

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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•
april
1964

in this issue . . .

ANNUAL REPORT
1963

MICROWAVE
page 8



MARIE HOTTON
Managing Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

The Milwaukee Road Magazine is published for active and retired employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employees may continue to receive it without cost by sending their address to the circulation department, 824 Union Station, Chicago, Ill. 60606

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The Milwaukee Road's Plan for Progress

in connection with

The President's Committee on Equal Employment Opportunity

On January 21 The Milwaukee Road signed Plan For Progress in connection with the program being sponsored by President Johnson's Committee on Equal Employment Opportunity. Representing the railroad at a ceremony in the White House were President William J. Quinn and Edwin O. Schiewe, vice president and general counsel. By signing, The Milwaukee Road joins 140 other companies which have also signed.

Following is the Milwaukee Road's Plan, which has been published in pamphlet form and has been distributed to all Milwaukee Road employing officers:

- I. To reiterate its policy of non-discrimination to all officers responsible for the employment of personnel.
- II. The Company will consider in its employment of persons only the qualifications of the individual concerned, taking into account his education, experience, aptitudes, personal attributes and other appropriate factors. This will be done without consideration of the applicant's ethnic or religious background or affiliation.
- III. Similar disregard of race, color, creed or national origin will apply as opportunities for transfer or promotion occur within the Company. The Company will follow the same policy whenever a work force reduction may become necessary.
- IV. All qualified persons in the employ of the Company regardless of race, color, creed or national origin will be afforded equal opportunity to participate in any training program



President William J. Quinn speaking with President Lyndon B. Johnson at a meeting in connection with undertakings of The President's Committee on Equal Employment Opportunity.

the Company may sponsor.

- V. Employee facilities have been and will continue to be maintained on a completely desegregated basis.
- VI. The Company will, in the implementation of this program, review from time to time all job categories to insure that this program is being fully complied with.
- VII. The Company will, wherever possible, seek the support of all unions representing its employees in the implementation of this plan.

The Milwaukee Road will report to the President's Committee at such times and at such intervals as may be appropriate or as may be specified by the committee.

The Cover

Mounted on the roof of the Union Station in Chicago, this huge parabolic antenna, a key feature of our railroad's new microwave system, is busy around the clock exchanging information with its counterpart at Bensenville Yard. Checking instrumentation here are W. E. Fuhr, assistant chief engineer signals and communications (left), and D. L. Wylie, communications engineer. Our story about the system begins on page 8.

ANNUAL REPORT

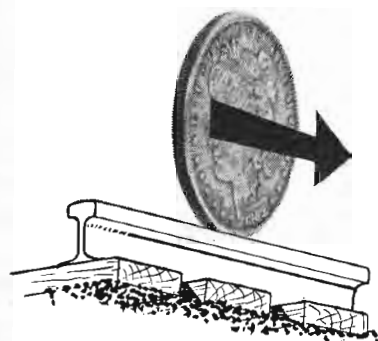
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**a brief account of the
highlights of the Milwaukee
Road's operation in 1963.**

- *On the average of 16,883 people were employed by the railroad during 1963.*
- *Their wages and salaries amounted to \$112,688,082.*
- *The railroad also contributed \$9,412,272 for railroad retirement taxes and unemployment insurance.*
- *The cost of health and welfare benefits for employes amounted to \$3,283,233.*
- *During 1963 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$603,633,398 representing an investment of \$35,754 for each employee's job*
- *The railroad company's return on its investment in 1963 amounted to 2.37 per cent.*

RESULTS OF OUR OPERATIONS IN 1963

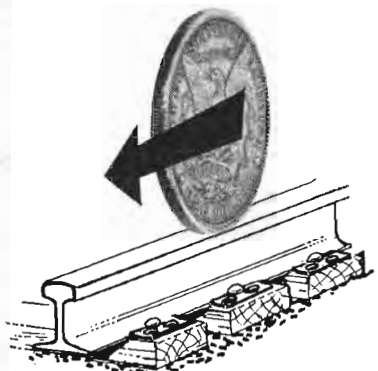


WE TOOK IN

		Increase + or decrease -
Railway Operating Revenues	\$223,147,893	—\$4,516,216
Other Income—Net	3,126,908	— 190,620
TOTAL	\$226,274,801	—\$4,706,836

FACTS:

1. The return on our investment was 2.37% as compared with 1.90%.
2. We carried 6,452,617 passengers an average distance of 74 miles, and received an average revenue of \$1.96 per passenger.
3. We carried 39,627,042 tons of freight an average distance of 356 miles and received an average revenue of \$4.67 for each ton of freight hauled.
4. We paid an average of \$6,668 per year to 16,883 employees.

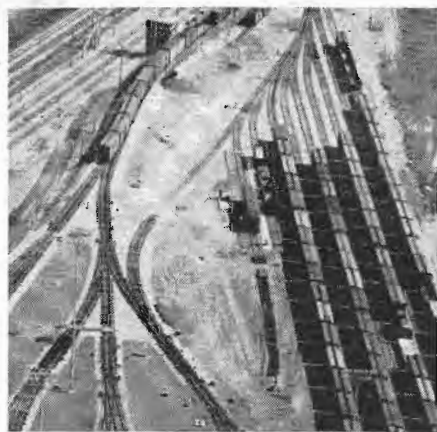


WE PAID OUT

		Increase + or decrease -
Railway Operating Expenses	\$177,182,235	—\$3,802,058
Taxes and Rents	31,664,341	— 3,575,382
Interest	12,034,681	— 67,497
TOTAL	\$220,881,257	—\$7,444,937

NET INCOME \$5,393,544 + \$2,738,101

SOURCES OF REVENUE / freight and passenger service



FREIGHT TRAFFIC

Classes of Traffic	Revenue	% Grand Total
Manufactured articles	\$ 86,793,420	38.9%
Wheat, grain, products of agriculture..	39,193,990	17.6
Coal, ore, products of mines	17,987,677	8.0
Lumber, products of forests	26,889,402	12.0
Livestock, products of animals	9,536,542	4.3
L.C.L. traffic	1,610,309	.7
Forwarder Traffic	2,857,799	1.3
Total Freight Traffic	\$184,869,139	82.8

OTHER FREIGHT SERVICE

Switching	\$ 6,137,346	2.8
Joint facility—Net Cr.	2,713,468	1.2
Demurrage	1,294,926	.6
All other	680,128	.3
Total Other Freight Service ..	\$ 10,825,868	4.9
Total Freight Service	\$195,695,007	87.7



PASSENGER TRAFFIC

Passengers in coaches	\$ 10,697,279	4.8
Passengers in parlor and sleeping cars	1,985,413	.9
Total Passenger Traffic	\$ 12,682,692	5.7

OTHER PASSENGER SERVICE

Mail	\$ 10,049,262	4.5
Express	2,334,697	1.0
Dining and buffet	1,111,283	.5
All other	1,274,952	.6
Total Other Passenger Service..	\$ 14,770,194	6.6
Total Passenger Service	\$ 27,452,886	12.3

GRAND TOTAL Freight, Passenger and Other Service \$223,147,893 100.0

The Milwaukee Road Magazine

EQUIPMENT

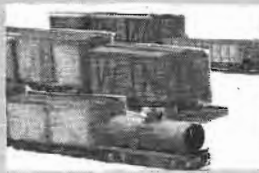
At the close of 1963 our railroad owned a total of 43,327 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



LOCOMOTIVE UNITS

Diesel	
Freight	159
Passenger	66
Multiple Purpose	289
Switch	268
Electric	93

TOTAL 875



FREIGHT CARS

Box and auto	20,766
Gondola and hopper	11,880
Flat	3,381
Others	5,866

TOTAL 41,893



PASSENGER CARS

Sleeping	41
Coaches	233
Baggage, mail, express	234
Parlor	16
Others	35

TOTAL 559

NEW EQUIPMENT

The cost of new equipment and the improvements made to existing equipment during 1963 amounted to \$16,288,122.

Equipment delivered during the year:

- 16—2000 H.P. diesel electric switch locomotives
- 258—50 ton double door automobile box cars
- 3000—50 ton general purpose box cars
- 433—50 ton steel box cars
- 50—70 ton insulated RBL box cars with load dividers and cushion underframe
- 25—100 ton box cars with hydroframe and cushion underframe
- 1—70 ton flat car
- 459—70 ton gondola cars
- 40—70 ton covered hopper cars
- 10—90 ton covered hopper cars
- 20—35 ton second hand refrigerator cars
- 56—50 ton steel refrigerator cars (rebuilt)

1963 ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1963 amounted to:

\$4,663,783

IMPROVEMENT BUDGET — 1964

Improvements totaling approximately 22 million dollars have been programmed for 1964. This budget places primary emphasis on providing shippers with the freight cars they need.

Plans call for the completion of the 5,300 car rebuilding program begun in 1963, plus an additional 1,200 cars to be rebuilt and put into service in like-new condition.

In addition, the railroad will purchase 286 new cars of various types that are in great demand, including insulated box cars and high cubic capacity box cars, all of 70-ton capacity, and covered hopper cars of 100-ton capacity. The total investment in new freight cars will be over \$5 million dollars. A fleet of 22 new suburban coaches is also being acquired this year.

Other major 1964 expenditures are for repowering diesel locomotives, installation of special loading devices in freight cars, and similar upgrading projects, and approximately 7 million dollars for improvements to fixed properties of all kinds.

EMPLOYEES

Train and Engine Men Yard and Station



7,115

Maintenance of Equipment and Stores



3,315

Maintenance of Way and Structures



2,415

Professional, Clerical and General



3,667

Executives, Officials and Staff Assistants



371

TOTAL EMPLOYEES 16,883

JOB VALUE

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$603,633,398.

TOTAL PROPERTY VALUE: \$603,633,398
DIVIDED BY: 16,883 employees

= \$35,754

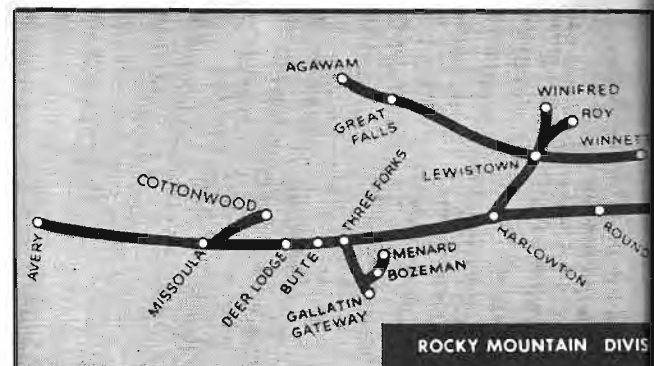
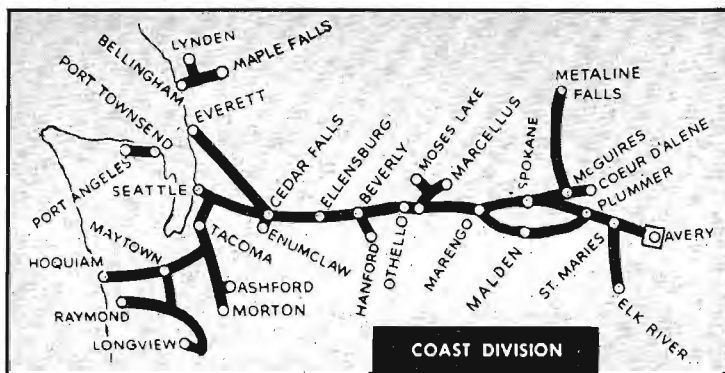
Invested in each employee's job

TEN YEAR PAYROLL SUMMARY

Year	*Total Payrolls	COMPANY CONTRIBUTIONS		TOTAL	Average Per Employee	Straight Time Rate Average Per Hour
		Retirement and Unemployment Taxes	Health & Welfare Benefits			
1954	\$126,272,397	\$7,055,232	—	\$133,307,629	\$4,768	\$1.945
1955	126,447,937	7,276,300	\$ 624,381	134,348,618	4,809	1.959
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130
1957	133,239,878	8,642,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704
1962	112,343,937	9,471,264	3,051,767	124,802,968	7,160	2.767
1963	112,580,994	9,412,272	3,283,233	125,276,499	7,420	2.801

*Does not include compensation of part-time employees.

March-April, 1964



THE MILWAUKEE ROAD in the states it served in 1963

	Average Miles of Road Operated in 1963	Average Number of Employees	Total Compensation All Employees	Property Taxes
Idaho	232.70	82	\$ 566,445	\$ 170,048
Illinois	684.91	4,942	32,834,025	559,299
Indiana	155.91	226	1,602,563	207,328
Iowa	1,781.77	1,665	11,331,012	1,460,910
Michigan	183.68	99	840,691	90,712
Minnesota	1,328.39	2,052	13,420,688	1,502,169
Missouri	155.97	283	1,886,634	169,417
Montana	1,245.90	817	6,126,367	1,297,435
North Dakota..	366.89	80	482,658	216,511
South Dakota..	1,734.37	772	4,975,262	711,953
Washington	1,059.68	1,085	7,816,994	580,544
Wisconsin	1,597.15	4,646	29,812,237	1,363,005
All Other	12.67	134	992,506	14,051
Total	10,539.99	16,883	\$112,688,082	\$ 8,343,382

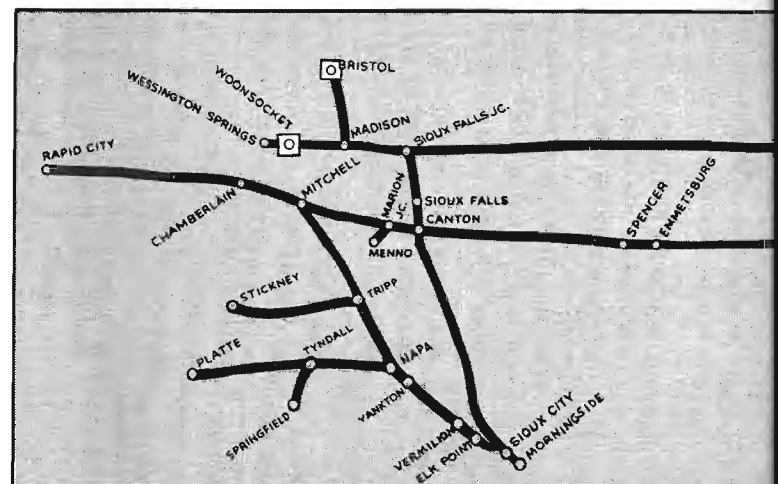
System Payroll Taxes \$ 9,412,272

System Income and Misc. Taxes 68,346

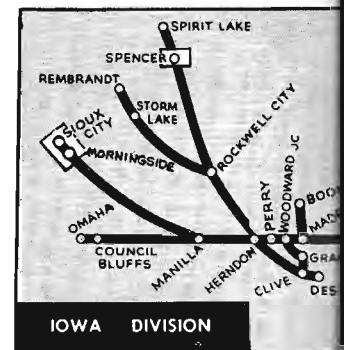
Total System Taxes \$17,824,000

† Includes compensation of part time employees.

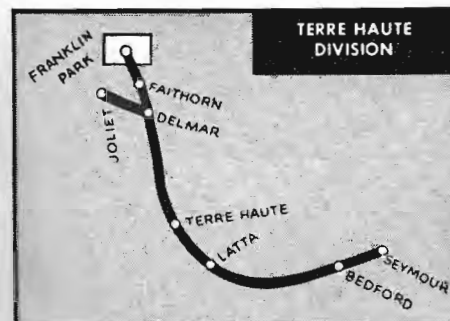
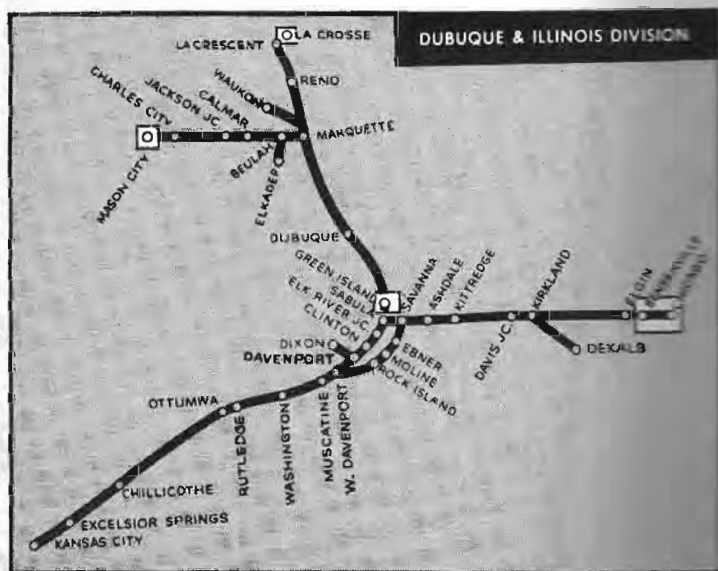
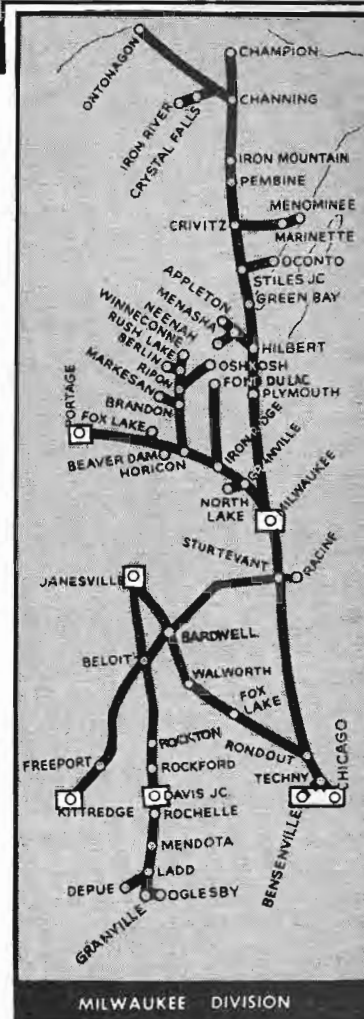
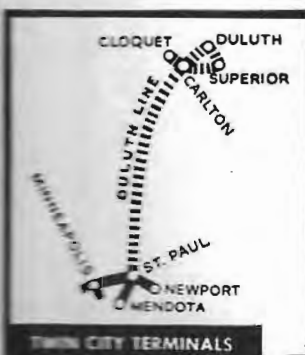
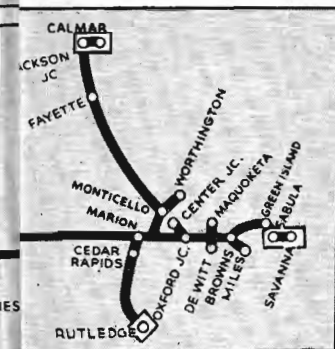
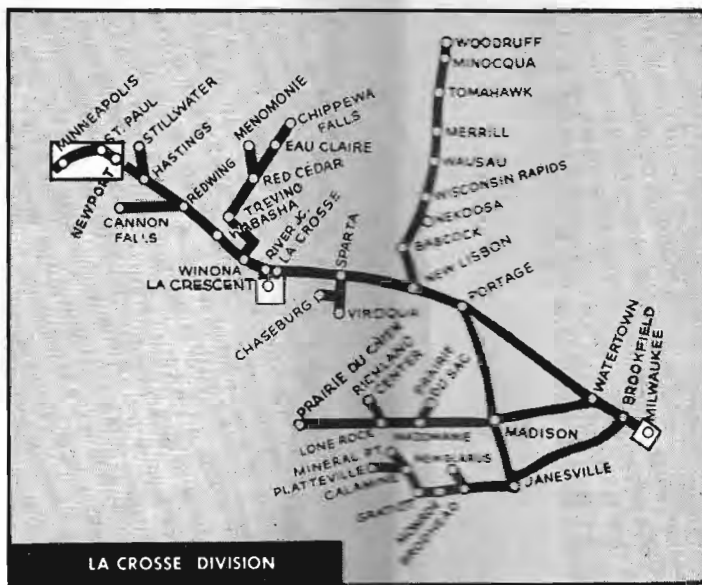
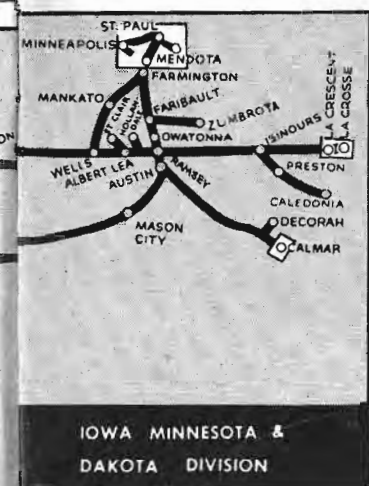
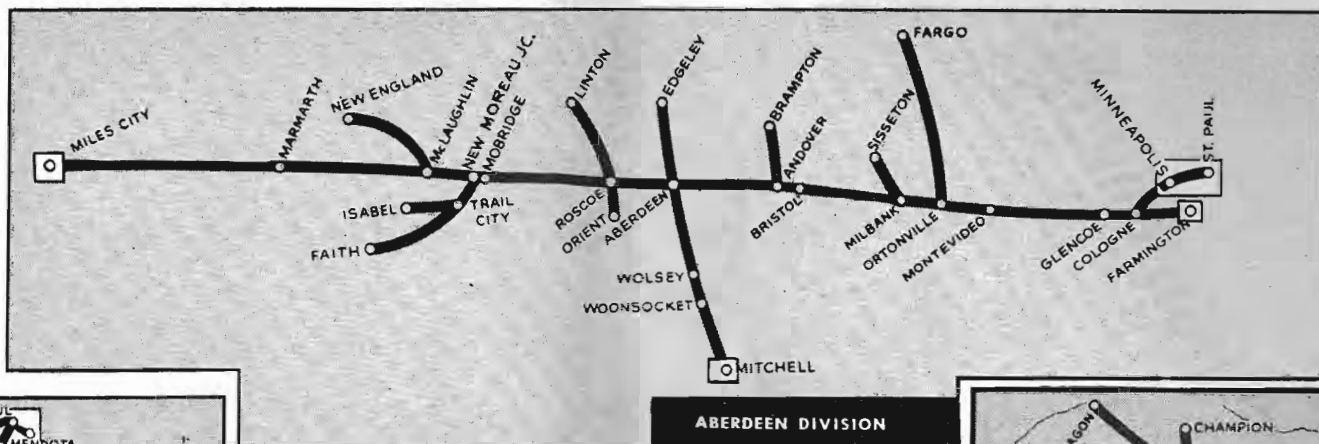
* Does not include count of part time employees.




THE MILWAUKEE ROAD'S OPERATING DIVISIONS

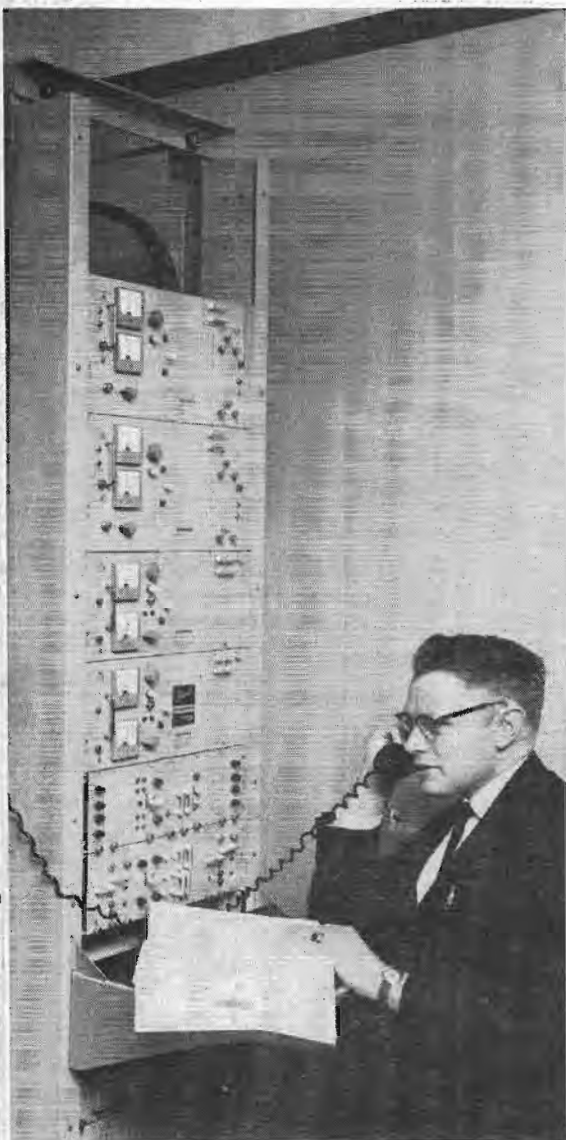


1963 DIVISION OPERATING RECORD	Miles of Road Operated 12-31-63	No. of Open Stations	Loaded Freight Car Miles (1000'S)	Passenger Car Miles (1000'S)	Ave. Gr. Ton Per Frt. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Chicago Terminals	38	9					202,228
Terre Haute	356	18	15,084		3,734		16,258
Dubuque and Illinois	910	69	76,852	5,618	3,793	8.40	76,667
Iowa	956	87	48,568	12,555	3,463	13.64	48,130
Milw. K.C.S. Joint Agency....							35,448
Milwaukee Terminal	23	1					165,408
Milwaukee	1,062	106	43,984	9,222	3,178	7.07	60,807
La Crosse	1,093	85	64,758	17,176	3,655	11.96	70,694
Twin City Terminal	40	5					126,281
Duluth	209	5	5,224		4,315		
Aberdeen	1,531	99	59,300	2,874	4,121	5.62	16,186
Iowa, Minnesota & Dakota....	1,898	161	16,871	347	1,540	5.30	46,578
Rocky Mountain	1,156	37	48,062	1,520	3,909	4.72	21,347
Coast	1,268	47	29,371		2,802		48,536
SYSTEM	10,540	729	408,074	49,312	3,393	9.43	934,468



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

March-April, 1964



R. N. Hettrick, assistant communications engineer, places a call from the Chicago relay office to Bensenville Yard during service tests of the new microwave system.

High above the roar of city traffic, a flow of information concerning operations and conditions on the railroad is coming through strong and clear, at electronic speed.

The means is a new 600-channel microwave installation cut in by engineering department forces Mar. 20 which is now in service between Chicago headquarters in the Union Station and Bensenville Yard. The system, an all-transistor operation employing the latest developments in microwave technology, is one of only 15 such facilities being used by railroads in this country.

In effect a "superhighway of communications", it was designed to carry the railroad's dial telephone, teleprinter, and high speed data transmissions be-

tween the general offices and Bensenville, and westward via existing circuits, to Kansas City, Omaha, Sioux City, Sioux Falls and Mitchell, S. D., and intermediate points. From west to east, the procedure works the same in reverse.

Capable of carrying 600 simultaneous telephone conversations or 18 times that many teleprinter channels, it replaces a cable which was limited to 76 transmissions at a given time. Of benefit also, microwave is highly resistant to the elements, virtually eliminating breakdowns due to bad weather.

The high capacity of the system provides present and future capabilities for an uninterrupted flow of train information, reports on the locations of cars, and data of all kinds moving into the Road's computer in Chicago from many points, including the regional data offices in Cedar Rapids and Sioux City. As utilization expands, data now being transmitted at night can be sent at any time, through the many channels now available.

What about microwave? What is it and how does it work? For the understanding of employees outside the communications field, it is simply a way for

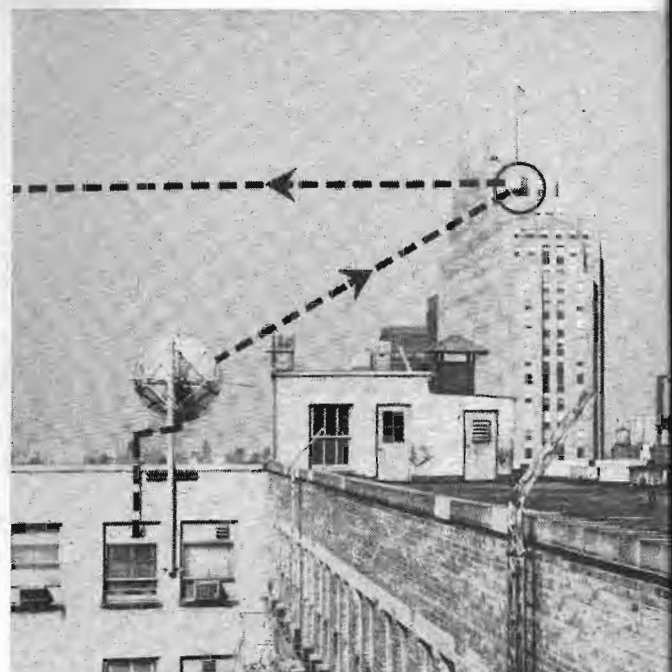
sending messages through the air on radio waves, to cross large areas of land and water. The waves differ from those used for radio broadcasting in that they are of superhigh vibration—microwaves—concentrated in a narrow beam and repeated at intervals so the signals will not fade out. Since the beam travels in a straight line, it must be high enough to clear intervening obstacles.

To achieve altitude in downtown Chicago, the Road installed a parabolic antenna 8 feet in diameter atop the Union Station which beams a concentrated stream of microwaves at a billboard-size stainless steel reflector mounted on the 24-story Riverside Plaza Building nearby. The reflector, in turn, sends the beam 17 miles west to another reflector on a 150-foot tower 1,200 feet west of the Bensenville yard office. This reflector directs the beam downward to another 8-foot parabolic antenna mounted at the tower base, which is connected to receiving instruments. The operation, as explained by W. E. Fuhr, assistant chief engineer signals and communications, is a kind of three-cushion billiard shot from Chicago to Bensenville, with the same procedure

MICROWAVE

—Fast, Clear, Dependable

A rooftop view from the Chicago Union Station showing the alignment of the parabolic antenna with the reflector on the 24-story Riverside Plaza Building and the path of microwave transmission to and from Bensenville Yard. Signals are sent and received via the waveguide to equipment located in the relay office immediately below the antenna.



being used in the opposite direction.

In planning the system, the tower and antenna mountings were designed to withstand wind velocities of 100 miles per hour, with all equipment crusted with a half-inch of ice. Fiberglass plastic "radomes" on the antennas protect the feedlines from ice and snow, thus making it a truly "all weather" facility.

The terminals for the system are located in the Union Station relay office and in a metal equipment house at Bensenville. Each has two complete sets of radio transmitters and receivers, one for normal operations and one for standby service. In the event of a failure of one unit, automatic sensing equipment transfers the operation to the duplicate in 5/1000 of a second. This feature, which is not apparent to anyone talking over the network, also permits tests and adjustments without interrupting service.

The Chicago terminal is equipped also with an alarm and service channel feature which automatically reports six possible alert conditions, such as a switchover to standby, unauthorized entry of the Bensenville terminal, or a drop in radio reception levels. The channel may be expanded to accommodate alarms from 10 individual repeaters and terminals.

At Bensenville, the terminal is so situated that extensions of the microwave may be made both west and north. The tower is designed to mount three reflectors, so that the station may become the hub of future systems.

The planning and justification for the system were coordinated under the supervision of Mr. Fuhr and D. L. Wylie, the Road's communications engineer. Construction was directed by R. N. Hettrick, assistant communications engineer, assisted by F. K. Cramer, communications inspector, and carried out by J. D. Erhardt, district lineman, Bensenville, and Special Linemen A. Flones, N. H. Manning and J. R. Doroff. F. A. Mosser, electronics maintainer at Bensenville, will keep the system in working order.

In the Chicago terminal, F. K. Cramer, communications inspector, adjusts the multiplex terminal which is a part of the new system's electronic equipment.



Special Linemen A. Flones (above) and J. R. Doroff (center) mount the 8-foot parabolic antenna on the roof of the Chicago Union Station under the direction of R. N. Hettrick (right) and F. K. Cramer.



LaX Division Employee Wins Carnegie Foundation Award

THE Carnegie Hero Fund Commission recently conferred a Bronze Medal and a cash award of \$750 on H. A. Birkholz, a La Crosse Division fireman, for rescuing a two-year-old child who had wandered onto the right of way near Brodhead, Wis.

The child was spotted as Extra 717 West was approaching the bridge span-

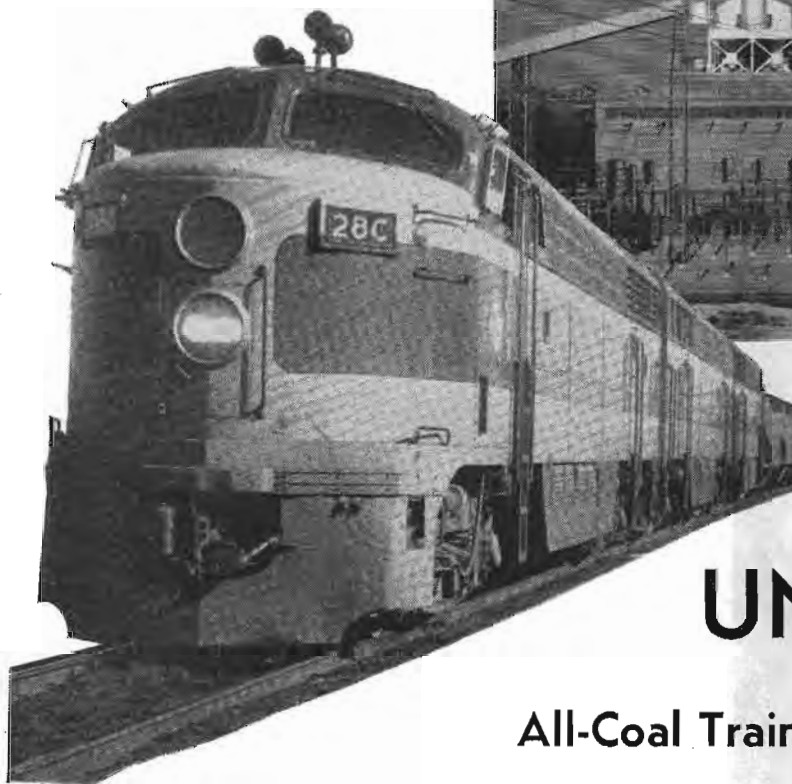
ning the Sugar River, whereupon the train was slowed to about eight miles per hour. David Knudson of Brodhead was kneeling next to the track and about 10 feet from the trestle when Mr. Birkholz, who had made his way to the lead footboard, reached out and swung him to safety.

The Carnegie Foundation awards recognize heroic efforts to save human life, or attempts to do so. Engineer Melvin Peterson was an eye-witness to the rescue.

New Trainship Freight Route Opened to Alaska

A NEW trainship freight service between the United States, Canada and Alaska has been established by the Alaska Trainship Corporation of Seattle and the Milwaukee, Great Northern, Northern Pacific and Union Pacific railroads. Service between New Westminster, B. C., and Whittier, Alaska, for connections with the Alaska Railroad will be inaugurated in May.

What's New On The Milwaukee?



UNIT TRAINS

All-Coal Train to Handle Record Tonnage

The big news on The Milwaukee Road these days is unitized train service—the growing trend to expedite the movement of solid trainloads of one commodity from shipper to receiver at special rates based on lower handling costs.

Plans to apply the unit concept to intrastate movements of coal from mines on our Terre Haute line matured late last year with the result that in January the Milwaukee launched the first regular all-coal train operation in the Midwest.

The establishment of the unit service stemmed from an agreement by the Public Service Company of Indiana to purchase from the Ayrshire Collieries Corporation (Indianapolis) and the Peabody Coal Company (St. Louis) 34 million tons of bituminous steam coal over the next 15 years. The transaction, the largest coal sale in Indiana mining history, includes provisions for the Milwaukee to handle the entire movement.

Under the terms of the contract, the electric power company will purchase the record tonnage for present use and to

assure a dependable supply of fuel for a projected expansion program. Estimates place the value of the coal, plus costs of transportation, new mining equipment and additional mine wages, at well over 150 million dollars.

Sources of the coal are the Ayrshire Collieries' Friar Tuck Mine on our branch line southwest of Latta and the Airline 32 Mine of the Peabody Coal Company on the tracks west of Linton. Installations at both mines are being enlarged extensively in order to furnish coal for the Wabash River Power Plant near Terre Haute, which now consumes 1,500,000 tons a year.

Expansion plans of the Public Service Company call for constructing a new generating unit at this plant in 1967 which will bring the present 525,000-kilowatt capability up to 881,000 kilowatts and make it the largest on the company's system. The installation of the new generator will have the effect of increasing its coal consumption to 2,200,000 tons annually.

The 70 cubic yard Friar Tuck Mine dragline as it will look in operation. The top of the boom will reach 318 feet above the seam of coal—equal in height to the Statue of Liberty. Cost of the machine is five million dollars.



◀ The Wabash River Power Plant of the Public Service Company of Indiana at Bridge Junction north of Terre Haute, Ind., which is scheduled to consume 34 million tons of bituminous steam coal over the next 15 years.

To facilitate the flow of coal from the mines to the power plant a new train was placed in operation between these points, on a shuttle basis. Planning ahead, a fleet of high capacity open top hopper cars is being completely rebuilt at Milwaukee Shops for use in this service.

The unit tariffs provide for running trains in several sizes. At present coal is being moved in 3,400-ton loads five days a week, but as the output of the mines is increased, the operation will be stepped up to a 5,900-ton train. By the end of the year, approximately 748,000 tons will have been hauled. It is anticipated that movements next year will reach 1,300,000 tons, and that volume thereafter will average 6,800 tons daily, or approximately 1,500,000 tons per year.

To meet the requirements of the long term contract, both of the mines are being equipped with a 70 cubic yard dragline. The Friar Tuck dragline is being built in Milwaukee by the Bucyrus-Erie Company, and parts are currently moving to the mine. About 55,000 man-hours will be required to erect it.

These immense stripping shovels will be the largest operating in Indiana. The Friar Tuck dragline, for example, will weigh nearly 9,000,000 pounds and use approximately the same amount of electric power as 4,200 homes. When it is assembled, the boom will reach 318 feet above the coal seam—a height equal to that of the Statue of Liberty—and one man operating the controls can lift 110

tons of earth and dump the load about one-tenth of a mile back from the excavation.

The Peabody Coal Company dragline of the same size will be shipped to its Airline 32 Mine early this summer for assembling. Plans being progressed at both mines to enlarge their facilities call for having the two dredging machines in operation by October.

Unit coal trains are rapidly gaining favor among electric utility companies as a means of effecting savings in shipping costs which, in many cases, have enabled

them to cut rates to power consumers. Behind the Milwaukee's service is a story of long negotiations and traffic studies involving the cooperation of personnel in many departments. Among those who helped to map out the details, connected with it closely were H. J. McKenna, general freight traffic manager-rates and divisions; T. H. Desnoyers, director traffic research; W. F. Findley, general fuel agent; R. R. Brown, general superintendent of the Chicago Terminals; and L. F. Shanahan, trainmaster-traveling engineer of the Terre Haute District.

—Now It's Unit Trains for Grain—

In still another unit train development early this year, the Milwaukee completed arrangements to adapt the concept—already in use for hauling coal—to grain movements. The special rate reduction applying to the operation became effective Jan. 16.

This service was designed specifically to move spring wheat from elevators in the Duluth-Superior and Minneapolis-St. Paul areas to milling centers in Buffalo, N. Y., during the period when the freeze-over of the Great Lakes holds water transportation at a standstill.

The unit tariff—which has been termed “a triumph of market research over habit”—applies only to solid grain trains of at least 4,950 tons moving from a single shipper at a single point of origin to a single consignee in Buffalo. Included in the provisions are 24 hours free-time for loading as well as for unloading after a train arrives. Routing is

over the Milwaukee to the Indiana Harbor Belt in Chicago, and beyond via any one of eight carriers joining in the tariff.

The all-grain operation was kicked off on Feb. 20 with a shipment from the Pillsbury Company to the Mutual Elevator in Buffalo—a 77-car movement totaling 5,081 tons loaded at Superior from the Farmers Union Grain Terminal. As the first train to be handled in this fashion, the loading and movement en route were studied by a group representing the railroad who had worked on arrangements for the service. The observation party included J. A. Jakubec, assistant to vice president-operation; T. H. Desnoyers, director traffic research; H. T. Landow, manager of cost research; F. J. Kuklinski, superintendent of the Twin City Terminals; D. C. Fisher, superintendent car department; W. K. Hettlinger, statistician; and D. E. Miller, assist-

(Continued on page 12)

The Milwaukee's second unit train-load of wheat pulling into Milwaukee on Feb. 25, en route from Superior, Wis., to Buffalo, N. Y. Shown at the right is the Grand Avenue interlocking tower.



ant general road foreman of engines.

Headed by four G-P 9 diesel locomotives, the train moved out of Superior at 6:30 P.M. bound for St. Paul Yard, where it was serviced at midnight. Upon arriving in Chicago the following afternoon it was switched to the Erie-Lackawanna, which made delivery in Buffalo at 1 A.M. on Feb. 23. After the cars were unloaded they were returned for another movement. "A very smooth operation; customer very happy", reported the observers.

Since that time the Milwaukee has handled two additional grain trains, both originating in Duluth and both consigned from the Capital Elevator Division of International Milling to the International Elevator Company in Buffalo. In each case, the train contained 95 cars and carried more than 5,500 tons.

One of the advantages of the system is that the fast turnaround time and efficient use of equipment helps relieve the current box car shortage, a condition which has been felt keenly in the grain industry. In all of the movements to date, the Milwaukee has solved the car supply problem by furnishing almost all of the equipment from its own fleet.

The Milwaukee is one of two railroads currently offering this service to grain shippers in the Upper Midwest. The special rates are due to expire shortly after the opening of the navigation season on the Great Lakes, but in the meantime they have caught the eye of shippers of other bulk commodities generally moved in quantity.

In connection with market research now underway in those areas, W. H. Wait, freight traffic manager-grain, said that the grain train movement is the yardstick by which the Milwaukee is attempting to develop the unit concept in fields of traffic where interest has been aroused.

Passenger Service Discontinued On Aberdeen-Deer Lodge Line

The notice filed by The Milwaukee Road of its intention to discontinue the operation of passenger trains Nos. 15 and 16 between Aberdeen, S. D., and Deer Lodge, Mont., became effective Feb. 1 and service was discontinued on that date.

The Interstate Commerce Commission found that "in view of the slight use made of the trains in question we are of the opinion that they do not fill a substantial public need in the territory through which they run insofar as passenger transportation is concerned."

Leo LaFontaine Honored Upon Retirement

Leo LaFontaine (second from left) retiring with the good wishes of F. G. McGinn, vice president-operation, who presided at the dinner at which he was honored. At the left is C. F. Rank, his predecessor as manager of the mail, baggage and express department, and at the right his successor, W. J. Freund.



AN official dinner party held in Chicago Feb. 26 marked the retirement of Leo LaFontaine as manager of mail, baggage and express, following more than 41 years of service in that department and a railroad career totaling 48 years. The gathering in his honor included many of his friends among officers of the Post Office Department and the REA Express.

Mr. LaFontaine is a native of Kankakee, Ill., who started his service in the Chicago mail, baggage and express office in 1922, after six years with the New York Central. He was promoted to chief clerk in 1937 and served as assistant manager from 1946 until Apr. 1, 1959, when he was appointed manager of the department.

Upon retiring at the end of February,

Mr. LaFontaine established his home in Washington, D. C., where he and Mrs. LaFontaine have many friends and family connections.

W. J. Freund, assistant manager of mail, baggage and express, has been appointed to succeed Mr. LaFontaine. Mr. Freund is a native of Kansas City, Mo., who entered the operating department there in 1941, and was advanced in 1951 to special assistant to general manager in Chicago. He later served as trainmaster at various points and was assistant superintendent of the Milwaukee Division at Green Bay headquarters from 1956 until September, 1963, when he was appointed assistant manager of the mail, baggage and express operation.

Rites for John D. Allen

JOHN D. ALLEN, 77, Chicago business and civic leader and a member of the board of directors of The Milwaukee Road for almost two decades, died Mar. 9 in Passavant Memorial Hospital, to which he had been confined about a month after suffering a heart attack.

Mr. Allen, although born in St. Paul, was generally considered a native of Chicago. A product of the public schools, he started his career in 1904 as an office boy for the Brinks Express Company, rising to the position of president in 1942, and in 1952 to board chairman. He retired as chairman in 1956, but remained a director of the company until his death.

Mr. Allen was a nationally recognized sportsman and had been identified with many civic, educational and cultural programs. Among his versatile activities he had served as president of the

Church Club of Chicago, an Episcopalian laymen's organization, and president of the National Federation of Church Clubs, as a member of the Chicago Board of Education, a trustee of the Chicago Latin School for Boys, and a trustee of the Chicago Latin School Foundation. For many years he was an honored trustee of St. Luke's Hospital.

He had been a member of the Road's board of directors, as well as of the Finance Committee, since Dec. 3, 1945 and was chairman of the Executive Committee from May, 1947 to May, 1957. At a meeting of the Board on Mar. 19, a Memorial Resolution was inscribed in the minutes to stand as tangible evidence of the great esteem in which he was held by those with whom he was associated in conducting the affairs of the company, and their feeling of loss and sorrow at his death.

Hot Box Detectors Go on Main Line Duty in Iowa

HOT BOXES were pushed a little closer to dead center on the Milwaukee Road Mar. 8 when a new series of electronic scanners went into operation throughout the length of the main line in Iowa. The checkmate move put the Milwaukee on record as the first Chicago-based railroad to extend this type of train protection all the way from Chicago to the Missouri River.

The Iowa Division network consists of five sets of the super sensitive devices equipped with infra-red bolometers for registering the temperature of journals on passing freight cars, located strategically along the 350-mile route. Four of the units are positioned at Keystone, Maxwell, Coon Rapids and Persia, Ia.—one "head" at each side of the track—and feed information into the dispatcher's office at Perry. The fifth set, located at Elwood, Ia., reports electronically to a central receiving station at Green Island, Ia. The detectors are similar to those installed last year on the line extending from Chicago to Savanna, Ill.

The Milwaukee is the first railroad serving Iowa to make extensive use of hot box detectors as an integral part of its operations. The trackside scanners—so sensitive that they respond to the warmth of a human hand—are mounted at an angle which focuses the infra-red "eye" on the back of a passing journal box. The heat radiated by the journal produces a pip signal which is picked up by a local amplifier and sent to the receiving station, where a continuous graph-like record is made by each scanner.

Hot box flare-ups are easy to spot—a journal which is running hot will register a high reading on the tape chart compared to that from the opposite end of the same axle. An operator, upon seeing a pip that indicates a suspicious condition, can pinpoint the location of the journal and in a matter of seconds be in direct radio contact with the train and engine crews, thus enabling them to take whatever precautions may be required.

The new network represents the expansion of a program initiated in 1959 when the Milwaukee pioneered the use of electronic scanners on western railroads. In addition to the installations protecting the Chicago-Council Bluffs line, the system includes a unit at Pewaukee, Wis., and a series covering all east-

bound movements over a 266-mile main line section of the La Crosse Division. The ability of the electronic detectors to ferret out potential journal trouble is a distinct advantage in maintaining today's high speed freight schedules. Another unit scheduled to go into operation this summer will protect all eastbound and westbound movements on the Chicago-Milwaukee main line, from trackside installations near Russell, Wis., which will report to the interlocking tower at Rondout, Ill.

The installation program is a teamwork project of signals and communica-

tions forces. On the latest system, E. A. Kerber, assistant engineer communications, handled the engineering, and B. F. Powers, communications inspector, Savanna, was in charge of construction, assisted by Special Linemen R. F. Molecha and R. L. Process. Supervision of day-to-day operation will be under the jurisdiction of R. R. McConahay and R. W. Ivey, supervisors of signals and communications at Perry and Marion, respectively. The system will be maintained by G. C. Adametz and R. H. Gleich, the respective electronics maintainers at Perry and Savanna.

Inspecting a hot box detector tape at the Perry dispatching office as the service was inaugurated are (from left) R. R. McConahay, supervisor of signals and communications, and G. L. Straubinger, relay chief operator, both of Perry; R. W. Ivey, supervisor signals and communications, Marion; B. F. Powers, communications inspector, Savanna, Ill.; G. C. Adametz, electronics maintainer, Perry (rear); and E. A. Kerber, assistant engineer communications.





THE GREAT TRAIN MEETING

New Nitrin Plant Displayed
in Railroad Setting

An aura of railroading keyed to the theme of "full steam ahead" provided a unique background for a recent customer tour of the new \$23½ million Nitrin, Inc., chemical fertilizer plant adjacent to the Milwaukee Road's Savanna-Davenport line.

The setting for the gala celebration was an eight-car special train operated over our railroad which carried a group of midwestern fertilizer executives from Chicago to the plant site near Cordova, Ill. As a salute to the occasion, the train

was christened the "N-P-K Line", in recognition of the fact that with the opening of the plant Nitrin became the only world supplier of agricultural chemicals producing the three basic fertilizer ingredients—nitrogen, phosphorous and potash (chemical symbol, K).

The train ride was part of a day-long program for customers of the International Minerals & Chemical Corporation, Skokie, Ill., a partner in the Nitrin project and responsible for producing and marketing its products. The high-

The Nitrin, Inc., chemical fertilizer complex near Cordova, Ill., for which the Milwaukee Road provides service via the line between Savanna and Davenport, seen at the lower right. This view shows Nitrin's freight yard at the left, ammonia storage tanks at center, and the ammonia production area in the right foreground.

light of the program was a "Great Train Meeting" held aboard the train at which a team of IMC specialists in various aspects of nitrogen fertilizer production and marketing used visual equipment to brief the guests on Nitrin and what it offers fertilizer manufacturers.

Each discussion followed the railroad theme of the N-P-K Line, featuring topics such as "Full Line at Full Throttle" (variety of products offered); "Back at the Yards" (research and technical facilities); "Roundhouses & Railroads" (storage and distribution); "Tooting Our Whistle" (sales promotion and advertising help for customers); and "Time-table" (plant tour orientation).

Movies relating to the company's operations were shown in a dining car-turned theater, and materials used in the production of Nitrin's full line were displayed in the passenger cars.

Upon detraining at Cordova, the

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guests were taken on a tour of the Nitrin plant, one of the world's most modern. Included in the tour party were a number of Milwaukee Road officers who had worked closely with IMC representatives on movements of building materials to the site, and the locating of rail service and communications facilities. At the end of the tour a three-piece combo boarded the train and entertained the guests on the return trip to Chicago.

The multi-million dollar manufacturing plant is a completely integrated facility built jointly by IMC and Northern Natural Gas Company of Omaha for the production of a full line of nitrogen fertilizers. It is the first enterprise to locate in a 2,280-acre industrial site four miles north of Cordova known as Cordova Industrial Park, which has been acquired by Northern Gas Products, a subsidiary of NNG.

The Nitrin project covers 70 acres of the site immediately adjacent to Milwaukee Road trackage and Illinois Highway 80, with access to a water supply from the Mississippi River. Manufacturing facilities include a variety of huge chemically oriented structures, of which the most imposing is a prilling tower 211 feet high. The plant is equipped to produce 138,000 tons of anhydrous ammonia fertilizer a year.

The location is a strategic distribution point for Nitrin products throughout the rich corn-growing territory of the Midwest. To expedite shipments by rail, special teletype equipment and circuits were installed which link the plant with the Skokie sales office and the Milwaukee's relay office at Savanna. The communications system is synchronized so that out-bound waybill information is produced at the plant on teletype tape and sent over the railroad's wire to Savanna as soon as cars are loaded for movement.



Officers of the Milwaukee Road are briefed on Nitrin's operations by Eugene Landis, director of IMC distribution operations (left). In the railroad party are (left to right) G. H. Kronberg, director of public relations and advertising; C. C. Dilley, passenger traffic manager; W. D. Sunter, general traffic manager; and F. G. McGinn, vice president-operation.

Aboard the N-P-K special, guests of the International Minerals & Chemical Corporation hear A. E. Cascino, vice president of the agricultural products marketing group, discuss the nitrogen fertilizer business. The talk climaxed a two-hour program in a dining car-turned meeting hall.



APPOINTMENTS

Real Estate and Industrial Development Department

Effective Jan. 16, 1964:

B. H. Bobbitt, industrial engineer, is appointed manager-industrial development with headquarters in Chicago.

Operating Department

Effective Jan. 1, 1964:

E. A. Solvie, assistant district representative rail-highway sales, Chicago, is appointed assistant to general superin-

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tendent transportation with headquarters in Chicago.

Effective Mar. 1, 1964:

W. M. Freund, assistant manager mail, baggage and express, is appointed manager of the mail, baggage and express department with headquarters in Chicago (see article elsewhere in the Magazine).

T. E. Haben, traveling car agent, is appointed assistant to superintendent of transportation with headquarters in Chicago.

Traffic Department

Effective Feb. 1, 1964:

W. J. Donahoe, traffic analyst, is ap-

pointed manager of traffic reporting.

H. T. Landow is appointed manager of cost research, coming from the New York Central where he was director of profit analysis.

Effective Feb. 16, 1964:

W. L. Beck, chief clerk, St. Louis, is appointed city freight agent, Chicago.

L. I. Larson, chief clerk, Spokane, is appointed city freight agent, Spokane.

C. E. Martinson, chief clerk, Minneapolis, is appointed city freight agent, Minneapolis.

E. J. McArthur, city freight agent, New York City, is appointed traveling freight and passenger agent, New York.

R. H. Little, chief clerk, Pittsburgh, is appointed city freight agent, New

York City.

R. D. Baxter, chief clerk to assistant traffic manager, Milwaukee, is appointed city freight agent, Milwaukee.

Effective Mar. 16, 1964:

Branam Swindell Jr., city freight agent, Kansas City, Mo., is appointed traveling freight agent, Kansas City.

R. J. Ratcliffe, chief clerk, Kansas City, is appointed city freight agent, Kansas City.

M. O. Laughlin is appointed cost analyst, coming from the transportation department of the New York Central.

Effective Apr. 1, 1964:

E. P. Schilling, district freight and passenger agent, Philadelphia, is appointed general agent passenger department, New York City.

Public Relations Department

Effective Mar. 16, 1964:

G. V. Budrean is appointed public relations representative with headquarters in Chicago. Mr. Budrean is a journalism graduate from Purdue University who has served as publicity representative for the International Harvester Company, an account executive for a public relations agency in Chicago, and most recently as assistant public relations director of the American Dental Association.



G. V. Budrean



A. L. Nance

Finance and Accounting Department

Effective Mar. 1, 1964:

A. L. Nance, chief clerk-accountant in the office of auditor, Seattle, is appointed auditor, Seattle, following the retirement of W. M. Houck.

Mechanical Department

Effective Mar. 1, 1964:

D. D. Fisher, assistant superintendent car department, Milwaukee, is appointed superintendent car department.

Milwaukee-Kansas City Southern Joint Agency

Effective Mar. 1, 1964:

O. C. Burge, assistant to general superintendent, is appointed general superintendent with headquarters in Kansas City, Mo., succeeding D. F. Nicola, assigned to other duties.

Safety at Rail-Highway Grade Crossings; What's Needed and What's Being Done



G. M. Dempsey, assistant superintendent of safety (at table, left), presides at a recent meeting of the Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings, of which he is chairman.

"I DIDN'T see the train" says many a motorist after crashing into the side of a diesel engine, when what he really means is that he didn't look to see if a train was approaching. All too often, the cause of highway-rail crossing accidents is simply failure to observe and comply with safety regulations.

For many years most of the activity aimed at preventing such accidents was carried out by the Safety Section of the Association of American Railroads and the Railroad Section of the National Safety Council, but as motor vehicle registration climbed—from 24 million in 1933 to 72 million in 1959—the realization developed that this was not primarily a railroad responsibility. The result was that in 1960 the Safety Council group organized what became known as the Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings. Chairman of the enlarged committee is George M. Dempsey, assistant superintendent of safety for The Milwaukee Road, and the railroad industry's ranking officer in years of service devoted to safety education.

The committee consists of 48 members drawn from traffic engineering and enforcement fields as well as railroads, the petroleum industry, truck and bus operators, insurance companies, colleges, farm organizations, railroad labor, newspapers, highway commissions and other interested groups. There are also six subcommittees, each of which is responsible for a particular area of work.

The full committee functions to gather and study facts about highway-railroad

crossing accidents and recommend action the Safety Council should take to help reduce them. Highlights of its program are the promotion of: (1) uniform state laws governing highway-railroad crossings; (2) safer operation of schoolbuses and commercial vehicles of all kinds at grade crossings; (3) improved enforcement of traffic laws and better engineering at grade crossings; (4) promotion of the "Signs of Life" program nationally; (5) reporting annually to all agencies involved in preventing grade crossing accidents.

During the decade 1953 to 1962 motor vehicle traffic accidents caused 372,316 deaths, with the trend fluctuating upward. Of this total, 13,322 occurred at highway-railroad grade crossings, but with the trend downward almost every year.

The reduction of this death toll is the big problem facing the Safety Council committee. Its size can be summarized in the fact that there are almost a quarter of a million public grade crossings in the United States and more than 75 million automobiles and trucks on the highways. In rural areas, a large percentage of the 12½ million children transported to and from school in about 180,000 buses or other conveyances are exposed to this condition.

With practically every segment of the public concerned, the problem is an integral part of the national traffic safety picture. All solutions advanced call for great expenditures of money, and the enforcement of applicable traffic laws is one of the most difficult of all enforcement jobs.

But this is what is being done about it.

Educational programs now underway are among the most extensive ever attempted for any phase of railroad safety. In the campaign being conducted under Mr. Dempsey's chairmanship, some of the major projects are:

Railroad reporting to the National Safety Council of "near miss" incidents at highway-railroad intersections and other traffic law violations on the part of drivers of school buses and of trucks transporting flammables and explosives, as observed by railroad employees. These reports are acted upon by both the railroads and the Council for the purpose of enlisting the cooperation of the agencies or interests involved. For example, reports on school bus incidents go to state school bus administrators and police agencies. Responses in the form of improved training and supervision programs have been excellent.

Another is the development of uniform stop and start procedures to be followed by drivers of school buses when approaching and passing over highway-railroad intersections.

State Laws Study Conducted

An arrangement was made through the Highway Traffic Safety Center of the University of Illinois to conduct a comparative study of the laws of each state which relate to the operation of motor vehicles at railroad crossings, including possible conclusions covering any needed corrective legislation. Preliminary findings of this study are being progressed toward the end of bringing about uniformity in state laws.

As the result of another activity, the International Association of Chiefs of Police adopted a resolution calling for all agencies in its membership to continue giving vigorous attention to the enforcement of traffic laws at grade crossings. In addition, a presentation dealing with law violations was developed for use in state police training programs.

The importance of the grade crossing accident problem was emphasized in a 20-day hearing before the Interstate Commerce Commission at which 79 witnesses testified, resulting in more than 3,000 pages of transcript and 179 exhibits. The Examiner who presided found in the proceedings convincing evidence of "a definite need for intensification and coordination [of effort] by Federal, state, local, private and other groups to produce a substantially improved safety record at grade crossings as soon as practicable, so that the human and economic waste can be brought to an abrupt end."

March-April, 1964

Milwaukee Road Computer Operations Highlight Data Processing Seminar

Assembled in the computer room, seminarists discuss the evening's program. From left: L. S. Imbery, manager-data operations (seated); J. W. Anderson and G. J. Boerner, assistant data processing managers; B. A. Rognstad, data processing supervisor for Leo Burnett Co., Inc.; T. S. Gajewski, manager of accounting machine operations; and E. F. Volkman, assistant general storekeeper.



How modern high speed computers contribute to efficiency in the operation of a railroad was told to an audience of some 60 data processing managers at a seminar sponsored by the Milwaukee Road at the Chicago-Fullerton Avenue accounting center Feb. 25.

The railroad workshop was part of an educational program being conducted by Chicago Chapter of the Data Processing Management Association to provide its members with an insight of operations in various fields of business and industry. The lectures featured systems based on management research which are important factors in the Road's improved methods of record keeping.

Presiding over the seminar, G. A. Kellow, director of data processing, furnished the group with background information on the Milwaukee's facilities

and the activity centering around its computer and data transceiver operations. The Milwaukee's large and well oriented system, he pointed out, is extremely fast and accurate, providing answers quickly and in great volume.

The next panelist, Assistant General Storekeeper E. F. Volkman, explained how a railroad's approach to mechanized inventory management differs from that of a business which has an end product. Reviewing the history and concept of the Milwaukee's purchases and stores system, he described various programs in which the speed and accuracy of computer processing have led to substantial inventory reductions.

A topic common to all—payroll programming—was covered by J. W. Anderson, assistant data processing manager. Touching on the complex nature of

G. A. Kellow, director of data processing (at microphone), briefs the seminar audience on the Milwaukee Road's data center and computer facilities in Chicago.



railroad payroll calculations, he discussed systems developed by the Milwaukee to adapt its 7070 and 1401 series computers to this operation, including by-product records required for making an accounting of expenses.

Next on the program, T. S. Gajewski, manager of accounting machine operations, outlined procedures for handling reports transmitted by the Road's nine regional data offices. Still another speaker, Assistant Data Processing Manager G. J. Boerner, explained how the railroad is processing car accounting on a computer system. This address included references to the use of car record data in developing special reports for the accounting and operating departments, and locomotive statistics.

Following each presentation, a question and answer forum gave the seminarists an opportunity to discuss railroad techniques. The workshop session was rounded out with a tour of the computer room.

A temper is one of the few things that will improve the longer you keep it.

Plans for the Veterans' Reunion in Minneapolis June 27

THE proud record of 51 years as a railroad fraternity—more than a half century of fellowship conducive to good times—is what our Veteran employees will be observing this year at their Reunion in Minneapolis, and the plans are moving along.

To top the Golden Jubilee celebration in Milwaukee will be quite a feat, but that's what the arrangements committee aims to do when the Vets get together at the Hotel Leamington in Minneapolis on June 27. Revealing the details of the program now would take the edge off the fun, but among the traditional events the Vets return to again and again, the highlights are:

Friday, June 26 (for the convenience of early comers)—Registration from 6 P.M. to 10 P.M. in the Wisconsin Foyer. The registration fee is \$1 for each Veteran; no charge for members of the family. Saturday, June 27—Registration starting at 8 A.M. and continuing to 6 P.M.—greetings from the re-

ception committee; from 9 A.M. to 11:30 A.M., "Switch Shanty" session in the Hall of Presidents—refreshments and dancing; at 12 Noon, Lady's and Men's Joint Luncheon in the Hall of States—a delicious buffet served in a ball-room atmosphere.

From 1:30 to 2:30 P.M.—a business meeting in the Iowa Room; at 6 P.M. the Reunion banquet—a fine dinner teamed up with a specially planned bill of entertainment.

Meals, refreshments and entertainment are all covered in the Reunion ticket, which is \$5.50 per person. Reservations must be made, however, and to assure having the accommodations desired, Vice President F. G. McGinn, the Veterans' president, is asking all who expect to attend to cooperate with the arrangements committee by making them as early as possible. A reservation form will be sent to all members of the Association, but in the meantime, the form at right may be used for that purpose.

Scott Paper Opens Distribution Center

THE growth plans of an industry served by The Milwaukee Road were highlighted on Jan. 25 when the Scott Paper Company announced the completion of a new million dollar distribution center adjacent to its Marinette, Wis., plant.

The official announcement was the occasion for an open house, at which a group of the Road's operating and traffic officers were invited to join residents of the area in a tour of the installations.

The new structure is a streamlined one-story building which provides the company with a total warehousing area of 140,000 square feet. It is located opposite the main plant on State Highway 180, and connected to it by an enclosed 140-foot overhead conveyor which carries finished products over the highway to the distribution point. Indoor loading facilities include provisions for 18 railroad cars and dock loading areas for truck shipment.

The design of the building incorporates the latest electronic case handling and conveyor systems, tailored to the maintenance of Scott's high standards of

quality control and service to its customers in the Midwestern market. At the official opening, pictures were taken of the entire operation to be used in interplant communications.

Milwaukee Road personnel discuss with W. V. Kane, traffic manager of Scott's Wisconsin mills, how the electronic conveyor system facilitates the loading of box cars. From left are M. J. Martin, assistant traffic manager, Milwaukee; Assistant Superintendent K. O. Schoeneck and Traveling Freight Agent R. G. Williams, both of Green Bay; Mr. Kane, and C. Swan, agent at Marinette.



Interior of the distribution center showing one of two inside tracks—this one holding nine cars—and the overhead conveyor system.

RESERVATION FORM

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

Insert here your 1964 Membership Card No. _____

Enclosed is check in the amount of \$ _____ for _____ Reunion Tickets at \$5.50 each. (Please remit by check or money order—do not send currency.) Mail tickets to:

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

TRANSPORTATION DATA:

(I) (We) plan to leave _____ (station) on train _____ at _____ M on _____ (day)

_____ 1964, and arrive in Minneapolis on Train _____ 1964
(date) (number) (day) (date)

Will depart on Train _____ 1964 for _____
(number) (day) (date) (destination)

(Pullman) or (Coach) _____

ROOM RESERVATIONS

Single ☐ \$ 8.50Double ☐ \$12.00Twin Beds ☐ \$14.00

RETIREMENTS

during January-February, 1964

General Office & System Employees

Augustine, R. J. Rate Clerk.. Chicago, Ill.
Borgman, G. H. Asst. to Chairman.. "
Brookins, E. T. Dist. Adjuster.. "
Cunningham, K. W. Office Asst. to Pres.. "
Foxworth, D. Second Cook.. "
Johnson, A. E. Pur. Agent.. "
La Fontaine, L. C. Mgr. Mail & Exp.. "
Mayweather, F. Porter.. "

Chicago Terminals

Ambriz, R. Sec. Laborer.. Galewood, Ill.
Argentine, N. Electrician.. Chicago, "
Bartosik, S. J. Check Clerk.. Galewood, "
Cimitile, A. Asst. Foreman.. Chicago, "
Geary, E. M. Switchman.. "
Gholston, C. Laborer.. "
Hougen, O. Switchman.. "
Jepson, W. W. Loco. Foreman.. "
Kime, J. M. Switchman.. "
Kotva, S. Car Inspector.. "
Mason, G. A. Yard Conductor.. Bensenville, "
Murphy, F. H. Switchman.. Chicago, "
Muller, E. A. Clerk.. "
Prehm, H. L. Stockman.. Bensenville, "
Rinker, Mary M. Coach Cleaner.. Chicago, "
Skoczylas, A. Carman.. Bensenville, "
Smith, J. D. Machinist.. Chicago, "
Wahl, E. E. Switchman.. "
Wessel, J. Checker.. "

Aberdeen Division

Brigham, L. Sec. Laborer.. Webster, S. D.
Duncan, L. E. Audigage Oper.. Woonsocket, "
Gehrke, E. E. Sec. Laborer.. Hopkins, Minn.
Ness, J. A. Sec. Laborer.. Hettinger, N. D.
Rabine, M. R. Sec. Laborer.. Britton, S. D.
Swan, W. H. Agent.. Glencoe, Minn.

Coast Division

Anderson, H. A. Foreman.. Kittitas, Wash.
Bolengaugh, V. J. Carman.. Tacoma, "
Christensen, G. J. Engineer.. Spokane, "
Horak, Agnes, A. File Clerk.. Seattle, "
Hysmith, P. E. Engineer.. Cle Elum, "
Keenan, W. J. Chief Clerk.. Spokane, "
McNeese, W. A. B&B Carpenter.. Bovill, Ida.
Roark, C. B&B Carpenter.. Tacoma, Wash.
Willcuts, R. R. B&B Carpenter.. "

March-April, 1964

Dubuque & Illinois Division

Anderson, J. E. Trainman.. Elgin, Ill.
Bouvia, L. H. Car Inspector.. Savanna, "
Bundy, G. D. Station Baggageman.. "
Christensen, W. H. Trainman.. Elgin, "
Diehl, H. A. Sec. Laborer.. Forrester, "
Engelking, B. B. Yard Clerk.. Savanna, "
Hoyman, F. F. Engineer.. Dubuque, Ia.
Montgomery, T. H. Engineer.. Kansas City, Mo.
Sass, L. Sec. Laborer.. Marquette, Ia.
Williamson, J. F. Engineer.. Ottumwa, "

Iowa Division

Bolda, P. M. Sec. Foreman.. Manilla, Ia.
Calhoun, P. L. Station Agent.. Boone, "
Christensen, M. G. Engineer.. Council Bluffs, "
Gibbons, C. L. Eng. Watchman.. Perry, "
Johnson, J. Sec. Laborer.. "
Overturf, R. A. Fireman.. Savanna, "
Schott, H. W. Loco. Foreman.. Cedar Rapids, Ia.

Iowa, Minnesota & Dakota Division

Bork, E. A. Sec. Foreman.. Carpenter, Ia.
Davis, H. O. Conductor.. Rapid City, S. D.
Heck, R. J. Laborer.. Sioux City, Ia.
Hladky, L. Sec. Laborer.. Yankton, S. D.
McClatchey, J. G. Sec. Foreman.. Vermillion, "
Petersen, A. C. Sec. Laborer.. Winnebago, Minn.
Replogle, R. R. Trav. Engineer.. Mason City, Ia.

La Crosse Division

Classen, A. P. Sec. Foreman.. Red Wing, Minn.
Copas, E. Track Laborer.. Richland Center, Wis.
Falk, W. F. Sec. Laborer.. "
Coke, D. W. Sec. Laborer.. Platteville, "
Hoffman, G. W. Trainman.. Milwaukee, "
Johnson, A. N. Eng. Watchman.. La Crosse, "
Lillie, E. R. Frt. Handler.. Portage, "
Nelson, E. O. Switchman.. La Crosse, "
Norcross, H. W. Engineer.. "
Rickard, J. J. Conductor.. Janesville, "
Schiller, R. P. Brakeman.. La Crosse, Wis.
Thompson, C. D. Sec. Laborer.. Tomahawk, "

Milwaukee Division

Baldock, G. L. Conductor.. Plymouth, Wis.
Hedberg, C. E. Towerman.. Iron Mountain, Mich.
Intranuovo, D. Sec. Foreman.. Deerfield, Ill.
Johnson, W. W. Sec. Foreman.. Ripon, Wis.
Kaddatz, W. F. Engineer.. Milwaukee, "
Longrie, R. J. Switchman.. Green Bay, "
Tranter, C. H. Conductor.. Deerfield, Ill.

Milwaukee Terminals & Shops

Babeck, F. E. Switchman.. Milwaukee, Wis.
Bennett, M. L. Carman.. "
Blasing, A. G. Machinist.. "
Bock, G. E. Conductor.. "
Collier, W. D. Carman.. "
Collins, G. R. Engineer.. "
Devicic, N. Asst. Foreman.. "
Gaertner, J. Carman.. "
Gralewicz, S. J. Foreman.. "
Haas, R. J. Blacksmith.. "
Hart, E. S. Trucksmith.. "
Holmes, R. A. Yard Conductor.. "
Johnson, H. Yard Conductor.. Racine, "
Kerkela, J. G. Engineer.. Milwaukee, "
Kraus, G. J. Welder.. "
Peterson, T. T. Pass. Brakeman.. "
Polcyn, C. A. Yard Conductor.. "
Radakovich, G. Mach. Helper.. "
Rehm, K. J. Machinist.. "
Russell, J. E. Pipefitter Helper.. "
Sanchez, J. Mach. Helper.. "
Straka, M. P. Asst. Cashier.. "
Stuckrad, A. L. Ticket Agent.. "
Wandell, J. N. Dist. Storekeeper.. "

Rocky Mountain Division

Batson, C. A. Engineer.. Mobridge, S. D.
Chesmore, C. E. Conductor.. "
Dandrea, D. Sec. Laborer.. Bonner, Mont.
Hornung, A. Sec. Laborer.. Roundup, "
Ihols, E. J. Crane Operator.. Deer Lodge, "
Kuzba, F. Track Laborer.. Two Dot, "
Martin, L. J. Engineer.. Mobridge, S. D.
Mattson, L. M. Agent.. Bozeman, Mont.
Moyes, J. Carman.. Harlowton, "
Winterton, E. G. Carman.. "

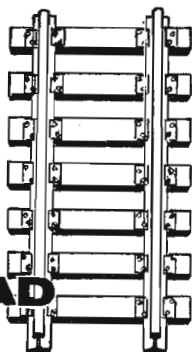
Terre Haute Division

Bruce, R. T. Engineer.. Bedford, Ind.
Ford, F. Engineer.. Terre Haute, "
Kern, D. R. Engineer.. "

Twin City Terminals

Anderson, M. L. Stower and Janitor.. Minneapolis, Minn.
Arceno, A. J. Sheet Metal Helper.. St. Paul, "
Byrnes, T. M. Police Capt.. Minneapolis, "
Davis, M. I. Sec. Laborer.. St. Paul, "
Fitzsimmons, J. P. Towerman.. Minneapolis, "
Gonzalez, F. Sec. Laborer.. "
Graves, K. R. Carman Helper.. "
Huber, R. J. Car Inspector.. St. Paul, "
Lindstrom, J. E. B&B Carpenter.. "
McEachern, J. D. Towerman.. Minneapolis, "
Thompson, J. Head Janitor.. "
Warp, C. O. Crossing Flagman.. "
Weber, J. F. Brakeman.. St. Paul, "

ABOUT PEOPLE OF THE RAILROAD



Terre Haute Division

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

Mr. and Mrs. Forrest L. Hasty of Crete, Ill., formerly of St. Bernice, Ind., observed their golden wedding anniversary Jan. 12 with an open house at their home. They were married Jan. 7, 1914 in Terre Haute. They have a daughter, Mrs. James Stratton of Clinton, and a son, Wendell E. of Crete, three grandchildren and one great granddaughter.

Services for Retired Carman John Graam were held Jan. 28 in Terre Haute with interment in Roselawn Memorial Park. Mr. Graam was a deacon in the Central Christian Church, and a past master of Social Lodge No. 86, F&AM. His memberships included Terre Haute Chapter No. 11, Royal Arch Masons; Council No. 8, Royal and Select Masters; Commandery No. 16, Knights Templar; Scottish Rite, Valley of Terre Haute; Zorah Shrine Temple, and the Retired Railroad Men's Association. Survivors include his widow, Dr. Dona G. Graam, two sons, William of Indianapolis and Robert of Rozetta, Calif., two sisters and five grandchildren.

Retired Conductor Mark L. Hewitt, 72, died Feb. 6. He retired in 1956 with 40 years' service. Surviving are his widow, Julia; a daughter, Mrs. John Dyer, Paris, Ill.; a son, William G. of Beecher, Ill., who is chief clerk at Chicago Heights; a stepson, four grandchildren, and two sisters. Services were held in Clinton and burial was in Roselawn Memorial Park near Terre Haute.

I M & D Division

AUSTIN-EAST END

R. D. True, Correspondent
Office of Superintendent

Because this is your correspondent's first column for the Magazine, it seems fitting that another "first" be reported. Mr. and Mrs. J. F. Frana report the birth of Jeffrey Eugene Jan. 2 at 9:01 A.M., making him the first 1964 baby born in Mower County, of which Austin is the county seat. Mr. Frana is agent at Rose Creek, Minn.

Stella Weichselbaum and N. E. McGuire were married at Manly, Ia., Jan. 11. Stella is employed as bill clerk in the regional data office at Austin, and Mac is the manager of the MMTTC here. After a honeymoon in Colorado they established a home in Austin.

W. M. Houck Retires as Adjuster in Seattle

A RECEPTION and buffet supper held at the Harbor Club in Seattle by some 50 employees, retired as well as active, did honor to W. M. Houck, who retired from the position of adjuster on Feb. 29. As a tribute to his loyal service over a period of more than 45 years, several officers of the eastern region added their

congratulations and good wishes to those of his Seattle associates. R. G. Sackerson, general manager of the Milwaukee Land Company, and E. J. Notske, assistant tax commissioner, were co-chairmen of the affair.

Bill Houck had been with the Road since December, 1918, starting as an accountant in the office of the auditor of expenditure in Chicago. He later was promoted to engineer-accountant in the same office, and held various positions in the accounting department and the railroad's subsidiary companies. Prior to being appointed auditor in Seattle in January, 1953, he was assistant superintendent of mines with headquarters in Chicago, which position he held for 13 years.

A highlight of the reception in his honor was the presentation of a golf cart. Mr. Houck is an avid golfer and has played in many employee tournaments.



W. M. Houck takes a bow as he is presented with a ribbon bedecked golf cart by L. H. Dugan, vice president and western counsel.

Clarence Epland, who retired recently after more than 20 years' service, was honored with a coffee party in the regional data office. His last position was as janitor at the Austin depot. Clarence, who is a bachelor and a sports enthusiast, enjoys watching sports events on his TV and attends the Waterloo, Ia., Cattle Congress each year.

Arvid H. Strobeen was appointed traveling engineer with headquarters at Austin, replacing R. R. Replogle who retired in January after more than 40 years' service. Mr. Strobeen was formerly an engineer on the Aberdeen Division. He is married and has three children; Alan, 16, David, 5, and Sandra Lee, 13.

Alfred "Butch" Edgar Thompson, retired yard conductor at Austin, died Feb. 1 in St. Mary's Hospital, Rochester. He is survived by his widow and a nephew, Dr. Ronald Place of Rochester.

AUSTIN-SIOUX CITY AREA

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

Agent E. C. and Mrs. Dankbar of Draper, S.D., welcomed a new daughter, Wendy Gayle, Jan. 17. They have two other children, a boy and a girl.

Mr. and Mrs. Louis I. Walter celebrated their 60th wedding anniversary Jan. 6. An open house was held in the Wesley Methodist Church Jan. 5. They were married at Pipestone, Minn., and established their first home in Sanborn, Ia., moving to Mason City in 1911. Of the seven children born to them, five daughters are

still living. Mr. Walter celebrated his 50th year with the Milwaukee as an engineer in 1952 and retired in September 1963.

Harry Kinney, retired chief clerk, sent word from Mason City that several of our retired people had been on the sick list . . . Retired Conductor O. T. Anderson fell and broke his hip . . . Retired Conductors G. W. Calahan and J. P. Hogan were both in Mercy Hospital for a time.

Retired Conductor Walter Hendrickson was elected mayor of Cassville, Ark., recently.

Paul, son of Retired DF&PA R. H. Conrad of Mason City, will now do his editorial cartooning for the *Los Angeles Times*. He has been with the *Denver Post* and syndicated in 81 newspapers since 1950. Time Magazine referred to him as "one of the best editorial cartoonists in the U.S." Although a staunch Democrat, his pen knows no political party and his Republican employers never have had cause for criticism.

Retired Conductor Frank "Joe" Pape and his wife of Sioux City recently died within a week. Mr. Pape retired in 1962 after 40 years' service. They are survived by a daughter and three grandchildren.

Edward C. Jackson, retired conductor, died Jan. 6 in Sioux City. He is survived by his widow and three brothers.

B&B Foreman George W. Stolley, 57, of Vivian, S.D., died of a heart attack Feb. 7. He was a 38-year employee.

Ared B. Reinke, 58, who took a disability retirement as a locomotive engineer in 1948, died recently in Inglewood,

(Continued on page 22)



A 45-YEAR VETERAN, J. D. Pessein (right) is presented with a Silver Pass by P. L. Cowling, assistant to president, and vice president-general manager of the Milwaukee Motor Transportation Company. Since starting with the Road in 1918 as a clerk at Othello, Wash., Mr. Pessein has served on various traffic positions, including that of traveling freight and passenger agent at both Great Falls and Miles City, Mont. For the past two years he has represented the MMTC at Billings, Mont., as office manager.



SIGNING UP FOR THE 21ST ANNUAL HIAWATHA BOWLING TOURNAMENT held Apr. 4-5 at Tomah, Wis., are (standing, from left) Electrician Helper-Overhead Crane Operator Richard Schultz, Blacksmith Vern Lamb, Blacksmith Helpers George Bluhm and Arnold Jensen, Foreman Emil Olson (frog shop), Machinist Welder Francis Zingler (front) and Machinist Helper Reuben Peth. Seated is Blacksmith Helper Merle Koopman. This group represents about half of the Tomah Shops bowlers who were hosts to the teams that participated in the event.



RECEIVING HIS "SILVER SERVICE" PASS, IM&D Section Foreman John Velgersdyk (center) is pictured on the job at Hull, Ia., with Division Engineer F. F. Hornig (left) and Roadmaster R. E. Gray. Mr. Velgersdyk, who recently rounded out 48 years of service, has been foreman on the same territory for more than 40 years.

MAKING HIS LAST RUN on No. 233 from Chicago to Elgin Jan. 31, Brakeman J. E. Anderson is congratulated by William Cruikshank, assistant general road foreman of engines. Others on hand are (left and clockwise) R. L. Marth, chief clerk to general manager, with Conductor J. F. Struve, Engineer John Karsch and Fireman J. D. Sternberg of the train's crew. Brakeman Anderson retired with more than 51 years of service on the D&I Division.



MILWAUKEE SHOPS VETERANS Sal Balistreri (second from left) and Irv Coolahan (right) join the Road's Silver Pass holders with the congratulations of W. N. Bittner, shop superintendent of the locomotive department. Mr. Balistreri, a plumber, has been with the railroad since February, 1919, and Mr. Coolahan, a steamfitter, since August, 1917.



FOUR GENERATIONS of the Perrone family posed for this picture following the birth of Jamie Marie on Jan. 20 to the Ronald Perrones of Milwaukee, where Dad is a tapeman for the division engineer. Grandfather Vincent Perrone is a roadmaster on the Aberdeen Division, and Great Grandfather Gennaro is a retired Coast Division section foreman.

Engineering Department Veteran Retires

R. G. CAMPBELL, assistant division engineer of the Milwaukee Division, and his wife were the guests of honor at a dinner held by 125 employes in Milwaukee's Medford Hotel Feb. 27 to mark his departure from railroad-ing at the end of the month. J. D. Shea, general superintendent, Milwaukee, emceed the festive affair.

Mr. Campbell is a native of Chicago who started in the Road's engineering department in Milwaukee in 1926, following his graduation from Iowa State College. Later he served as an instrumentman and assistant engineer in both Milwaukee and Chicago and as a ballast engineer. He had been assistant division engineer of the Milwaukee Division since 1946.

The Campbells' retirement plans include a trip to California, after which they will continue to make their home in Milwaukee.



R. G. Campbell (left) being presented with a gift of cash from his colleagues by H. C. Minter, principal assistant engineer-structures.

(Continued from page 20)

Calif. Two sons, two daughters, and six grandchildren survive.

Conrad L. Erickson, former relief clerk at the Sioux City freight office, is being congratulated on two counts—his appointment as chief clerk at Faribault, Minn., and his engagement to Karen Schneider of Sioux City. The wedding is planned for August.

Aberdeen Division

EAST END

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

If you're wondering about the smiles we're all wearing these days, they're caused by the fact that our Division won the Annual Safety Award for the second consecutive year. Now we're determined to "do it some more in '64".

If you've ever wondered about those give-aways-on-a-lucky-number deal — people do win! Lineman John Lanning, right here in our midst, is the owner of a colored TV which came to him that way.

The Charles Brookshires of Prior Lake celebrated their golden wedding anniversary recently. Charles was agent there for a good many years and his wife was a local school teacher. Now she writes a news column for the Prior Lake News.

Retired Conductor Ray Nichols recently celebrated his 79th birthday and was presented with his 55-year trainman button. He lives with a cousin, Miss Blanche Kurtz, in Minneapolis.

Lloyd Duncan, audigage operator for the Road, has been a patient in St. Mary's Hospital, Rochester, where his left leg was amputated below the knee. His home is in Woonsocket.

Gerry Gardner, ballast machine oper-

ator, was married in Yakima, Wash., in December. The couple are now living in Milbank.

Engineer Fred Habegger's father died in January as the result of a car accident near Shakopee . . . Mrs. R. A. Benson, wife of the Hopkins patrol conductor, died Jan. 12 after a long illness . . . Mrs. Howard Capple passed away Christmas Eve in Minneapolis. She was the former Mrs. Bud Atha, widow of a division dispatcher . . . Retired Conductors William Harding and Al Blanes passed away Feb. 17 and 18 respectively . . . Conductor Bill Hodge's mother, 96, died Feb. 25.

Engineer Jalmer Knudson is happy to be a "civilian" again and home in Mound, Minn., after a year in the Veterans Hospital.

A little boy named Paul, six months old, has moved in with Dick Feddema and his wife in Minneapolis. His proud Pop is our electronics equipment maintainer.

Two of our local boys recently "made good". Engineers Arvid Stroben and George Ryman were promoted to traveling engineers with headquarters in Austin and St. Paul respectively.

Rocky Mountain Division

EAST END

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

Mr. and Mrs. Dan Shunkwiler were honored on their 50th wedding anniversary with an open house at their home in Miles City. Dan was married to Ethel Smith in Mound City, Mo., where they lived until moving to Miles City in 1925. Dan retired from the car department in 1958. They have two daughters and three sons all of whom were present for the celebration.

Funeral services were held for Mrs. Alvin Tonn, 71, in the Trinity Lutheran

Church, Miles City. Mrs. Tonn died in a local hospital Jan. 2 after a long illness. Her husband, a son Ted, a daughter, a brother and three grandchildren survive. Interment was in Custer County Cemetery.

An open house was held at the home of Mr. and Mrs. A. D. Kirkpatrick to honor them on their 50th wedding anniversary. Hostesses were their daughters. The couple were married on Christmas Day, 1913 in Fort Keogh, Mont. Mr. Kirkpatrick was employed by the car department until his retirement in 1956.

Conductor Ole N. Almli, 51, died Jan. 17 in a Miles City hospital apparently of a heart attack. He was born in Aberdeen, S.D., and came to Miles City as a child with his parents. After working with his father in cement contracting, he entered train service with the Milwaukee in 1938. Surviving are his wife Gladys, two daughters, his father, a brother, three sisters, and two grandchildren. Funeral services were held in the First Lutheran Church with interment in Custer County Cemetery.

Retired Engineer William L. Cain, 73, died suddenly at his home in Miles City Jan. 27. Bill was born at Elroy, Wis., and came to Miles City in 1913 to work as a fireman. At the time of his retirement in 1961 he was an engineer. Surviving are his wife Nellie, a daughter, a daughter-in-law, seven grandchildren and a brother. His son Bob, an airline pilot, was killed in a plane accident Mar. 1, 1962. Mass was said in Sacred Heart Church and burial was in Calvary Cemetery.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Frank Schlosser, 79, who retired as head revising clerk July 6, 1957 died recently. He is survived by his widow Gertrude, two daughters, Mrs. Ruth Williams and Mrs. Gertrude Lisis, three brothers, Joseph of Oshkosh, Arthur of St. Petersburg, Fla., and Edward of Lena, Wis., and several grandchildren. Services were held at St. Agnes Church, Milwaukee, and burial was in Maplewood, Wis.

The John Poriors proudly announced the birth of their first child Jan. 18. The baby has been christened Kim Marie.

Richard Berget, yard clerk and auto messenger, has enlisted in the Navy and will have his boot training at Great Lakes, Ill. Auto Messenger Richard Strizel is transferring to the operating department to start work as a brakeman. Newcomer on the auto run is Marshall Nutting, a University of Wisconsin Senior on the Milwaukee Campus who will continue his studies in morning classes. He is majoring in economics.

William Arndt, son of Chief Yard Clerk Earl Arndt, is handling miscellaneous messenger duties and yard clerking. He is a student at Milwaukee Institute of Technology from which he will be graduated as an Associate in Arts. May 16 has been set for his marriage to Sandra Hill, a Milwaukee beautician.

Vacancies in the LCL billing department
(Continued on page 24)



TWINS ARE IN with three proud grandfathers on the Aberdeen Division. At left is Trainmaster G. C. Groves with look-alikes Elizabeth and Jerry Labesky of Aberdeen, in the center, are the twin grandsons of Police Officer James

Madden, Michael and Peter Noll of Phoenix, Ariz.—that's big brother Jimmy sitting in for Grandpa—and at right, Mike Kiroff of the Montevideo section force holds the Andersen twins, Jill on his right arm and Judy on the left.



GOLDEN WEDDING CELEBRATION of Mr. and Mrs. Fred Kriesel, West Prairie, Wis., shows them at an open house held in their honor Feb. 9 in the parish house of St. Bartholomew Church, Trempealeau, Wis. Mr. Kriesel retired as a telegrapher in 1959. They have nine children, all of whom were present, and 39 grandchildren. Floyd Kriesel, signal maintainer at Winona, Minn., is one of their sons.

HONORED BY HER CO-WORKERS upon retiring recently as a clerk in the Chicago-Fullerton Avenue accounting department, Emilia Boever poses with (from left) W. T. Kures, auditor of freight accounts, J. Jacobson, director of revenue accounting, and O. Hartung, bureau head of the local and interline balance bureau, in which Emilia was employed. She had almost 39 years of service.



ENJOYING SHIRT SLEEVE WEATHER in mid-winter is Louis R. Knoebel, retired chief time revisor of the Milwaukee Division, who recently moved from Waukesha, Wis., to Miramar, Fla. This is a view of the entrance to his new home decorated for the holidays.



38TH ANNUAL CHICAGO NARBW DINNER in the Continental Hotel Feb. 1 drew a large Milwaukee Road attendance. In this roundtable group are (from left and clockwise) W. E. Cartwright, foreign freight agent; Mrs. D. C. Workman, wife of assistant to vice president-traffic, and Mr. Workman; Mrs. Cartwright; Mrs. P. L. Cowling, wife of assistant to president, vice president-general manager of the Milwaukee Motor Transportation Company, with Mr. Cowling; Gladys Palmquist, secretary to assistant to vice president-traffic, with Mr. Palmquist; and Mrs. W. A. Maile, wife of secretary to vice president-traffic, with Mr. Maile.

Carloadings

JANUARY-MARCH 1964 compared with same period in 1963

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		THREE MONTHS		INCREASE	
		1964	1963	1964 over 1963	% of increase
	INCREASED in 1964 over 1963				
12.6%	Forest Prod. (Excl. Logs & Pulpwood)	19,421	17,313	+ 2,108	+ 12.2%
5.9	Automobiles and Parts	13,356	12,217	+ 1,139	+ 9.3
5.1	Iron and Steel	12,135	10,919	+ 1,216	+ 11.1
3.0	Meat and Packing House Products	8,146	7,827	+ 319	+ 4.1
2.6	Grain Products	12,909	12,791	+ 118	+ .9
2.5	Agricultural Impl. Machinery & Parts	5,780	5,071	+ 709	+ 14.0
1.7	All Other Products of Agriculture	7,444	6,080	+ 1,364	+ 22.4
1.6	Logs and Pulpwood	10,198	10,146	+ 52	+ .5
1.5	Gravel, Sand and Stone	8,189	6,841	+ 1,348	+ 19.7
1.4	Fruits and Vegetables (Fresh)	4,511	4,382	+ 129	+ 2.9
1.3	Liquors, Malt	3,985	3,733	+ 252	+ 6.8
.6	Cement, Lime, Plaster and Stucco	2,647	1,935	+ 712	+ 36.8
.3	Live Stock	1,504	1,204	+ 300	+ 24.9
30.4	All Other Mfgs. & Miscellaneous	73,646	68,880	+ 4,766	+ 6.9
70.5%		183,871	169,339	+ 14,532	+ 8.6%
	DECREASED in 1964 under 1963				
14.3%	Grain and Soya Beans	21,261	25,485	- 4,224	- 16.6%
6.3	Coal & Coke	25,490	26,922	- 1,432	- 5.3
2.3	Oil and Gasoline	8,204	9,144	- 940	- 10.3
2.0	All Other Animals and Products	3,065	3,496	- 431	- 12.3
2.0	All Other Products of Mines	3,014	3,171	- 157	- 5.0
1.6	Forwarder Traffic	7,231	7,422	- 191	- 2.6
1.0	Merchandise	6,686	7,182	- 496	- 6.9
29.5%		74,951	82,822	- 7,871	- 9.5%
100.0%		258,822	252,161	+ 6,661	+ 2.6%

(Continued from page 22)

ment have been filled by John Porior and Robert Nelson.

Robert, son of Henry C. Deneseus, baggage clerk at the depot, has been assigned to carload billing. Bob has just ended four years with the Marines at Quantico, Va., from which point he brought home his young wife and six months old son, Michael Robert.

Dale, the nine year old son of Lowell Wait, PM outbound rate clerk, is not planning to be outdone by his accomplished older brother. He entered the South Milwaukee Silver Skates meet for boys in his class and came away with a gold medal for the 110 yard dash, another for the 220 yard dash, and a perfect score of 10 points to win a trophy. When Lowell leaves Fowler Street to take a position as tracing clerk in the traffic department we will be losing in more than one field.

Sympathy was extended to Geraldine Hartner, regional revising clerk, on the death of her father, Erwin Hartner, retired dock foreman for Olson Motor Service. Other survivors are his wife Victoria and a brother. Funeral services

were held at Our Lady Queen of Peace Catholic Church and interment was in Mount Olivet Cemetery.

New in the IBM room are keypunch operators Pat Koceja, formerly with the Harnischfeger Corporation, and Mrs. Diane Dynek, a former Public Library aid. Mrs. Dynek has a seven months old daughter, Theresa.

Lowell Fossum, assistant manager of the regional office, announced the arrival of a daughter, Jody Ann, Jan. 11.

Your correspondent attended the NARBW district board meeting at the Drake Hotel, Chicago, Feb. 1 as a publications representative, and also the annual dinner of the Chicago Chapter in the new Continental Hotel. Guest speaker for this event was Walter Kremer, vice president-traffic of The Milwaukee Road.

The Milwaukee Chapter of the NARBW held its 14th anniversary luncheon in the new Hilton Inn. Guest speaker was Miss Dorothy Nagan, first vice president of the national organization and newly appointed traveling auditor for the Chicago and North Western Railway at Chicago. Several members of the Chicago



AN OUTSTANDING SAFETY RECORD

was highlighted at the presentation of a Silver Pass to Mrs. Sadie Bell Smith of the Chicago-Western Avenue coach yard force by W. C. Gage, district master mechanic. The presence at the ceremony of A. W. Shea, superintendent of safety (left), recognized the fact that in the course of her 45 years of service she had never suffered even a minor personal injury. Having entered the employ of the Road on Jan. 14, 1919, Mrs. Smith now heads the coach yard seniority roster.

Chapter attended. Mrs. Olive Daley, nurse at the Milwaukee Shops dispensary, was hostess.

Walter Giese is replacing William Arndt as office messenger. He is recently out of the Army, having been stationed the past 18 months at Kitzingen in the central part of Germany.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

The Tom Gannons have a new daughter, Kimberly Ann, born Jan. 15 . . . Proud parents of a son, Steven Frank, born Feb. 11 are the Frank Bubbs . . . Switchman Richard Sagesar and wife announced the arrival of Jeffrey Allen Feb. 25.

Congratulations are in order for Switchman Art Kroll whose wedding date was Feb. 15. At this writing, we have neither the name of the bride nor any details of the wedding.

There have been several recent deaths among our retired men: Rex Roberts died Mar. 2, John Petrie on Mar. 3, and Ed Smith on Jan. 26. All were switchmen.

The family of Garrett (Charles) Egan, 30, was grief stricken by his death in an auto accident Mar. 3.

Sympathy was extended to Trainmaster Ben Webster and Mrs. Norvin Wolf, wife of switchman, on the loss of their father, Jerome Webster, who lived in Belding, Mich., and died there Feb. 7.

Joe Stadler's father died Feb. 6, as did also the father of Switchman Salvatore Farina.

Word has just been received from Mrs. Benjamin L. Swang of 1917 S. Chestnut Avenue, Building 77, Apartment D, Fresno, Calif., that her husband passed away Feb. 3. Mr. Swang made his date with the Road as a telegraph operator Feb. 2, 1903, and retired Feb. 1, 1950 as agent at Milwaukee which position he had held for many years.

La Crosse Division

WISCONSIN VALLEY

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

The New Lisbon Chapter of the Women's Club has been quite active of late, their most recent endeavor being the serving of a chicken dinner to 42 members in the American Legion Hall. Retired Conductor John Stoker and his wife of Wisconsin Rapids were present.

Jim, son of Clerk Clarence Sydow, Wausau, won the 133 pound title for Wausau Senior High in the first Big River Conference wrestling meet ever held. He won both of his matches, bringing his overall record to 7-1. Jim will compete in the regional tournament.

Mrs. Frank Ash Dodd, 71, widow of conductor, died recently after a long illness. She is survived by a son, Colonel Allie Paul Ash (Ret.) of Arlington, Va.

Sigurd Johnson, retired section foreman, died recently in Mesa, Ariz., where he had lived since his retirement in 1959. His widow, and a brother August, who is a section laborer at Tomahawk, survive.

Godfrey Paulus, retired blacksmith helper-crossing watchman, died Feb. 13 at the age of 79.

MADISON AREA

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

The Madison Terminal was saddened by the sudden death of Brakeman Loren J. Wedel, 34, Feb. 25. Loren was the son of Oscar Wedel, maintenance man of the track department, and a nephew of Joe Tomlinson, section foreman. His widow, six children, and parents survive.

Sympathy was extended to Retired Assistant Superintendent S. F. Philpot whose wife died Jan. 19 after a long illness. Burial was in Edgerton.

Conductor Walter Wyman and wife Mary vacationed in Tucson, Ariz., and reported they encountered cold weather. Conductor O. D. Lawrence and wife were staying in the same trailer court with the Wymans for a time, but they have gone on to California to visit relatives. The Wymans entertained Conductor and Mrs. William (Bunco) Riley from Janesville for a few days and took them to Nogales, Mex., for a trip.

Fred Leigois, retired chief clerk of the superintendent's office, Madison, has been confined to the hospital for surgery but at this writing is getting along well.

Switchman Harold Bitney is also in the Madison General Hospital.

Carol Rand of the regional office was called to Gays Mills, Wis., because of her father's death.

Regional Manager D. A. Dunning and

SAFE - FROM HEAD TO TOE

B&B Carpenter V. F. Marschall poses with his membership certificate in the Wise Owl Club, along with the members of his crew (background) and (front, left to right) Fred Becker, B&B crew foreman, A. W. Shea, superintendent of safety, and E. G. Tyckoson, chief carpenter of the Chicago Terminals Division.



SAFETY goggles and safety shoes took a bow recently, along with the men who wore them, when V. F. Marschall, a B&B carpenter in the Chicago Terminals, was enrolled in the Wise Owl Club, and W. J. Driscoll, a machinist at Milwaukee Shops, was presented with a Golden Shoe Award.

The goggles figured in an incident that occurred last November while the platform at the Elmwood Park suburban passenger station was undergoing repairs. Mr. Marschall was using a maul to break up concrete curbing when a piece of concrete flew up and struck the right lens of his goggles. But although the lens cracked under the impact, it remained intact in the frame, and again safety goggles had prevented an eye injury.

Safety shoes received their share of attention as the result of a diesel gear having fallen from a height of two feet

Machinist W. J. Driscoll poses with the Golden Shoe Award presented to him at a safety meeting at Milwaukee Shops, and the diesel gear which was the cause of it all. With him are R. P. Drew, general foreman of the wheel shop (left), and W. N. Bittner, shop superintendent of the locomotive department.

while Mr. Driscoll was mounting it on an axle. He was handling it with an electric hoist when the hoist jarred and the hook slipped from the crane. The gear landed on his left foot with a crushing thud, but the toe of his safety shoe took the brunt, and once more did the job for which it had been designed—the prevention of foot injuries.



EAST END

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

Retired Conductor Arthur M. Levens passed away at his home in Portage Jan. 9. Mr. Levens is survived by two sons, Doctor Arthur of Washington, D.C., Joseph of Trenton, N.Y., and five grandchildren.

Traveling Engineer and Mrs. E. L. Hubbs and family moved from Portage to Janesville in January. Several farewell parties were given in their honor,

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and for the children, before they left.

Mrs. Oscar A. Bornitzke, wife of signal maintainer, died in Columbus Hospital Jan. 22 after a long illness. Mrs. Bornitzke was an active member of the Eastern Star and on a ladies bowling team at Columbus. She is survived by her husband and two sons, Duane of Marshall, Wis., Russell of Ballston Lake, N.Y., and six grandchildren.

Brakeman G. W. Hoffman retired Feb. 1 after 47 years service on the Milwaukee and LaCrosse Divisions.

O. G. Buerkle, retired agent from Butte, Mont., now living in Portage, celebrated his 91st birthday Feb. 22. He received several congratulatory telephone calls and was very happy to hear from his railroad friends.

Carma, daughter of Engineer and Mrs. Elmer Blank of Portage, distinguished herself scholastically during the first semester at Spencerian College, Milwaukee. She earned a 3.05 grade point average out of a possible 4.00 and her name was placed on the Dean's list. Carma is studying court and convention reporting.

Karla Schutz, granddaughter of Conductor and Mrs. Sam A. Hunter, had the lead role of Marian in the Portage High School presentation of "The Music Man". Karla has a beautiful voice and was excellent in the role.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Mr. and Mrs. Paul Lueck, La Crosse, observed their golden wedding anniversary Feb. 2 with an open house. The couple have two children, three grandchildren and four great grandchildren. Mr. Lueck was a blacksmith who retired about 10 years ago.

Ernest W. Meil, 71, retired carman who had been many years with the Road at La Crosse, died Jan. 23. He is survived by his widow Alda; a daughter Marilyn,

Wanted—Old Railroad Passes!

Railroad passes of the past are being sought by Jack B. Welles, retired dispatcher and chairman of the Telegraphers & Morsemen Association of North America, for preservation in the National Museum of Transport in St. Louis. A log book being compiled by him now contains approximately 2,400 passes dating from 1850 and representing 1,050 railroads. Anyone who would like to contribute to the collection should send their passes to Mr. Welles at 502 Elm Avenue, Long Beach 2, Calif.

Mrs. James Hodges of Eules, Tex.; three sons, Terry, Switchman Milton, both at La Crosse, and Carman Eldon in Milwaukee. Burial was in La Crosse.

The Milwaukee Women's Club installed the following new officers Jan. 15: Mesdames L. D. Miller, president; Orabell West and Charles Hart, first and second vice presidents; Lansing Ellis, treasurer; Francis Ryan and Caroline Moore, recording and corresponding secretaries; Nick McGaughey, historian, and Walter Miller, junior past president.

Stance J. Pataska, 67, Onalaska, Wis., died in a La Crosse hospital Jan. 10. Mr. Pataska was an engineer with more than 45 years service. He was a member of the B. of L.E. His widow, a daughter, Mrs. Helen Droz, both of Onalaska, and two sons, Stanley of La Crosse and Herbert of Kenosha survive. Interment was in the Catholic Cemetery in La Crosse.

Richard Frick, 83, Minneapolis, died Feb. 6 of injuries received that evening when he was struck by a car as he crossed an intersection near his home. He was a long time engineer for the Road, retiring in 1950. He was a member of the B. of L.E., Minnehaha Lodge 165, F.&A.M. Minneapolis Consistory and Zuhrah Temple. Two sisters, Mrs. George Lowrie of Chicago and Mrs. Frank Albrecht of Nodine, Minn., survive. Burial was in La Crosse.

Mrs. Otto P. Miller, widow of conductor, died in La Crosse Feb. 9. She is survived by two sons, George of West Allis and Otto of La Crosse. Burial was

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On a tour of the IM&D Division, Assistant Superintendent R. L. Martin, Roadmaster-Trainmaster P. M. Loftus and Safety Engineer C. O. Post (left to right) pause to pay their respects to the unknown "gandy". The grave is located two miles west of Interior, S. D., at milepost 590.

Memorial to an Unknown "Gandy"

ALONG the Milwaukee Road's right of way near Interior, S. D., a small burial plot surrounded by a crude fence stands out in stark isolation as a memorial to the breed of men who built the line through the Black Hills. The story behind the trackside grave, which was developed by Division Engineer F. F. Hornig with the help of Retired Roadmaster S. L. Core of Rapid City, is as follows:

Among local old-timers there still remains a vivid impression of the line being laid into Kadoka on Christmas Day in 1906 and then being pushed west through the winter. It was in March, 1907, while construction was going forward about two miles west of Interior, that a "gandy" died as he was spiking track. His partner at the time was the late J. R. "Bob" Quass. The name of the trackworker has long been forgotten, but accounts have it that Bob helped to bury him about 100 feet south of the site and marked the grave with a pine cross and fence. This cross was replaced later with one made of cedar by Curt Adkins, now a retired section foreman.

Bob Quass had signed on as a section hand in February, 1906. The following summer he entered train service, and for many years afterward worked on the Black Hills line as a conductor on former passenger trains No. 11 and 2 between Rapid City and Canton. But he never forgot his partner's lonely grave, and kept the cross and fence painted white until he retired in 1956. Since his death in 1957, other employees have carried out his trust by stopping when they are near the landmark to pay their respects to the unknown "gandy" who helped to blaze the steel trail.

in Woodlawn Cemetery, La Crosse.

Mr. and Mrs. Jim Leavitt of Trempealeau, Wis., announced the birth of Christina Florence Feb. 15. Three brothers and two sisters welcomed her.

A new grandson for Mr. and Mrs. Dan Smith, Thomas Paul Eggen, born Feb. 12 joined his sister Cheryl at home in Onaska, Wis.

Conductors James E. Thurber and Hugo W. Wangard, who had worked on the Hiawatha trains for a number of years, retired Mar. 1. Mr. Thurber's date was made in 1915 and Mr. Wangard's in 1919. Both couples live in Milwaukee.

Engineer John W. Peterson retired Feb. 29 ending 54 years' service. He and his wife live in Minneapolis.

March-April, 1964

Milwaukee Division

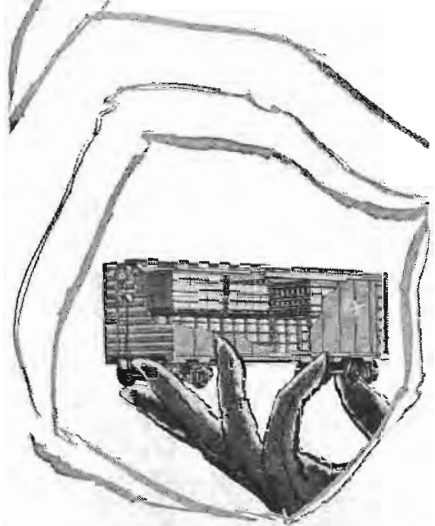
FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

This division was saddened by the recent death of two engineers . . . Joe Ellegseg died Feb. 18 at Elmhurst, the result of a heart attack suffered a few days earlier . . . Blaine Dollarhide, 55, died Feb. 13 in St. Therese Hospital, Waukegan, after a brief illness. He is survived by his widow, two daughters, his father and two sisters. Services were held in Libertyville.

At this writing, Engineer Herb Nielson

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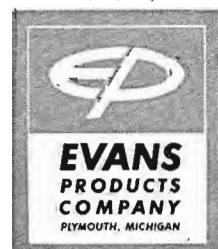


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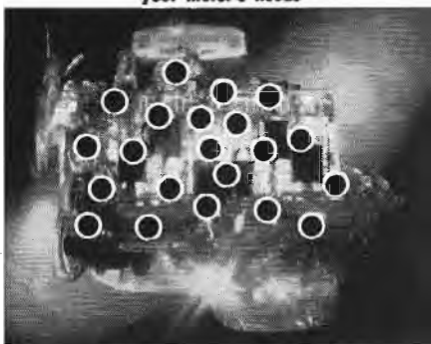


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is seriously ill and it is expected that he will be off for sometime.

At a party in the Medford Hotel, Milwaukee, Feb. 27 Retiring Civil Engineer Jim Campbell was feted by about 125 of his co-workers. General Superintendent Jim Shea was toastmaster and Principal Assistant Engineer-Structures H. C. Min-teer presented Jim with a gift from the group. Jim was graduated from Iowa State College in 1926 and has worked continuously for the Road as a civil engineer in various division offices except for three years when he was a system ballast engineer in Chicago. He and Mrs. Campbell plan to do some traveling, and enjoy Jim's well earned leisure.

Engineer Frank Pawlak is coming from Austin to fill Mr. Campbell's position.

SECOND DISTRICT

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

Gail F. Meintzer, former district freight agent at Green Bay, was recently promoted to the position of district representative, rail-highway sales, with office in Milwaukee. Gail started with the company in Chicago Aug. 23, 1943, transferred to Milwaukee as CFA Jan. 16, 1953, thence to Green Bay as TFA July 1, 1955, and was promoted to district freight agent Oct. 16, 1961. Gail, his wife, and five children leave many friends in Green Bay.

Harry W. Parent has arrived from



NEWLY WEDDED are James K. Stansfield, son of La Crosse Division Brakeman Kenneth Stansfield, and Miss Stephanie Janikowski, pictured at the ceremony in St. Casimir's Church, Winona, Minn. Kenneth, who attended St. Mary's College, Winona, is a graduate student in English at the University of Minnesota, and his wife, a graduate of St. Teresa College in Winona, was a nurse at Passavant Memorial Hospital, Chicago. They will live in Minneapolis.

Wausau with his wife and four children to succeed Gail Meintzer. Harry began with the company at Muskego Yard in 1943 and his last nine years have been as TFA in Wausau. Mrs. Parent is the former Anita Peterson of Channing, Mich.

The Brotherhood of Railway Clerks held their annual dinner and installation of officers Jan. 13 at Riverside. Among the new officers are Milwaukee Road employees—Daniel Bronoel, sergeant at arms, John Brown, outer guard, and Rita J. Arnhoelter, local chairman.

At this writing, Erwin (Spike) Hauschild of the warehouse staff is on the sick list.

Florence Gotto, secretary to the assistant superintendent and former Magazine correspondent, was married to Ludwig Hanson in the Annunciation Church Jan. 27. Mr. Hanson is a retired engineer.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Mathilde Nauheimer, demurrage clerk, was introduced, along with other new members, at a tea given by the NARBW in the Drake Hotel Gold Coast Room on Feb. 29.

Richard Sweeney, foreman House 2, underwent surgery at St. Anne's Hospital in February and at this writing is still hospitalized.

After Art Kramp and his wife returned from visiting their daughter in Colorado, Art was taken suddenly ill and rushed to the Sherman Hospital in Elgin. At this writing, he is convalescing at home.

The Milwaukee Road Magazine

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BANG-UP RETIREMENT PARTY held recently by employees at La Crosse Yard in honor of Switchman E. O. "Cap" Nelson shows him with some of his co-workers who attended. Front and left are Switchmen Jack Belke, Art Colgan and Milton Meil. Standing, same order, are Retired Switchman Gerhard Schiffer, Yardmaster Joe Schiffer, Switchman Harold LaSarge, Retired Switchman Harold Hilbert, Switchman Fred Fibeger Jr., Mr. Nelson, Switchmen Arthur Johnson and Chuck Young, and General Yardmaster Fred McCoy. The photographer was Switchman Bob Valiquette.

Switchman Floyd Peterson is back at work after undergoing surgery in the Veterans Hospital . . . Also recuperating from surgery are Mrs. Lloyd LeGros, wife of retired chief clerk; Mrs. John Socha, wife of general foreman, and Emil Cuicci, retired janitor.

Phillip Lasky has been welcomed to Division Street as a rate and waybill clerk.

Car Inspector Ralph and Mrs. Freyberger spent a happy vacation in Hawaii.

BENSENVILLE

Delores Barton, Correspondent

W. W. Jepson, roundhouse foreman at Bensenville, retired Jan. 4 after 38 years with the Road. A party was held in his honor Jan. 31 at Stella's Restaurant in Chicago. District Master Mechanic E. O. Mueller presented him with a Browning automatic rifle and scope as a token of esteem from his fellow employees. Bill will long be remembered for his "tall fish tales".

After a long illness we welcomed Arthur Broker back to the assistant agent's office.

Yard Clerk Russell Menges is off duty because of illness and would welcome hearing from his friends.

Congratulations were extended to Tower Operator E. E. Barker Jr. and wife on the addition to their family Feb. 14. They now have two girls and a boy.

Sympathy was extended to the families of Switchmen H. W. Olsen, J. V. Calendo and A. G. Wilson who passed away recently.

Among retirements the last few months were those of Switchmen Charlie Anderson with 46 years of service and Larry England with 44 years service. Both men

spent most of their working years in the Western Avenue freight yard.

At this writing our good friend Switchman Larry Kling is in St. Anne's Hospital, Chicago, where he was taken for emergency surgery.

The Milwaukee Women's Club of Bensenville held its first meeting of the year at a luncheon Jan. 8 in the clubhouse. Hostesses were Mrs. Erwin Luebking Sr., Mrs. Lawrence Greve and Mrs. Leonard Wagner. Mrs. Walter Darr, the outgoing president, expressed her thanks to all who aided her the past two years. Before turning the meeting over to Mrs. Phillip Schneck, the new president, Mrs. Darr was presented with a past president's pin and gift. On Feb. 5 a Valentine theme was carried out at the regular meeting when members met for luncheon and exchanged cards and handkerchiefs. Hostesses for this affair were Mesdames Louis Johnson, Arnold Simpson and Harry Miller. Mrs. Phillip Schneck decorated the tables and presided over the business meeting.

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RETIRING WITH 44 YEARS OF SERVICE, Edmund Muller of the Division Street clerical force in Chicago is pictured (left) with Agent A. M. Detuno at a party given by fellow employees to honor the Muller family. Ed started with the Road in 1919 in the Chicago-Fullerton Avenue accounting department and transferred to Division Street in 1923. Mrs. Muller, the former Marion Ryan, and their daughter Bernice also worked at Fullerton Avenue some years back, and Ed's brother Harold is employed there in the freight claim department.

Contributed by Dorothy Lee Camp

Rollin E. Jamota, third trick operator at Tower A-5, Chetek, Wis., was married to May Ann Slagowski of Stevens Point, Wis., recently in St. Stanislas Roman Catholic Church there. The young couple are now living in Chicago.

Retired C&M Conductor Jim Murphy, now of Tucson, Ariz., tells us that the Magazine really gets around and, what's more important, is read. Several retired men got in touch with him after his address was published, and they've been having some pleasant "get togethers". It would be nice if someone would take a good picture of the group and let us see what the sunshine does for our friends.

Retired I&D Division Conductor William H. Maze says that playing with his granddaughter is one of the greatest joys of his retirement. His son Ned, a clerk at Bensenville, is the proud father of the little girl.

First Train Clerk Wally Grosnick and family are very happy with their new home in Mount Prospect, Ill.

Bob DeMichael of 3850 East Hampton Street, Tucson, Ariz., 94546, would be happy to hear more often from his pals. Bob was bill and rate clerk at Bensenville when he retired.

Evelyn and Glen Phillips, general yardmaster, were married 25 years on Feb. 18 and celebrated with a wedding Mass Feb. 22 at St. Gertrude's Catholic Church in Franklin Park. The two Phillips boys, John and Glen, served at the Mass and the two daughters, Noreen and Johanna, sang the Mass. Their four children and about 75 friends and relatives gathered at the Elks Club, Des Plaines, Feb. 23 for a dinner and reception.

Trainmaster Jim Cowart's mother, who

was well up in her nineties, died recently.

Yardmaster Eddie Parr recently won the drawing for the railroad clerks and, in addition, had a winning ticket on either side of the "big one".

Retired Telephone Operator Corinne Zulauf is now at home after a serious illness, and her mother has been placed in a nursing home because she is bed-ridden. Corinne would welcome hearing from her friends.

Retired Roadmaster George Plates and his wife Gertrude have left to spend two months in California with cousins. They left a caretaker in their home for the duration.

At this writing, Clerk Russell Manges is in the Franklin Boulevard Hospital, Chicago. We hope his stay will be a short one.

February 29 marked the birthdays of two of our folks. Retired Conductor Freddie Helsdon of Bensenville and Clerk Len Phillips of Franklin Park were well remembered on their once in four years anniversary.

Jim Murphy sent along a special edition of the Tucson, Ariz., paper with pictures of special events during rodeo week. Your correspondent has spent several rodeo weeks in Tucson and the fun was really something special.

GALEWOOD

Charlene A. Grosse, Correspondent

Galewood has had a couple of big time winners recently. . . . Harry E. Greenberg, relief bill clerk in the office, won a six day vacation for himself and wife at the Riverside Hotel in Reno, Nev. . . . Mrs. Glenn Larson, wife of the manager of the Olympic Commissary at Galewood, was the lucky winner of a mink stole, one of the two door prizes given on each of the last three nights the Aragon ballroom was open.

Helga Schank of the regional data office announced the birth of a second daughter, Tamara Christine, Feb. 15.

At this writing, Car Record Clerk Edward J. Lemke is in Belmont Community Hospital for observation.

Chief Clerk Ray Bishop and his wife Etta were recently hospitalized at the same time.



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AUDITOR OF CAPITAL EXPENDITURE'S OFFICE

Geraldine C. Doherty, Correspondent

With deep regret we report the death of Carl E. Holmgren, assistant engineer, who died Feb. 21 after a brief illness. Carl worked for the Rock Island and Northern Pacific Railroads from 1916 to 1924, when he entered service with the Milwaukee where he held several positions until his promotion to assistant engineer in February 1963. His widow, Violette, and a son, Richard, survive. Burial was in Minneapolis.

Sympathy was extended to the family of Henry F. Gay, retired assistant engineer, who died Jan. 18. Mr. Gay retired in August 1956 after 29 years' railroad service, and for the next three years was employed by the State of Illinois Division of Highways District #2 in Elgin. He is survived by his widow, Edith, and a son, Henry Jr. Burial was in Bluff City Cemetery.

As the owner of a 1964 Ford, Larry J. Marino, joint facility examiner, was eligible for the contest to see who would represent the Ford Motor Company in TV commercials and newspaper ads. The J. Walter Thompson advertising agency drafted him out of a field of 200 for the honor.

Rudy Spandau, formerly of the auditor of passenger accounts office, is now bookkeeper in the investment bureau.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

Congratulations were extended to Terminal Manager Noel McGuire of Austin, Minn., on his marriage Jan. 13.

Wedding bells will ring May 30 for A. J. (Tony) Palaia, MMTC dispatcher at Minneapolis, and Delores Feneis of Waitpark, Minn.

Darlene McGlothlin has announced her engagement to Bud Daly. Darlene is now back at work after having had her tonsils removed Feb. 7.

MMTC Driver A. Jordan and wife were returning from a visit with his brother in Kansas City Jan. 26 when their car

left the road and turned over. Mr. Jordan suffered a dislocated neck and was placed in traction at St. Mary's Hospital, Kansas City. Mrs. Jordan has multiple bruises.

MMTC Driver Edward Klamm is also in a Kansas City hospital, St. Margaret's, ill with pneumonia.

Several of our terminal managers have recently been hospitalized but are now back at work—N. T. Prang of Portage, Wis., Joe McCullough of Great Falls, Mont., and George Orrben of Minneapolis-St. Paul.

Terminal Manager K. J. Keenan of La Crosse became a ninth time grandfather recently when his daughter gave birth to a boy, Ronnie Litton.

We were sorry to have Dagmar Ringlund and W. J. Onack leave us.

Roy R. Miskimins, assistant vice president of the MMTC, Chicago, was elected president of the Western Railroad Truck Line Association Feb. 10 at a meeting of the association held in the President Hotel, Kansas City, Mo.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Sympathy was extended to Lawrence Larson, whose mother died Feb. 8. Interment was in Ridgewood Cemetery.

Daniel Jureczek and Mike Carlson, formerly of the freight claim department, are now employed in the office of the auditor of equipment accounts.

We're glad to have Marge Mahler back at work after her recent illness.

Retired Traveling Freight Claim Agent Elwin Kuehn was a recent visitor. He is eagerly awaiting the day when he can start work in the garden of his Roselle home.

John Hamm, retired bureau head, has been at work as cook and dishwasher since his wife broke her arm in a fall.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Grace Minor, Correspondent

"Scout Sunday" Feb. 9 was a very important day for Dennis, 14 year old son of W. Kirscher, transit accountant. As part of the observance, Dr. Ralph P. Ley, pastor of Peace Memorial Church, presented "God and Country" awards to Dennis and four other scouts for "out-

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MONTREAL

Found, a Friend At the Depot

By Grace Johnson

Secretary to General Superintendent Milwaukee, Wis.

BILL BARRETT, fireman in the Milwaukee Terminals for the last 13 years, recently rendered a service beyond the call of duty which apparently earned him a friend for life.

Bill was working the switch engine job at the depot when he noticed a foreign appearing old gentleman having difficulty explaining something to a cab driver. The driver finally became impatient and drove away, leaving the man confused and frightened. Touched by what he had seen and heard, Bill went over to help, and learned the following:

The old gentleman gave his name as Gaspar Riviera and said he was a sailor from the Philippines just arrived from New York. His predicament was that he didn't know the name of the ship to which he had been assigned, nor where it was berthed. Brushed off by the cab driver when he couldn't tell him where he wanted to go at the harbor, he was afraid of missing his sailing.

Bill offered to buy him a meal and then assist him, but the sailor only wanted to find the ship. So Bill took the trouble to get in touch with the Maritime Commission, and was told



The brass tray from Bombay sent to Bill Barrett by the stranger he helped out of trouble.

it was the Coast Guard *USS Extavia*, sailing for the Mediterranean. He then took his own car and drove the old sailor to Jones Island, where it was waiting, and saw him aboard.

Bill had almost forgotten the incident when one day he received a beautiful hand tooled brass tray sent from Bombay, India. The sailor has also remembered Bill with cards from all of his ports of call. He has been a ship's cook for many years, and plans to retire soon and join his family, which now lives in Italy. The tray conveyed his thanks for a Good Samaritan act on behalf of a stranger to our shores who had no one to turn to in trouble.

standing work and study as scouts". Dennis devoted long hours during the past year and a half participating in many projects connected with church, home and civic services to become eligible for this award.

Rev. Alphonse Van Guilder, son of former employe Marge Kane Van Guilder, was ordained to the priesthood Feb. 22 in the Cathedral of St. Paul, St. Paul, Minn. He will return to his home parish, St. Tarcissus, in the early summer to celebrate his first Solemn Mass.

Roger, son of F. H. Miller, auditor of expenditure, took Susan Gepperth as his bride Mar. 1 in St. James Lutheran Church. Three Lakes, Wis., was chosen for their honeymoon. Roger is employed in the estimated earnings bureau.

Sympathy was extended to M. McHugh, station accounting bureau, whose father died Jan. 20 . . . to the family of Retired Chief File Clerk A. H. Payne, who died Feb. 7 . . . and to Elsie Dreher of the switching and tracing bureau whose mother died Feb 14.

Mrs. Otto Reinert, wife of retired employe, died in St. Petersburg, Fla., Dec. 16. Lill had been a very active member of the Fullerton Avenue Chapter of the

Women's Club.

Mary McCauley of the local and inter-line bureau is on a leave of absence because of illness . . . Carol Falkowski of the estimated earnings bureau is also on leave of absence, but for a happier reason. She's awaiting the stork.

Alan Lessman of the estimated earnings bureau resigned Jan. 31 to return to school.

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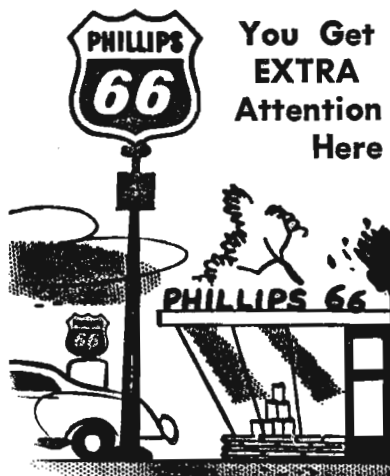
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OBSERVING HIS 50th ANNIVERSARY OF SERVICE on Feb. 2, J. T. Harvey, bureau head in the office of auditor of freight settlements (holding Gold Pass), was congratulated by his colleagues in the Chicago-Fullerton Avenue accounting department. With him are (from left) A. W. Gentzcke, assistant to director of revenue accounting; J. L. Ripplinger, auditor of freight settlements; J. Jacobson, director of revenue accounting; and W. T. Kures, auditor of freight accounts.



There are several new employees in the estimated earnings bureau—Harvey Thomas, John Wallin, Anthony Caliendo, Donald Gruenberg, John Scheibe, Harold Forsland, Randall Ericson, Ronald Bajda, and Vaughn Clemens . . . The statistical bureau welcomed Robert Baruch.

Word has just been received that Flossie Padgett, retired and living in Daly City, Calif., is a great grandmother.

W. Krause, G. T. White and E. Schoefner have returned to work following hospitalization.

Several of our retired people have recently sent greetings from Florida—Mr. and Mrs. Einar Peurell, Mr. and Mrs. C. G. Peterson, E. J. Linden and wife, and Otto Reinert.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

The forthcoming marriage of Cheryl Ehlers of the central computing bureau to Robert Jensen has been announced. A May wedding is planned.

On Jan. 18 a Storkville arrival named Donna Lynn made Leonard Meyers a very happy granddad for the second time.

Evelyn and Robert McBride and daughter Susan moved to Redondo Beach,

Calif., where Bob will serve as a police officer.

Marine Private Dennis Robson is now stationed in Okinawa.

Irene Stasiak of the central computing bureau is proud of her sons who are students at St. Mary's College, Winona, Minn. Roger, a Junior, is editor-in-chief of the college year book. Richard, a Sophomore, made the Dean's list finishing 15 in a class of 330. Their goal is teaching. Irene's daughter Dorene, 13, is not to be outdone by the men of the family. She attended dancing school for 10 years and as a volunteer with the Red Cross now frequently entertains the patients at Dunning and Hines V. A. Hospitals.

The E. Rumps, A. Mellicks and C. Bakers vacationed in Miami recently, and the latter couple also spent some time in Nassau.

Sure'n Ann Gibbons' "Shannon Jig" is Ireland's and America's answer to the English Beatles' "Strutten Stuff".

Aileen Farnsworth is a new member in the central typing bureau . . . Josephine Smith of the same bureau is still on leave because of illness.

Fanny Ware of the central computing bureau passed away Mar. 3. She had been an employee of the Road for 18 years.

Frank Zapp, retired head of conductors' accounts bureau, died Mar. 2. He was a member of Pioneer Post No. 768 and was buried with military honors.

TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

W. E. "Willie" Lutz, retired district passenger agent at Philadelphia headquarters (1951), who will be 78 years young this year, recently won the second prize at the annual dinner of the Philadelphia Passenger Association, a \$100 Savings Bond. He also won the second prize last year, a \$50 Bond. Now he's shooting for first prize at next year's affair—an all-paid vacation for two in Florida.

W. T. Bieze, clerk in the office of traffic manager of the Illinois Region, has been notified by the Department of the Army of his promotion to the rank of major in the Army Transportation Corps.

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50-YEAR CHICAGO EMPLOYEE Gertrude Johnson is presented with a Gold Pass and the congratulations of (from left) C. P. Richardson, auditor of equipment accounts, H. C. Johnson, assistant comptroller, and D. B. Chandler, assistant auditor of equipment accounts. All of Gertrude's service has been in the equipment accounts office, through various promotions to her present position of bookkeeper. Her co-workers marked her 50th anniversary with many gifts.

OPERATING DEPARTMENT

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

Sympathy was extended to Wilford R. McPherson, superintendent of transportation-passenger, and Virginia Utter of the typing bureau, on the death of their father, William W. McPherson, Jan. 22 at a sanitarium in Los Angeles after a long illness. He had lived in California following his retirement as a railway express agent in Chicago. Interment was in Los Angeles.

Lyle K. Weygandt, steno-clerk in the engineering department, was promoted to the position of secretary to assistant general manager, taking the place vacated by Robert L. Tisdall who moved up to be secretary to the general manager.

Harriet Schuster, who was formerly secretary to the superintendent of transportation, has the sympathy of all on the sudden death Mar. 5 of her brother

Thomas, whose home she had been supervising since the death of his wife. At this writing, Harriet is just recovering from a broken wrist.

James Zdeb, IBM operator in the office of general superintendent of transportation, entered military service Feb. 19 and is stationed at Fort Knox, Ky.

R. A. Middleton, a member of the car utilization committee, died suddenly Mar. 13. He is survived by his wife, Mary, a daughter and son, and a grandchild. Funeral services were in Chicago. Mr. Middleton had been with the Road since 1927, starting as a chainman at Marion, Ia. He later served on various positions, including those of assistant chief carpenter and trainmaster, and as assistant superintendent of the D&I Division. Prior to joining the car utilization task force, he was assistant superintendent of transportation.

The third 1964 meeting of Union Station Chapter of the Women's Club was held Mar. 9. This was also the birthday of President Marilyn McNicholas. The center of attraction was the birthday cake in her honor and greetings were extended in song. After dinner the group assembled at Ann Lee Fitzsimmons on West Adams Street for a style show, at which a lovely collection of wearing apparel was modeled by members of the club. Dorothy Hart was the recipient of a beautiful mink boa given as a door prize.

Dorothy Hart was appointed treasurer general of the general governing board for the remainder of the year. Mrs. W. Ray Dolan was appointed second vice president general.

Spring Dinner Dance!

As a salute to National Transportation Week, the Woman's Traffic Club of Chicago will sponsor a Spring Dinner Dance in the Crystal Ballroom of the Sheraton-Blackstone hotel on Friday, May 8; dinner at 7 p.m., music by Benny Sharp's Orchestra. For reservations, call Hazelle Anderson of the vice president-traffic force at CE-6-7600, Ext. 478. Tickets are \$10 per person.

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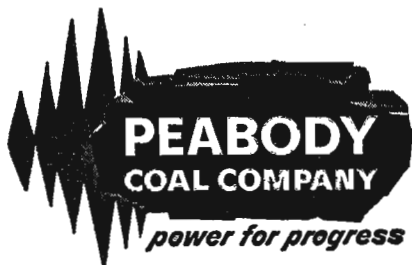
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MILWAUKEE ROAD



WHOOPING IT UP. When some 2,400 Girl Scouts recently boarded two Milwaukee Road specials in Milwaukee for a trip to Chicago the noise level in the station rose several notches. For some it was their first train ride, and adding to the thrill of it, the specials were made up of the Road's bi-level stainless steel coaches. (Milwaukee Journal photo)

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AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Lester Muma, clerk in the AFE bureau,
 left for the Army Jan. 17.

The stork has been mighty busy of late
 and congratulations are in order to: Rich-
 ard Gruber and Kathleen, parents of
 Deborah . . . Enzo Pagnucci and Eliza-
 beth, parents of Janet . . . Norman Swan-
 son and wife whose son, born on Wash-
 ington's birthday, has been named Nor-
 man Lawrence.

Charles (Cap) Payne and Emory Davis
 are on sick leave at this writing.

Shirley Klein, chief warrant officer, has
 obtained 100 college credit hours since
 being called to active duty in October
 1961, and leaves for the University of
 Omaha to complete residency require-
 ments for a bachelor's degree in general
 education. She will be there six months
 and will then report for duty at Fort
 Hood, Tex. Shirley received a citation "for
 having distinguished herself by excep-
 tional meritorious service from October,
 1961 through January, 1964 achieving the
 highest level of performance from her
 section, through her outstanding organi-
 zational ability, long range realistic plan-
 ning and careful supervision." Shirley is
 the daughter of Retired Clerk Ann Ken-
 nedy.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent

**ASSISTANT GENERAL MANAGER'S
 OFFICE:** W. F. Kramer, chief clerk to
 assistant general manager, Seattle, now
 has his first granddaughter, Susan
 Schaecker, born Dec. 18. Her mother
 was the former Judy Kramer.

GENERAL AGENT'S OFFICE: Two
 newcomers were welcomed to the staff
 during February—James R. Rider, city
 freight agent, and J. L. Werner, chief
 clerk to the general agent.

REGIONAL DATA OFFICE: Mr. and
 Mrs. Harold Emel announced the arrival
 of Kathleen Susan on Jan. 14. She joins
 big sister Michele Marie at home . . .
 Several employees from this office attend-
 ed the marriage of Sharon Brannum to
 Neil E. Smith in the Chapel of the
 Chimes Feb. 7. Sharon's parents are in
 Libya, so the reception was held at the
 home of Mr. and Mrs. C. J. Cole in Nor-
 mandy Park . . . Larry Herman, machine
 operator, joined the Army and is now at
 Fort Ord, Calif. . . Regional Data Man-
 ager R. P. Heinan and his wife enter-
 tained the office force at their home
 Feb. 8. This date marked not only the
 third anniversary of the office, but the

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

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

MONTHLY INCOME OF \$300.00

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

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

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

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

SPECIAL OPTIONS

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

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

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

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

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

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

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

Amount of
monthly premium

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

**POLICY FOR
DEPENDENT
WIFE**

Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.

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

**POLICIES FOR
DEPENDENT
CHILDREN**

Please Issue Life Insurance Policy or Policies in the amount of \$500.00
each for each of my dependent children listed below:
Premium 50 cents a month for each child insured.

Amount of monthly premium for policy or policies on dependent children \$.....

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

18th wedding anniversary of the Heinans.

TRAFFIC AND RATE DEPARTMENTS: Mrs. Agnes Horak, your former correspondent, retired the end of January from her position in the general freight department. On her last day of work she was presented by Assistant Traffic Manager G. M. Williamson, on behalf of the staff, with a gift of money and a beautiful orchid corsage. Agnes used the money to purchase a white gold watch. A party in her honor was held at Mr. Williamson's home, well attended by members of the rate department. Agnes

worked for the C&NW in Cedar Rapids, Ia., from 1916 to 1920 and resumed her railroad career with the Milwaukee in that city in 1941, later transferring to Seattle. She plans to keep busy in a new venture as one of three partners in the "Remembrance Nook", a fraternal gift and supply shop in Seattle where she will work every third day with a month off in the summer. At this writing, she is on a ten-day trip with her sister visiting a nephew in Palo Alto, Calif. Agnes will also retain an associate membership in the Women's Traffic and

Transportation Club of Seattle in which she has been active since 1944, holding many offices, including the presidency 1946-47, and serving on many committees.

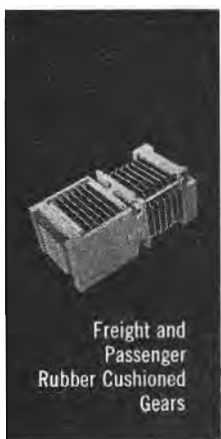
... V. S. Carroll of Great Falls, Mont., was welcomed as new division clerk in the rate department, and Stephen Verron as new tariff distribution clerk. . . The traffic department also welcomed two new members in January—L. W. Schroeder who is district representative, rail-highway sales, and R. G. LaFave, chief clerk to the traffic manager. . . The 16th Annual West Coast Conference of Traffic Women was held Feb. 22 and 23 at the Olympic Hotel. This is one of the most successful conferences held on the coast and traffic women from California, Oregon, Washington, and British Columbia to the number of 125 attended. Mrs. Lauretta Burchard of the industrial department was co-chairman of the meeting, and Mrs. Laura K. Schaub of the traffic department is publicity chairman. Miss Margaret Hickey from the office of

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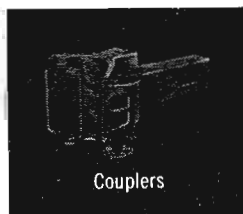
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Retiring from the general freight department in Seattle, Mrs. Agnes Horak is presented with a monetary gift by Assistant Traffic Manager G. M. Williamson on behalf of the staff. Mrs. Horak was the Magazine's correspondent in the Seattle area. For details of her railroad career and plans for the future, see the Coast Division news.

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Gold 50-Year Service Passes

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Dedic, William, machinist helper-----	Chicago, Ill.	Thorne, M. E., train baggageman -----	Aberdeen, S.D.
Harvey, James T., bureau head-----	Chicago, Ill.	Wissing, John J., loco engineer---	Milwaukee, Wis.
Johnson, Gertrude, bookkeeper-----	Chicago, Ill.		

Silver 45-Year Service Passes

Balistreri, Salvatore, plumber-----	Milwaukee, Wis.	Knowles, L. W., engineer-----	Bensenville, Ill.
Beringer, H. J., cashier-----	Minneapolis, Minn.	Lucas, Steven, ret'd, engineer-----	Milwaukee, Wis.
Biernat, John, car inspector-----	Chicago, Ill.	Malecker, Frank, ret'd, switchman---	Chicago, Ill.
Bilty, George J., gen. pass. car foreman -----	Milwaukee, Wis.	McDonnell, William J., telegrapher--	Madison, Wis.
Brousard, Chester, machinist-----	Bensenville, Ill.	McMullin, Carl M., car foreman-----	Tacoma, Wash.
Brown, Dwight D., carman-----	La Crosse, Wis.	McNabb, E. W., agent-----	Seymour, Ia.
Burnett, R. F., agent-----	Wells, Minn.	Miller, W. H., ret'd, conductor-----	Green Bay, Wis.
Connelly, M. F., yard conductor-----	Milwaukee, Wis.	Mulroney, W. J., loco. engineer-----	Spokane, Wash.
Coolahan, Irwin, steamfitter-----	Milwaukee, Wis.	Neuman, William H., carman helper -----	Bensenville, Ill.
Daggett, S. S., conductor-----	Janesville, Wis.	Peterson, Victor, ret'd. chief clerk -----	Chicago, Ill.
Dietel, G. W., ret'd. agent-----	Norwood, Minn.	Saley, C. L., switchman-----	La Crosse, Wis.
Duhigg, R. E., chief clerk -----	Savanna, Ill.	Shively, R. W., engineer-----	Cedar Rapids, Ia.
Gallwas, John, blacksmith-----	Tacoma, Wash.	Smith, C. C., night chief dispatcher--	Savanna, Ill.
Goplen, L. E., sec. foreman-----	Hettinger, N.D.	Smith, Sadie Bell, coach cleaner-----	Chicago, Ill.
Haack, John, ret'd machinist-----	Chicago, Ill.	Snyder, Cecil J., machine operator--	Tacoma, Wash.
Hart, C. J., carman-----	Onalaska, Wis.	Spencer, O. H., yard clerk-----	Mason City, Ia.
Hart, J. C., ret'd. inspec. of stores -----	Milwaukee, Wis.	Taylor, R. S., signal maintainer-----	Tomah, Wis.
Heinrichs, J. N., agent-----	Elkhart Lake, Wis.	Thomas, F. A., ret'd. train dispatcher--	Beloit, Wis.
Haeger, D. J., warehouse foreman---	Dubuque, Ia.	Wampler, Alvie C., carman-----	Tacoma, Wash.
Kelly, J. L., cashier-----	Cedar Rapids, Ia.	Wareham, A. W., regional data manager-----	Minneapolis, Minn.
Kiekow, Walter, ret'd. yd. conductor-----	Milwaukee, Wis.	Zienty, Barney B., ret'd. clerk-----	Cicero, Ill.
Klokow, E. A., engineer-----	Milwaukee, Wis.		

superintendent of transportation in Tacoma represented the Tacoma Traffic Club.

... Employees and friends were saddened by the death on Jan. 19 of Mrs. Hugo O. Engel, widow of general freight agent. She was a member of the Washington Athletic Club, The Milwaukee Women's Club, and a past president of the Eight and Forty. Two sons, Hugo O. of Bellevue, Paul W. of Seattle, a daughter, Mrs. A. J. Krininger of Seattle, a brother, Walter G. Neiman of Kalama, and 11 grandchildren survive. . . Earl Connelly, who retired in 1958 after 25 years' service with the Road, died Feb. 18. Private funeral services were held and interment was in Acacia. His wife Ruth, two sons, James H. and Stuart J., both of Seattle, and a sister, Mrs. Hazel Ammerman of Shamokin, Pa., survive.

Connie Palmer, daughter of Mrs. Mildred Palmer of Rosalia, Wash., was married to Russell Trowbridge, son of Engineer and Mrs. B. R. Trowbridge of Malden, Wash., Jan. 25 in the Holy Rosary Catholic Church, Rosalia. A reception was held in the social room of the Christian Church. Mr. Trowbridge is with the Weather Bureau at Neah Bay and the couple will live in Port Angeles.

James S. Eccles, 88, died in Seattle Feb. 4. He began railroading with the Milwaukee in 1903 and moved west when the western extension was built. For many years he lived in Tacoma filling the positions, first of trainmaster and then chief clerk. He retired Dec. 31, 1942. He is survived by his wife, a son Robert of Greencastle, Ind., a daughter Ardith of Seattle, and two grandsons. Masonic services were held in Seattle.

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Bonnie Stevens, Correspondent
Agent's Office

Congratulations were extended to Harold Jorgenson, retired freight handler, on his recent marriage.

Harold Beringer, cashier in the regional office, and A. W. Wareham, regional manager, were each presented with a Silver Pass in recognition of their 45-year service records.

The new messenger in the local freight department is James Welch.

Robert Burns, former yard clerk and more recently messenger in the local freight, is critically ill in the Veterans Hospital, Minneapolis.

Our best wishes go to Wilnot Ray who is at home recovering from surgery for glaucoma, and to Elroy Thompson who is on leave of absence because of illness.

Recent freight office visitors were Retired Switching Clerk Tom Moffet, Fred Johnson, retired per diem clerk, and Pat Flaherty, retired grain clerk.



An Evening of Fun

That tireless saying "A good time was had by all" has a special meaning for The Milwaukee Road Employees Association, a new social club on the east end of the railroad. These glimpses of an evening of fun were snapped at its second monthly meeting held Mar. 14 at The Embers in Elgin, Ill. Above is a "conductor family" group consisting of, from left, Mr. and Mrs. Dan Shutter (Dan's president), Mrs. Arthur Bentz and Mrs. Stanley Cunningham, and below is shown one of several dinner table groups. Starting in February with 62 members, by March the club had enrolled 142, of whom 90 attended the Elgin party. An all-day outing at Elkhart Lake, Wis., is planned for June.

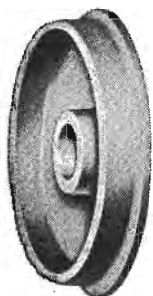


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Orlone M. Smythe, Correspondent
Office of Coach Yard Foreman, Minneapolis

Coach Yard Foreman L. J. Foley, Minneapolis, suffered two bereavements within a short time. His mother, 78, died Dec. 17, and his father, Thomas Foley, 79, passed away Feb. 13. Interment was in Resurrection Cemetery, Minneapolis. Prior to his retirement some years ago, Thomas Foley was car inspector at Milwaukee Shops and Depot, Milwaukee.

Sympathy was extended to Luther Cadow, clerk at the St. Paul repair track, whose mother, 94, died Dec. 6.

Mr. and Mrs. Al Parsons announced the birth of son Michael Feb. 19. Al is assistant foreman at the Minneapolis coach yard.

Iowa Division

MIDDLE AND WEST

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

Train Dispatcher Larry Harvey was installed as Worthy Patron, and his wife Shirley as Worthy Matron, of the Perry Chapter of the Eastern Star on Jan. 4. Mrs. Fred Harvey and Mrs. Beatrice Gripp, their respective mothers, took part in the ceremony. Fred Harvey is our agent at Bayard, Ia.

Retired Agent Frank Bean and wife of Bagley, Ia., celebrated their 70th wedding anniversary on Jan. 12. An open house was held at the Methodist Church. Frank worked at several stations on the Iowa Division, most recently at Jamaica and Bagley, before his retirement after 50 years of service.

Retired Agent O. P. Byrd Sr., who has been in the hospital at Oakdale since last fall, is now with his daughter, Mrs. Ross Joyner, in Council Bluffs. When he feels better he and Mrs. Byrd plan to live in Oskaloosa where they will be near another daughter, Mrs. A. L. Arrowsmith. Their son, O. P. Byrd Jr., is agent at Huxley, Ia.

Funeral services were held in Waterloo, Ia., Jan. 14 for Jerry Briggie, former brakeman and nephew of the late Conductor Fred Briggie, a long time Perry resident.

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50 YEARS OF SERVICE on the part of E. J. Reidy, a Chicago-Fullerton Avenue accounting department veteran (left), is marked with the presentation of a Gold Pass and the congratulations of J. Jacobson, director of revenue accounting. Mr. Reidy heads the interline bureau in the office of auditor of freight settlements.

Mrs. Johnson added another member to the Milwaukee family with the birth of a daughter Jan. 1.

Fred Wagner, retired locomotive engineer, died in the Dallas County Hospital, Perry, Jan. 19. Services were held in the Methodist Church at Mount Carroll, Ill., and burial was in the cemetery there. Fred is survived by three brothers, Webster and Dick of Savanna, Ill., and Retired Engineer Reuben Wagner of Perry.

Judge Edward Failor, son of Chief Clerk W. E. Failor of Perry, was given the Al Dupont Award at the "Bosses Night" Junior Chamber of Commerce meeting in Dubuque Jan. 23. The award is made to a man over 36 for outstanding service in working for the betterment of his community and taking an active part in civic affairs.

A daughter was born to Passenger Brakeman and Mrs. Don Welchel at the Dallas County Hospital Jan. 28.

Grace Donohoe, agent at Adel, was recently awarded one of the five honors bestowed on women by Pope Paul. The award was instituted by Pope Leo XIII and has been continued by his successors. It takes the form of a gold medal worn with a purple ribbon and in Miss Donohoe's case was for her work with retarded children. Miss Donohoe volunteered six years ago to work for one year with retarded children and is still working with them and teaching classes. Prior to her work for the Milwaukee, Miss Donohoe was manager of the Western Union office in Des Moines, where she still lives, driving to and from Adel each day. She was one of the group of three women who introduced Girl Scouting in Des Moines. A very interesting hobby of hers is making photos and colored slides of religious scenes and showing them to religious groups.

Roadmaster D. W. Loftus of Perry retired Jan. 31 under the disability clause. His successor is H. C. Lewanowski from

Minneapolis. Mr. Loftus had been roadmaster on the Middle Division since 1938, but for the past two years has been in and out of hospitals suffering with back trouble.

Retired Locomotive Engineer Charles W. Sinclair, 86, died in the Dallas County Hospital, Feb. 10 where he had been a patient four weeks. He retired in 1942. Services were held in the Workman-Timeon Funeral Home and interment was in Violet Hill Cemetery.

Locomotive Engineer Louis Homomichl announced the arrival of a third daughter Feb. 11.

Frank Millard, retired locomotive engineer, underwent surgery in a Glendale, Ariz., hospital recently. The Millards live at 12627 Augusta Drive, Sun City, Ariz.

Mrs. Harlan Johnson, wife of general clerk in the superintendent's office, Perry, underwent surgery in the Iowa Methodist Hospital, Des Moines, Feb. 14. At this writing she is recovering nicely.

(Continued on page 42)

Old Timers Picnic Date Set

Attention, Chicago area employees! The annual Old Timers Picnic will be held Saturday, June 13, at Tyler's Creek Forest Preserve, Elgin, Ill. Everyone's invited, and the sponsors have announced that lunch and refreshments will be "on the house."

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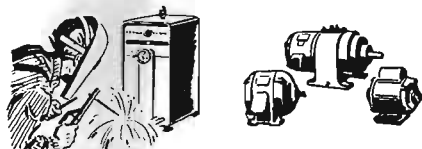
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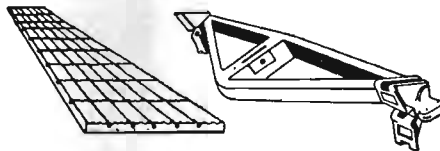
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IN TANDEM. It took two heavy duty trailer trucks marching abreast over a specially guarded highway for the Milwaukee Motor Transportation Company to move this General Electric transformer weighing 150 tons from Reliance, S. D., where it was delivered on a Milwaukee Road train, to the Big Bend Dam. Because of the machine's weight, it was loaded crosswise on two trailer beds welded together with "I" beams, and then moved to the southwest approach of the dam at less than 2½ miles per hour. The MMTTC has provided much of the transport service between railheads and building sites in connection with the dam construction.



GOOD WILL TOURISTS. National officers of the Future Farmers of America, who were guests of the railroad while visiting Chicago on the annual F.F.A. Good Will Tour, are welcomed by W. W. Kremer, vice president-traffic, who is shown greeting the national president, Nels Ackerson of Westfield, Ind. Others in the front line-up are, from left: V. E. McCoy, chief purchasing officer; C. E. Crippen, vice president-finance and accounting; William Paul Gray, national executive secretary of the F.F.A. in association with the Department of Health, Education and Welfare; Jan Turner, national vice president from the F.F.A. Pacific Region; and L. B. Horton, the railroad's commissioner of agricultural and mineral development. The Milwaukee is a sponsor of the F.F.A. program, which receives much of its support from industrial firms.

Conductor Richard Heeman is convalescing at home following surgery on his back in a Minneapolis hospital. He will have to take it easy for some time yet.

Retired Locomotive Engineer Henry G. Theulen died in the Dallas County Hospital, Perry, Feb. 26. Services were held in the Fouch Funeral Home and interment was in Violet Hill Cemetery. Henry had worked for the Road more than 40 years when he retired in 1952.

Survivors include his wife Emma, a son Glen who was a brakeman for the Road before becoming a teacher (now in Leadville, Colo.), and a daughter, Mrs. James Murray of Woodward.

Retired Conductor H. W. Lee, 93, who was a resident of the Rowley Memorial Home in Perry for some time, is now in the Dallas County Hospital. Following his retirement in 1938 he has been in good health until recently.



The Baffler Story

OUR mystery picture in the January-February issue of the Magazine is a mystery no longer. First reader to come up with the why and wherefore of "Safety Last!" was David P. Morgan, editor of TRAINS magazine, who identified the locomotive as the barnstorming Lima Locomotive Works' famous A-1 or "super power" 2-8-4 of 1925, which toured the country as the first of her wheel arrangement and, en route, hauled the Milwaukee's *Pioneer Limited* in October. The housing on the front was protection for test crews taking cylinder performance readings.

The locale was identified as the Western Avenue coach yard in Chicago, and the acrobatic pin-ups as the Misses Amanda Krueger, Rachael Earl and Virginia Wienard (left to right) of the district general car foreman's office. Other readers who helped to solve the baffler were Lawrence Sitler, chief clerk car department, Bensenville; Jim Scribbins, ticket seller, Milwaukee; D. C. Russo, purchases and stores division, Chicago; H. L. Hewing, secretary of the General Managers' Association of Chicago; Mrs. Irma L. Brunner of Redlands, Calif., a former employee; J. P. Lyons, chief clerk car department, Western Avenue; and C. B. Castner, assistant manager of the L&N Railroad.

We're eager as the next man to go to Mars. We just prefer to wait until you can get there by train.—CHANGING TIMES



FROM IOWA TO INDIA. A 10-car trainload of earth-moving equipment leaves Cedar Rapids, Ia., routed over our line to Spaulding, Ill., and via the EJE and Erie-Lackawanna to the Port of New York for export to New Delhi, India, through the Suez Canal. The shipment consisted of 10 Allis Chalmers model 260 motor scrapers built in Cedar Rapids and sold to the India Supply Mission at Bomboy in a purchase financed by

the United States Aid for International Development program. On hand to supervise the departure of the shipment were (from left) John Eggert, traffic manager of the Allis Chalmers Manufacturing Company, John Carlin, traveling agent of the Erie-Lackawanna, and M. W. Van Sickle, the Milwaukee Road's general agent, all of Cedar Rapids, and J. F. Elder, assistant superintendent of the Iowa Division, Marion, Ia.



"CITY" TRAIN TRAVELERS. Bandleader Louis Prima and his wife, singing star Gia Maione, detraining from the City of Los Angeles in Chicago recently to open an engagement in the Empire Room of the Palmer House. The show business couple also rode the same "City" train two weeks later upon leaving Chicago for their next engagement in Las Vegas.



BEAUTY QUEENS RUN IN THE FAMILY of La Crosse Division Engineer Eugene Hammele, whose daughter Virginia is here being chosen Portage Winter Carnival Queen. Ginny also represented the Yellow Thunder Trail Travel Association at the Sportsman's Vacation Show in Chicago. Applauding at the left is Mrs. Barbara Gerstenkorn, a sister of Brakeman Dennis Vesely, who was last year's carnival queen. Engineer Hammele's daughter Helen (wife of Brakeman Charles Holmes) reigned as Miss Portage several years ago.



CROWNED "MISS PRINTING OF 1964", Karen West, photogenic daughter of B&B Foreman Phil West, Mitchell, S. D., reigned over the Printonian Ball which climaxed Printing Week at South Dakota State College. Typesetting was not a requirement—Karen polled the popularity vote. She is planning to major in pharmacy. (Mitchell Daily Republic photo)



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MASSIVE AND MIGHTY, a 190-ton transformer said to be one of the largest in the world arrives in Tacoma, Wash., after a journey over The Milwaukee Road from Milwaukee, Wis., where it was built by the Allis Chalmers Manufacturing Company for the Cowlitz substation of the City of Tacoma light department. The move from the rail siding to the power station required a special trailer equipped with 40 and some tires, and the raising of many utility lines along the route. The \$285,000 unit, 30 feet long and 13 feet wide and towering 17 feet high, was one of the largest special clearance loads ever handled by our railroad. It will be filled with 1,800 gallons of special oil which will add 88 tons to its weight.

