)





Rolling out of Milwaukee Shops, a Hiawatha box car which has been "stretched" from its original 40½ foot length to 50 feet 6 inches is inspected by Checker August Plicka. New

features include a 10 foot wide door—replacing the original 6-foot door—to allow for palletized loading.

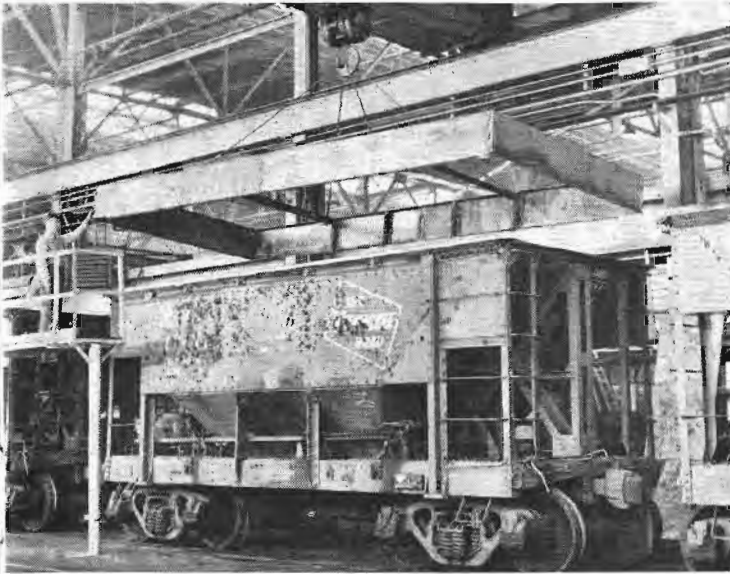
## "STRETCHING" BUILDS NEW MUSCLE IN FREIGHT CARS



THE marked difference in the "before" and "after" look of cars currently rolling off the assembly line at our Milwaukee Shops stems from ingenious ways which have been developed to revive dated equipment and bring it in line with today's requirement for larger cars.

Assistant Shop Superintendent J. V. Sands (left) and General Car Foreman L. P. Barry demonstrate by actual measure how stretching a 48 foot 6 inch gondola underframe lends itself to the construction of a 60 foot flat car. In the background are two open top hopper cars which were built on sills and trucks salvaged from obsolete gondola cars.

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An ore car is "stretched" vertically with the addition at the top of an 18 inch body extension, pictured being swung into position by an overhead crane.



The "after" look showing the ore car with the 18 inch extension at the top in place. Increasing the height raised the cubical capacity 288 feet.

One which has attracted attention is the new "stretching" technique for lengthening a car as a means of increasing its cubic capacity. To meet the current demand for 50 foot box cars, a program was started on June 1 whereby 500 of our Hiawatha box cars will go through this shopping cycle.

As built in the 1940s, these cars were 40 feet 6 inches long and had standard 6 foot doors. In the process of being stretched to 50 footers (50 foot 6 inch inside length), they are cut in half at the center and the two sections are moved apart to accommodate the insertion of 10 foot center and side sill splices. The steel underframes are reinforced with 8 inch "I" beam cross ties between the center and side sills, and two "I" beam floor supports running the full length of the cars. Body bolsters are reinforced also, linings renewed, and the original doors are replaced with 10 foot wide doors to permit palletized loading.

Additional improvements include a special Milwaukee Shops-fabricated "high hat" flooring, a combination metal and wood type which provides the strength necessary to sustain modern heavy lift truck loading as well as a positive seal in the event the cars will be used for carrying bulk commodities. Completing the modernization, they are equipped with load restraining devices and long travel truck springs.

Upgraded with these new features and with their cubical capacity increased from 4136 to 5170 feet, these cars are again high quality earning tools.

On a somewhat similar program, the procedure is being applied to the

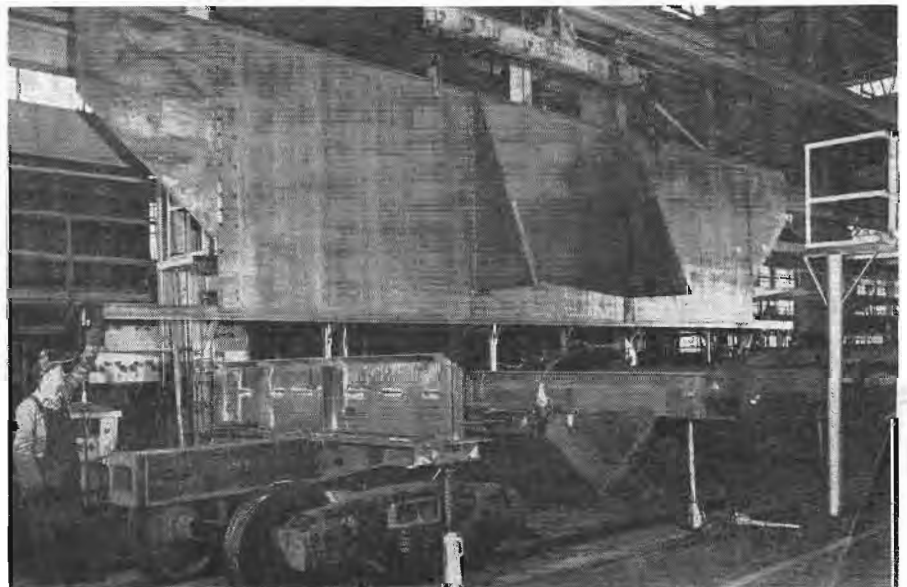
construction of one hundred 70-ton special equipped flat cars, which are being built on the underframes of 48 foot 6 inch gondolas stretched to 60 feet by means of center and side sill splices. Intended primarily for carrying farm equipment, they will have chain securements which can be recessed, so they may be used in conventional service also.

In still another project, 200 ore cars receiving repairs were "stretched" vertically with the addition at the top of an 18 inch body extension. The increase in height had the effect of raising their capacity from 960 to 1248 cubic feet.

Skilful engineering made it possible

also to get a new performance from 70 obsolete gondola cars which had been consigned to storage. With demands for hopper cars on the increase, these tired veterans were stripped down to their center sills and trucks and rebuilt into all-steel high cubical capacity open top hoppers. On the same program, 57 deteriorated and worn-out open top hopper cars were likewise stripped down to center sills and trucks, upon which new steel open top hopper bodies were constructed, and the cubic capacity increased from 2,755 to 3,056 feet. The result totaled 127 rebuilt open top hoppers added to our fleet of revenue equipment.

An open top hopper car takes shape on the assembly line as one of the sides is lowered onto the framework. Trucks and center sill were taken from a gondola car which had been in storage.





Banquet scene in the grand ballroom of the Radisson Hotel.

## Veterans' Reunion in Minneapolis

*There's another show in town tonight  
At one hundred bucks a plate  
Where the Democrats have gathered  
To discuss affairs of State . . .*

— E. O. S.

## Is a Big Success

WHEN President Lyndon Johnson visited Minneapolis on June 27 to speak at a fund-raising dinner, the city gave him a worthy welcome. Throughout the business section bands and color bearers lined the route of his motor cavalcade, and several thousand party stalwarts, sightseers and Saturday shoppers hailed him as it passed. But among our veteran employees mingling with the crowd, there must have been many who felt that the President was

headed for the wrong party.

For over at the Radisson Hotel, the Reunion of the Veteran Employees Association of The Milwaukee Road was playing to a full house, and although it held no overtones of a political rally, the members were having a grand time, each in his own fashion. In fact, they had just finished paying their host city the compliment of voting unanimously to meet in Minneapolis again next year.

The surge of enthusiasm behind this

proposal was convincing proof that the 1964 Reunion was one of the best of recent years. In a last minute change of plans, headquarters had been switched to the Radisson Hotel from the Leamington Hotel, in order to accommodate the Presidential dinner. But as events unfolded, the downtown locale proved to be ideal for the Veterans' activities; couldn't have been finer, everyone agreed.

Nothing had been overlooked that would add to their comfort and enjoyment, including the addition of extra coaches and Pullman cars on trains operating between Chicago and Minneapolis, and chartered bus service for

*The Milwaukee Road Magazine*



transportation between the station and the hotel. And thanks to the efforts and tireless energy of many committee workers, everything went off without a hitch.

A wave of more than 100 "early bird" arrivals the previous day set the mood for a fast-paced and gala affair. By Friday evening the hotel lobby was already full of badge-wearers, many of whom had plans to spend the week-end. Minneapolis, besides offering much to out-of-town visitors, has personal ties for many Milwaukee Road families.

The first wave of arrivals got the Reunion off to a flying start early on Saturday. Following the tradition which is part of its nostalgic attraction, the morning was devoted to the registration of card-carrying members and their families, and fraternizing in the "switch shanty". Striking a new note, this year the hospitality center had a night club setting, with dancing to the music of Cindy and her Chordsmen, a vocal and instrumental combo.

At noon the scene shifted to the joint buffet luncheon held in the grand ballroom, which was enlivened by the discovery that the Reunion coincided with the 75th birthday of David L. Cartwright, a retired Veteran from Chicago. With everyone joining in, Mr. Cartwright was surprised with a "Happy Birthday" salute and a cake holding "one candle to grow on".

By that time everyone was imbued with the spirit of "let's do this again soon," and when the business meeting was called to order afterward the big topic on the agenda was another Reunion just like it, and in Minneapolis. Arrangements for the repeat performance were left to the executive committee.

The adjournment of the meeting on

E. O. Schiewe, vice president and general counsel (left), introduces President William J. Quinn.



this up-beat note gave impetus to more switch shanty socializing throughout the afternoon—more dancing, more refreshments, more card playing, or just visiting and watching the fun.

And the banquet which climaxed the day—well, among the 600 or so who attended, it is likely to be remembered for a long time. In the style which became a classic through the years, the lights were dimmed for a stirring rendition of the national anthem while a spotlight focused on the fluttering red, white and blue of the flag. Vice President F. G. McGinn, the Veterans' president then opened the festivities with an official welcome, and Vice President

E. O. Schiewe, as toastmaster and the Association's "poet laureate," introduced the guests of honor. Among this head table group, George S. Howe, who retired 17 years ago as a locomotive engineer on the former Racine & South Western Division, was saluted as the oldest member present. A spry 86, Mr. Howe had come all the way from San Diego, Calif.

#### President Quinn Addresses Group

Highlighting the after dinner program, President William J. Quinn made a brief address in which he shared with the Veterans his observations of the unmistakable indications of a comeback in the railroad industry, and evidences of continuing improvement. Outlining some of the major advances, he paid a tribute to the people who had an important hand in the change on our own railroad. "In many instances it has originated with people right here in this room," he remarked.

Specifically, he cited the effort expended to put more business on our lines, as exemplified by the launching of our new XL Special and Thunderhawk freight trains, and the campaigns to promote their use. Observing that the schedules of these trains make us the pacesetters between Chicago and the Pacific Northwest, he expressed his appreciation to the men connected with their operation for the cooperative spirit



Members of the executive committee posed for this picture at the buffet luncheon. Seated from left are Vice President F. G. McGinn, the Veterans' president, Florence M. Walsh, M. L. Medinger, and standing (same order), W. R. Manion, J. A. Jakubec, E. G. Tyckoson, W. C. Lummer, and W. D. Sunter, chairman of the entertainment committee.



ABOVE LEFT: Vice President F. G. McGinn (left) presents D. L. Cartwright, a Chicago Veteran, with a cake holding "one candle to grow on" for his 75th birthday, which was observed at the Reunion.



ABOVE RIGHT: Committee chairmen C. D. Dilley and W. D. Sunter, together with Vice President E. O. Schiewe (left to right), brief Cindy and Her Chordsmen in a rehearsal of President Quinn's old high school marching song, "The Cretin Rouser".



The Gillespie Dancers in one of their audience-pleasing routines.



"The Ecstatics" winding up their act with "Tiger Rag."

Chicago couples making up a family party for lunch are (center and clockwise) H. V. Gilligan, general chairman of the B. of R.C.; K. A. Stone, local division chairman; W. J. Condon and A. J. Dinoffria of the auditor of freight settlements department; Mrs. Dinoffria, Mrs. Stone, Mrs. Condon and Mrs. Gilligan.



so evident in their work.

He mentioned, too, having been asked by the Secretary of the Treasury to serve as chairman of the railroad Savings Bond Drive. Reporting that the response has been excellent, he thanked the railroad family, as a whole, for its support of the subscription campaign.

The remainder of the program belonged to W. D. Sunter, general traffic manager, serving as chairman of the entertainment committee, and a parade of professional talent accompanied by Hal Garven's orchestra. For the opening number, the orchestra surprised Mr. Quinn by playing his old Cretin High School marching song, "The Cretin Rouser".

The acts included the Gillespie Dancers, a pretty and high-stepping foursome; "The Ecstatics," a barber-shop quartet with a devoted following in the Twin Cities, in a program of ballads, blues, musical comedy and pop songs; and "The Quigleys," a hilarious slapstick comedy routine.

Starring on the bill was Nip Nelson, musical parodist and jokester, whose television credits include appearing on the Ed Sullivan program. A one man show, this unique entertainer who calls his act "Voices Unlimited," ran through a repertoire of imitations that included the style or instrument of almost every singer, musician and public figure in the limelight today. The audience howled, applauded and called for more.

And so the Veterans' big day passed into history, with a tip of the hat from Mr. McGinn to those responsible for the excellence of the arrangements. In closing the meeting he called it "one of the finest yet," and expressed the hope that "I'll see you all back again next year."





Signing in at the registration desk are (from left) H. I. Simon of the auditor of passenger accounts department in Chicago; W. E. Fuhr, assistant chief engineer signals and communications; R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; J. J. Nentl, acting superintendent of the Aberdeen Division; I. G. Wallace, supervisor of stations; and P. H. Linderoth, signal engineer. A. W. Rohde of the ticketing and auditing committee is handing out the badges.



They meet across the miles—Margaret Hickey, who came from Tacoma, Wash., where she is the secretary to acting superintendent of transportation, and W. B. French, retired district safety engineer, who came from Tampa, Fla.



The J. H. Mitchams (general agent at Minneapolis, left) and the F. J. Kuklinskis (superintendent of the Twin City Terminals) arrive at the Reunion.



The Kenneth Sexters (agent at Fari-bault, Minn.) step out on the dance floor.



◀ Scanning the banquet program are G. M. Dempsey, assistant superintendent of safety (right), and J. A. Ogden, retired district safety engineer, who came from Terre Haute, Ind.



Veterans of long standing enjoying a get-together are (from left) G. N. Foster, retired locomotive engineer, Aberdeen, S. D.; F. E. Wilcox Sr., retired conductor, Minneapolis; and Martin Ogren, agent at Appleton, Minn.



A group of Milwaukee, Wis., Veterans—Switchboard Operator Betty M. Schwantes (right) and R. H. Roenspies, cabinetmaker at Milwaukee Shops, with Mrs. Roenspies.

G. H. Rowley, retired superintendent of the Madison Division (right), and J. E. Thurber, retired Hiawatha conductor, snapped in the reception lounge.



Among the nimble-footed were Mrs. George H. Hill of Spokane, widow of superintendent of the former Idaho Division, and Aberdeen Division Conductor A. H. Huberty.



# Plans Unveiled for new Passenger Depot in Milwaukee

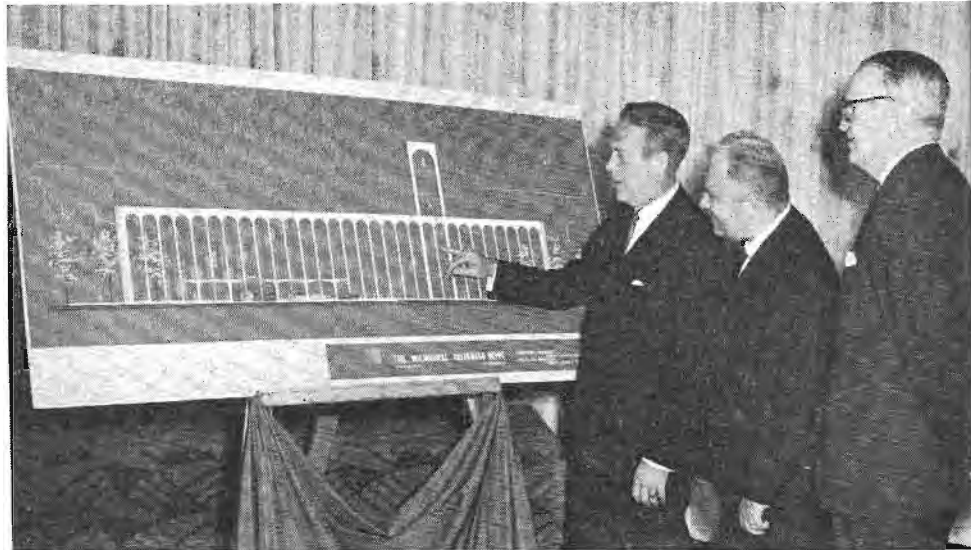
PLANS for our railroad's new passenger station in Milwaukee, Wis., which had been taking blueprint form since early spring, were made public by President William J. Quinn at a progress meeting in that city July 13 attended by a large number of business and civic leaders.

At a formal unveiling of architectural drawings, the replacement for our present terminal emerged as a three story Modern Renaissance structure dominated by a 92 foot bell tower. It will be located immediately east of the Sixth Street Viaduct and south of West St. Paul Avenue (formerly Fowler Street), Mr. Quinn disclosed, in the area now occupied by Fowler Street Yard and just west of the site on which the railroad has granted an option for the erection of Milwaukee's new 20 million dollar post office.

The building, of steel and prestressed pre-cast concrete construction, will be 284 feet long and 80 feet deep, exclusive of a train shed with five tracks south of the station proper. Distinctive features of the design include a window-framing colonnade the full height of the building and a covered portal on the West St. Paul Avenue frontage. Tentative plans call for facing the columnar units with dark green porcelainized brick.

The structure was designed by the firm of Howard, Needles, Tammen & Bergendoff, with Donald L. Grieb & Associates as consulting architects. Mr. Quinn announced that ground would be broken early in August and that it should be ready for use in midsummer next year.

The plan to replace our historic passenger station in Milwaukee evolved from a multi-million dollar community renewal program which came into being a year ago when the railroad reached an agreement with officials of the city, county and state on the relocation of our downtown terminal facilities, and granted an option on 14 acres of land bordering the Menomonee River for the construction of the post office. The removal of the building



President William J. Quinn (left) discusses structural details of the proposed new passenger station with John Doyne, county executive, Milwaukee County (center), and Edmund B. Fitzgerald, chairman of the Milwaukee Development Group, at the progress meeting in the Milwaukee Athletic Club.

will make available a cost-saving and simplified route for an extension of the East-West freeway to be completed in 1969, and open up the prospect of other redevelopment in the area.

Highlighted in the civic program, now referred to in our company as "Project Milwaukee," are (1) the relocation of facilities in Fowler Street Yard to make way for the new passenger station and post office; (2) the construction of the station and the postal facility; and (3) the redevelopment by public and private enterprise of approximately 40 acres of railroad property which will be released by the relocation of the passenger terminal and related facilities. The expenditure of funds for the railroad and post office projects and various others proposed for the cleared site carries a price tag of 30 or more million dollars.

At the progress meeting Mr. Quinn announced that the first goal—the relocation of freight handling facilities—could be considered achieved. This phase has involved the construction since last November of a new freight house complex across the North Menomonee Canal in the Reed Street Yard area, at a cost to the railroad of about one million dollars. It was anticipated, Mr. Quinn said, that the freight houses would be open for business July 27. (A detailed report of this project will appear in the next issue of *The Milwaukee Road Magazine*.)

A number of colored slides showing work in progress and concepts of possibilities for future developments in the

entire project area were presented by B. J. Ornburn, assistant chief engineer-structures, R. P. Tanner, manager of real estate development, and representatives of the two architectural firms.

In directing attention to the second phase—the construction of the passenger station—Mr. Quinn said that a great deal of effort had been expended in designing a structure considered to be functionally flexible, sound and economically warranted. Features incorporated in the design include air conditioning throughout the building, automatic elevators and stairways at each end, and a tunnel at the rear so passengers may walk to and from trains without crossing tracks at grade.

The first floor will contain a lobby and waiting room 50 by 124 feet, and a restaurant 34 by 75 feet. Space is provided also for ticket sales and baggage and other service facilities, and for the passenger traffic department. The upper floors will be devoted to offices for railroad personnel, rest rooms, and possibly some rental units.

A penthouse on the roof will accommodate mechanical equipment, and the south part of the train shed will house mail handling facilities. Conveyors will lead from the post office direct to the train shed for mechanical distribution to mail cars.

Included also are parking facilities for approximately 175 cars, of which the 26 spaces nearest to the station will be for short term parkers—those meeting or delivering train passengers. Another

*(Continued on page 12)*





Aerial view in a southwesterly direction showing the architects' conception of how the area involved in the relocation of Milwaukee Road yards and facilities in downtown Milwaukee, Wis., will appear when the present passenger station has been removed (three-block cleared site) and the new passenger station, post office and expressway are completed. The new

station and trainshed appear (circled) directly to the west of the huge post office building. (Architectural details of the post office structure have not yet been announced.) At the upper left corner is the new freight house complex in the Reed Street Yard area which replaces facilities scheduled to be razed at Fowler Street Yard.



President William J. Quinn, as host at a breakfast connected with the progress meeting, addresses his guests. Seated at the speakers table are, left to right: R. P. Tanner, manager-real estate development for the railroad; B. J. Ornburn, assistant chief engineer-structures; Edmund B. Fitzgerald, chairman, Milwaukee Development Group; Martin Schreiber, president, Milwaukee Common Council; Henry Maier, mayor of

Milwaukee; John Doyme, county executive, Milwaukee County; Irwin Maier, president and publisher, Milwaukee Journal and Milwaukee Sentinel; Donald Slichter, president, Greater Milwaukee Committee; Joseph Looper, Milwaukee representative, Howard, Needles, Tammen & Bergendoff, architects; R. N. Bergendoff, senior member of that firm; and Donald L. Grieb, Donald L. Grieb & Associates, consulting architect.

July-August, 1964

## Plans for New Station. . .

(Continued from page 10)

parking lot for employes will be provided west of the building on the north shore of the North Menomonee Canal. Buses and taxis serving the depot will swing into it under the covered canopy at the main entrance on West St. Paul Avenue.

The cost of the new station—not including the tracks and the tunnel network under them—will exceed one million dollars. In discussing its features before the civic group, Mr. Quinn described it as "a structure of which we on the Milwaukee Road are proud, and of which I am confident the community will also be proud." Evincing great community interest in the railroad's project, Milwaukee television and radio stations covered the progress meeting, and the city's newspapers reported it and the status of the over-all project in depth.

## Former La Crosse Employe Wins Congressional Staff Fellowship

In an announcement issuing recently from Washington, D.C., a former Milwaukee Road employe, Joseph H. Macaulay of Sioux City, Ia., was named the winner of the American Political Science Association's Congressional Staff Fellowship for 1964-65. Mr. Macaulay, administrative assistant to Congressman Charles B. Hoeven of Iowa, had two years of service with our road—in 1943 and 1944—as a clerk in the stores department at La Crosse, Wis., and is a brother of Armour A. Macaulay, rate clerk in the La Crosse freight house.

The award was made under a grant from the Ford Foundation in cooperation with the Association's program for developing a permanent and highly professional staff system in Congress. Competition is open to all Senate and House of Representatives staff employes.

The one-year fellowship granted to Mr. Macaulay carries a stipend of \$14,000, the largest offered. He will use it to make a study of the European Common Market and its effect on the agricultural economy of the United States, doing his research at the School for Advanced International Studies at Johns Hopkins University in Washington and the Johns Hopkins Center in Bologna, Italy.



Joseph H. Macaulay

## Mr. and Mrs. Dwight Campbell Taken By Death

DWIGHT E. CAMPBELL, 76, the Road's solicitor for North and South Dakota and renowned former judge of the South Dakota Supreme Court, died June 15 in St. Luke's Hospital, Aberdeen, S. D., where he had been recovering from surgery.

His widow, Pauline, passed away less than two weeks later in General Hospital, Buffalo, N. Y., following surgery also. Ill for some time, she had gone to Buffalo after his death to be near their son, Dwight E. Campbell Jr.

Judge Campbell was a native of Orange City, Ia., and a graduate of Grinnell (Iowa) College in 1909 who obtained his LL.B. degree in 1912 from the Harvard Law School, where he qualified for Phi Beta Kappa. He started his practice the same year in the law firm of McNulty and Campbell at Aberdeen, and at his death was the senior member of the firm of Campbell, Voas and Richardson.

He was a Fellow of the American Bar Foundation, and in the course of his career had been a member of the House of Delegates of the American Bar Association and president of the South Dakota Bar. He had served also at various periods as president of the Aber-

deen Board of Education, city attorney, in the state Senate, and on the code revision committee of South Dakota. Active in fraternal organizations, he was a 50-year member of the Aberdeen Masonic Lodge, a 32nd degree Mason in the Scottish Rite and a member of Yelduz Temple, a past exalted ruler of the Aberdeen Elks Lodge, and a past district deputy grand exalted ruler for South Dakota. He assumed the position of solicitor for the railroad in 1937 upon resigning from the state Supreme Court after 12 years on the bench.

\* \* \*

Mrs. Pauline Caywood Campbell, 75, was born in Des Moines, Ia., and graduated from Des Moines College. She and Mr. Campbell had been married 52 years. She was a Daughter of the American Revolution, a member of the PEO Sisterhood, and a charter member of the Aberdeen Monday Musicales Club.

Funeral services for the couple were held in Aberdeen, and they were buried in Groton, S. D. Survivors include their son and daughter-in-law, who live in East Aurora, N. Y., and a grandson, Dwight Douglas Campbell, also of East Aurora.

## Milwaukee Motor Transportation Drivers Honored for Safety

THE spirit of teamwork essential to maintaining a consistently good safety record was highlighted in a ceremony at the annual Wisconsin Safety Meeting and Safe Driver Award Dinner of the Milwaukee Motor Transportation Company held in Milwaukee on June 6. Assembled at the Medford Hotel, 28 drivers from Milwaukee, Portage and Green Bay were presented with National Safety Council Safe Driver Awards for individual accident-free records in 1963.

Altogether, 100 of our 132 MMTC drivers at various points qualified for the awards which recognize "no accident" performances. In presenting the citations, P. L. Cowling, vice president and general manager of the Road's motor transport facility, added his personal commendation for their cooperative attitude toward the MMTC safety

training program.

The meeting was the first of a series held at various points on the MMTC network for the purpose of presenting Safe Driver Awards. It was followed by one on June 13 at Council Bluffs, Ia., covering Awards to 12 drivers in the terminal there and at Kansas City, Sioux City, Spencer and Sioux Falls; on June 16 in Chamberlain, S. D., where 12 Awards were presented to local drivers and those at Rapid City; and on June 20 in Billings, Mont., at which 12 drivers of the Billings and Great Falls terminals were honored. Others were scheduled to be held later to cover awards won by drivers in the Minneapolis, St. Paul, Austin, La Crosse and Bensenville terminals.

*Boy Scout leader to troop: "Remember, men, if you're lost in the woods at night, get your bearings from the sky. A glow will indicate the nearest shopping center."*

The Milwaukee Road Magazine





## What's New On The Milwaukee?

# Faster Service for ALASKA Freight

THROUGH service for Alaska freight via rail and water without changing cars was announced by our railroad early in June for expediting the movement of shipments to and from stations in the "South 48" and points in Alaska on the Alaska Railroad.

The new schedule is operated in connection with the Alaska Trainship Corporation, a subsidiary of the Alaska Steamship Company, and the Puget Sound-Alaska Van Lines' Hydro-Train barge service, thus offering shippers and receivers of freight two maritime routes plus frequent sailing dates.

The trainship segment operates from the Canadian port of New Westminster, B. C., through the modern interchange facilities of Delta Alaska Terminals, Ltd., a new corporation formed for the service, in which our railroad has an owning interest. The construction cost of the terminal was approximately \$500,000. In the barge line operation, the interchange from rail to sea-carrier is made from terminals at Seattle. Both services connect with the Alaska rail line at Whittier, Alaska.

A vital link in the operation based at New Westminster is the SS *Alaska*, a 520-foot streamlined trainship, which inaugurated the service on June 9. P. J. Cullen, assistant general freight traffic manager at Seattle, and E. C. Chapman, general agent at Vancouver, B. C., participated in the opening of the run.

The *Alaska* was formerly the *City of New Orleans*, a vessel built for freight car transport between United States ports and Cuba, which was pulled off



The "Alaska", a 520-foot trainship capable of carrying 56 loaded rail cars on enclosed decks, outfitted to inaugurate the Alaskan freight run based at New Westminster, B. C.

feet in width and 19 feet in depth, with a carrying capacity of 30 railroad cars; and the *Kenai*, *Palmer*, *McKinley* and *Fairbanks*, each 352 feet long, 76 feet wide and 19 feet deep, and capable of carrying 42 loaded cars.

Every barge in the line is new—the oldest was launched last December—and all loading equipment and loading terminals are of the most modern design. Round trip sailings from Seattle are scheduled every three days.

The development of the accelerated service involved the establishment of freight rates designed to encourage the full utilization of rail car capacities. As a faster, regular and reliable link to and from all rail points within the 49th State, it enables shippers participating in the Alaskan trade to operate on a more efficient and economical basis.

Ferry service via the Puget Sound-Alaska Van Lines (PSAVL) offers the facilities of five modern large capacity ocean-going Hydro-Trains—the *Clair Engle* measuring 304 feet in length, 68

The "Clair Engle", one of the five large capacity Hydro-Trains in Puget Sound Alaska Van Lines' fleet, takes on cargo at Seattle, Wash.



## V. E. McCoy Retires as Chief Purchasing Officer; Honored by Associates



At the luncheon in his honor, V. E. McCoy, chief purchasing officer (seated, right) and President William J. Quinn study a picture taken at the start of Mr. McCoy's career with the Milwaukee. Looking on also are (from left) C. B. Hanover, retired assistant chief purchasing officer; F. J. Casey, retired assistant purchasing agent; G. V. Ireland, retired general storekeeper (rear); C. T. Skjoldager, purchasing agent; R. K. Baker, general storekeeper; H. H. Melzer, general manager of purchases and material; A. E. Johnson, retired purchasing agent; C. W. Anderson, assistant purchasing agent; and E. F. Volkman, manager of material.

V. E. McCoy retired as chief purchasing officer at his own request on June 30, following his long and distinguished career with our railroad. The event was marked by a luncheon in the Chicago Club at which Leo T. Crowley, chairman of the Road's finance committee and former chairman of the board of directors, and President William J. Quinn were hosts. It was attended by a large number of his friends and associates on the railroad.

Best wishes were extended also by his host of friends among the membership of engineering societies and railroad industry groups in which he had been active. In addition to his career with the Milwaukee, Mr. McCoy had served as a director of the Railroad Equipment Division of the National Production Authority, and was chairman of the Purchases and Stores Division of the Association of American Railroads from 1960 to 1962.

Mr. McCoy, a native of Lincoln, Neb., attended high school in Miles City, Mont., and began his Milwaukee Road career in 1925 as a shop apprentice in Minneapolis following graduation from Montana State College with a degree in mechanical engineering. Three years later he was promoted to combustion engineer in charge of power plants with headquarters in Milwaukee.

Starting 1931 he engaged in me-

chanical engineering work with various companies associated with the railroad industry, and the supervision of railroad service engineers on a number of railroads. He continued in this field until 1950, when he returned to the Milwaukee to serve as assistant to vice president. He was promoted to assistant purchasing officer shortly afterward and appointed chief purchasing officer on June 15, 1951.

His railroad career was one of outstanding accomplishment in the field of materials handling and inventory management. He early recognized the value

of data processing, and was able to achieve for the Milwaukee both faster handling of materials and a major reduction in stock-on-hand through the use of computers for inventory control.

Aside from his own ability in this area, he was known for the great interest he took in developing the skills of people in his organization. In addition to lending encouragement, he had helped many individuals receive the benefit of training programs which had contributed importantly to job satisfaction as well as efficient operations.

### H. H. Melzer Appointed Manager of Purchases and Materials

H. H. Melzer, assistant chief purchasing officer, was appointed to succeed Mr. McCoy, with the title of general manager of purchases and material. The change of title reflects the renaming of the department to conform with the Road's modern concept of material handling.

Mr. Melzer, a native of Milwaukee, was graduated from Marquette University with a Bachelor of Civil Engineering degree in 1936, and started with the Road that year as an engineer-draftsman in the mechanical engineer's office at Milwaukee Shops. He later served as car department production engineer, new car supervisor, dynamometer car engineer in the test department, and assistant engineer of tests. In 1949 he became assistant mechanical engineer, and in 1952 mechanical engineer, advancing to chief engineer of tests later that year. He was appointed assistant chief purchasing officer in August, 1963.

*Sign in wallpaper and paint store: "Husbands choosing colors must have note from wives."*

### Purchases and Stores Department Is Renamed Purchases and Materials Department

As a more realistic description of the modern practice of scheduling deliveries of railroad supplies to coincide with actual use—rather than storing them for long periods of time—effective July 1, 1964 the Purchases and Stores Department of The Milwaukee Road was renamed the "Purchases and Material Department" and the stores facility was renamed the "Material Division" of that department.

To give full effect to this decision, E. F. Volkman was appointed to the new position of "manager of material" on that date, and the titles of district storekeeper and assistant district storekeeper were changed to "district material manager" and "assistant district material manager," respectively. R. K. Baker, who has been general storekeeper since Dec. 1, 1962, will continue in his present position.





# Winners Are Chosen for 1964 J. T. Gillick and Women's Club College Scholarships

COINCIDING with the graduation of the high school Class of 1964, Valdis Ivars Petrovs and Alan Gardner Scully were named as the successful candidates for our two annual J. T. Gillick four-year college scholarships of \$600, or full tuition above that amount, and Paul Tracy McMahon as the winner of the secondary \$600 scholarship for four years. Their parents are Mrs. Livia Petrovs, an accounting clerk in the dining car department in Chicago, R. H. Scully, chief clerk to the superintendent of the Kansas City-Southern Joint Agency, and T. T. McMahon, station agent at DeForest, Wis.

Applicants for the scholarships which honor the Road's former operating vice president were more numerous this year than ever before, a record number of 103 sons and daughters of employees having qualified for consideration. The winners were selected by a committee consisting of C. Wm. Reiley, director of admissions at Northwestern University, as chairman; Charles C. Caveny, assistant to the president of the University of Illinois; Philip B. Lottich, director of student personnel at Chicago City Junior College; and Charles D. O'Connell, director of admissions for the University of Chicago.

**Valdis Petrovs** is a mid-term graduate of Chicago's Lane Technical High School who ranked second in a class of 319—a signal accomplishment in that, born in Germany, he was a displaced person when he entered this country with his widowed mother. His four-year academic record included many courses in special "honors" classes and an extracurricular computer course at the Illinois Institute of Technology.

Characterized in letters of recommendation as "superior in character, leadership and service", Valdis was projects chairman of the National Honor Society at Lane, business editor of the newspaper, a member of the Sliderule, Math and German clubs, and of the senior publicity committee, the chorus and ROTC. Outside of school he was active in the youth organizations of his church and an advanced piano student. His honors included a National

Merit Society Qualification Test commendation, the American College Test Certificate of Merit, and ROTC Superior Cadet and *Chicago Tribune* Silver Medals. To earn money for college, he had a job in a bank. He plans to attend Case Institute of Technology in Cleveland and qualify himself for a professorship, or research in the computing field.

**Alan Scully**, who received the other top award, graduated from Northwest Senior High School in Kansas City, Mo., ranking 10th in a class of 444. A mem-

rior" grades in all characteristics which figure in academic ratings. References on his behalf termed him "an outstanding student, dependable, self reliant, and highly thought of by the school and the community".

On campus, Paul was a member of the Student Council, active in forensics, served on the staff of the newspaper and the annual, took part in school plays and acted as play coach, and participated in basketball, football, baseball and track. He was also president of the



Valdis Petrovs



Alan Scully



Paul McMahon

ber of the National Honor Society, he was graded just short of perfect in hard core subjects such as mathematics, physics and chemistry, and "superior" in all of his optional courses. "An excellent student who readily accepts responsibility and can be depended on to successfully complete any task assigned to him", read his school recommendation.

On a well rounded program of activities, Alan was a member of the French Club, the Literary Society, Hi-Y, the National Fraternity of Student Musicians, played on the golf team and served as photographer for the yearbook. Off campus, he was a leader in Methodist Youth Fellowship (past president and a delegate to the 1964 national convention), president of a Junior Achievement company, an Eagle Scout, and recipient of a Boy Scout God and Country Award. He had also held various jobs, such as maintenance worker on a golf course, cashier and cook at a drive-in, and order filler for a mail order house. His goal is chemical engineering, in which he plans to major at Purdue University.

**Paul McMahon**, winner of the secondary scholarship, was graduated sixth in a class of 80 from the DeForest Union Free High School, with "super-

ior" grades in all characteristics which figure in academic ratings. References on his behalf termed him "an outstanding student, dependable, self reliant, and highly thought of by the school and the community".

## Receives Women's Club Grant

In another announcement of interest to railroad families, the Milwaukee Road Women's Club named **Jane Elizabeth Rowan** as the winner of a \$600 scholarship for four years. On this program, the Gillick Scholarship committee acts for the club in choosing the beneficiary.

Jane, the daughter of T. J. Rowan, car inspector at Manilla, Ia., was graduated from the Manilla Community High School at the head of a class of 40 with straight A grades for four years. In addition to this attribute she was a member of the National Honor Society

and a National Merit Scholarship finalist, editor of the school paper, a member of the Student Council, Future Teachers of America, the radio staff and mixed chorus, manager of the girls basketball team and played in four bands. Her activities outside of school included 4-H work, nomination for



Jane Rowan

Girls State, a Red Cross senior lifesaving course, supervision of the grade school choir of her church, and writing a weekly column of school news for the local paper. During summer vacations she had worked detasseling corn and as a waitress, and for two years as a church organist. Aided by the scholarship, she will head this fall for Iowa State University at Ames to study mathematics, either for high school teaching or a job in industry.

### Women's Club Scholarship Student Attends UN Institute

MARY KAY BRUNS, who is attending Edgewood College of the Sacred Heart in Madison, Wis., on a four-year scholarship from The Milwaukee Road Women's Club, was chosen to participate in the National Student Leadership Institute of the United Nations held in June at Sarah Lawrence College and the UN.

Miss Bruns, the daughter of W. O. Bruns, our agent at Middleton, Wis., was also the recipient of a partial-tuition scholarship for the 27th French Summer School at Laval University in Quebec. During the school term extending from July 3 through Aug. 14 she is living with a French-speaking Canadian family.

Before returning to college for her junior year Miss Bruns will be a delegate to the national congress of the National Federation of Catholic College Students. She is secretary of the Wisconsin Region of the National Federation.

### Last Rites for Board Member William J. Sinek

WILLIAM J. SINEK, 82, a member of the board of directors of The Milwaukee Road and one of Chicago's leading business executives, died in Michael Reese Hospital, Chicago, on July 5. He had been serving up to his death as board chairman and chairman of the executive committee of the City Products Corporation.

Mr. Sinek was a native of Terre Haute, Ind., who began his career in 1905 as a sidewalk contractor with the Blome, Sinek Company. Later, as a general contractor, he constructed Chicago's famous Soldier Field and built the Kaiserhof Hotel, now known as the Atlantic. He became associated with City Products when its predecessor firm purchased a cold storage business he had founded while a contractor. He was formerly president of the Continental Ice Company and of the City Ice and Fuel Company, among the nation's largest ice and fuel firms.

As an influential figure in business and civic life, he had been president

and a director of the Empire State Ice Company, a director of the Wisconsin Public Service Company, the American Brewing Company and the Crown Drug Company. He had served as a board member of the Milwaukee Road and of the executive committee since 1951. He was also a member of the lay advisory council of Loyola University and a four-term exalted ruler of the Chicago Elks Lodge.

A sports enthusiast, he had been a director of the Lincoln Fields Racing Association, Inc., and of the Arlington Park Jockey Club, and a member of the Post and Paddock, Illinois Athletic, and Edgewater Golf clubs.

Funeral services were held in Wilmette, Ill., and burial was in Rosehill Cemetery, Chicago. Surviving are his wife, Margaret Pigott Sinek, Winnetka, Ill.; a son, William J. Jr.; two daughters, Susan Diane and Mrs. Marjorie Bransfield; three grandchildren, and a sister, Mrs. Lotta Weiss.

### J. T. Gillick Scholar Wins Woodrow Wilson Fellowship



Susan Reyner

SUSAN ELLEN REYNER, a J. T. Gillick Scholarship winner of 1960 who was graduated this year from the University of Denver, was one of 1,507 college seniors in the United States and Canada to be

awarded a Woodrow Wilson Fellowship for 1964-65. The grant consists of full tuition and fees for a year of study at the graduate school of her choice and a living stipend of \$1,800.

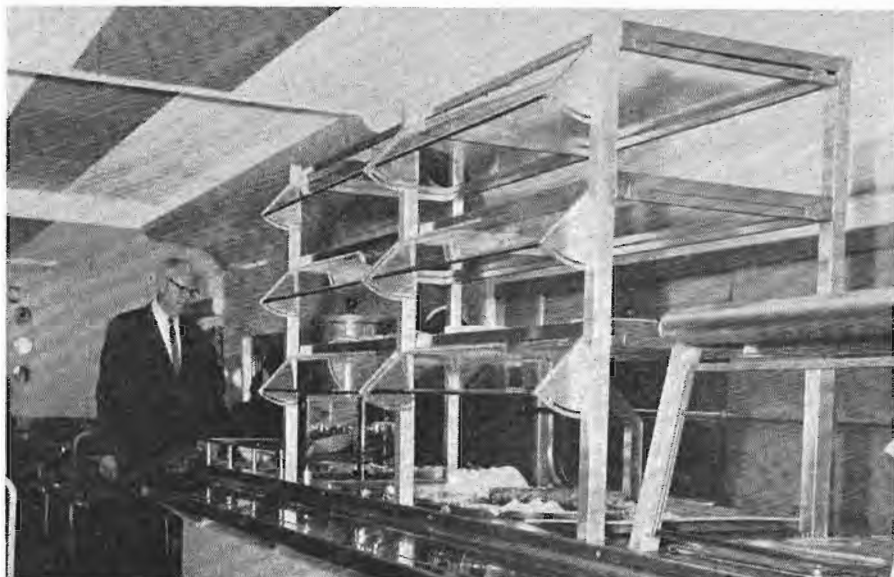
The Woodrow Wilson National Fellowship Foundation, which is dedicated to developing college teachers, is the largest private source of support for advanced study in the liberal arts in North America. Candidates for its awards are nominated by faculty members and screened by regional and national selection committees composed of eminent college professors and presidents. The winners in this year's competition were chosen from 11,000 students.

Miss Reyner is the daughter of G. M. Reyner, our warehouse foreman at Rapid City, S. D., and a graduate of the Mitchell (S. D.) High School. At the University of Denver, where she majored in English and Psychology, she had maintained an almost straight A average and was elected to Phi Beta Kappa in her junior year. In addition, she had worked in the psychology department as an undergraduate research assistant. She is spending the summer in the Dominican Republic teaching English at the Cultural Institute of Santo Domingo.





## Buffeteria Car Launched for Group Travel; Features "Help Yourself" Meals



W. R. Jones, superintendent of the dining car department, inspects the food counter layout for eye appeal. The Buffeteria Car seats 32 people at one serving.

"Food and facilities first rate" was the consensus of a group of our passenger traffic officers when they recently sampled the budget-priced lunch featured in our road's new Buffeteria Car.

The taste test occurred during a meeting at which personnel in charge of passenger traffic solicitation were familiarized with the car's multi-purpose uses and its "help yourself" appointments. As explained by W. R. Jones, superintendent of the dining car department, the menu was typical of the regular \$1.75 single entree lunch available for organized travel groups—pot roast of beef, green beans, whipped potatoes, rolls and butter, a choice of beverage, and cherry pie. Student groups receiving the benefit of reduced travel rates pay only \$1.65 for this man-size meal.

The Buffeteria Car is one of our regular dining cars which was converted recently to a cafeteria-type operation with the installation of a 14-foot stainless steel food counter with hot and cold stations for serving light meals, both a la carte and according to a set menu. Some tables were removed to allow space for the counter, leaving 32 seats for the accommodation of patrons.

As a neatness and sanitation measure, all of the dishes and cutlery are disposable. Prices on the fixed menu, in addition to the \$1.75 lunch, are \$1.35 for a hot breakfast and \$1.95 for a full course dinner. All of the food is freshly cooked and of top quality.

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The operation of the car is based on its use by organized groups of 100 or more, including the addition of a trailer diner seating 48 people for groups upward of 150. The car can be used for special events such as post prom affairs and private parties at which bar and snack service is provided, as well as to supplement regularly assigned dining cars when patronage warrants carrying auxiliary equipment.



D. G. McMillan, assistant general passenger agent at Minneapolis, heads a group of passenger traffic officers sampling the "serve yourself" menu. Back of is Dining Car Inspector A. J. Corbett.

An example of the car's application to large-scale feeding situations was its use on movements to the National Boy Scout Jamboree at Valley Forge, Pa., in July when it served the meal-time requirements of 340 Idaho and California Scouts en route from Omaha to Chicago on a special train, and 300 South Dakota Jamboree-ers traveling from Sioux Falls to Chicago on the Arrow. On both trips the buffeteria system proved its efficiency as a means of eliminating queues and waits for service.

## Trainman Without Portfolio

(Continued from page 3)

publican convention begins in San Francisco, and also be ready again when the scene shifts to Atlantic City for the Democratic convention in August.

As long and far as the years ahead may take me in my broadcasting career, I'll stick to trains, coming and going. I have heard it rumored there's another form of transportation—some of my colleagues refer to their discomforts getting through traffic to places called airports. If they aren't pulling my leg—and they probably are—the very thought of my leisure-loving frame hurtling through the air is enough to send me to the win, place and show windows of the nearest railroad station.

Just keep the trains running and I'll be there when the conductor says "All aboard", every time CBS sends me where I can't walk.

# RETIREMENTS

## A. J. Farnham

THE evening of June 20 was "Lonnie Farnham Night" in Milwaukee, as approximately 100 employes from many points on the system met at the Maryland Hotel to honor A. J. Farnham, who had retired the previous day from the position of chief train rules examiner. The termination of his railroad career rounded out a full 45 years of service in the operating department.

Mr. Farnham, a native of Portage, Wis., started with the Road in his home town in 1919 as a telegraph operator.



At the dinner in his honor, A. J. Farnham (left) and his wife are presented with gifts from their many friends on the railroad by L. V. Anderson, general manager system.

In 1925 he became a train dispatcher there, and in 1940 was promoted to assistant trainmaster in Milwaukee, where he soon advanced to trainmaster. Following subsequent assignments as trainmaster at Green Bay, Wis., and in Minneapolis, he was appointed assistant superintendent of the Iowa Division with headquarters at Perry in 1944.

Working up through the ranks as assistant superintendent of the Milwaukee Terminals and later of the Milwaukee Division, Mr. Farnham was appointed superintendent of the former Kansas City Division with headquarters at Ottumwa, Ia., in 1948, and in 1949 to the same position on the Terre Haute Division at Terre Haute. In July 1951 he was transferred to Madison, Wis., as superintendent of the Madison Division, and was serving in that capacity when he was appointed chief train rules examiner on Nov. 1, 1952.

Upon retiring, Mr. Farnham and his wife Marion were looking forward to joining the growing colony of Milwaukee Road senior citizens now living in Sun City, Ariz. Following the dinner in his honor, they left for that sun-drenched community to take possession of a new home (10139 Pinehurst Drive) which had been ready and waiting for them since last November.

## G. K. Ubl

GEORGE K. UBL, assistant to comptroller in Chicago, retired June 1, ending a career of 44 years with the railroad. He was honored at a luncheon given by Vice President C. E. Crippen which was attended by his close associates in the finance and accounting department, and presented with a gift by his co-workers.

Mr. Ubl joined the Milwaukee in 1920 as a clerk in the auditor of expenditure office in Chicago following two years of service with the Missouri Pacific. In 1925 he was assigned to the comptroller's office as a bookkeeper and later was employed as assistant tax accountant and in other accounting capacities before being appointed assistant general accountant in 1958. He was advanced to general accountant on Oct. 1, 1960 and became assistant to comptroller in April of this year.

Upon retiring short of age 65, Mr. Ubl and his wife Lucille moved from their home in Deerfield, Ill., to a 300-acre tree farm they own northwest of Portage, Wis. Their address there is Route 2, Westfield, Wis., 53964.

## R. H. Harding

THE farewells to R. H. "Bob" Harding when he retired as traffic manager of freight sales and service in Minneapolis were fond, as befitted a very popular member of the traffic fraternity. Marking his departure from railroading, a large group of his associates, including many from years past and from other cities, feted him on May 28 at a dinner party in the Pick-Nicollet Hotel, and on June 10 shippers and transportation people in his territory gathered at the Normandy Hotel to pay him a similar honor. Since his retirement, which was effective June 30, he has moved to Sun City, Ariz.



R. H. Harding



G. K. Ubl

Mr. Harding had been with the traffic department since 1920, starting in the local freight office in Kansas City after working briefly as a messenger in the summer of 1918. He became a city freight agent at Kansas City in 1927, and in 1938 went on the road as traveling freight agent. In 1941 he was transferred to Terre Haute as district freight and passenger agent, and in February, 1948 was appointed assistant general freight agent in Milwaukee. In September of the same year he was advanced to assistant freight traffic manager in Chicago and served in that capacity until Mar. 1, 1959, when he went to Minneapolis as freight traffic manager. He was appointed traffic manager-sales and service there on Apr. 1, 1960.

Throughout his career, Mr. Harding had taken an active role in the affairs of many traffic organizations and formed fast friendships among their members. In the Twin Cities territory, activities with which he was identified included those of the Minneapolis Traffic Club, Minneapolis Athletic Club, the Transportation Club of St. Paul, the Duluth-Superior Transportation Club, the Chipewewa Valley Traffic Club, the Southern Minnesota Traffic Club, the North Iowa Traffic Club, and the Red River Valley Traffic Club.

## SERVICE PASSES AWARDED

### Gold 50-Year Passes

Cole, C. J., asst. warehouse foreman-----Kansas City, Kans.  
Deurmeier, L. T., conductor-----Sioux City, Ia.  
Drexler, C. W., asst. engineer-----Chicago, Ill.  
Rischman, Clarence R., blacksmith Milwaukee, Wis.

### Silver 45-Year Passes

Bergstrom, V. L., trainman----Minneapolis, Minn.  
Coughlan, John, clerk-----Chicago, Ill.  
Dermody, Eugene, engineer-----Milwaukee, Wis.  
Freeman, C. V., conductor-----Cedar Rapids, Ia.  
Giardina, Natale, engineer (ret.)-----Racine, Wis.  
Kleven, Harold, machinist helper---Bensenville, Ill.  
Lagan, William, assistant agent---Sioux City, Ia.  
Linner, J. H., chief operator-----Minneapolis, Minn.  
Mahoney, P. K., chief yard clerk---La Crosse, Wis.  
Marquardt, John E., welder-----Milwaukee, Wis.  
Reinert Bernard E., spec. accountant--Chicago, Ill.  
Rinard, H. G., engineer-----Savanna, Ill.  
Shanahan, Thomas, machinist-----Milwaukee, Wis.  
Votava, Joseph, bureau head-----Chicago, Ill.  
Wilson, John, pipefitter-----Minneapolis, Minn.



## APPOINTMENTS

### Office of President

Effective July 1, 1964:

H. H. Melzer is appointed general manager of purchases and material, following the retirement of V. E. McCoy, chief purchasing officer. The change in title is being made because it is considered more descriptive of the position.

### Law Department

Effective June 15, 1964:

Stanley R. Voas and Lloyd C. Richardson Jr. are appointed solicitors for the states of North and South Dakota with headquarters at Aberdeen, S. D., succeeding Judge Dwight E. Campbell, who died on June 15. Mr. Voas and Mr. Richardson have served as assistant solicitors for the company in North and South Dakota since 1953 and 1954, respectively.

Effective July 1, 1964:

B. E. Lutterman, general attorney with headquarters in Seattle, is appointed western counsel.

W. H. Ploeger, assistant general attorney with headquarters in Seattle, is appointed general attorney.

R. F. Munsell, assistant general solicitor with headquarters in Chicago, is appointed general attorney.

R. K. Johnson, assistant general attorney with headquarters in Chicago, is appointed assistant general solicitor.

Effective July 16, 1964:

At a meeting of the board of directors on this date, J. P. Reedy, assistant general solicitor, was elected a general solicitor.

### Traffic Department

Effective June 1, 1964:

K. W. Johns, city freight agent, Bellingham, Wash., is appointed traveling freight agent, Spokane, following the retirement of H. E. Harris.

Effective June 16, 1964:

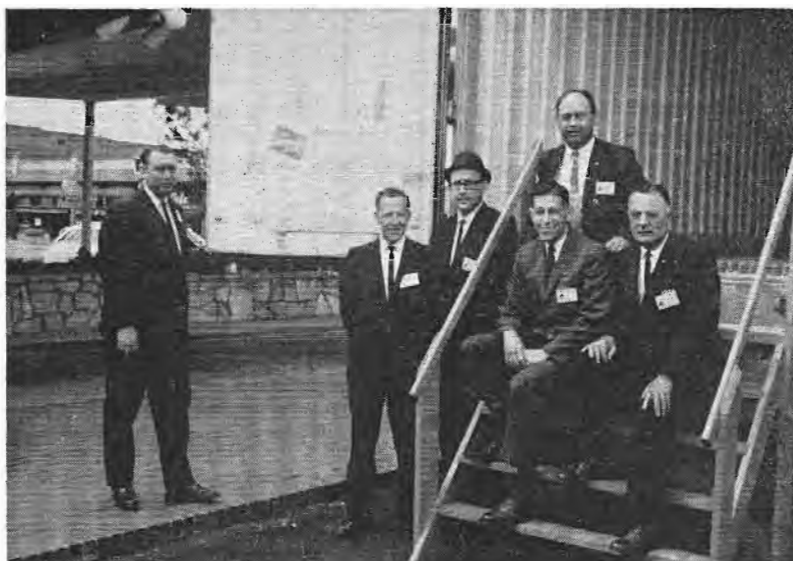
A. J. Dittmar, traveling freight and passenger agent, Dallas, Tex., is appointed general agent with headquarters in the newly opened traffic office in Houston, Tex.

W. E. Van Maren, city freight and passenger agent, Des Moines, Ia., is appointed traveling freight and passenger agent, Houston, Tex.

G. T. O'Dore, chief clerk Great Falls, Mont., is appointed city freight and passenger agent, Des Moines, Ia.

W. C. Anderson, city freight agent, Chicago, is appointed perishable freight agent, Chicago.

July-August, 1964



## Northwest Perishable Commodity Workshoppers

As a feature of the Northwest Perishable Agricultural Commodities Transportation Workshop at Yakima, Wash., May 20-21, delegates and rural growers were provided with an opportunity to inspect a line of the latest developments in railroad refrigerator equipment. The Milwaukee Road exhibit, a refrigerator highway trailer, was displayed by, left to right: L. W. Schroeder, district representative rail-highway sales, Seattle; H. J. Pessein, traveling freight agent, Spokane; J. D. Wise, traveling car agent, Tacoma; R. I. Miskimins, freight service inspector, and M. Garelick, assistant general manager (seated), Seattle; and G. A. Dyke, agricultural agent, Spokane. Mr. Dyke and Mr. Miskimins were members of the committee on program and arrangements.

The 1964 workshop was sponsored by the American Railway Development Association and the Association of American Railroads in cooperation with the Washington State and Oregon State universities, and the University of Idaho. Participants included approximately 130 members of agencies engaged in the packing, shipping, marketing and transportation of perishable commodities produced in the region, who have a common interest in getting them to the consumer in top condition. Mr. Miskimins took part in a panel discussion of "Railroad Protective Services" and Mr. Dyke served as toastmaster for the dinner at which the keynote speech was delivered.

Effective July 1, 1964:

George Neu, traffic manager, San Francisco, Calif., is appointed traffic manager with office in Minneapolis following the retirement of R. H. Harding.

D. C. Workman, assistant to vice president-traffic, is appointed traffic manager with office at San Francisco.

A. J. Berry, assistant to freight traffic manager-sales and service, is appointed assistant to vice president-traffic.

### Operating Department

Effective July 1, 1964:

R. I. Miskimins, freight service inspector, Seattle, is appointed manager of equipment utilization with headquarters in Minneapolis.

S. J. Barry is appointed trainmaster, Chicago Terminal, with headquarters in the Union Station.

R. B. Hegge is appointed trainmaster, Chicago Terminal, with headquarters at Bensenville, Ill.

J. T. Gregerson is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Davenport, Ia.

R. L. Crist is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

R. H. Stewart is appointed trainmaster of the Twin City Terminal-Duluth Division with headquarters in Duluth, Minn.

H. A. Obermow is appointed trainmaster of the Iowa & Illinois Division with headquarters at Iowa City, Ia.

headquarters at Wausau, Wis.

H. W. Preston is appointed assistant trainmaster of the Iowa, Minnesota & Dakota Division with headquarters in Sioux City, Ia.

T. P. Henschel is appointed assistant trainmaster of the Milwaukee Terminal with headquarters in Milwaukee.

E. H. Blanch is appointed assistant trainmaster of the Milwaukee Terminal with headquarters in Milwaukee.

Effective July 16, 1964:

W. W. Kopp, agent Green Bay, Wis., is appointed agent at Seattle following the retirement of F. M. Duffy.

J. P. Kalasmiki, assistant agent Galewood, is appointed agent at Green Bay, Wis.

W. R. Auch, agent at Chicago Heights, is appointed assistant agent at Galewood.

L. F. Mack Jr., assistant agent at Cedar Rapids, Ia., is appointed agent at Chicago Heights.

J. E. Hanscom, systems analyst, Chicago, is appointed assistant agent at Cedar Rapids, Ia.

## Dr. Raymond M. Stark

DR. RAYMOND M. STARK, 66, our company doctor for the Milwaukee area, died in Green Tree Hospital in Milwaukee on May 25. Funeral and burial services were held in that city.

Doctor Stark was a native of Watertown, Wis., and a 1921 graduate of the University of Michigan Medical School who served his internship at the Milwaukee Hospital and was licensed to practice in 1922. He was appointed company doctor in 1949, and in that capacity conducted all pre-employment and periodic physical examinations of operating employees in the Milwaukee area and served as the physician for Milwaukee Shops. He was a member of the University of Michigan Alumni Club, the American Legion, the Wisconsin Academy of General Practice, and the Milwaukee County and Wisconsin State medical societies.

Surviving are his wife, Norma E., and a daughter, Mrs. Robert A. Lines of St. Clair Shores, Mich.

# RETIREMENT

The following employees' applications for retirement were recorded during May-June 1964

## General Office & System Employees

Demski, C. M. .... Clerk.. Chicago, Ill.  
Hansen, Lillian F. .... Clerk.. " "  
Johnson, Inger M. .... Comp. Operator.. " "  
Koretke, H. F. .... Asst. Auditor.. " "  
Meyer, Marie F. .... Clerk.. " "  
O'Shea, J. J. .... Credit Clerk.. " "  
Ubl, G. K. .... Asst. Comptroller.. " "  
Upham, R. V. .... Clerk.. " "

## Chicago Terminals

Brogan, E. J. .... Tractor Oper.. Chicago, Ill.  
Falk, J. .... Asst. Reconsigning Clerk.. " "  
Hoeft, H. E. .... Electrician.. " "  
Horn, G. W. .... Engineer.. " "  
Hurst, R. V. .... Carman.. Bensenville, " "  
Luther, M. .... Yard Conductor.. Chicago, " "  
Potter, H. B. .... Switchman.. Bensenville, " "  
Rosemeyer, L. E. .... Engineer.. Chicago, " "

## Aberdeen Division

Albrecht, F. .... Carman.. Aberdeen, S. D.  
Benson, C. A. .... Train Baggage.. Minneapolis, Minn.  
Jackson, W. B. .... Conductor.. Aberdeen, S. D.  
Knudson, J. C. .... Engineer.. Minneapolis, Minn.  
Price, A. N. .... Sec. Laborer.. Roscoe, S. D.  
Schueler, E. .... Rndhse. Foreman.. Mobridge, " "

## Coast Division

Harris, H. E. .... Trav. Frt. Agent.. Spokane, Wash.  
Hoehn, E. L. .... Clerk.. Othello, " "  
Patten, J. K. .... Sub-Sta. Oper.. Tacoma, " "

## Dubuque & Illinois Division

Conklin, A. B. .... Frt. House Foreman.. Elgin, Ill.  
Driscoll, D. J. .... Coach Cleaner.. " "  
Hamer, C. M. .... Sec. Laborer.. Davis Junction, " "  
Lister, F. .... Track Laborer.. Savanna, " "  
Loibl, C. R. .... Conductor.. Dubuque, Ia.  
Rubio, A. .... Sec. Laborer.. Lanark, Ill.  
Utterback, H. F. .... Engineer.. Ottumwa, Ia.  
Vatne C. .... Gateman.. Elgin, Ill.  
Wiedman, J. E. .... Clerk.. Clinton, Ia.

## Iowa Division

Bryson, A. T. .... Asst. Sec. Foreman.. Amana, Ia.  
Burnham, J. P. .... Sec. Laborer.. Redfield, " "  
Dunn, G. S. .... Brakeman.. Perry, " "  
Larkin, J. G. .... Conductor.. Marion, " "  
Orman, J. M. .... Asst. Sec. Foreman.. Council Bluffs, " "

## Iowa, Minnesota & Dakota Division

Burnett, R. F. .... Agent.. Wells, Minn.  
Kelroy, E. F. .... Engineer.. Mason City, Ia.  
Toohey, G. E. .... Sec. Laborer.. Fulda, Minn.

## La Crosse Division

Cook, J. W. .... Fireman.. Minneapolis, Minn.  
Davison, K. W. .... Engineer.. " "  
Hanson, W. C. .... Conductor.. Eau Claire, Wis.  
Helmann, O. L. .... Engineer.. Portage, " "  
Jandt, G. C. .... Crossing Flagman.. Bangor, " "  
Meyer, J. C. .... Chief Dispatcher.. La Crosse, " "  
Millenbah, P. W. .... Agent.. Necedah, " "  
Ranning, O. W. .... Engineer.. Minneapolis, Minn.  
Rieber, J. P. .... Telegraph Towerman.. La Crosse, Wis.

Staeger, L. W. .... Agent.. Nekoosa, Wis.  
Stauber, R. .... Clerk.. Portage, " "  
Sullivan, J. H. .... Engineer.. " "  
Wyman, W. E. .... Conductor.. Madison, " "

## Milwaukee Division

Aggen, W. R. .... Sec. Laborer.. Hilbert, Wis.  
Boutotte, C. P. .... Engineer.. Menominee, Mich.  
Ewig, E. J. .... Conductor.. Channing, " "  
Graves, H. H. .... Trainman.. So. Beloit, Ill.  
Whitty, M. M. .... Clerk.. Horicon, Wis.

## Milwaukee Terminals & Shops

Agrusa, P. .... Welder.. Milwaukee, Wis.  
Bowen, J. J. .... Crane Operator.. " "  
Campbell, J. J. .... Brakeman.. " "  
Conery, E. E. .... Carman Inspector.. " "  
Farnham, A. J. .... Train Rules Examiner.. " "  
Grundt, F. P. .... Pipefitter.. " "  
McMahon, E. F. .... Sheet Metal Worker.. " "

Murphy, D. P. .... Engineer.. " "  
Rischman, C. R. .... Blacksmith.. " "  
Schott, B. R. .... Machinist.. " "  
Schroeder, E. J. .... Janitor.. " "  
Skubal, J. A. .... Chf. Yard Clerk.. " "  
Steltz, E. T. .... Steamfitter.. " "  
Ullrich, R. O. .... Carman.. " "  
Wissing, A. A. .... Engineer.. " "

## Rocky Mountain Division

Ehrlich, D. F. .... Ticket Clerk.. Butte, Mont.  
Fischer, V. L. .... Engineer.. Mobridge, S. D.  
Rainville, H. E. .... Yardmaster.. Deer Lodge, Mont.  
Yates, V. .... Conductor.. Mobridge, S. D.

## Terre Haute Division

Jones, J. T. .... Engineer.. Terre Haute, Ind.

## Twin City Terminals

Asbury, G. H. .... Towerman.. Minneapolis, Minn.  
Berg, A. M. .... Carman.. St. Paul, " "  
Harding, R. H. .... Traf. Manager.. Minneapolis, " "  
Johnson, O. .... Carman.. St. Paul, " "  
Mercado, F. V. .... Sec. Laborer.. Minneapolis, " "  
Ogden, H. B. .... Sec. Laborer.. " "

**ERROR NOTICE**—The name of D. L. Miller, switchman at Savanna, Ill., which was listed among retirements on the Dubuque & Illinois Division in the May-June 1964 issue of this magazine, should not have been included.

## Twin Cities All-Employee Retirement Reunion Oct. 3

The annual party honoring all employees in the Twin City Terminal area retiring in 1964 will be held in Minneapolis on Saturday, Oct. 3, at the Knights of Columbus Hall, 2745 Park Avenue. Employees who have retired in previous years are invited to attend the traditional get-together also. For details and reservations, contact W. R. Manion, supervisor of passenger train personnel, at the Minneapolis depot, or Miss Elizabeth Hessburg at the local freight office in Minneapolis.

## Attention—Members of the Milwaukee Road Women's Club

THE biennial meeting and general get-together luncheon of all chapters of The Milwaukee Road Women's Club will be held in Chicago at the La Salle Hotel on Friday and Saturday, Oct. 30-31. All voting members are invited to attend. For further announcements consult your local chapter president.

*Mrs. Ruth Vannella, Secretary General*

## Terre Haute Division

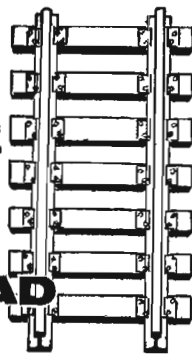
Frances Pettus, Correspondent  
Asst. Superintendent's Office, Terre Haute

Retired Conductor M. Frank Ernhart, a resident of St. Bernice, Ind., died May 17 in the Paris Hospital after an illness of five months. He retired in 1957 with 41 years service. Frank was a member of the Retired Railroadmen's Association, the Order of Railroad Conductors, Jones-town Odd Fellows Lodge No. 666, St. Bernice Rebekah Lodge No. 425, St. Bernice Conservation Club, the Half Century Club of Clinton, and the First Christian Church. He is survived by his wife, Pearl, two sons, Kenneth and Herbert, a sister and seven grandchildren.

Phillip W. Schoffstall Sr., a retired brakeman, died June 6 at Terre Haute. He is survived by his widow, Rozetta, a son, Phillip W. Jr., his parents, four brothers and four sisters.

Sympathy was extended to Dispatcher J. H. Anderson whose mother died May 16.

## ABOUT PEOPLE OF THE RAILROAD



### Coast Division

SEATTLE

Laura K. Schaub, Correspondent

**ASSISTANT GENERAL ADJUSTER'S OFFICE:** Word comes from Lake Forest Hospital, Lake Forest, Ill., that Claude A. Peterson, retired assistant general adjuster, Seattle, is making good progress. We hope to see him back in Seattle soon . . . Roger Spurling, retired district adjuster, is looking for a new site for his mobile home. Freeways, with heavy trucks shifting gears throughout the night, make him more convinced than ever that commerce should move on the rails . . . Mr. and Mrs. Harold Barry have returned from a vacation with their daughter and family in North Carolina. The three grandsons are a big attraction. On their return trip, the Barrys visited relatives in Minneapolis, including Mrs. Barry's 85 year old mother, Mrs. Helen Burke . . . Chief Clerk-Adjuster Gene Knol and wife are looking forward to visits by both their parents this summer, and have planned several short trips to show them the glories of the Pacific Northwest . . . District Adjuster Roy Jorgensen recently attended a seminar of the general claims division, Association of American Railroads, at Portland, Ore. All railroads entering the Northwest were represented.

**REGIONAL DATA OFFICE:** George Gravelle spent three weeks vacation at

July-August, 1964



## Spending Sunday With the Railroad Family

Everything was made to order, including ideal weather on June 13, the Sunday on which The Milwaukee Road Employees Association held its all-day family outing at Elkhart Lake, Wis. Approximately 265 members of the Chicago-based social club enjoyed the festivities at Schwartz's Resort, some of which are pictured here. As its contribution to the "busman's holiday", the Road provided a train for the round trip, manned by a volunteer crew—Engineer William Stuebner Jr., Fireman

Henry Ouellette, Conductor W. V. Scott and Brakeman Bert Davis, and Pilot Engineer Al Fournier.

The day's program featured a variety of activities—swimming, bingo, horse-shoes, shuffleboard, baseball—and food that hit the spot, thanks to the culinary skill of many distoff members. The main event was the boll game, in which Non-operating beat Operating by a score that Operating does not want mentioned, claiming it was won with the help of the umpires.



the New York Fair and Washington, D.C. . . . on May 12 the regional data and agent's offices gathered for a luncheon in celebration of Joyce Goldie's impending marriage to Kjargan Ask. The wedding took place in Deer Lodge, Mont., May 23 and a honeymoon was spent at Lake Tahoe . . . Ray Kester and Cora Guthridge spent May 22 in the accounting department of the Chicago office on an educa-

tional tour . . . It was noted that our Moses Lake agent, George LaValley, led the singles with a 635, one of the highest three-game series shot by Inland Empire entries in the American Bowling Congress held recently in Oakland, Calif.

**GENERAL AGENT'S OFFICE:** Sally F., daughter of Assistant General Agent George F. and Mrs. Flynn, was married June 20 to James B. Fitch, Lt. (j.g.) U.S.



## Roadmaster W. T. Fuller Honored at Retirement Banquet

W. T. "BILL" FULLER was honored at a banquet in the Legion Club at Milbank, S. D., July 18 to mark his retirement at the end of the month as roadmaster of the Aberdeen Division. Present were 150 Milwaukee Roaders and their wives, including many of his associates from other points on the system, and Kenneth Anderson of Lewistown, Mont., who had been his foreman many years ago. Division Engineer W. C. Whitham was master of ceremonies.

Mr. Fuller, a native of Groton, S. D., had been with the Road since 1922, starting at Groton with a section crew. In 1929 he was promoted to foreman and in 1932 became extra gang foreman. He was appointed roadmaster in 1940, serving first at Glencoe, Minn., from which he transferred to Milbank in 1950.

He is being succeeded by Clifford Awe, who had been foreman at Milbank since 1959.



Mr. and Mrs. W. T. Fuller take a bow at the dinner in their honor. Seated is their daughter, Mrs. Warren Graupmann, Mankato, Minn.

Navy. The ceremony was in the chapel of the University Congregational Church with a reception following in the church parlors. The bride, who wore a full length white gown and white lace mantilla, was attended by her sister Kathy wearing a gown of deep fuschia chiffon. A graduate of the University of Washington, Sally taught Spanish in schools at Othello and Auburn, Wash., and has a teaching position awaiting her in northern California where the young couple will have their first home... The following was submitted by James R. Rider, city freight agent:

*I think that I shall never see..  
Entrenched in our economy..  
A rate that's low yet not depressed..  
A rate the ICC has blessed..  
A rate approved by truck and rail..  
A rate nobody dares assail..  
A rate that barge line, steamship, air..  
All deem pre-eminently fair..  
A rate unchanged 'til kingdom come..  
A rate for the millennium..  
But rates are checked by fools like me  
Lord only knows what they should be.*

**TRAFFIC AND RATE DEPARTMENTS:** Employees and friends were saddened by the sudden death May 19 of Clifford H. Carlson, rate clerk in the general freight office and former chief ticket clerk in the passenger department. A native of Seattle, Clifford started his railroad career in 1942 as cashier in the city ticket office, where he remained until passenger service was discontinued in 1961. He was a member of the Holy Name Society and Society of St. Vincent de Paul of St. Teresa's Church where Requiem Mass was said, followed by interment in Calvary. Survivors are his wife, Dorothy; three sons, Timothy, Eric, and Brett; and two daughters, Celia and

Mia, all at home; his parents, Mr. and Mrs. Peter Carlson of Seattle, and a brother, Elmer, of Aberdeen, Wash. ... L. W. Schroeder, district representative, rail-highway sales, recently returned to his former home in Council Bluffs to drive his wife and two sons to their new home in West Seattle ... Several members of the traffic and rate departments along with employees of various other departments, recently enjoyed a Sunday cruise to Port Gamble aboard the Thea Foss ... Others of the rate department seem to be going all out for camping this season. ... Walter Zahren purchased a new camper and drove to California ... Russell Herth bought a new trailer for week-ends and a pending vacation at Friday Harbor. The family tried it out in the front yard one week-end and it was perfect ... Kay Miller has been entertaining a guest from Alaska with week-end trips to Vancouver, B.C., Lake Chelan, and camping at Coos Bay, Ore.

### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Congratulations were extended recently to a very active Retired Milwaukee Agent O. R. Powels of Tacoma, Wash., who could be spending his time relaxing in Palm Springs, but instead has chosen to lend his talents and services to a worthy activity as Governor of District 19 C of Lions International. This is the Southwest Washington district comprised of more than 30 clubs.

Since 1952 Mr. Powels has served the Tacoma Downtown Lions Club with a perfect attendance record. He was president in 1959 and zone chairman in 1962. He attended the International Convention in Toronto June 1.

## Iowa Division

### MIDDLE AND WEST

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

Z. C. Shaw of Wichita, Kans., son-in-law of Retired Conductor H. W. Lee of Perry, died Apr. 29. His wife was the former Ethel Lee of Perry. In addition to his wife, a son, a daughter and four grandchildren survive.

Harry Nead, 73, retired roundhouse machinist, died May 4. Services were held in Perry. Survivors are his wife Della, three sons, one daughter, seven grandchildren and one sister.

Robert Hines, switchman in Perry yard, was in the hospital recently due to a severe cut in his right hand suffered when a fruit jar which he was opening for his wife broke. The services of a specialist were required to rejoin severed nerves and tendons.

Mrs. Frank Stapleton, 73, widow of locomotive engineer, died at her home in Perry May 14 following a stroke. Survivors include her mother, a son, four daughters, a brother and four sisters, also several grandchildren.

Retired Conductor Gaylord Courtney is recuperating at home following a heart attack.

Cecil Gibbons, retired shop worker at the Perry roundhouse, has returned home after spending several weeks in the hospital recovering from an injury.

(Continued on page 24)

## Mrs. Pearly J. Cowling

MRS. PEARLY J. COWLING, wife of retired Tacoma, Wash., general yardmaster and mother of P. Laurin Cowling, assistant to President William J. Quinn, died at her home in Tacoma on May 7 at the age of 71. Funeral services and burial were in that city.

Although Mrs. Cowling was born in Eagle Grove, Ia., she was considered a native of Tacoma, having lived there since 1898. She and Mr. Cowling, who observed the 50th anniversary of their marriage in 1962, were both active in community affairs, he currently as president of the Milwaukee Retired Employees Club in the Seattle-Tacoma area. Mrs. Cowling was a past president of Tacoma Chapter of The Milwaukee Road Women's Club and of the Ladies Auxiliary of the Brotherhood of Railroad Trainmen; past master workman of AOUW Tacoma Chapter 6; a past officer of Tacoma Court Order of Amaranth; and a member of Mizpah Order of the White Shrine and White Clover Chapter, OES.

Survivors, in addition to her husband and son Laurin, include three daughters, Mrs. George Oswald, Mrs. Vincent Crocco and Mrs. Rhinehold Bauer; sons Maurice J. and Eldon J., all of Tacoma; 17 grandchildren and 15 great grandchildren.



**GIRL SCOUT BENEFACTION.** Hazelle Anderson of the office force of vice president-traffic (left), who is president of Chicago Chapter of the National Association of Railway Business Women, presents a check to Mrs. J. Sanford Rose, president of Chicago Council of the Girl Scouts, for a fund drive conducted this spring among 10 types of Chicago industries in which Hazelle served as chairman of the railroad business women's division. Standing by is Harry Schaden, vice president of Carl Byoir and Associates, who was vice chairman of the drive.



**FAREWELL SERENADE.** Conductor R. W. "Curly" Forrestall of Ingleside, Ill., enjoys a serenade from Ronald and Barbara Kolb, children of C&M Conductor J. G. "Jerry" Kolb, who provided the music for festivities during his retirement run on No. 139 from Chicago to Fox Lake, Ill., June 26. Congratulating him at the Union Station are (left to right) L. G. Briede and B. E. Carlson, long-time commuters from Deerfield, Ill., and Conductor W. V. Scott. Later he was honored at a dinner given by about 100 of his friends and co-workers at The Angels, Bristol, Wis. Conductor Forrestall had 54 years of service, starting as a car checker in Milwaukee and working up through chief crew caller, fireman and brakeman to conductor in 1929. Upon retiring, he and Mrs. Forrestall moved to their home on Route #1, Phelps, Wis.



**JUST MARRIED,** Frank Cincinello, per diem clerk at Galewood station in Chicago, is shown with his bride, the former Margaret Resezp. The wedding took place May 23 at Our Lady of the Angels Church, Chicago, and they spent their honeymoon at the Wagon Wheel in Rocton, Ill.

#### CHICAGO UNION STATION COMPANY HONORS RETIRER.

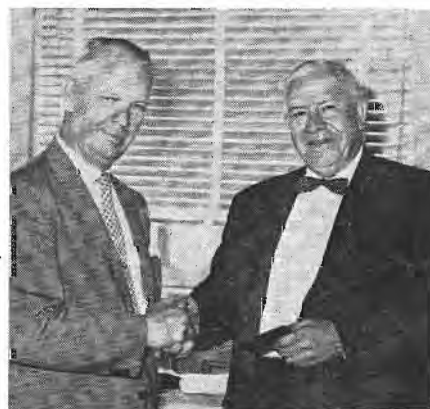
Carl W. Risch, No. 1 on the elevator operators' seniority roster, is presented with a Roll of Honor certificate by Chief Engineer E. F. Austerman, as he recently concluded a almost 35 years of service. Standing by are Office Engineer J. M. Crevie (left) and J. G. Nastala, chief clerk of the station engineering office.



#### HONORED AT ST. THOMAS COLLEGE.

Andy Brewer, son of Aberdeen Division Engineer Floyd Brewer, takes hold of his duties as the new president of the All-College Council of St. Thomas College in St. Paul. As chief executive, he will head up the student body for 1964-65.

**A 45-YEAR SERVICE RECORD** was marked at the Chicago-Fullerton Avenue accounting center July 2 when B. E. "Ben" Reinert (right) was presented with a Silver Pass by H. C. Johnson, assistant comptroller. Mr. Reinert is a special accountant on Mr. Johnson's staff.



## here's how we're doing

Second Quarter Ending June 30,		Six Months Ending June 30,		
1964	1963	1964	1963	
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passen- gers, mail, etc. ....	\$55,940,914	\$55,826,209	\$110,833,447	\$107,630,908
<b>PAID OUT IN WAGES</b> 26,304,827				
25,809,738	51,810,573	50,828,897		
<b>PER DOLLAR RECEIVED</b>				
(cents) .....	47.0	46.2	46.7	47.2
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment In- surance Act .....	2,473,501	2,327,444	4,864,057	4,550,213
<b>PER DOLLAR RECEIVED</b>				
(cents) .....	4.4	4.2	4.4	4.2
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest .....	27,399,079	27,198,806	53,624,548	54,014,505
<b>PER DOLLAR RECEIVED</b>				
(cents) .....	49.0	48.7	48.4	50.2
<b>NET INCOME</b>		\$490,221	\$534,269	
<b>NET LOSS</b>		\$236,493		\$1,762,707
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	262,918	268,219	521,740	520,380
Increase 1964 over 1963....			+1,360	
Decrease 1964 under 1963..	—5,301			

(Continued from page 22)

W. E. Failor, chief clerk in the superintendent's office at Perry, is back at work following surgery on his back.

Retired Locomotive Engineer Guy Chinn and wife celebrated their golden wedding anniversary June 21. Mr. and Mrs. Chinn live in Des Moines, although he performed much of his work out of the Perry terminal. Many Perry friends were invited to the party.

Mrs. A. L. Richardson, widow of locomotive engineer, died June 14 in a nursing home at Dodgeville, Wis. Funeral services were held in Mineral Point, Wis. Mrs. Richardson's husband worked out of Perry and she continued to live there for several years after his death.

Wayne Bridenstine, son of Assistant Superintendent Paul Bridenstine, and Gary, son of Chief Dispatcher John Galicher, were both in Lutheran Hospital, Des Moines, for surgery on June 9, to correct conditions due to injuries suffered earlier.

### Aberdeen Division

#### EAST END

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

At a testimonial dinner at the Montevideo Country Club May 22 the BLF&E honored Retired Engineers Ted Skramstad and Jalmer Knudson for their 50 years of engine service and membership in the organization. President Jim Himley MC'd. Engineers LeRoy Johnson,

Ward Halvorson, Jess Schaller, Art Rafelson, Warren Sanford and Former Fireman W. E. Albrecht were presented with 20-year buttons.

With the closing of the Montevideo roundhouse, Foreman Elmer Ward has gone back to firing and Night Foreman Tom Golden was transferred to Aberdeen as night foreman there.

Engineer Frank Heidman suffered a broken leg in an auto accident while en route to work one morning in June.

Engineer W. E. Rush died May 28 following a heart attack. Retired Passenger Brakeman Fred Falk died suddenly June 2 en route to his lake cottage. Retired Conductor Paul Mewissen died in May after a long illness. Retired Engineer Al Schiffman was found dead in his trailer at College Park, Md., May 26.

Patricia, daughter of Engineer Lawrence G. Reeve, is a member of the group of 23 German Club students of Roosevelt High in Minneapolis who are spending the summer bicycling across Europe under the leadership of their instructor. After a summer of exercise, fun, and education they'll be back to school in September.

Retired Engineer Martin Forster returned from a winter in St. Petersburg, Fla., with a lung ailment and is now at the V. A. Hospital in Minneapolis where he has undergone surgery.

When Mr. and Mrs. William Cromwell of Flaxville, Mont., visited in Montevideo recently, Mrs. Cromwell took over the

kitchen to prepare a chicken dinner for their hosts, her nephew Wayne Harding and wife. The Cromwells were returning from a national contest held in Maryland where Mrs. Cromwell placed seventh out of 108 contestants in a chicken frying contest. Previously she had been voted best chicken fryer in the state of Montana for the year. The secret was inherited from her mother who brought it along from France some years ago.

Jack Sheron, who still calls McGregor, Minn., "home" made a quick trip from Cleveland to visit with former friends. Despite what he calls "his pesky back", Jack looks as young as ever.

Congratulations were extended to Retired Engineer Herman Fandrey following his wedding June 6 to the former Mrs. Martha Camp. Bride and groom are both residents of Youngtown, Ariz.

When Engineer Joe Longley returned to Minneapolis recently after his run to Montevideo, he found his brothers Lawrence and Clarence in the hospital. Both were employed at St. Paul roundhouse and had suffered heart attacks and later passed away within a few hours of one another. There was a double funeral May 25.

The new baby at the home of Agent Tom Fasching in Cologne is Mary Rose who arrived May 28.

### D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

Savanna Chapter of the Women's Club announced recently that it had met the quota set for its 1964 membership drive. Also, that the annual May luncheon, served May 11 in the Presbyterian



**RETIRING WITH 51 YEARS OF SERVICE,** Conductor C. R. Loibl of the Dubuque & Illinois Second District is congratulated by Chief Dispatcher L. W. Nigus. He started on the former Dubuque Division in 1913 as a brakeman and had been a conductor since March, 1922. His son Harlan is also in train service on the D&I Second District. In the future he plans to take life easy at his home in Dubuque, Ia., and do a lot of fishing.

The Milwaukee Road Magazine





**SILVER "LIFETIME" PASS** for 45 years of service is conferred on Switchman L. E. Underwood, Council Bluffs, Ia. (left). Doing the honors is P. J. Rooney, assistant trainmaster at Council Bluffs.

Church parlors, was attended by 50 members; that donations had been made to the Red Cross, March of Dimes and the Cancer Society; and that at the meeting of June 8 plans were formulated to hold a family potluck picnic July 13 in Old Mill Park. Officers this year are Mrs. William Doherty, president; Mrs. Lloyd Hinsch, vice president; Mrs. G. A. Chamberlain, treasurer; Mrs. Albert Lahey, recording secretary; and Mrs. Charles Bertholf, corresponding secretary.

Cadet Russell Butcher, son of Mr. and Mrs. Paul Graham, Savanna, and a 1963 graduate from the Savanna Community High School, is home on a 30-day leave from West Point Military Academy, West Point, N.Y. Cadet Butcher has a brother, Michael, an eighth grade student in the Savanna schools, and his father, Paul Graham, is chief clerk in the engineering department in Savanna.



Russell Butcher

## Chicago Terminals

### GALEWOOD

Linda M. Kuchl, Correspondent

We welcomed W. R. Auch as our new assistant agent. He was formerly agent at Chicago Heights and we hope he finds his association with us a pleasant one.

Former Assistant Agent J. P. Kalasmiki has been appointed to the agency at Green Bay, Wis.

On June 19 Joe Falk, assistant reconsigning clerk, retired after 21 years of service. He was presented with a gold watch and a hand-tooled billfold.

Walter Pugasek, tracing clerk, is in St. Luke's Presbyterian Hospital at this writing, and Ernie Fatz, general clerk is also ill.

Jack Connolly acquired a new grand-

child recently when a little girl was born to his son James and wife . . . A son, Scott, was born recently to the J. McKay family . . . and your ex-correspondent Charlene Grosse reported the arrival of Paul Mark on July 6.

Edith Krahn and her husband sold their home and plan to move to California to be with their daughter who recently moved there because of illness.

Several recent graduations were of interest to Galewood personnel . . . There were three graduates from Loyola University . . . Kay Broda's brother, Ted Hampert, who will attend the University of Wisconsin this fall . . . Elain Gonsior, Irene Dumonowski's daughter, who plans to attend Stritch School of Medicine . . . and William J. Sofka, Ed's son, who plans to teach next year. Among the high school graduates were Nate Abrams' daughter, Karen, from Sullivan, with plans to enter Mayfair Junior College . . . Bob Colburn's brother Don, from Grant High School, Fox Lake, headed for the Navy . . . Judy Parsons, Dorothy's daughter, from Luther North High School, newly appointed stenographer to the agent . . . Sharon Anne, daughter of H. P. Gallagher, assistant agent freight house, from Madonna Catholic High

School, who will attend Mosher Secretarial College . . . Mary Ann, daughter of James V. Sylvester, check clerk, from St. Columbskill Catholic High School . . . Check Clerk William Minihan's son William from St. Patrick High School . . . Rose Ann, daughter of Check Clerk Elmer Gruenholz, from Sienna Catholic High School . . . Philip, son of Philip Scorza, reconsigning clerk, from Prosser High School, to attend Wright Junior College . . . and Marie, daughter of Joseph Savino, assembler, from Leyden High School.

### DIVISION STREET

Contributed by Mathilde F. Nauheimer

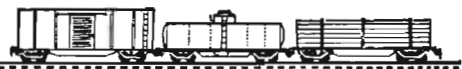
Your regular correspondent, Carolyn Di Cicco, was touring Italy as these notes were being written.

Mike Staloway, check clerk at House 6, is the proud grandfather of twins, Donna Lynn and Edward Michael Staloway, born June 3.

Ann Zenger, LCL route waybill clerk, recently visited in Los Angeles and reports an enjoyable time.

Congratulations were extended to William C. Stockwell on his recent marriage. Marilyn, daughter of William Leonard,

## Carloadings



**JANUARY-JULY 1964 compared with same period in 1963**

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		SEVEN MONTHS		INCREASE	
		1964	1963	1964 over 1963	% of increase
	<b>INCREASED</b> in 1964 over 1963				
13.1%	Forest Prod. (Excl. logs & Pulpwood) . . . . .	49,932	45,733	+ 4,199	+ 9.2%
5.6	Automobiles and Parts . . . . .	29,442	28,607	+ 835	+ 2.9
4.7	Coal and Coke . . . . .	47,747	46,960	+ 787	+ 1.7
2.9	Meat and Packing House Products . . . . .	18,397	18,379	+ 18	+ .1
2.5	Agricultural Impl. Machinery & Parts . . . . .	12,475	12,268	+ 207	+ 1.7
1.7	Liquors, Malt . . . . .	12,804	11,577	+ 1,227	+ 10.6
1.5	All Other Products of Agriculture . . . . .	13,109	12,424	+ 685	+ 5.5
1.5	Logs and Pulpwood . . . . .	26,667	23,766	+ 2,901	+ 12.2
1.2	Cement, Lime, Plaster & Stucco . . . . .	9,554	8,267	+ 1,287	+ 15.6
.3	Livestock . . . . .	3,164	3,054	+ 110	+ 3.6
30.2	All Other Mfgs. & Miscellaneous . . . . .	173,167	165,014	+ 8,153	+ 4.9
<b>65.2%</b>		<b>396,458</b>	<b>376,049</b>	<b>+20,409</b>	<b>+ 5.4%</b>
	<b>loading of these commodities</b>	<b>SEVEN MONTHS</b>		<b>DECREASE</b>	
	<b>DECREASED</b> in 1964 under 1963	1964	1963	1964 under 1963	% of decrease
13.9%	Grain and Soya Beans . . . . .	45,420	58,070	- 12,650	- 21.8%
5.7	Iron and Steel . . . . .	30,498	30,545	- 47	- .2
2.6	All Other Products of Mines . . . . .	10,439	12,514	- 2,075	- 16.6
2.4	Grain Products . . . . .	29,255	30,029	- 774	- 2.6
2.3	Gravel, Sand and Stone . . . . .	27,028	27,320	- 292	- 1.1
2.1	Oil and Gasoline . . . . .	16,854	18,690	- 1,836	- 9.8
1.9	All Other Animals and Products . . . . .	7,106	7,570	- 464	- 6.1
1.6	Forwarder Traffic . . . . .	17,562	17,602	- 40	- .2
1.3	Fruits and Vegetables (Fresh) . . . . .	12,036	12,190	- 154	- 1.3
1.0	Merchandise . . . . .	16,110	17,098	- 988	- 5.8
<b>34.8%</b>		<b>212,308</b>	<b>231,628</b>	<b>-19,320</b>	<b>- 8.3%</b>
<b>100.00%</b>		<b>608,766</b>	<b>607,677</b>	<b>+ 1,089</b>	<b>+ .2%</b>

July-August, 1964



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**SOMETHING TO REMEMBER THEM BY.**  
J. P. Kalasmiki (center), assistant agent at the Galewood freight office in Chicago who was appointed agent at Green Bay, Wis., July 16, is presented with a watch as a parting gift from Galewood employees. Congratulating him on the promotion are Agent F. H. Joynt (left) and H. P. Gallagher, assistant agent at the freight house.

check clerk at House 6, was married June 20 in Calvary Presbyterian Church, Round Lake, Ill., to Ronald Boyce.

Mrs. Edmund G. Stockwell, widow of switchman and mother of William C. Stockwell, died recently.

**BENSENVILLE**

Delores Barton, Correspondent

Sympathy was extended to Fred G. Benner, engineer in Mr. Middleton's office, on the death of his mother May 11 . . . to the families of Switchman James McCrindle, who died June 28 after a long illness . . . Switchman Neal J. Murphy who died May 12 . . . and Switchman Harry "Tex" Stanley. Mrs. Stanley and her five children wish to extend sincere thanks to Tom Lockhart and the fellows in the yard for the help given at the time of their bereavement.

Yardmaster Ly'e "Kickapoo" Sampson retired June 28 after 46 years service. He plans to live in Wisconsin and do lots of fishing.

Locomotive Engineer Joseph Huart Sr.

ended 45 years service with his retirement July 1, and Engineer Gus Horn brought to a close 51 years service when he retired May 18. Mr. and Mrs. Huart have a home near Mercer, Wis., and the Horns have a home in Winter Park, Fla.

Marlyn Sullivan left July 14 on a maternity leave and we have Mary Price with us once again.

Retired Switchman Herman Wulff, who lives in Tucson, Ariz., bulletined that he had recently been in Lancaster, Calif., and found Retired Trainmaster Johnny Malvin and wife well.

There's a new baby in the home of Switchman R. J. Willmer.

Chief Clerk Irene Scheele was in an automobile accident on her way to work recently and at this writing is still confined to the Sherman Hospital, Elgin. Sandy Hammond is filling in for her.

Contributed by Dorothy Lee Camp

While on vacation, your contributor and husband Joe stopped at Ogema, Wis., to see Lowell and Annabelle Pugesek at their hotel. We can tell you from experience the food and coffee are the best. Lowell is a son of Ted Pugesek of the Bensenville office.

Recent mail brings news that Hazel Hanes, widow of C&M conductor, is busy working in a hospital . . . Retired Conductor Jim Murphy takes care of his sister's home in Tucson and enjoys visiting with other retired folks . . . and Nellie Helton, widow of Sturtevant operator, welcomes visitors to her summer home and enjoys the fishing.

Mom, Mrs. Alta May Sherwood, was 83 July 11 and has been very ill again; the flu bug got me, so Joe had his hands full. While we vacationed, Mom was taken care of in the Wood Dale nursing home. Soon after our return tragedy struck when our boxer, Jo-Dee died. She



**WINNER OF A FOUR-YEAR PURDUE SCHOLARSHIP,** Charles P. Erlenbaugh, named for his grandfather, a retired Western Avenue-Chicago air brake man, will be going out for football when he starts his sophomore year this fall. He was chosen All-State guard while playing at St. George High School, Evanston, Ill.

*The Milwaukee Road Magazine*



facts to save you dollars

## Stars in National Youth Bowling League

GARY "BUZZ" ODEKIRK, son of Milwaukee Terminals Trainmaster R. O. Odekirk, was one of Wisconsin's three representatives in the National Youth Bowling Championship tournament sponsored by the Bowling Proprietors Association of America at Washington, D. C., in July. As state champion in the boys



Gary Odekirk practices for the national tournament under the tutorship of Engineer Bert Cummings.

scratch class, he received a trip to Washington for two, a swanky new bowling uniform, and the opportunity to compete for a college scholarship. In the finals he placed sixth in the nation.

Gary, who graduated this year from Boys Technical High School in Milwaukee as a draftsman, won his BPAA state title at the Milshore Bowling Lanes of Strachota's in Milwaukee. His average is between 183 and 186. The highest game he has bowled is a 287, and his best three game (series) score is 683.

There is more to the story than this, however, as Gary would not take credit for his skill without mentioning his "coach," Milwaukee Terminals Engineer Bert Cummings. For the past six years Bert has been in charge of junior bowling at Strachota's, and during the past season tutored more than 120 boys and girls from ages 7 to 18 years. In addition to developing their bowling proficiency, Bert is a great believer in the development of leadership and good sportsmanship qualities in young folks.

Like other coaches for the leagues sponsored by the BPAA, Bert is not paid for this work. The season runs from September into May, with the boys and girls bowling every Saturday morning. He is now looking forward to next season when the state championship tournament will be held in Tomah, Wis. Bert figures on escorting about 300 children to it, traveling on our railroad.

By Grace Johnson

Secretary to General Superintendent, Milwaukee, Wis.

made so many railroad friends during her life with us that we felt you should be told.

Car Foreman "Pete" Peterson and wife invited the Camps to their daughter's graduation party. "Red" Jim Kelly, former car foreman, his wife and two children were present, along with many other Milwaukee people.

### Chicago General Offices

#### OPERATING DEPARTMENT

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

Sympathy was extended to R. G. Scott, assistant to the general manager, whose father passed away June 30 in a rest home at Centerville, Ia., after a long illness. Interment was at Moravia, Ia.

Assistant Superintendent of Safety George M. Dempsey has been appointed chairman of the Traffic and Safety Commission for the village of Villa Park, Ill., where he has lived for the past 46 years.

#### FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Elwin Kuehn, retired traveling freight claim agent, died suddenly June 21. He retired Feb. 6, 1962 after nearly 50 years with the Road in the freight claim department. His wife Grace and a son, Donald, survive.

Sympathy was extended to Marge Mahler whose mother passed away June 3.

Alan Osmundsen, who began work in the freight claim department June 16, 1953, left recently to join the freight claim division of the Association of American Railroads.

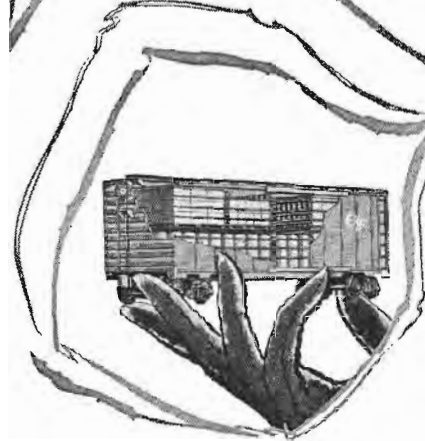
William Ness and wife Jean recently announced the birth of son Gary.

Jim Resner, Dick Olson and Elmer Dancy have been promoted to adjuster positions.

Mildred Hollingsworth, who recently broke her wrist, and Joe Robinson have been hospital patients.

Joe Cinquegrani and Paul Sircher are new employees in this department.

# ONLY FROM EVANS...

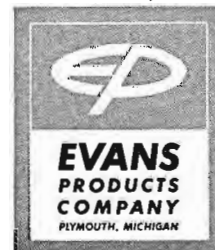


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## OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

Henry Koretke, who had been on furlough due to illness, retired June 1. His entire 44 year service was in the auditor of passenger accounts office where he began as clerk in the interline bureau, later became bureau head, and in 1958 assumed the duties of assistant auditor of passenger accounts from which position he retired. His co-workers and friends presented him a gift of cash accompanied by their good wishes for a speedy and permanent recovery.

Inger Johnson of the central computing bureau retired June 25 after 19 years service. A dinner was held in her honor at the Diplomat. A host of friends attended and she was presented with cash and numerous personal gifts. Inger plans to spend the summer in Tomahawk, Wis.

The office was shocked and saddened by the sudden death of Bob Zahnen who had recently assumed the duties of clerk in the bureau of conductor accounts. His cheerful smile and willingness to help others will be greatly missed.

Emily Trezek, who underwent surgery in Woodlawn Hospital, is convalescing at home at this writing.

Bertha Selden is rejoicing in her newly adopted son, Mark John, while Genevieve Wiak is proud mother of little Anna, lately arrived from Poland.

Dorothy Griffith announced the recent birth of Dale Andrew.

Recent visitors were Marine Dennis Robson, Art Dryer, retired auditor of passenger accounts, Naomi Johnson, Stella Murphy, Dorothy Olson and her son, and Genevieve Wiak.

Thomas Radell is the newcomer in the bureau of conductor accounts.

The Veterans' Reunion in Minneapolis June 27 was one of the best attended and most enjoyable yet. Roy C. Tiedje was in charge of tickets assisted by Gus Rohde and Art Baumgartner. Among those registered were Josephine Goetz, Irene Barry, Cele Koob, Ken Stone, Harry Simon and Art Bartosch.

### TAX DEPARTMENT

R. J. Barnes, chief clerk in the tax department, announced the birth of his first child, Michael Robert, June 6. His wife, Gwen, was formerly a secretary in the claim prevention, refrigerator and merchandise service department.



**CERTIFICATE OF RECOGNITION** acknowledging long and loyal service, which is conferred on veteran employees following their retirement, is presented here to C. N. Rank (left) by G. H. Kronberg, director of public relations and advertising. Upon retiring as advertising agent on Apr. 30, Mr. Rank had 39 years of service in our passenger traffic and advertising departments in Chicago.



**CHICAGO-FULLERTON AVENUE RETIREMENT PARTY** for Marie Meyer, clerk in the local interline balance bureau, shows her with (from left) Bureau Head O. Hartung, W. T. Kures, auditor of freight accounts, and J. L. Riplinger, auditor of freight settlements. Marie had more than 40 years of service, all in the office of the freight auditor. Following the party, she and her husband sailed on May 27 for a seven-week tour of the Scandinavian countries.

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**TREASURY DEPARTMENT HEADLINER**, J. J. O'Shea, our credit man at Chicago headquarters, is shown (center) with the handsome piece of luggage presented to him by fellow employees upon his recent retirement with almost 44 years of service. Treasurer C. T. Lannon (center, rear) was host at a cake and coffee open house at which he was honored by his many associates in the Union Station. Starting as a clerk in the freight auditor's office in 1920, all of Mr. O'Shea's service was in the Chicago finance and accounting department, through various promotions to his last named position in 1942. He and his wife Mary have moved temporarily to Ashland, Wis., and will notify their friends where to reach them when they locate at a permanent address.

#### AUDITOR OF EQUIPMENT ACCOUNTS

Carl C. Denz, an employee of this office for 43 years before retiring as head of the local car record bureau in 1955, died July 21. He was a charter member of the Credit Union, the Booster Club and union local #991. Surviving are his wife Mabel; daughters Collette Alberts, Betty Bartnick, Rita Minella and Jill Trudell; sons Robert, James and Jack; brothers Leo, retired chief carpenter of the Chicago Terminal—Terre Haute Division, and Joseph; and 18 grandchildren. Funeral services were held in St. Stephen's Church, Des Plaines, Ill., and burial was in Queen of Heaven cemetery.

#### MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Peterson, Correspondent  
Office of Assistant Vice President

Congratulations to several of our La Crosse Terminal people who have new additions to their families . . . MMTC Driver Richard Lehman announced the birth of their fifth child, a girl, on June 24 . . . Kenneth Keenan, MMTC terminal foreman, became a grandfather for the 10th time when Brian Witt was born to his daughter on June 8. He's looking forward to the 11th very soon . . . Lawrence Cross, a driver, can brag to Ken, however. When his daughter gave birth to Larry Frybler on June 20 this made the 20th grandchild for him.

George Orrben, MMTC terminal manager at the Twin Cities, is recuperating at home at this writing after a month in the hospital.

Edna Wailes of the MMTC Chicago accounting office was rushed to the Little Company of Mary Hospital, Evergreen Park, Ill., June 15 with a ruptured appendix. We miss her cheery smile and hope she will soon be back at work.



**THE KAFFEKLATSCH FOUR**—all retired from the auditor of freight accounts department in Chicago and now living in St. Petersburg, Fla., posed for this picture at a recent get-together. From left are Caesar Peterson, who retired as a review clerk in 1957; Einar Peurell, retired rate clerk (1955); John Krieter, retired transit accountant (1955); and Otto Reinert, retired review clerk (1954).

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Sympathy was extended to MMT Vice President P. L. Cowling on the recent death of his mother, and to Joyce and John Ieron on the death of John's father.

At the annual Wisconsin Safety Meeting and Safe Driver Award Dinner in Milwaukee June 6 (see article elsewhere in the Magazine), the drivers honored for their accident-free records in 1963 were: in the Milwaukee area—M. Bartelt, R. Casey, R. Cody, G. Gabrich, H. Koehler, S. Kropf, A. Mostrow, R. Masiakowski, R. Parkratz, T. Seymour, D. Smith, A. Schulze, E. Suchorski, E. Walenski, O. Wilson; Portage—L. Fisher, H. Henke, G. Hilleshiem, H. Krueger, K. Loney, C. Mensing, W. Miller, J. Williams, A. Wood; Green Bay—L. Bartolemeolli, E. Bushmaker, R. Deicher and L. Zastrow.



**PROOF POSITIVE** of the ones that did NOT get away is furnished by Ken Stark of the auditor of freight settlements force, Chicago, who with co-workers R. Hoehne, J. Carly and F. Bufka recently made a fishing trip to Lake Winnibigoshish in northern Minnesota. All brought back the limit in walleyed and northern pike.

#### AUDITOR OF CAPITAL EXPENDITURES OFFICE

Geraldine C. Doherty, Correspondent

Clarence W. Drexler, assistant engineer, died June 16. He entered the employ of the Milwaukee in May 1914 as a record room clerk and came to this office in 1916 where he held various positions until his promotion to assistant engineer in 1960. On May 11 he received a Gold Pass in recognition of 50 years service.

Mr. and Mrs. Arnold Egeler and family recently returned from Africa after serving five years there as missionaries. Mrs. Egeler is a daughter of Assistant Engineer George Lowrie.

Julia Lucas, engineer accountant, recently returned from a post convention tour to Jamaica with members of the Railway Business Women's Association. While there she had the pleasure of being introduced to Sir Clifford Campbell, Governor General of the island.

Assistant Engineer Ted Thompson's daughter Jodie was one of 25 Chicago high school seniors from four private schools in the west area who were nominated by faculty members for the title of *Chicago Tribune* "star senior" of the year. Criteria for naming the candidates included scholastic excellence, leadership, and participation in extra curricular activities. Jodie, a student of Luther North High School, qualified as president of the Girls Service Club, a member of the Spanish Club and the school choir, and a newspaper contributor.

#### AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Among recent marriages were those of John Dennison, bureau head of the miscellaneous timekeeping bureau, and Rosemarie Curtin of the AFE bureau, in Queen of Angels Church . . . Gerald Wall of the AFE bureau and Antonietta Ceresa at Holy Rosary Church . . . and Anieda Deutschlander of the typing bureau to William Krause. The couple are now living in California.

Individual office parties were held for each of the above at which they were presented with gifts.

At this writing, W. C. (Bill) Wilson and his wife are enjoying the sights of

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**WEDDING MARCH PRINCIPALS.** Chester Miller, superintendent of automotive equipment, escorts his daughter Sherie Lee down the aisle of the First Evangelical United Brethren Church, Bensenville, Ill., for her recent marriage to Roger A. Everhart. A reception and dinner were held afterward in the church parlors.

France, Sweden and Denmark.

Bert Traut, formerly of the bookkeeping bureau, visited the office recently. He and his wife had been traveling since Jan. 5 but are now back home in Tacoma, Wash. Other recent visitors were Ann Kennedy and P. Dietrick, whose retirement is certainly agreeing with him.

R. E. (Russ) Risberg, assistant auditor of expenditure, has returned from sick leave looking fit as a fiddle.

Olive Odessa of the miscellaneous timekeeping bureau now has a second grandson, Frank Joseph, who was born recently to her daughter, Mrs. Vincenzo.

Sympathy was extended to Wanda Szyplski on the death of her husband Chester, and to Mabel Klug of the AFE bureau whose brother Arnold recently passed away.

We were all sorry to hear of the deaths of Felix Raue and Oliver Prescott.

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

Grace Minor, Correspondent

Ruby Hess, former balance clerk in the statistical bureau, has taken a position in Sioux City, Ia.

L. Fancher, W. Mullen and C. Cynova have transferred to positions in the traffic department.

After a four week "TWA planned" vacation tour which took her from Chicago to New York, to France, Switzerland, Austria, Italy, Germany, England and Ireland, Rose Brandl has returned to work filled with never-to-be-forgotten memories. Stops were made in Paris and Versailles, France; Zurich, Lucerne and Mount Rigi, Switzerland. From the cars of the mountain railway a wonderful panorama of Lake Lucerne unfolded as the train climbed to the summit (6,000 feet). A stop was made at Innsbruck, Austria, then on to Italy to enjoy visits to

cathedrals and galleries in Florence and Rome and a ride by gondola on the Grand Canal in Venice. Brief stops were made in Munich, Heidelberg, Wiesbaden and Cologne, Germany, thence to London and a visit to Blarney Castle in Ireland before embarking for home.

On May 22 the last group of regional data office personnel arrived to participate in the educational tours which have been conducted for the purpose of acquainting them with procedures in processing regional freight accounts. We enjoyed having with us Assistant Cashier Cora Guthridge, Chief Revision Clerk C. Kester and Regional Data Manager R. P. Heinan, all from Seattle.

Sympathy was extended to Frank Seiser, suspense claim investigator, whose father died Apr. 28, and to Milinka Tepavcevic, balance clerk, statistical bureau, whose mother died June 6.

Recently welcomed to the waybill filing bureau as new employees were Allen Remus, Richard Rouse, Richard Hoffman and Karen Laenertz.

## Rocky Mountain Division

### EAST END

D. B. Campbell, Correspondent  
Trainmaster's Office, Miles City

There have been several weddings of interest to our people in the last few months . . . Melva, daughter of Mr. and Mrs. Melvin Timberman, was married to Edward Curnan of San Mateo, Calif., in the Sacred Heart Church in Miles

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## LAKESIDE FUSEES

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**Beloit, Wisconsin**

City . . . Frances Gay Gookin was married to Matthew L. Smith, son of Mr. and Mrs. Donald E. Smith, in the Episcopal Church at Miles City . . . Shirley Helen Pfister and Gary E. Prah, son of Mr. and Mrs. Carl Prah, were married in St. John's Lutheran Church at Great Falls, Mont. . . and Judith Ann Gull, daughter of Mr. and Mrs. E. W. Gull, was married in the Immaculate Conception Church at Sioux City, Ia.

Jack Yamada, 83, retired roundhouse laborer, died Apr. 20 after a short illness. Funeral services were held at Graves Funeral Home in Miles City, with interment in Custer County Cemetery.

John Henry Kean, 78, retired carman, died Apr. 6 at Aberdeen, Wash., where he had lived since retirement. Mass was said in Aberdeen and interment was in Calvary Cemetery at Miles City.

Retired Conductor Harlow W. (Slim) Hansen, 74, died at his home in Billings, Mont., Apr. 21. Funeral services were held in Graves Funeral Home and burial was in Custer County Cemetery, Miles City.

Gus Schultz, 77, retired conductor, died in April at his home in Hawthorne, Calif., where he had lived since retirement. Funeral services were held in the Little Church of the Flowers in Forest Lawn Memorial Park at Glendale, Calif.

Retired Powerhouse Engineer Daniel J. Shea, 78, passed away May 4 in a local hospital after a brief illness. Requiem Mass was said in Sacred Heart Church



**45-YEAR SERVICE PASS** is presented to John H. Linner (right) by W. C. Kelly, system relay office supervisor. Mr. Linner is our chief operator in charge of the Minneapolis communications relay office.

and interment was in Calvary Cemetery.

Eugene D. Ferrell, 69, retired carman, died May 11 in a Miles City hospital where he had been a patient for a month. Funeral services were held in Graves Funeral Home and burial was in Custer County Cemetery.

Machinist Lonnie D. Shields, 60, died May 22 in a Miles City hospital following a heart attack. Funeral services were held in Graves Funeral Home and interment was in Custer County Cemetery.

Retired Machinist Donald J. Young, 85, passed away in the Deaconess Hospital at Billings, Mont., May 28 following a brief illness. Funeral services were held in Miles City and Yellowstone Lodge No. 26 AF&AM conducted graveside rites in Custer County Cemetery.

### WEST END

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

At the statewide Jaycee Teenage Safe Driving Road-e-o held June 20 at Bozeman, Douglas Mason, 16, son of Conductor Francis Mason, took first place and Linda Manning, 15, took third place. Both live in Three Forks. Second place was taken by Jim Anderson, 17, of Bozeman. Douglas received a plaque and an all expense paid trip to Washington, D.C., to compete in the national finals July 27. While in Washington, he will be taken on a tour of the capitol and will meet President Lyndon Johnson. The grand prize for which he will compete comes in two parts—a \$5,000 scholarship and a new Mercury automobile. This safe driving contest is sponsored jointly by the national Junior Chamber of Commerce and the Lincoln-Mercury division of Ford Motor Company.

We are happy to report that Elsie

*The Milwaukee Road Magazine*



Douglas Mason

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**ROCKY MOUNTAIN SEND-OFF.** Retiring with almost 42 years of service, Yardmaster H. E. "Frenchy" Rainville (center, right) is congratulated by Superintendent M. T. Sevedge and presented with a piece of luggage as some of his co-workers at Deer Lodge, Mont., stand by. He started with the Road as a clerk in 1923, became a switchman in 1926, and had been yardmaster at Deer Lodge since 1942. He and his wife Margaret will continue to live in Deer Lodge, where their three sons and two daughters also reside.

Mielke, daughter of Relief Foreman E. H. Mielke, was graduated from the Harlowton High School as valedictorian of her class. She received an academic scholarship which she will use at the State University, Missoula, also a music scholarship to the University.

Another of Mr. Mielke's daughters, Nancy, was graduated two years ago as valedictorian and received a scholarship which she used at the Western Montana College of Education at Dillon. She has just recently received the Wayne Montgomery Memorial Scholarship of \$500 for the coming year. Both Nancy and Elsie have been active in church work and Scouting, and both have received superior ratings at district and state music events for their vocal solos and duets.

Robert Joseph De Gidio, son of Engineer Julian De Gideo, was graduated June 7 from Pacific University, Forest Grove, Ore., with a degree in Optometry. His parents and sister Donna attended commencement exercises.

Carol Jean Lemon, daughter of Engineer and Mrs. Dean Lemon, was married June 12 in the Federated Church to Richard Arthur Jonasen of St. Ignatius, Mont.

Betty Irene Polston, daughter of Mrs. Rollyn Allen and Ray Polston of Three

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### Reunion Plans of Military Railway Service Veterans

THE Military Railway Service Veterans of World War II and Korea will hold their 19th annual reunion at the Statler Hilton Hotel in New York City Sept. 18-20. Events planned for the program include individual meetings and banquets for the affiliated battalions, a business session, a reception, a banquet and dance, and special entertainment for the ladies. Inquiries regarding this organization should be directed to Earl W. Steuber, secretary-treasurer, 409 Pennsylvania Station-30th Street, Philadelphia, Penn.





Forks, was married recently to Donald Gene Rehm of Hebron, N.D., in a double ring ceremony at the Federated Church.

Brakeman Neil Toma and wife are proud parents of a daughter, Susan Ellen, born June 19 in the Bozeman Deaconess Hospital. Grandparents are Boardman and Mrs. James Ranney and Mr. and Mrs. Eli Toma of Radersburg.

Retired Engineer Clarence Laughery passed away in Vancouver, Wash., recently.

John E. Lee, 45, died recently in a Deer Lodge hospital after being suddenly stricken ill. He had lived here about 18 months filling the position of district material manager for the Milwaukee. He came here from Harlowton after having previously worked in Tacoma and Avery. During World War II he served in the Air Corps. His wife Leona; two sons, Mark and Kevin; two daughters, Sandra and Shannon; his mother, a brother and three sisters survive. Last rites were held in St. John Lutheran Church at Deer Lodge and interment was in Harlowton.

## La Crosse Division

### LA CROSSE AND WEST

Corrine Bauer, Correspondent  
Superintendent's Office, La Crosse

Telegrapher Joseph Rieber retired May 19 after completing 46 years service. He worked at Grand Crossing Tower at La Crosse for many years. The Riebers



**ON PARADE** at the National Railway Museum in Green Bay, Wis., for the Shippers Advisory Board meeting July 8-9, MILW 12694 exhibited in connection with the A. O. Smith Corporation, featured the application of hydraulic cushioning to a 50 foot boxcar.

have two sons, one, "Babe", is employed as train dispatcher at La Crosse.

Otto E. Hettman, 81, died at La Crosse May 27. He was a retired employe, having worked in the freight house at La Crosse. Burial was in the Catholic Cemetery.

The annual May Day luncheon of the Milwaukee Women's Club was held in the New Villa May 6 with 52 members in attendance. Mrs. Henry Shannon of Milwaukee was a visitor. Mrs. L. D. Miller, president, made the announcement that

the membership drive of the La Crosse Chapter had gone over the top.

Louis R. Coney, 50, chief clerk at the local freight house, died suddenly June 3. He is survived by his widow, Elizabeth, a son, James, and a daughter, Mary, of La Crosse. Mr. Coney was a member of the Knights of Columbus Council 839 and a Past Grand Knight. Interment was in the Catholic Cemetery.

Mr. and Mrs. George Deysach of La Crosse were honored at a family dinner June 14 at the Cavalier Inn in celebration of their 60th wedding anniversary. Their entire married life has been spent in their present home. Mr. Deysach retired as a roundhouse laborer after 40 years service. The Deysachs have two children, Mrs. William Fitzpatrick of Los An-



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552-RB

J. C. Meyer, chief train dispatcher at La Crosse, Wis., pictured with Mrs. Meyer as the guest of honor at a retirement party in La Crescent, Minn., June 26. Standing are L. W. Palmquist, retired special representative of vice president-operation (left), and F. H. Ryan, superintendent of the La Crosse Division. For the story, see the news column of Magazine Correspondent Corinne Bauer.



*The Milwaukee Road Magazine*

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the past thirty-five years.

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

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

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

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

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

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

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

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

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

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

**TOTAL MONTHLY PREMIUM \$.....**

Date.....

Signature of applicant

geles, and Dr. Leonard J. of Milwaukee.

Martin H. Breuer, 51, time revisor on the Division, died in a La Crosse hospital June 23. He is survived by his widow, Jean, two sons, Martin Jr., a brakeman living in St. Paul, Anthony at home, a daughter, Mrs. Burleigh Keller of Onalaska, Wis., his mother, a brother, Joseph, of La Crosse, and two sisters Mrs. Paul Bonnie of La Crosse and Mrs. Dorothy Costello of Tacoma, Wash.

A retirement party was held June 26 at the Commodore Night Club in LaCrosse, Minn., honoring Chief Train Dis-

patcher James C. Meyer who retired June 30 after 40 years service. Mr. Meyer was born in Hastings, Minn., and began work as an operator at 14 years of age during World War I. He worked for the M&St.L., the C&NW, the CB&Q and the N.P. before coming to the Milwaukee in 1924. The Meyers will live in Wanamingo, Minn.

Train Dispatcher Donald B. Elder has been appointed to succeed Mr. Meyer at La Crosse. The Elders have lived in La Crosse for several years and Mr. Elder's service time totals 25 years at this point.

## MADISON AREA

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

Peter Zeimet, 90, former Milwaukee yardmaster and founder of Lodge 606 of the B of RT in 1901, died May 7 in a Madison hospital after a brief illness. He had been retired since 1951 when he ended 50 years service. Burial was in Madison.

John A. Grotzke, 64, a retired employe, died in the Veterans Hospital at Madison following a long illness.

Jan and Philip Voeltzke are the proud parents of twins, Karen and Michael, born May 28 in St. Mary's Hospital. Jan is a stenographer in the local freight office and Philip is an expense clerk in the regional office.

Ty Rommelfanger, rate clerk in the regional office, recently announced the birth of son Kyle.

Another proud daddy in the freight office is Chief Clerk Dan DiLoreto whose wife Ann gave birth to a boy.

## WISCONSIN VALLEY

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

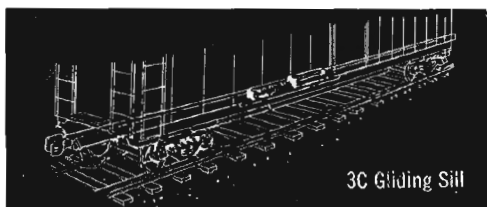
Mary Conklin, daughter of Engineer Kenneth D. Conklin, who joined the Peace Corps last February, was recently home on 10 days leave. She took the physical part of the training program at the Peace Corps field training camp in Puerto Rico, then spent 10 weeks at the University of Arizona in Tucson where she studied the Spanish language, the history and culture of Panama, American history and institutions. She has now been assigned and has joined other volunteers already at work in Panama in the fields of agriculture, community development, education and health. Mary was graduated from Newman High School in 1961, attended University Center, Wausau, for two years



Mary Conklin

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## SC&D Employees Plan Annual Retirement Dinner

October 4 is the date set for the second annual dinner honoring employes of the old SC&D territory of the Iowa, Minnesota & Dakota Division retiring in 1964. Plans have been made to hold it at the Biltmore Dining Room on Highway 20 just east of Sioux City, Ia.; tickets, \$2.50. All employes, retired as well as active, are invited to attend. For reservations contact W. J. Leach, chief caller at the Sioux City roundhouse.



## Pitches Perfect Game

Mike Lemay, son of Car Foreman Ed Lemay of Sioux City, Ia., became a local celebrity on July 9 when he pitched a perfect game in the Kid's Baseball League as his Kiwanis team defeated Sioux City Federal 5-0. In the six inning contest he struck out 13 batters and retired four in the infield, with only one ball reaching the outfield. League officials believe it is the first perfect game in the city's baseball history at the Kid level.

Mike had just passed his 12th birthday when he set the record, as the result of which he appeared on a televised sports broadcast and was written up in the Sioux City Journal. He is a grandson of A. M. Lemay of Minneapolis, retired district storekeeper (Sioux City Journal photo).



and the University of Wisconsin at Madison for a semester.

Elaine, daughter of Machinist Peter Dietsche, was recently married to Harry C. Radtke in Our Saviour's Lutheran Church at Wausau. Supper was served in the church hall and guests were later received and dancing enjoyed at Steckling's Ballroom. The young couple will live in Arkansas where the bridegroom is stationed with the Army at Fort Chaffee.

In another early summer wedding, Anna Marie, daughter of Section Laborer Barney Pepowski, became the bride of James H. Sulzer in Holy Name Catholic Church, Wausau. Brunch, reception, dinner and dancing followed at the Colonial Ballroom. Since returning from a honeymoon in Canada, the couple are living in Waterloo, Ia., where the bridegroom is a draftsman for the John Deere Engineering and Research Center.

Mary Tetzlaff received her cap during ceremonies at St. Joseph's School of Nursing, Marshfield, Apr. 26. Her parents, Clerk William Tetzlaff and wife, three sisters and two brothers attended the capping and the reception which followed.

Retired Engineer Charles A. Conklin, who underwent major surgery last August with a long period of convalescence, is now greatly improved and is spending the summer at Manson Lake near Tomahawk.

Mrs. Archie McDonald, 79, the wife of a retired conductor, died suddenly May 29. Funeral services were held in Minocqua. Immediate survivors are the widower and a son.

Mrs. Paul Stoff, 77, widow of a boiler-maker, passed away recently after a long illness. Funeral services were held in St. Theresa's Catholic Church at Schofield and interment was in Restlawn Memorial Park, Wausau.

Each bringing to a close more than 45 years with the Road, Leslie W. Staeger, agent at Nekoosa, and Percy W. Millenbah, agent at Necedah, have retired.

### EAST END

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

Conductor W. J. Taylor, 67, Portage, died May 4 after a long illness. He had worked for the Milwaukee for 43 years and was an officer of the BRT for many years holding positions as local chairman,

secretary-treasurer, and legislative representative. He is survived by his wife Una, two daughters and three brothers.

Conductor and Mrs. T. H. Fahey, Portage, have a son Patrick who was born on May 20. They also have 4-year old Thomas to help care for the baby.

Retired Engineer Harry E. Parker, 81, died May 25 at Portage. Mr. Parker was an engineer on the Northern Division for many years, and also on the LaCrosse Division. He is survived by a son, Dr. Garner Parker of Milwaukee, and three sisters. Mr. Parker was a member of the F.&A.M., R.A.M. and Commandery, Fort Winnebago Lodges, and a 50-year member of the Star of Bethlehem and B. of L.E.

Retired Operator Robert Williams, Neshotah, died May 24. Services were held in Oconomowoc.

Retired Operator "Scoop" Smith and companions fished in Ontario, Canada,

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early in June and Scoop, as usual, made his catch.

Retired Conductor Jess Pike had the misfortune to fall and sustain a broken hip early in June. At this writing he is still confined to Divine Savior Hospital in Portage.

Cashier P. F. Jacobs, 51, Portage, passed away June 3 after a brief illness. He had 28 years service with the Road. His wife Margaret, three sons, Phillip of Milwaukee, John in the Army at Fort Hood, Tex., Thomas at home, and two daughters, Mary and Kathleen also at home, survive.

## Twin City Terminals

### TWIN CITIES CAR DEPARTMENT AND COACH YARD

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

Sympathy was extended to Mrs. Oscar E. Nelson when her husband, aged 49, died suddenly at St. Paul May 19; also to his father Victor Nelson, a retired carman from the Minneapolis Shops, and his brother Donald. Oscar had lived in Min-

neapolis all his life. He started working for the Road on Mar. 16, 1936 and completed his carman apprenticeship Aug. 31, 1949, after which he worked as relief equipment maintainer at Wabasha, Red Wing, Madison, Rapid City, Hastings and Winona, before being appointed foreman at Minneapolis Shops Oct. 27, 1951. He was transferred to St. Paul Repair Track in 1958. From April, 1942 through November, 1945 he served in the Army. Interment was in Fort Snelling National Cemetery.

Two brothers, Lawrence J. and Clarence J. Longley, suffered heart attacks a few days previously and died within hours of each other on May 22 at Fairview Hospital. Clarence had 48 years service and Lawrence 45 at Minneapolis and St. Paul.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Floyd M. Barrus, 87, died recently at his home in Zephyr Hills, Fla., following a heart attack. He had been a Milwaukee Road employe for 58 years and agent at Clinton Jct. for 43 years prior to his retirement. Active in civic work at Clinton, he had served as village clerk and on the village and school boards, as secretary of the Commercial Club, and as a trustee of the First Presbyterian Church. He is survived by his wife, Emma, two sons and a daughter. Funeral services were held in Clinton.

Auber Hansen, 71, who succeeded Mr. Barrus as agent at Clinton Jct., passed



**PLANNING TO TRAVEL**, Conductor Earl J. Ewig of Channing, Mich., poses with a gift of luggage presented to him when he retired recently with 54 years of service and was honored at a party held at the home of his son and daughter-in-law in Iron Mountain, Mich. Guests at the party from the Green Bay-Channing area included Frank Cromier of Green Bay whom Mr. Ewig saved from drowning 56 years ago and whom he had not seen since that time. Mr. Ewig, a widower, has four daughters in addition to a son, 15 grandchildren and seven great grandchildren.

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away in Phoenix, Ariz., where he had lived since retiring in 1960. He was buried in Phoenix. Mr. Hansen had been village president of Clinton for three terms, assessor for seven years and trustee eight years, and was active in the Clinton Baptist Church. Surviving are his wife, Ethel, a son and four grandchildren, all of Phoenix.

Agent Jim Blauw has returned to work at Avalon after a three-month sick leave, feeling fine again after undergoing major surgery in the Beloit Municipal Hospital.

## SECOND DISTRICT

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

There have been several deaths among our retired people lately.

Robert D. King, retired engineer, died Apr. 25. He is survived by two sons and three daughters.

Retired Conductor George M. Kelly died May 23. Two daughters and a son survive.

Alphonse Watermolen, retired engineer, died May 7. He had been living in Mountain, Wis., and interment was in Lakewood, Wis.



**RECEIVING HIS SILVER PASS,** William Logan, assistant agent in Sioux City, Ia. (right), is congratulated by Agent John B. McGuire (left) and Homer Snow, who hired Mr. Logan when he began work for the Road as a baggageman at Yankton, S.D. on June 1, 1919. Mr. Snow, former agent in Sioux City, retired in 1950. Before being appointed to his present position in 1949, Mr. Logan had been stationed in Yankton, Sioux Falls, Geddes and Menno, S. D.

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## Railroad Carpentry Leads to Retirement Hobby



Boyd Barber of Britton, S. D., puts the finishing touch on the scale model of a local residence. (Britton Journal photo)

EXPERIENCE gained as a carpenter for our railroad years ago now provides many an entertaining hour for Boyd Barber, a 79 year old resident of Britton, S. D., in his hobby of making miniature houses.

Mr. Barber, who was reared on a farm at Loren, Ill., had engaged in farming and other types of work, including carpentry, before entering the employ of the Milwaukee during the first World War. He served as a carpenter with headquarters at Savanna, Ill., from 1918 to 1933 when he became custodian of the Lanark, Ill., school system, a position he held for 24 years. A stroke in 1935 left his right hand par-

tially paralyzed, but did not keep him from performing his duties.

He moved to Britton in 1957 after the death of his wife, to live with his son and daughter-in-law, the Evan M. Barbers. Fond of gardening, he tends the Barbers' lawn and the grounds of the Presbyterian Church, and occasionally assists his son at the Barber hardware store.

While Mr. Barber was still living in Illinois he had made yard ornaments and bird houses as a pastime. After moving to Britton he began making model houses, the first of which duplicated his former home in Lanark. Since then he has built a replica of his present trailer home west of his son's house—using foil baking pans—and many scale models of local residences. He fashions them from discarded wooden crates, using a small jig saw and electric drill, and includes the smallest detail, such as window panes, matching paint, TV antennas, and the like. Some of the models are displayed outside of the actual homes.

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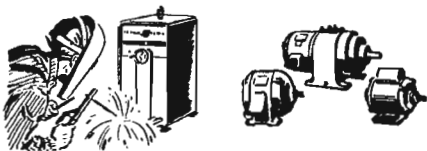
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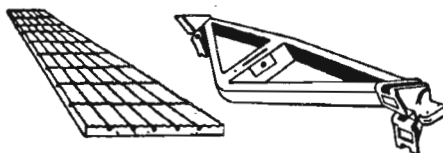
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## I M & D Division

SIoux CITY AREA

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

James S. Noonan received a B.A. degree, cum laude, from Beloit College, Beloit, Wis., in June. He was elected Phi Beta Kappa. His mother, Esther G. Noonan, is cashier in the regional data office in Sioux City and his



James S. Noonan

father, Martin, was captain of police for the Milwaukee until his death in September, 1953. Jim will be touring Europe this summer and will attend the University of Wisconsin at Madison this fall.

M. G. Kutz, regional data manager, and family had a harrowing experience when lightning struck the antenna on their home in Sioux City during a severe thunderstorm in June. A quick trip by the fire department brought everything under control and very little damage was reported.

Jim Clifford, clerk in the Sioux City

## William E. Jones

WILLIAM EMERSON JONES of Puyallup, Wash., a retired Coast Division engineer who was a pioneer of the Road's coastward construction in 1908, died recently in a hospital in Tacoma at the age of 80. He had been a locomotive engineer from 1903 to 1948, except for time in military service, and was a witness to the driving of the Gold Spike at Gold Creek, Mont., in 1909.

Mr. Jones was born in Cedar Rapids, Ia., and reared in Illinois, where he started railroading on the old Chicago & Council Bluffs Division. In 1904 he enlisted in the National Guard, and in 1916 served as a military intelligence operator on the Mexican border. During the first World War he was a captain in the railroad-sponsored 609th Engineers, in France.

Active in railroad groups and the life of his community, he had held many offices in civic and fraternal organizations. He was a member of the Milwaukee Pioneers Club; the Brotherhood of Locomotive Engineers; the Veterans of Foreign Wars; the Retired Officers Association; the Military Order of World Wars; the Civil Defense Corps; the Masonic Order and the American Numismatic Association.

Surviving are his wife, Lauretta, a daughter, Mrs. C. W. Bodhaine, Puyallup, and a sister in Hollandale, Fla. Final services were held in Puyallup, with full military honors.

The Milwaukee Road Magazine



**PICKING UP ALL THE MARBLES** in the Boys Junior Olympic Games for the children of members of the St. Paul Athletic Club, Steve Desens, son of General Agent B. H. Desens, won the Louis F. Dow Trophy for best athlete in the 13-14 age class and the Skipper Slawik Memorial Plaque exemplifying good sportsmanship. He appears here with his proud mother and Richard Hansel, director of the boys' athletic program. In the Boys Boxing Show staged later, he also was awarded the "most improved boxer of the year" trophy.

freight office, announced the birth of a son, Bradley David, June 3.

Orval H. (Spence) Spencer, yard clerk at Mason City, Ia., died June 2. During his 46 years service Mr. Spencer missed very few days of work. He was born at Sanborn, Ia., worked at Mitchell, S.D., Minneapolis, Minn., and for many years at Mason City. His wife survives him.

Agent Gus C. Stanz of Ruthven died suddenly June 12 while at work. He is survived by his wife and one daughter. Funeral services were held in the Zion Lutheran Church, Ruthven, Ia.

Mrs. William Colloton, widow of retired conductor, died May 6.

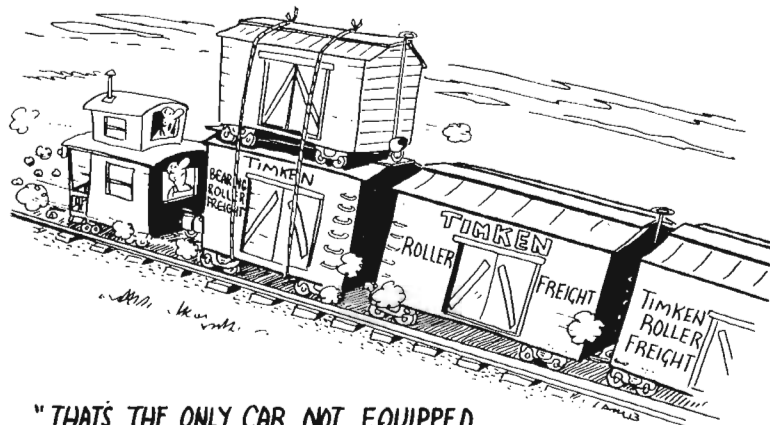
Amund S. Melling, 61, warehouse foreman, Sioux City, passed away June 9 after a short illness. He was born at Great Falls, Mont., but had lived in Sioux City for 58 years. Survivors include his widow and a brother.

Mr. and Mrs. Dennis Hicklin announced the arrival of a baby boy June 2. They have another son, Danny. Mrs. Hicklin (Mary Ellen Mueller, relief clerk, regional office) is the daughter of Paul Mueller, agent at St. Paul, Minn., who, with his wife, made a quick trip to Sioux City to see the new grandson.

The Sioux City regional office welcomed the recent return of Ruby G. Hess who had been working as balance clerk in W. T. Kures' office in Chicago. Ruby formerly worked in Sioux City and has come back to us as a keypunch operator.

Retired Conductor Timothy H. Calligan, 84, died June 13 at Sioux Falls, S.D. His wife died Apr. 9, also in Sioux Falls. Mr. Calligan had a 53 year service record when he retired in October, 1953. Pallbearers were all Milwaukee employees and honorary pallbearers were retired engineers.

July-August, 1964



**"THAT'S THE ONLY CAR NOT EQUIPPED WITH TIMKEN ROLLER BEARINGS, AND WE'RE NOT TAKING A CHANCE ON A HOT BOX DISRUPTING OUR SCHEDULE."**

(Advertisement)

#### AUSTIN-EAST END

R. D. True, Correspondent  
Office of Superintendent

On May 16 Sharon Marie Broich and Robert J. Rigdon were married at St. Mary's Catholic Church in LeCenter, Minn. A reception was held in the church hall after the wedding. This was followed by a trip to Colorado. The Rigdons are now settled in Austin where Bob is steno-clerk to Signal Supervisor W. J. Cassidy. His bride was formerly employed by St. Joseph's Hospital in Mankato, Minn., as a practical nurse.

Queen of Angels Catholic Church was the scene of two weddings for daughters of railroad people on June 6. Mary Lynn Komurka, daughter of Regional Data Manager J. J. Komurka, was married to James M. Morehouse, and Gloria Carroll became the bride of Melvin Paulson. Gloria is the daughter of Ed Carroll, chief clerk in the agent's office. After a trip to northern Minnesota and Canada, Mr. and Mrs. Morehouse are living in Minneapolis where he is employed as a barber and she is on the office staff of

Western Oil and Fuel Company. Mr. and Mrs. Paulson are living in Rochester, Minn., where both are employed at St. Mary's Hospital.

Major and Mrs. Lester K. Tate have returned from a three-year stay in Germany where he was with the Signal Corps. Mrs. Tate is the daughter of E. E. Barker, cashier in the regional office at Austin. After a visit with Mrs. Tate's parents, Major Tate will report to the Navy Staff and Command School at Newport, R.I.

O. H. Spencer, chief yard clerk at Mason City, Ia., passed away suddenly June 2. He had worked 45 years for the Road. His wife, who lives in Mason City, survives.

Mrs. William Gremmert, widow of a former section foreman at Delmont, S.D., died June 14 at the age of 90 years and 7 months in the home of her daughter, Mrs. W. Goldhammer, in Frazee, Minn. Burial was in Lakeside Cemetery at Frazee. Surviving, in addition to Mrs. Goldhammer, are three other daughters, Mrs. Ella Stahlecker, Melnor, N. D., and Mrs.

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Gus Peters and Mrs. Martha Braunschmidt of Delmont; two sons, Albert of Avon, S. D., and Ernest, Seattle; 25 grandchildren and 70 great grandchildren.

## Milwaukee Terminals

### FOWLER STREET STATION

Pearl Freund, Correspondent

Anthony J. Olson, yard clerk at Grand Avenue since 1942, took his pension July 1. His 39 years of service were spent in the bridge and building department on the LaCrosse and the old Valley Division. In 1940 he went to Air Line Yard as a train clerk and from there to Grand Avenue. His cheery voice and pleasant disposition made ready friends among the shippers in his district. Tony and his wife have lived for many years at Oconomowoc Lake and much of the furniture in their home has been made by him since woodworking is one of his hobbies. Fishing holds second place.

Albert Krohn retired in July after 47 years of service. His first work was as a train clerk at Air Line Yard. From there he went into district work as a yard clerk at Menominee Belt and Stowell. He also spent some time at Fowler Street working in the cashier, demurrage, OS&D department and the claim department. Ten years were spent as yard clerk at the C&O car ferry dock. Al is married and has two daughters, Mrs. John Paul Klaser and Mrs. Douglas Kraifall, and three grandchildren. Family get-togethers are one of his great joys. With a natural talent for painting, and a yen to develop his talent, he has decided to work hard at it with a view to edging into the commercial art field eventually.

Dennis Stelzel, 10 year old son of Kenneth, yard clerk at the A.O. Smith Hi-Tower, North Milwaukee, had a real surprise when his birthday gifts were dropped from an airplane piloted by Henry Nehrbass, yard clerk at North Milwaukee.

Switching Clerk William Koepke and his wife tell us they had a foreign tour without going beyond the boundaries of Illinois and Missouri. Among places visited were Mexico, Louisiana, Formosa, Lebanon, Cuba, Texas, El Paso, Detroit, Ottawa, Dayton, New Berlin and Oglesby.

William Arndt, son of Chief Yard Clerk Earl A. Arndt, had a busy day June 16. He was graduated from Milwaukee Institute of Technology early in the day and in the evening was married to Sandra Jean Hill at Naim Evangelical Lutheran Church. A reception was held at Kozmut Hall. William is working as a train clerk at Muskego Yard and his father has been assigned permanently to the position of chief yard clerk vacated by John Skubal in May.

Lloyd Christianson, grain clerk, has returned to Muskego Yard, where most of his service has been, as train clerk. His former position was assigned to Thomas Ogden. George Ronbeck, A. Joseph Wuerl and Lambert Knudtsen have been assigned to C&O positions in the agency.

A former service bureau employee, Marilyn Bintzler, is the new keypunch operator in the IBM department.

Lorna Schalla and Ronald P. Daveley, grade A machine operator, regional office,



**THE OLD GODFREY YARD OFFICE FORCE OF 1912** before the name of the yard was changed to Mannheim East and later to Bensenville. The picture was contributed by W. F. "Bill" Hettinger, retired car accounts bureau head now living in Warsaw, Ind., standing at the left, who has identified the others as (seated from left) J. Leonard, H. J. Cameron, Oscar Ulrich, (standing, same order) E. J. Doyle, John White, John McInerney and W. Henry.

were married in Capitol Drive Lutheran Church on July 18. Lorna's brother, the Rev. Ivan Schalla who is pastor of a church in Saskatchewan, Canada, officiated. A reception was held at Pabst Pavilion, Lincoln Park.

Mrs. Barbara Hogan of the regional office and Evelyn Scharest, OS&D clerk at the agency, were in a car accident while en route home from work. Both suffered injuries which are keeping them housebound at this writing.

Effective June 9 the following employees of district #22 agency were assigned to the positions named in district #151 regional office: Mahlon Gilbert, chief revising clerk; Pearl Freund and Enrico Franco, grade A revising clerks; Bruno Kowalski, grade B revising clerk; John Smith, Carol Dombrowski, James Rohloff and Robert Nelson, comptometer operators; Casimir Maciolek and Robert Deneseus, bill and expense clerks; Edward Wencka, night force grade A; Jerome Hofkes, relief grades A & B; Howard Anderson, relief comptometer, and Conrad Wencka, grade B revising.

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

Congratulations to these happy parents—Mr. and Mrs. David Schwab, parents of David Lee Jr., born Mar. 13 . . . Switchman "Doc" Musselman and wife, parents of a baby girl born June 1 . . . LaCrosse Division Conductor Clyde Brinkman, whose little daughter Rochelle Marie was born on June 9 . . . and Switchman Ellis Anderson and wife, parents of Greg Allen who arrived Apr. 11.

Summer replacement Caller Heiner Giese is back at Muskego this year. His

father, Operator Heinz Giese, is proud of his boy. He attends Georgetown University and when he returns to school this fall he will be an exchange student in Switzerland.

Switchman Joseph Steuer died May 25 after a short illness.

Sympathy was extended to Walter Bergles on the recent death of his mother . . . to the family of Retired Switchman Roy Lewis who died Mar. 20 . . . and of LaCrosse Division Conductor Jerry Shoemaker who died Mar. 30 after a long illness.

Switchman Dave Cammack's son John has been weight lifting for some time now and recently at the Deutscher Athletic Club was successful in winning the Milwaukee championship award, lifting 245 pounds in "clean" and "jerk" lift. Switchman Ronnie Feyrer of weight lifting fame in this area was the judge, but this had nothing to do with John winning, said Ron; it was all fair and square.

It was nice to see Mrs. Hattie Mickelson, retired clerk from Muskego Yard, in the depot one day, where she was awaiting the arrival of friends from Washington. Hattie does quite a bit of traveling herself, going to Florida for the winter and back to Milwaukee, where she maintains her own apartment, for the summer.

Bob, son of Mrs. Florence Ullrich, telephone operator at the depot, left June 22 for service in the Marines. He was formerly in the Naval Reserve. His first assignment is to San Diego, Calif.

Retired Yardmaster Henry Ohly died at his home in Oconomowoc May 21 after a long illness. He retired in 1949 with a 45-year service record. Services were held from the Ritter Funeral Chapel in Milwaukee with Masonic rites.





**POSSUM TROT BREAKS INTO A RUN.** The Arkansas short line Reader Railroad announced recently that a Saturday passenger train continuing through Labor Day has been added to its tri-weekly runs, so people who can't travel on work days may experience the excitement of riding on "the last remaining regularly scheduled mixed trains in the United States drawn exclusively by steam locomotives." This little working railroad dubbed "The Possum Trot Line," which carries oil, asphalt and lumber to the Missouri Pacific at Reader, Ark., inaugurated passenger service last year when it painted up its Victorian depot and purchased a vintage lounge car and the Milwaukee Road's combination baggage-passenger coach No. 2708. Its 23 1/2 mile route between Reader and Waterloo traverses places with such picturesque names as Dewoody Hill, Dill's Mill, Caney Creek and Goose Ankle Meadow. Milwaukee Road 2708 has been renumbered the line's #501, and in Reader dress has an aluminum roof, sides of glossy black lettered in gold, and skirt striping of gold, green and white.



*Below, Milwaukee Road 2708 renumbered Reader 501.*



**THE LAST WORD ON THE MYSTERY PICTURE** of the steam locomotive which appeared in the January-February issue of this magazine and was identified later as the Lima Locomotive Works' famous A-1 of 1925 comes from Jay W. Tiffany of Minneapolis, Minn. Mr. Tiffany was the engineer for this loco-

motive on Oct. 25, 1925 when it pulled the Pioneer Limited from Chicago to Minneapolis during a barnstorming tour of the country. This picture was taken on the west end of the short line bridge over the Mississippi as the Pioneer was entering Minneapolis.



*July-August, 1964*



2259  
2208  
51  
46  
97

**MILWAUKEE, CITY ON THE GO.** Aerial view in a southwesterly direction of the downtown area of Milwaukee, Wis., highlighted in a civic multi-million dollar renewal program, retouched to show how the Milwaukee Road's new passenger station (circled), the proposed new post office immediately east of it, and the new expressway would look when completed, as well as possible uses of the three block area on which the present station stands. Shown occupying the site of the present station facilities between North 2nd and North 5th Streets is a motel-office-parking complex. At upper left is the Road's new Reed Street Yard freight house complex opened in July, and at upper right the expressway interchange to be completed in 1969. For details, see page 10.

