

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

september  
•  
october  
1964



Ground Is Broken for New Depot in Milwaukee . . . see page 6



# THE MILWAUKEE ROAD MAGAZINE

Vol. 52 September-October 1964 No. 4

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 addresses to the circulation department, 824 Union Station, Chicago, Illinois 60606.

## contents

The Milwaukee Road and the Chicago and North Western Reach Merger Proposal Terms .....	4
Gala Ceremony Marks Ground Breaking for Our New Passenger Station in Milwaukee .....	6
Whistle-Stop Stumping for the Grass Roots Presidential Vote .....	9
New Freight House Complex Goes Into Service at Reed Street Yard ..	10
Milwaukee Gains ICC Support for GNP&B Merger Conditions .....	13
New Nestlé Company Chocolate Plant Sparks Industrial Development at Burlington, Wis. ....	14
Retired "Big Boy" Hits Steam Museum Trail .....	16
Appointments .....	18
Retirements .....	21
About People of the Railroad .....	22

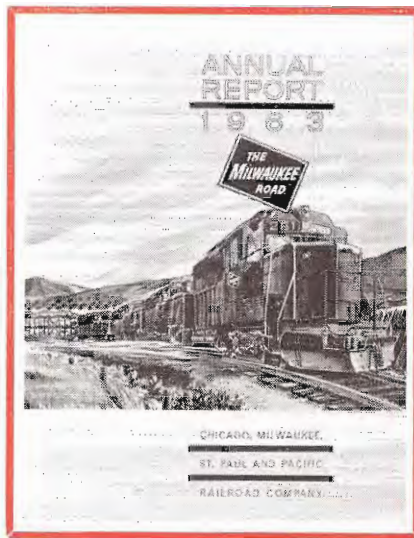


## Railroading Briefs

"FINANCIAL WORLD" ANNUAL REPORT EXHIBIT throughout the country this fall will include the Milwaukee Road's 1963 report to shareholders, which was selected for a second place award in the 24th annual report survey conducted by the business weekly. Approximately 5,000 reports in 97 categories were reviewed

ous use with only the usual maintenance, and during its lifetime participated in approximately 100,000 lockages.

**RAILROAD RETIREMENT AND SURVIVOR BENEFITS** in fiscal year 1963-64 totaled \$1.1 billion shared by 970,000 individuals. The average monthly benefit—\$160—was \$6 higher than the preceding year. Unemployment and sickness benefits totaled \$134 million, a drop of 20 per cent from the preceding year, with most of the drop occurring in unemployment payments. Beneficiaries of the unemployment-sickness program were down to 249,000, the smallest number in 19 years.



by an independent board of judges. The Milwaukee was honored in the "best of industry" classification for railroads with annual revenues of \$60-\$250 million.

**ORIGINAL PANAMA CANAL TOWING LOCOMOTIVE**, one of 40 placed in service when the canal opened in 1914, has been presented to the National Museum of Transport in St. Louis. The locomotive, U.S. 662 built by General Electric at a contract price of \$13,092, weighs approximately 43 tons, is 33 feet long and 10 feet high, and travels on 5-foot gauge track. Its speed ranges up to 2 mph, with a 25,000-pound towing capacity. The locomotive had been in continu-

**"LEADERSHIP IN INDUSTRIAL ACCIDENT PREVENTION"** won for car and locomotive employees of the Kansas City-Southern Joint Agency the 1963-64 first place Greater Kansas City Area Safety Council Award. The record was achieved under L. K. Smith, general foreman in charge of the locomotive department, and A. L. Westman, general car foreman. The Kansas City employees ran second in 1962-63.

**"DESERT STRIKE"**, the recent military training exercise involving approximately 100,000 troops and termed the heaviest movement of men and materiel since World War II, has been described by the Commander of the Defense Traffic Management Service as an "outstanding" example of teamwork between Defense activities and the railroad industry. Reporting on the maneuvers, Maj. Gen. Rush B. Lincoln Jr. said the effective fulfillment of transportation requirements was attributable in a large measure to invaluable assistance rendered by the railroads and the AAR.

## The Cover

Postmaster General John A. Gronouski, President William J. Quinn and Mayor Henry W. Maier of Milwaukee (left to right), officiating at the ground-breaking for our Road's new passenger station in downtown Milwaukee, hold the pose for news photographers. At right, the ceremony is shown underway. For full details of the construction project, see page 6.





## On and Off-The-Job Safety Efforts Earn National Safety Council Citations

### AAR Establishes Data Systems Division in Washington, D. C.

KEEPING pace with the expanding use of electronic data processing equipment on United States railroads, the Association of American Railroads has established a data systems division at AAR Washington headquarters.

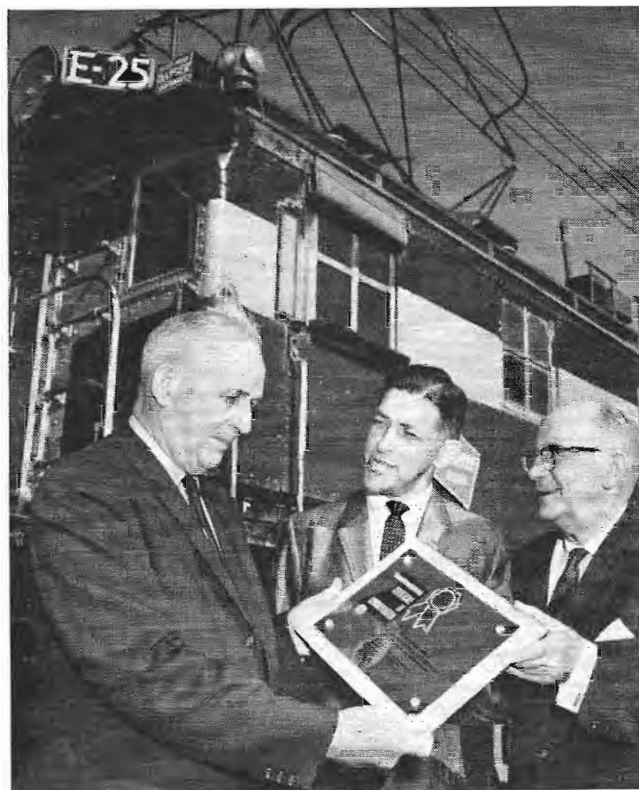
The division, described as "the modern application of a modern railroading tool", was formed to (1) handle industry-wide problems in the data processing field, (2) simplify the interchange of data between carriers, and (3) stimulate the development of new railroad data processing techniques.

To provide maximum coordination and flexibility, the division will be organized along inter-departmental lines, AAR President Daniel P. Loomis announced. As a semi-autonomous unit, it thus will be able to serve the needs of each department of the AAR, freely exchanging information in its research on various data processing problems.

Activities will be channeled through a General Committee—organized to develop and execute division objectives—and a Technical Advisory Committee. Membership of the General Committee will represent such varied activities as finance, accounting, operations, transportation, engineering, communications, research, administration and marketing. Division affiliation will be open to member lines' officers having a responsibility in the planning, development or operation of data system activities.

Named executive director of the division was Carl L. Byham, manager of the computer-communications department of Socony Mobil Oil Co. and a former employe of the Southern Railway. Mr. Byham, who holds a master's degree in statistics and a bachelor of science de-

T. B. Kirk, electrical engineer with headquarters in Tacoma, Wash. (left), accepts the National Safety Council "Certificate of Commendation" from A. W. Shea, superintendent of safety, on behalf of electrification department employes on the Rocky Mountain and Coast Divisions. Participating in the ceremony, held adjacent to the electrical shop in Tacoma, is Martin Garelick, assistant general manager at Seattle.



THE National Safety Council recently honored our railroad with two awards testifying to the effectiveness of our safety education programs.

At a ceremony in Tacoma, Wash., Aug. 21, employes of the electrification department on the Rocky Mountain and Coast Divisions received the Council's "Certificate of Commendation" for an outstanding safety performance. The citation covered "the operation of 357,343 man-hours without a disabling injury from Nov. 30, 1961 to Dec. 31, 1963" over the Road's 656-mile electrified line.

The plaque signifying the award was presented by A. W. Shea, superintendent of safety, at a Coast Division staff meeting and accepted for them by T. B. Kirk, electrical engineer with headquar-

ters at Tacoma. A group of approximately 40 division officers and supervisors witnessed the ceremony.

Again, on Aug. 27, the Road received a "Public Safety Activities Award" for attention given to community safety throughout 1963.

The Council, in announcing the award, commended the Road for the participation of our officers in community safety activities, for the extensive use of posters, leaflets and other educational safety material, for off-the-job safety promotion, and for the many meetings held with school children to prevent trespassing accidents.

The Milwaukee was one of 14 United States and Canadian railroads, and one of three based in Chicago, to receive the annual award which recognizes outstanding safety endeavors on behalf of the general public as well as company employes. In accepting it for the Road, Mr. Shea said, "Accidents are the leading cause of death among all persons ages one to 36. The major portion of our public program concerned children of school age. It represented an attempt to educate them in proper safety procedures, and to impress them with the necessity of being safety conscious in everything they do."

gree in mathematics from American University, has worked on statistical and mathematical research projects at Johns Hopkins University and during his service with the Southern Railway was assistant to comptroller. Prior to joining Socony he was general manager of the systems department of Continental Can Co.



# The Milwaukee Road and the Chicago and North Western Reach Merger Proposal Terms

## New Company Would Serve a 15-State Area

As the employees of our company know, the management of The Milwaukee Road and of the Chicago and North Western railway have reached an agreement on the principal terms for a proposed merger of the two companies.

In announcing the accord on Sept. 23, William J. Quinn, the president of our railroad, and Ben W. Heineman, chairman of the North Western, referred to it as the first step in a unification that would produce a stronger and more efficient railroad, with benefits for everyone associated with it—investors, employees, shippers, and the public as a whole. "In fact," they said, "we are convinced there are no other two railroads that, in combination, could bring greater benefits to all interested groups."

They explained that the agreement is subject to approval by the boards of directors of the respective companies, and that a definitive agreement embodying the terms of the present one will also require the approval of the respective boards, the companies' shareholders and the Interstate Commerce Commission.

It is their opinion, they said jointly, that the principal terms on which the agreement is based will result in a plan that will be fair and equitable to all classes of security holders of the two companies, and that each class will be materially better off as a consequence. For that reason, they believe security holders will overwhelmingly endorse the proposal, as will the ICC. They added that the railroads in unification will also result in a carrier that will be better able to meet shipper and public requirements for modern equipment and services, and to provide more stabilized employment.

Under the terms involving securities, each share of Milwaukee Road common stock will be exchanged for 0.70 of a share of North Western common. Based on the 2,140,594 shares of Milwaukee common stock outstanding on Aug. 31, and the 839,734 shares of North Western common outstanding at the same time, Milwaukee shareholders would receive 1,498,416 shares of North

Western common. Thus, common stock equity in the merged company would be held 64 per cent by Milwaukee Road shareholders and 36 per cent by North Western shareholders.

Other terms call for exchanging each share of Milwaukee and North Western preferred stock for one share of a new North Western preferred issue. The new stock will carry a 6 per cent dividend rate, which will be cumulative, if earned. The new preferred will not be convertible and will be non-participating. It will be non-callable for five years, after which it will be callable for cash or for a \$100 principal amount 6 per cent debenture, subject to ICC approval.

The proposed name of the new company will be the Chicago, Milwaukee and North Western Railway Company.

Pointing out that the transportation business is not only highly competitive but will become more so in the future, Mr. Quinn and Mr. Heineman said, "The improved financial and operating conditions anticipated for the unified company will enable it to generate the funds to obtain the necessary equipment,

### Milwaukee Road, C&NW Boards Approve Plan

The boards of directors of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company and of the Chicago and North Western Railway Company at special separate meetings in Chicago Sept. 29 approved the principal terms of the proposed merger of the two companies.

The principal terms will now be incorporated into a definitive plan and agreement of merger which will be subject to approval by the respective boards, the shareholders of the two companies, and the Interstate Commerce Commission.



A simplified map showing the major routes of The Milwaukee Road and the Chicago and North Western railway, and various points on their lines which they serve in common.

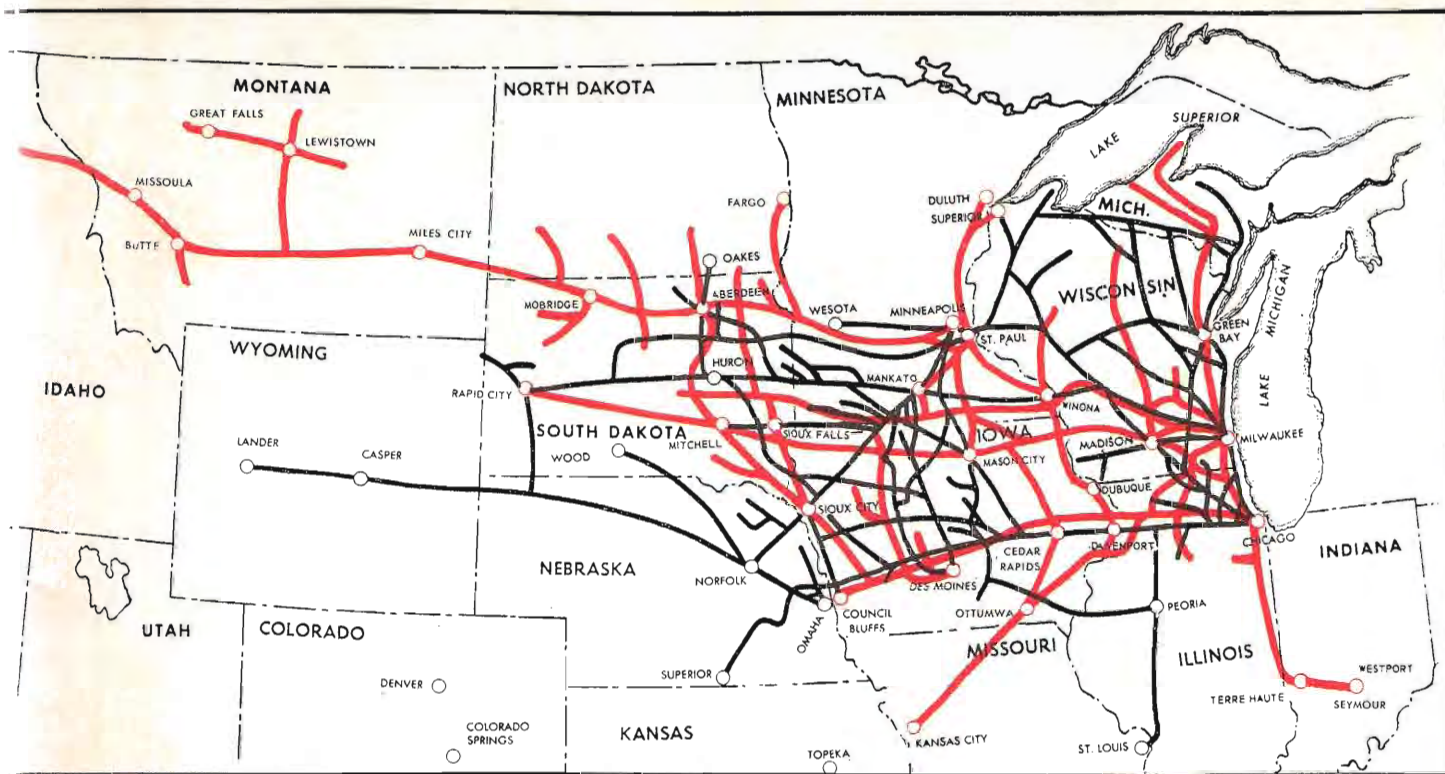
pursue major modernization projects, and bring about service improvements at a faster rate and to a greater degree than could be achieved by either of the two railroads separately."

Annual benefits resulting from the merger of the two railroads are estimated to be substantially in excess of \$30,000,000.

The potential for greater benefits lies in the close geographical relationship of the two companies, for although the Milwaukee extends to the North Pacific Coast, most of its mileage is concentrated in the same general area served by the North Western. Like the Milwaukee, the North Western has lines in Illinois, Wisconsin, Iowa, Minnesota, Upper Michigan, and North and South Dakota.

A merger of the two companies would create a carrier of roughly 21,000 miles serving a 15-state area. This territory includes, on our 10,540-mile system, the states of Montana, Idaho, Washington, Indiana and Missouri, and





operations touching on Kansas and Nebraska. The 10,435-mile North Western has lines extending across Nebraska and into west central Wyoming.

The agreement takes into account that the two roads serve more than 140 points in common, including such major cities as Chicago, Milwaukee, Madison, Green Bay, St. Paul, Minneapolis, Superior-Duluth, Des Moines, Sioux City, Council Bluffs, Omaha, Sioux Falls and Rapid City. In combination, the two lines extend "coast to coast", with our road reaching the Pacific Northwest and the North Western serving every major western terminal port of the St. Lawrence Seaway on Lake Michigan and the southern shores of Lake Superior.

Due to location and the nature of their services, the two roads have substantial mileage of overlapping and parallel lines, duplicating yards and other facilities in the midwest region. Mr. Quinn and Mr. Heineman pointed out that elimination in many instances of such overlapping facilities will permit greater efficiency of operation and public convenience. Many communities could also benefit by the release of choice real estate for industrial development and civic improvements.

The announcement of the agreement called to attention the similarity in the background of the two companies; that both are pioneer midwestern railroads, the Milwaukee Road having started in

Wisconsin in 1850, and the North Western as Chicago's first railroad in 1848. Moreover, that for many years the two roads have been regarded as ideal merger candidates, and on several occasions since the 1930's steps were taken toward their unification. It was considered significant that as long ago as 1869 the two railroads, for a brief period, had the same president although under separate managements and directorships.

Other objective information about the two companies of interest to the readership of this magazine included the following:

The operating revenues of the Milwaukee Road in 1963 totaled \$223,148,000, of which \$185,088,000 constituted freight revenue. On the North Western, total operating revenues amounted to \$218,923,000, of which \$191,137,000 was freight revenue.

Citing passenger operations in brief, the North Western provides intercity service primarily between Chicago, Milwaukee and Green Bay, while the Milwaukee's major service is between Chicago and the Twin Cities and Chicago and Omaha. In the line of commuter service, which both roads provide in the Chicago area, the North Western handles about 70,000 riders and the Milwaukee approximately 20,000 riders per day.

Equipment fleets of the two roads at

the close of 1963 consisted on the Milwaukee of 875 diesel electric and electric locomotive units, 41,893 freight train cars, and 559 passenger cars. The North Western had 734 diesel electric units, 41,155 freight train cars and 413 passenger cars.

The personnel organization of the Milwaukee in 1963 averaged 16,883 employees, and the North Western had 15,883 employees.

**THE BETTER WAY?** In World War I, when the Federal Government operated the railroads, despite rate and fare increases the industry suffered losses totaling nearly \$2 million a day. During World War II the privately-operated railroads not only did a giant-size job more effectively, but paid more than \$3 million a day in federal income taxes.

**HITTING A NEW HIGH**, the average annual earnings of Class I railroad employees rose to \$6,808 in 1963. This was 14 per cent more than the earnings of employees in general manufacturing and 30 per cent more than employees in all industries. The average hourly wage on Class I railroads was \$2.82, or nearly three times that paid at the close of World War II, and their payrolls totaled \$4.6 billion.





Scene at the ground-breaking session showing civic dignitaries seated on the speakers' platform and a part of the crowd of spectators. The crane at right is positioned to aim

the "demolition ball" at the adjacent freight house, and that at the left to move in on signal and turn over the first shovelful of earth.

## GALA CEREMONY MARKS . . . Ground Breaking for Our New Passenger Station in Milwaukee

AN architectural project linked to the changing needs of the city of Milwaukee was launched by our railroad on Aug. 4 with the breaking of ground for a new three-story passenger station in the downtown area.

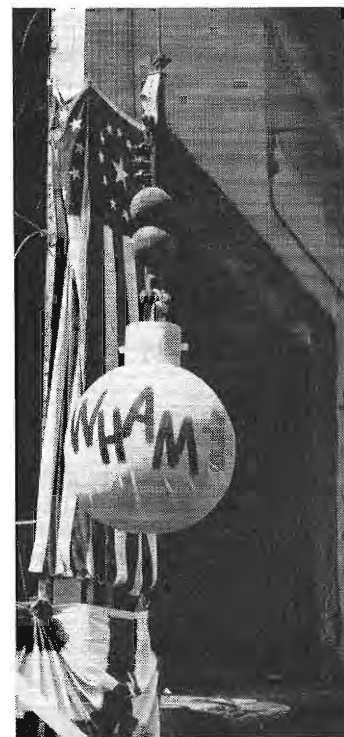
The dedication of the site, on land in Fowler Street Yard cleared for the purpose, was marked by a ceremony befitting a construction milestone rarely observed in these times. Speaking from a bunting-draped platform, President William J. Quinn delivered an address and then, joined by U. S. Postmaster General John A. Gronouski and Mayor Henry W. Maier, pushed a button that set off a salvo of diesel horns and brass band music.

This was the signal for a crane with a clam shell bucket to roll forward and turn over a symbolic scoop of earth, while a large styrofoam "demolition ball" attached to another crane aimed a

blow at a building ready for razing to make way for the depot. News cameras then closed in on Mr. Quinn, the Postmaster General and the mayor as they picked up shovels and proceeded to make the ground breaking official.

The ceremony was staged in a roped off area on West St. Paul Avenue (formerly Fowler Street) near the foot of 5th Street, under a blazing noonday sun. About 30 governmental, civic and business leaders witnessed it from the speakers' platform, along with a large audience of interested Milwaukeeans.

The new station, designed to replace our historic station on West Everett Street, is expected to cost the railroad more than one million dollars. Mr. Quinn cited the unique nature of the occasion when he pointed out that it will be the first major passenger terminal constructed on the Milwaukee Road in more than 35 years, "and one of very



Closeup of the styrofoam "demolition ball" which was "whammed" against one of the old freight houses in Fowler Street Yard scheduled for razing to make way for the new station. The lightweight ball was used in place of the real thing to avoid the possibility of injury to on-lookers.



few built anywhere in the country in several years”.

The ground breaking cornered attention also as the forerunner of Milwaukee's multi-million dollar urban renewal program which came about last year when our company reached an agreement with various city, county and state agencies on the relocation of our passenger terminal facilities and granted the federal government an option on 14 acres of Milwaukee Road property skirting the Menomonee Canal as a site for a 20 million dollar post office.

In addition to the construction of the new station and post office adjacent to each other, "Project Milwaukee", as it is familiarly known, will make possible a cost-saving route for a new county expressway and open up the prospect of high-rise development expected to center increasingly in this area. The proposed alteration of street patterns has involved relocating our freight handling facilities, as well (see page 10).

Speaking at the ceremony, Mayor Maier noted that the project had resulted from the farsighted planning and cooperation of civic leaders, the county board and the railroad, working hand in hand to create a fresh climate of growth for the dense business section. Outlining some of the benefits, he predicted it would produce 50 million dollars worth of architectural development within a few years. "By 1968 we will have revitalized the downtown from Marquette University to Lake Michigan, and from the Menomonee Canal to north of the civic center."

The proposed post office, recognized as the focal point of future planning, will be the first project to move when Congress acts on legislation this fall, Postmaster General Gronouski stated. Observing that the massive structure will contribute importantly to the beautification of the riverfront, he said that the construction timetable calls for having the foundation finished before the railroad lays track for the new depot. The building is expected to be completed in August, 1967, he announced.

The target date set by the railroad for completing the station is July 1, 1965. The building will be a modern renaissance structure with a colonnade facade of concrete, glass, and ornamental porcelainized brick. Features incorporated in the plans include air conditioning throughout, automatic elevators, a 50 by 124-foot waiting room, a restaurant, ticket and baggage facilities, offices for railroad personnel plus some rental units, and a large parking area.

A tunnel between the main building



President William J. Quinn (right) and Postmaster General John A. Gronouski study an architect's concept of the redeveloped Milwaukee, Wis., downtown area following the completion of the Road's new passenger station, the county expressway and other proposed facilities on Milwaukee Road property. The station and post office concept appear in the upper left of the retouched aerial photo.



President William J. Quinn addressing the crowd of Milwaukeeans who witnessed the ground breaking. An architectural rendering of the new station appears beneath the podium.



and the train shed will enable travelers to board and leave trains without crossing tracks at grade, and a conveyor system connecting the train shed with the post office will provide for direct mail handling between the post office and mail cars.

At the ground-breaking session, B. J. Ornburn, assistant chief engineer-structures, announced that the Pfeifer Construction Company in Milwaukee had been retained to construct the station and the foundation for the train shed, and that actual work would start the next week.

Dwelling on the significance of the occasion, Mr. Quinn recalled to the spectators that the Milwaukee Road has served the commerce of the city and been close to its needs since the Milwaukee & Mississippi—our founding railroad—first saw the light of day there in 1850. The new station was designed to give the community a structure it will view with pride in its relationship to the newer Milwaukee projected in the civic program, he stated.

Pointing out that the relocation of our freight and passenger terminals will set in motion the redevelopment of 40 acres in the heart of the city, he paid tribute to the zeal and enthusiasm which had provided the impetus for the renewal project. The whole broad-scale undertaking would have died a premature death, he said, had it not been nurtured by the labors of its various proponents in the city, county and state, and the efforts of its backers in the post office department.

**JOSHUA GREEN FOUNTAIN**, a major work of sculptured art sponsored by the Milwaukee Road's western director, will be installed at the entrance to Seattle's new \$2.6 million Ferry Terminal now under construction. Mr. Green, a Seattle pioneer, started his career in maritime operations on Puget Sound and for many years made his headquarters near the terminal site.

**FLYING DENTURES.** A passenger on a train traveling through remote bush country in Northern Rhodesia gave a violent sneeze and his dentures shot out of the window, but the conductor refused to stop the train because it was three hours late. "Don't worry, though," he told the distraught man, "the track workers will find them." Five days later the railroad delivered the false teeth to his home, 300 miles from the spot where they were lost.



Postmaster General John A. Gronouski and Mayor Henry W. Maier of Milwaukee (left and center) join President William J. Quinn in triggering the three-way push button signal that set the actual ground breaking in motion.

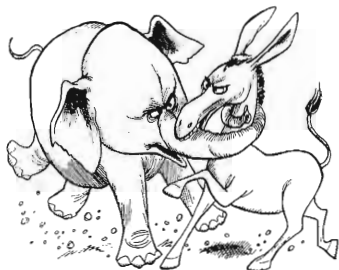
Television cameramen and radio technicians cover the ground-breaking ceremony on Aug. 4 for news broadcasts over Milwaukee, Wis., stations that evening.



**GOYA ART SHIPMENT** valued at 10 million dollars was moved recently from Spain to England, for exhibit at the Royal Academy, disguised as 95 cases of tomatoes. All of the paintings were by Francisco Goya, whose portrait of the Duke of Wellington was stolen from Britain's

National Gallery in 1961, three weeks after the government paid \$392,000 for it. The art treasures traveled from Spain in two railroad cars which looked exactly like 37 others in the train, all loaded with tomatoes.





# Whistle-Stop Stumping for the Grass Roots Presidential Vote

## *Growth of an American Political Tradition*

WHO will be the next President of the United States? It may be that whistle-stop campaigning will play an important role in the outcome of the November election.

As this magazine was about to roll on the press, Sen. Barry Goldwater had just left Washington, D. C., aboard the 17-car "Goldwater Special" to spend a week whistle-stopping through Ohio, Indiana and Illinois, and talking his way through 35 speeches.

At the same time Mrs. Lyndon B. Johnson was busy organizing a 1,700-mile tour of eight southern states on the 10-car "Lady Bird Special". Mrs. Johnson, the first "First Lady" to whistle-stop, was taking Lynda and Luci along to help with the speech-making for daddy's campaign.

Whistle-stumping by presidential candidates goes back as far as 1840, starting with William Henry Harrison, although Stephen Douglas was the first to hire a special train for purely political purposes. Its effectiveness for getting close to the American people was demonstrated by Harry S. Truman in 1948 when he whistle-stopped his way into a full term of office. President Truman crossed the country twice that year—in June and September—but his opponent did not range so far or campaign so furiously. The Dewey train bore the legend "Victory Special".

In Truman's successful tour he covered over 21,000 miles, delivering more than 300 "give-em-H" speeches in seven separate rail trips.

William Jennings Bryan, three-time candidate and famed orator, gave whistle-stopping a big boost in 1896 when he rode for three months in hot wooden coaches and even cabooses to make 569 speeches. His 24 talks in one day still is a record.

William Howard Taft was quite a train campaigner, too. He made 418 whistle-stop talks in 1908, won the election, then rode 114,500 miles during his four-year term as President.

The most enthusiastic train traveler of all was Franklin D. Roosevelt, who rode more than 350,000 miles in 399 trips. FDR even did some of his own

planning—with unfortunate results on one occasion. In drawing up an involved Washington, D. C.-California schedule he made a 24-hour mistake, and his train had to dawdle along over a circuitous route, and park at night where possible, to absorb the over-allowance.

Campaigning by train usually runs so smoothly that few are aware of the planning behind it. Railroad officials and transportation experts on the campaign staffs of the national political parties must work together far in advance of actual schedules to plan routes, stops, and the cars to be included.

The master plan must have some "stretch" in it to absorb the delays that are inevitable in any whistle-stop tour. A President's campaign special has the right of way over all other trains, and no train is allowed to pass it even though it is not always maintaining optimum speed. Yet, regular rail traffic must be kept moving on schedule.

As many as 18 cars is not unusual now, depending on the size of the candidate's staff and the number of accompanying reporters. A typical train

of minimum size will contain, from the rear forward: the candidate's car with rear platform, private dining and lounge rooms and showers; a car for top campaign aides and key rail operating personnel; a combination work-and-sleeping car for others on the campaign staff; a staff dining car and a lounge car, which the candidate can use also for meetings too large for his private space; a press car, with rows of typewriters and a loudspeaker carrying the candidate's remarks from the rear platform; sleeping cars for reporters and photographers; dormitory cars for the train crew; and baggage cars which can carry live turkeys and ceremonial Indian head-dresses as well as luggage and other campaign material.

While this article was being written there was some talk of a whistle-stop tour by William Miller, the Republican vice presidential candidate, and also by President Johnson. In the 1960 campaign, President Johnson, with his "slow train through the South", was credited with signing up enough electoral votes to safeguard the election for John Kennedy.



Charles Evans Hughes, who resigned as associate justice of the Supreme Court to accept the Presidential nomination of the Republican party in 1916, pictured on a whistle-stop tour of the West over the main line of The Milwaukee Road.





A view of the new freight handling complex at Reed Street Yard in Milwaukee, Wis., looking east from the 6th Street viaduct, as it was nearing completion. The six service tracks between the two freight houses will accommodate 70 freight cars.

## New Freight House Complex Goes Into Service at

### *Construction Project Triggers Redevelopment of Downtown Milwaukee*

**T**he Milwaukee Road paved the way for the multi-million dollar redevelopment program visualized for downtown Milwaukee, Wis., on Aug. 1 with the opening of our new streamlined freight house complex at Reed Street Yard.

The new terminal—under construction since last November—was designed to replace similar facilities in Fowler Street Yard now being razed to make room for our road's new passenger station (see page 6), a 20 million dollar post office, an expressway, and other projects on the civic program. The Milwaukee is an accessory to the civic plan, which involves about 40 acres of our company's property along the Menomonee River.



A truckside view of one of the new freight houses showing work being completed on the blacktop maneuvering strip.

Transferring operations to the Reed Street site—removing old installations and erecting new ones—represented a modernization investment by the railroad of more than one million dollars. The new complex is located in the westerly portion of the yard on the south Menomonee Canal at West Pittsburgh Avenue and South 4th Street, an area formerly occupied by a dock house, freight building, scrap press, and sev-

eral other facilities.

The "new look" features two freight houses, each measuring 60 by 675 feet—comparable in length to two city blocks—with two-story office additions at both ends. The buildings are of a functional design affording the greatest freedom of movement for transferring freight from rail car to truck or vice versa.

Rail service is furnished by a six track layout between the houses, capable of





Vice President-Operation F. G. McGinn cuts the ceremonial cake bearing a welcome to guests at the open house. With him are, left to right: C. E. Crippen, vice president-finance and accounting; J. W. Kaul, manager of Lifschultz Fast Freight; Miss Margo Spinker, Elgin, Ill., who attended as "Miss XL Special" in honor of the Road's new fast freight between Chicago and Seattle-Tacoma; M. E. Moran, manager of Republic Carloading & Distributing; and Ted Sernovitz of Loop Distributors.

## Reed Street Yard



handling 70 freight cars. Opposite the track side of each house is a truck driveway consisting of a 48-foot concrete apron edged by a 52-foot blacktop maneuvering strip. Providing for around-the-clock operations are 16 mercury vapor lights of the type used for street illumination. According to B. J. Ornburn, assistant chief engineer-structures, the installations rank with the best in the Midwest; are second to none between Canada to the north and west to the Pacific Coast.

As the project calculated to give the green light to downtown redevelopment—and evidence of our road's role in the Milwaukee of the future—the new facilities were displayed at an open house on July 22 to some 300 shippers, civic leaders and local government officials. The preview, at which R. T. White, traffic manager of the Wisconsin Region, was master of ceremonies, featured a luncheon in one of the freight houses with music by a German band, and a showing of the Road's modern freight cars of various types positioned at the service bays.

### Construction Started Last August

Work on the design—process drawings, land improvements and the like—had begun last August, coordinated by Mr. Ornburn and with K. E. Hornung, the Road's architect, and D. A. Bessey, assistant architect, in charge of the plans. B. E. Daniels, division engineer for the Milwaukee Terminals Division, and Assistant Engineer H. A. Walter supervised construction, in partnership with a Milwaukee contracting firm, while Chief Carpenter W. M. Cameron and Roadmaster F. V. McLarnon were responsible for the track and building phases carried out by railroad field forces. Others who had an important hand in the project included J. J. Dombrowski, superintendent of the Milwaukee Terminals, who directed arrangements required to maintain regular train service to customers during various stages of construction.

In connection with grading and filling in the yard area, the Road reclaimed a parcel of land it owned under an unused slip in the Menomonee Canal, and built

Part of the group of 300 guests attending the freight house preview July 22. At the microphone (left) is W. D. Sunter, general traffic manager, while at right (standing) is R. T. White, traffic manager of the Wisconsin Region, who served as master of ceremonies.







Guests at the open house lunch study easel exhibits showing proposed changes in downtown Milwaukee as a result of the redevelopment of which the Reed Street freight house complex is a part. At left, discussing an architectural rendering of the Road's new passenger station are (left to right) W. D. Sunter, general traffic manager, and R. P. Tanner, manager of real estate development, with R. H. Heilman, director of transportation for the A. O. Smith Corporation.



B. J. Ornburn, assistant chief engineer-structures (right), and K. E. Hornung, the Road's architect, check progress on the construction of the Reed Street Yard project with the architectural plans.

a new dock wall. Here are some other facts about the layout:

Each freight house contains an area of 36,300 square feet, divided by a transverse fire wall. The walls on the track side have 12 door openings on 50 foot centers, with doors of the overhead type, and those on the truck side have continuous overhead door openings,

with spots for approximately 61 trucks. Featured on each track and truck wall is a 20-foot door opening at both ends, to allow for handling out-sized loads.

The freight house sections of the buildings are of steel frame construction, with steel rib decks, rigid insulation, concrete floors capable of withstanding unlimited loads, and blacktop-

and-gravel roofs. Wall construction above the door level is of aluminum and translucent plastic.

The four office units, each measuring 27½ by 56 feet, are constructed of brick masonry, with exposed block interior walls in the office portion and glazed concrete blocks in the washrooms. They feature asphalt tile floors and acoustical tile ceilings.

The clean, uncluttered design of the layout is geared to serving shippers faster and more efficiently. Upon the completion of structural work, the Road took over half of one house for its own LCL operations and the balance of space was occupied by Lifschultz Fast Freight Inc., the Republic Carloading and Distributing Co., and Loop Distributors.

Signaling the completion of the initial phase of "Project Milwaukee", as the civic program is known, the open house showing of the new freight complex was broadcast by the city's radio and television stations. At the luncheon during the proceedings, Vice President-Operation F. G. McGinn pointed out that the facilities occupy land which has been used for railroading purposes almost from the time the Road started laying rail in Milwaukee in 1850, and remarked that the company is deriving great satisfaction from helping to rebuild and beautify this historic section of its mother city.

Members of the crew who played an important part in the construction of the new freight house complex pose on the job. Left to right: Roadmaster F. V. McLarnon; C. J. Lapinski, assistant engineer assigned to "Project Milwaukee"; B. E. Daniels, division engineer for the Milwaukee Terminals Division, who served as project superintendent; Mel Davies, job superintendent for the Hunsinger Construction Co.; and H. A. Walter, Milwaukee Terminals assistant engineer.





## Milwaukee Gains ICC Support For GNP&B Merger Conditions

THE proposal of the Great Northern, Northern Pacific, Burlington, and the Spokane, Portland and Seattle railroads to merge operations under the name of the Great Northern Pacific and Burlington Lines, Inc., won approval from an Interstate Commerce Commission examiner Aug. 24, qualified by a number of conditions designed to furnish effective rail competition to the merged system and safeguard public interest.

The conditions recommended by Examiner Robert H. Murphy include three requested by the Milwaukee Road, which would be the GNP&B's principal rail competitor. In support of the Milwaukee's position, he suggested: trackage rights for the Milwaukee over the merged line between Longview Jct., Wash., and Portland, Ore., including the right to serve intermediate points; also, trackage rights between Renton and Snohomish, Wash., and between Everett and Bellingham, Wash., giving the Milwaukee access to its line from Bellingham to Sumas, Wash., which it formerly reached by car barge on Puget Sound; and the elimination of the dual basis of competitive and non-competitive switching charges where now in effect, and the establishment of a reasonable basis of switching charges to be absorbed by the line-haul carrier when the line-haul revenue warrants.

### Benefits to Economy

Access to Portland, as recommended by the examiner, will provide shippers with the advantage of an additional rate-making route to and through that gateway for traffic moving north and south in the Pacific Coast states, as well as for traffic to and from the east.

Likewise, the granting of the Renton-Snohomish and Everett-Bellingham trackage rights will be of great benefit to the West Coast economy, in that it will enable the Milwaukee to provide a major service link for rail traffic between the Pacific Coast states and Canada.

In addition, the elimination of the dual basis of switching charges will enable the Milwaukee to attract industry to its lines on equal terms with the merged railroad.

To complete the protection of the public interest, the Commission should also require: the opening of gateways in North Dakota, Montana and Washington, to afford shippers a choice of routes with stopoff and transit privileges with-



## JA Advisers Get Set for 1964-65 Activities

IN preparation for the opening of 1964-65 Junior Achievement activities, employees in the Chicago area who have volunteered to serve as Advisers of JA companies sponsored by our railroad were provided with an insight of the program's objectives at a luncheon held in the Union Station Canterbury Room on Aug. 17. Among the group who attended, pictured above are, left to right: B. F. Fuechtmann, chief clerk to passenger traffic manager; E. J. Moran, assistant bureau head, office of auditor of expenditure; Milton Croasdale, bureau head, office of director of freight revenue; Elmer Nelson, machinist, Western Avenue Shops; Lloyd Rugen, chief clerk, freight claim department; and P. D. Lencioni, bureau head, auditor of freight accounts office.

Above at right are (same order): Bob Trinka, Junior Achievement representa-



tive who spoke at the luncheon; E. A. Berry, bureau head, office of auditor of freight settlements; C. T. Lannon, treasurer; and R. H. Chermak, city passenger agent.

The sustained interest of our employees in Junior Achievement made it possible this year to provide Adviser teams for four teenage business firms. Each team consists of a sales, a production and a financial Adviser, with whom rests the responsibility of helping the young people get their business ventures off the ground and following through with advice when called on.

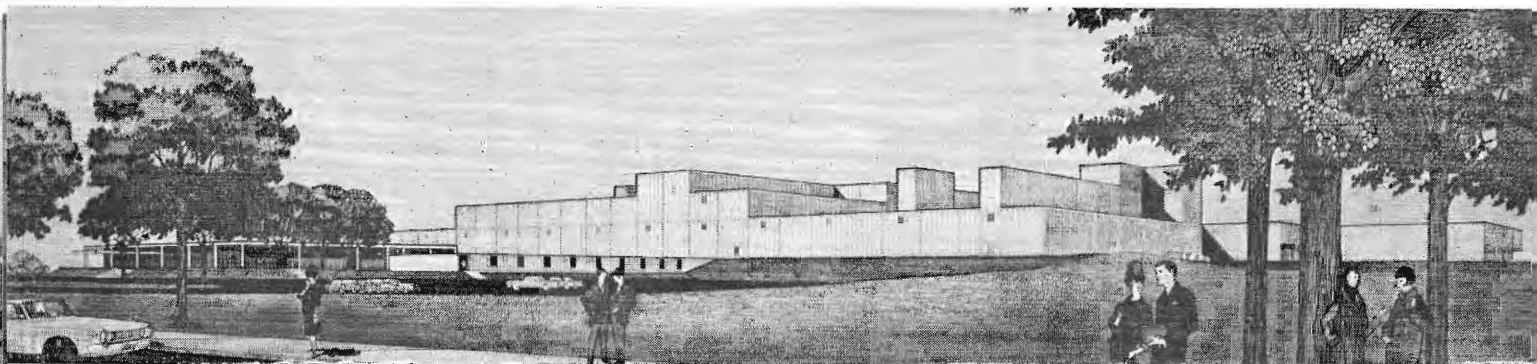
Backing up this advisory staff is a full complement of alternate Advisers, who are qualified to substitute for a regular Adviser who may not be able to attend a company meeting. Prior to the opening of the program this fall, the volunteers attended a series of training sessions in JA procedures.

out rate penalty; handling by the merged company of the Milwaukee's traffic to, from and through Billings, Mont.; and the application of low single line rates to joint line traffic, when in the public interest.

The Milwaukee's request for these conditions, which had been urged at the ICC hearings on the merger, is supported by many shippers as well as various state public utility commissions.

*A man pays a luxury tax on his billfold, an income tax on the stuff he puts into it, and a sales tax whenever he takes anything out.*





An artist's conception of the new Nestlé chocolate plant in Burlington, Wis. Office building is on the left.

## New Nestlé Company Chocolate Plant Sparks Industrial Development at Burlington, Wis.

A NEW era of industrial expansion was hailed at Burlington, Wis., on Aug. 31 when the world-wide Nestlé Company broke ground immediately south of our road's Racine & South Western line for a multi-million dollar chocolate manufacturing plant. Designed to increase the firm's output of chocolate and cocoa products in this country 25 per cent, it will be the largest of its type in the Midwest.

The importance of Nestlé as a new neighbor and customer of the community was highlighted at the ground-breaking by the presence of many state and municipal officials, "city fathers", local residents and others who had worked together in bringing the company to Burlington. B. H. Bobbitt, Milwaukee Road manager of industrial development, shared the spotlight with key figures at the ceremony whose professional assistance had helped make the growth project possible.

The new industry was obtained largely through the efforts of the Burlington Industrial Development Corporation, which was organized about two years ago by a group of wide-awake citizens to attract additional business. Acting in the community's interests, a committee of city officials and business men had held many working sessions with Nestlé representatives and other people connected with the project, blueprinted with facts and figures furnished by the railroad's industrial development department.

The negotiations, which extended over the better part of a year, involved obtaining the cooperation of property owners to provide a suitable site, going before zoning authorities to extend pub-

lic utilities into the area, and enlisting the aid of legislators to clarify a state tax ruling on food processing machinery. Additional assistance came from Wisconsin's department of resource development, which coordinated its activities with those of the Burlington group.

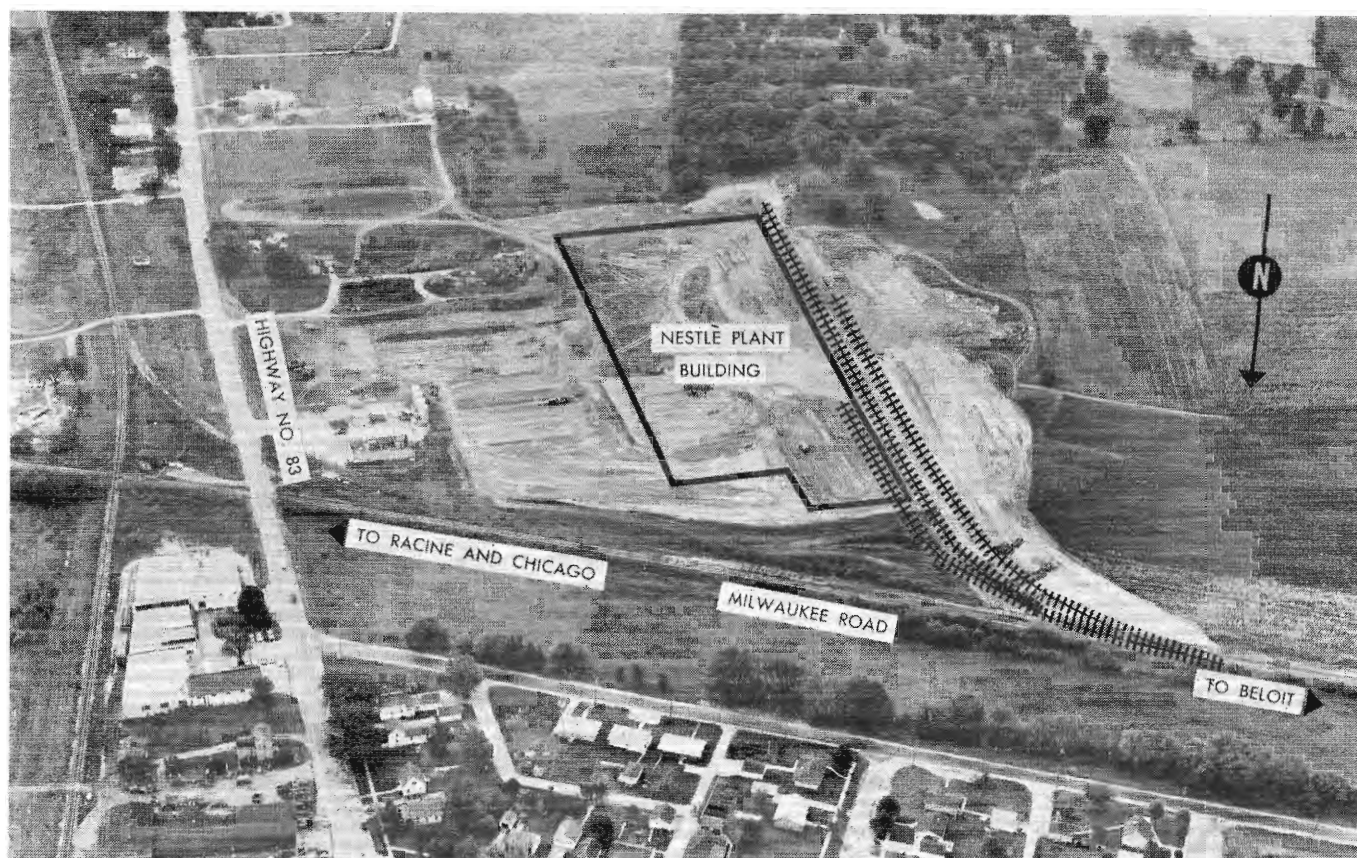
The plant will be built on 40 acres of choice land just west of the Fox River and Highway 83, which the owners made available in order to enhance the city's competitive bid. The selection of the site by Nestlé officials followed a

two-year study of economics, geographical features, distribution, and marketing trends, aided by electronic data processing equipment, in which consumer demand patterns were projected as far ahead as 1980.

Factors which threw the balance in Burlington's favor included excellent ground water sources—a prime requisite in manufacturing chocolate—immediate access to railroad and highway transportation, the availability of labor to fill jobs created by the plant, and its prox-

Representing the railroad at the ground-breaking for the new Nestlé plant, among people who played major roles in the development of the site, is B. H. Bobbitt, manager of industrial development (fifth from left). Key figures in the group at right are, left to right: Stafford Campbell, general manager of Nestlé (shaking hands); Walter Baker, Nestlé's chief engineer; Congressman Schadeberg of Wisconsin, who turned the first shovel of earth; Robert Bayer, president of the Chamber of Commerce and of the Burlington Industrial Development Corporation; Leo Warren, mayor of Burlington; and Anthony Rewald, mayor at the time the civic project was started (kneeling).





Aerial view of site preparation work for the new Nestlé chocolate plant on the outskirts of Burlington, Wis., looking in a southerly direction. In the foreground is our road's Racine & South Western line, showing the location of the spur that will service the plant. The building will face Highway

83 at the left, and the Fox River, out of sight at the left, paralleling the highway. Preparation work on the site will involve the handling of approximately 134,000 cubic yards of material.

imity to Lake Michigan ports for bringing in cocoa beans from Africa via the St. Lawrence Seaway.

The building, on which structural work is scheduled to start Nov. 1, will be of steel and brick construction designed for expansion. Featured in the design are pneumatically operated tube conveyors for handling sugar, milk, chocolate liquid and other confectionery ingredients. Contributing further to sanitation, access to the main building will be through lighted tunnels. Because of the sensitivity of chocolate products to heat and moisture, interior temperature and humidity will be controlled throughout the year.

Facilities designed for the comfort of employees will include covered walkways between the plant and parking area for protection during inclement weather, attractive lounges and a large cafeteria.

Construction progress calls for pouring concrete and erecting the steel framework this winter, finishing the building next summer, installing machinery next winter—all of the machinery will be custom built—and starting production in

the spring of 1966. When completed, the plant will contain about one-quarter million square feet of space and employ 200 to 300 people, thus providing Burlington with one of its largest payrolls.

The Nestlé Company currently has 11 plants in the United States, of which two—one in Fulton, N. Y., and another in Salinas, Calif.—manufacture chocolate products. The others produce a variety of instant and convenience foods, including instant coffee and tea, Maggi seasoning, bouillon cubes, and Crosse & Blackwell canned items.

Among chocolate and cocoa products processed and distributed are chocolate and other confectionery bars, instant chocolate flavoring for milk, instant cocoa, chocolate morsels, "Toll House" cookies, and bulk chocolate, cocoa, and flavoring for commercial use.

The Salinas plant, built at a cost of \$5 million in 1961, has since been expanded and now has about 300 employees. With regard to the Burlington plant, the company stated that increased consumption of confectionery in this country required an additional facil-

ity; that in 1963 Americans consumed more than 3 billion pounds—or almost 13 pounds per person—and that this figure is expected to rise.

The Burlington plant will be serviced by the railroad from a spur off the Racine & South Western line, with three tracks splitting from the main lead—two for raw ingredients inbound, and one for handling outbound shipments. The finished products will travel direct from assembly lines to box cars by means of pneumatic conveyors, for shipment to Nestlé warehousing centers in the Midwest.

#### ROAD CITED FOR 4-H SUPPORT.

As the Cooperative Extension Service of the nation's land-grant universities and colleges celebrated its 50th anniversary this year, the Milwaukee Road was cited among a group of Chicago area business firms which have supported the Extension's 4-H Club efforts for more than 20 years. Actually, the Milwaukee has been a 4-H backer for almost 40 years, currently through the 4-H Grain Marketing Transportation Scholarship program.





R. J. Schiek

The "Big Boy" heading over the Elgin, Joliet and Eastern on its way to "Steamtown USA."

## Retired "Big Boy" Hits Steam Museum Trail

ONE of the Union Pacific's famous "Big Boys" moved over the Milwaukee Road late this summer, traveling in its twilight days as part of a freight haul. The retired workhorse, all slicked up for the trip, was en route to Bellows Falls, Vt., for display at the "Steamtown USA" museum as "the largest locomotive ever built in the world".

The sight of a steam locomotive on the dieselized Milwaukee—and a "Big Boy" at that—naturally excited considerable trackside comment and the attention of rail fans. Watchers turned out in droves as the road giant, boxed in by two freight cars, was handled in the run from Council Bluffs, Ia., where it had been received from the Union Pacific, to Spaulding, Ill., the point for the Elgin, Joliet and Eastern to take over.

Those at Elgin, Ill., were treated to a bit of drama when the train crew, caught up in the spirit of the event, made the locomotive "come alive" by burning a few old automobile tires in the firebox. Thus, as the "Big Boy" passed through town trailing a cloud of smoke, it appeared to be huffing and puffing along as in its heyday.

### Photo Report Field Day

Steam buffs who followed the movement to Spaulding had a real field day while the locomotive was being switched. Cameras at the ready, they busied themselves photographing its unique features from all angles. Interest was particularly keen among the watchers as oil was poured on the rails to ease it over the transfer track, and a huge banner was attached to its massive body. The touch of show business

advertised in fluorescent lettering that the world's mightiest iron horse was heading for "Steamtown".

Among steam lovers, the "Big Boy" was recalled fondly as one of a series of 25 coal burners of the 4-8-8-4 type built by Alco in 1941 which were the largest and heaviest of their wheel arrangement. The engine and tender of these locomotives total almost 133 feet over the couplers and weigh more than one million pounds.

The basic design was developed by the Union Pacific to haul maximum tonnage without helper service over the Wasatch Mountains between Ogden, Utah, and Green River, Wyo. Notable refinements affecting their performance include the design of the running gear, which permits great flexibility when moving around curves and at the same



Modern Railroads

Oiling rail to ease the locomotive over the switch at Spaulding, Ill.



Modern Railroads

Crew members and rail buffs crowd around the locomotive as it is cut out of the train for movement over the EJ&E.

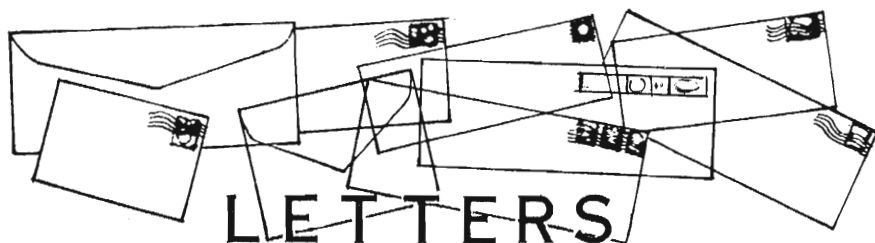


Modern Railroads

E. J. Mueller, district master mechanic, Bensenville (left), and J. F. Wilbur, assistant master mechanic-cars, inspect the rigging on the lettered banner.

time provides for high rigidity on tangent track. The locomotives could operate anywhere on the railroad, and were capable of pulling a string of loaded cars at speeds up to 80 miles per hour.

The "Big Boy" donated to "Steamtown"—4012 in the series—was placed in service in November, 1941 and made its last trip in 1958, after logging more than one million miles.



The employees named below were commended recently for exceptional service in letters sent to company officers

**Richard Agan, Relief Clerk, Perry, Ia.**—"I would like to commend the young man in the station at Perry named Richard Agan who has been on duty on our many trips to Perry during the past few years. He has always aided me and my wife on problems related to getting all of our things on the train . . . and deserves recognition from me for his kindness."

**J. W. Joy, City Ticket Agent, Minneapolis**—"We wish to express our appreciation to Mr. Joy for the very fine round trip we enjoyed to New York City recently. The Milwaukee coach was a smooth ride, the Pennsylvania Pullman was excellent, and the conductors, diner men and porters were very accommodating on all trains. . ."

**J. D. Tracy, Lieutenant of Police, Perry, Ia.**—"My husband and I wish to thank Lieutenant Tracy for assisting our son when he stopped in Perry on his way to Denver, after having been

in the hospital for most of a week . . . He told us how Mr. Tracy helped him get a check cashed, showed him around and took him out to eat. Needless to say, we were very relieved when we learned he had someone he felt he could turn to for help. . ."

**Steward T. J. Knafla, Milwaukee**—"May I commend the courtesy and training of Mr. Knafla and his crew? It was a pleasure to travel with such an excellent steward. This was our 22nd transeontinental rail trip during the last five years, and we feel when we board your train in Chicago that we are almost home."

**W. H. Stiyr, Station Passenger Agent, Chicago**—"My wallet was removed from my bag while I was sightseeing in Chicago and I did not discover the loss until within an hour of train departure while I was in the Union Station. Fortunately, my ticket and bedroom reservation were not involved, but I was

left with only a little change. I don't know what I would have done without the kindness of Mr. William H. Stiyr, who helped me wire for money . . . and likewise the conductor who brought it to me in the middle of the night in Omaha."

**A. J. Young, Lieutenant of Police, Chicago**—"Your lieutenant A. J. Young met me and my ill, 81 year old uncle at the train as we arrived from Los Angeles on our way to Detroit . . . He had arranged to have a wheelchair and a Travelers Aid representative meet us, and also escorted us to the other depot. A worried woman's burden was lightened by his assistance. . ."

**Anthony Cursio, Lost and Found Clerk, Chicago**—"I rode your train from Madison to Chicago and upon returning home I discovered I had left a hat box on that train . . . I called your lost and found department and talked with Mr. Anthony Cursio, and he told me that the box had been turned in and he would send it up on the evening train. Because the box was not too substantial, he packed it inside another box, and it came through in very good order . . . the Milwaukee is fortunate in having such a fine employee."

**R. A. Schneiberg, Traveling Passenger Agent, Milwaukee**—"This is written to express the appreciation of the leaders and girls of the Girl Scout Association who enjoyed the Chicago trip . . . It was a source of amazement and gratification to learn how well planned the whole trip was, in view of the hundreds of Scouts involved. This is a phase of your service of which you can certainly be proud."

**R. L. Ashe, Traffic Representative, Washington, D. C.**—"I want to express my sincere thanks for the time Mr. Ashe gave to getting us reservations home. When we got to Chicago I presented the letter he had written to the ticket agent, who immediately called the reservation clerk and produced space for us. He thanked us for our patronage, and said they had been in contact with Mr. Ashe for days. It was the red carpet treatment all the way, due to his special efforts. I shall always be a Milwaukee Road booster in the future."

*Man blames fate for other accidents but feels personally responsible when he makes a hole in one.*

*After a study of thousands of road accidents, Scotland Yard has decided on the prime cause—Stupidity.*



# APPOINTMENTS

## Finance and Accounting

Effective Oct. 1, 1964:

C. L. Schiffer was elected assistant treasurer, with headquarters in Chicago. Mr. Schiffer has been with the Road since 1942, serving in various clerical capacities until 1950 when he was appointed traveling auditor. He became chief traveling auditor-system in 1958 and had been chief clerk to treasurer since Oct. 1, 1963.



C. L. Schiffer



J. B. Anderson

## Public Relations and Advertising

Effective Aug. 26, 1964:

J. B. Anderson is appointed public relations representative with headquarters in Chicago. Mr. Anderson is a graduate of Tulane University who before joining the Road was an account executive with the public relations firm of Philip Lesly Company. He previously was editor of "Concrete" and managing editor of "Brick & Clay Record" and an announcer-writer in radio.

## Purchases and Material Department

Effective Sept. 1, 1964:

C. W. Anderson, assistant purchasing agent, is appointed purchasing agent with headquarters in Chicago, following the death of C. T. Skjoldager.

## Operating Department

Effective Aug. 1, 1964:

R. L. Hicks, assistant chief train rules examiner-system, is appointed chief train rules examiner-system, with headquarters in Milwaukee, following the retirement of A. J. Farnham.

R. L. Peters, train rules examiner, is appointed assistant chief train rules examiner-system, with headquarters in Milwaukee.

## Traffic Department

Effective Aug. 1, 1964:

S. P. Elmslie, assistant to vice president-traffic, is appointed assistant traffic manager, Minneapolis.

H. A. Springer, general agent in Detroit, Mich., is appointed assistant to

vice president-traffic (special duties), Chicago.

D. W. Cooksy, traveling freight and passenger agent, Detroit, is appointed assistant to freight traffic manager, sales and service, Chicago.

K. G. Hosfield, assistant traffic manager, New York City, is appointed assistant traffic manager, Chicago.

Van Dunfee, district freight sales manager-Indiana Harbor Belt Railroad, is appointed general agent, Chicago.

V. P. Bunyan, assistant general fuel agent, Chicago, is appointed assistant general agent, Chicago.

J. H. Mitcham, general agent at Minneapolis, is appointed general agent in Detroit.

E. J. Clinton, city freight agent, Detroit, is appointed assistant to general agent, Detroit.

C. W. Young, city freight and passenger agent, St. Louis, is appointed city freight and passenger agent, Detroit.

H. V. Page, city freight agent, Chicago, is appointed traveling freight and passenger agent, St. Louis.

L. R. Wheelchel, chief clerk, Dubuque, is appointed city freight and passenger agent, St. Louis.

J. L. Werner, chief clerk to general agent, Seattle, is appointed city freight agent, Seattle.

Effective Aug. 16, 1964:

N. G. Johnson, assistant grain agent, Minneapolis, is appointed assistant to freight traffic manager, grain sales, Chicago.

Effective Sept. 16, 1964:

D. A. Stoelk, city freight and passenger agent, Des Moines, is appointed traveling freight and passenger agent, Portland, Ore.

G. M. Haake, chief clerk to general agent, Cincinnati, is appointed city freight and passenger agent, Des Moines.

Effective Oct. 1, 1964:

Robert Moreland, district freight and passenger agent, Edmonton, Alberta, Canada, is appointed general agent at that point.

C. D. Redding, traveling freight agent, St. Paul, is appointed general agent, Winnipeg, Manitoba, Canada, following the retirement of J. H. Bradley at his own request.

## Law Department

Effective Aug. 1, 1964:

W. A. Stewart, freight claim agent, is appointed assistant general freight claim agent with headquarters in Chicago.

K. D. French, chief clerk to general freight claim agent, is appointed freight claim agent with headquarters in Chicago.

## Engineering Department

Effective Sept. 1, 1964:

H. A. Walter, assistant engineer, Milwaukee Terminals Division, is appointed assistant division engineer Twin City Terminals Division, with headquarters in Minneapolis. He is replacing H. C. Paton, who is ill.

## Comments From Customers

### BIG-HEARTED

"Who says a large corporation does not have a heart?"

"The Milwaukee Road certainly went above and beyond the call of duty when recently you put on another Pullman car to bring our daughter Sue from Channing, Mich., to Glenview, Ill., after her unfortunate accident at Iron River, Mich.

"A certain insurance company advertises 'The Wausau Story', but we've been advertising 'The Milwaukee Story'. Please accept the sincere thanks of Sue's mother and myself. If we can ever be instrumental in assisting the Milwaukee, you most assuredly have a friend."

J. M. Hoskins

Evanston, Ill.

### MOST COURTEOUS OF ALL

"It was my privilege to travel from La Crosse, Wis., to Chicago via your railroad. Through a misunderstanding as to the stopping time in Milwaukee, I was left behind there while making a telephone call. Your stationmaster there was most courteous and helpful, and when I got to Chicago I received the same fine treatment. Also, all of my luggage which had been above my seat was returned to me, for which I was very grateful.

"Last summer I traveled in every mode of public transportation, from taxi to jet airliner, on trips to Vancouver and New York. In my opinion, your railroad offers the most courteous service available."

R. Dennis Shogren

Iowa City, Ia.



## Mr. and Mrs. Frank C. Williams Return to Mobridge for Golden Wedding Observance



Mr. and Mrs. Frank C. Williams

MR. AND MRS. FRANK C. WILLIAMS, a well-known Milwaukee Road couple formerly of Mobridge, S. D., were honored recently in that city when they made a sentimental journey back to observe the golden anniversary of their marriage among relatives and long-time friends. They have been living in Ridgewood, N. J.—next door to their daughter and son-in-law, the James Andersons—since 1954, when Mr. Williams retired as agent at Mobridge after representing the railroad there for 41 years. The Andersons and their two young sons went west also for the home town reception.

Frank Williams and the former Regina Larson were married in Mobridge on Oct. 31, 1914, but observed their anniversary on Aug. 16 to enable many members of the family circle and others to be present for the occasion. The celebration was held at Trinity Lutheran Church, where Mrs. Williams had taught Sunday School and sung in the choir. A musical program was presented which featured a performance by their daughter, who may be remembered by readers of this magazine as a concert and opera singer of note in the East and Midwest.

### Pioneer of Western Expansion

Many will recall, also, Mr. Williams' role in the conduct of the railroad's affairs at Mobridge, going back to the time when the western extension opened the area to settlement. A pioneer of the movement which followed, he started working for the Road at Marmarth, N. D., in 1911 and began his long service at Mobridge two years later, as

cashier. He was appointed agent in 1931.

In promoting the interests of the railroad and the community in general, Mr. Williams was known for helping to locate new industry in Mobridge and effect civic improvements. During the course of years he was active in the Chamber of Commerce, served as an alderman and president of the school board, and was instrumental in the development of projects such as the construction of the highway bridge over the Missouri, the city's modern water system, the establishment of good schools, the building of the civic auditorium and a 100-room hotel, and the promotion of the Yellowstone Trail.

His close identification with the railroad's interests, going far beyond the usual concerns of agency work, can perhaps best be illustrated by mentioning here an open letter he placed in the *Mobridge Tribune* when he retired, to bid

farewell to his friends. In it he pointed out that the Milwaukee had been an important factor in the growth of the city, and asked its business people to give his successor the same cooperation they had given him.

### Excursion Fares in Effect Between Chicago and California

THE Milwaukee Road, in conjunction with the Union Pacific Railroad and the Southern Pacific Lines, is offering 30-day reduced round trip first class and coach class fares between Chicago and certain California cities daily, to and including Nov. 20, 1964, and again from Jan. 1, 1965 through Apr. 30, 1965.

From Chicago to Los Angeles, Long Beach, Oakland, Santa Barbara, San Diego and San Francisco the round trip first class fare is \$119.80; the coach class fare is \$94.35.

The reduced fare calls for using the same route in both directions, with a return limit of 30 days in addition to the date of sale.



### Rate Officers Attend Staff Meeting in Chicago

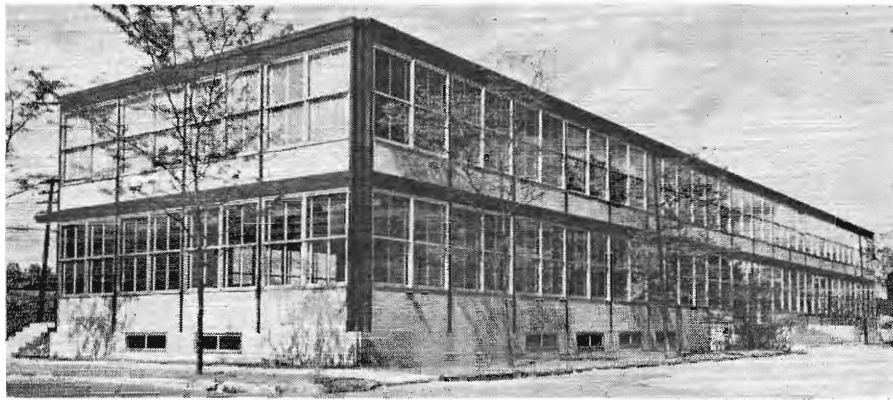
At a staff meeting for rate officers held in Chicago the week end of Aug. 15, new developments in freight rate structures and shipping practices were subjected to intensive review. Pictured in this group at the opening session are, seated from left: H. J. McKenna, general freight traffic manager, W. W. Kremer, vice president-traffic, and W. D. Sunter, general traffic manager. Standing are, left to right: R. J. McCarthy, special rate officer, New York City; F. K. Brennan, assistant freight traffic manager, Minneapolis; C. E. Wilson, special rate officer, G. M. Williamson, assistant traffic manager, and P. J. Cullen, assistant general freight traffic manager, all of Seattle; and E. W. Chesterman, assistant general freight traffic manager, Chicago.

The workshop was designed to serve as an information exchange between all rate traffic officers in New York, Minneapolis and Seattle, and the Chicago headquarters staff.



# New Action on the Research Front

what the railroads are doing in the test field



The \$1 million Administration Building of the Research Center of the Association of American Railroads on the campus of the Illinois Institute of Technology in Chicago.

VENDING machines for coffee and soft drinks have intricate mechanisms, and can run into high claim figures if they are damaged in transport. A railroad involved in this problem—\$30,000 of claims for buckled legs and damaged body panels—submitted it to research technicians of the Association of American Railroads, who found the fault to be a differential movement between body units and the legs, which were bolted rigidly to a packing frame. The researchers also designed the solution—a packing which allowed the legs to move with the body.

This project, described in a recent report of the A.A.R. Research Center in Chicago, is typical of tests conducted there which are helping member roads provide better service and resulting in savings to shippers of approximately \$110 million a year. Research is conducted on subjects ranging from food preservation to fuel filtration, and from weed control to the bonding power of glue.

For instance, the report tells of using nuclear devices for measuring the moisture density of soil to determine if it is compact enough to support railroad tracks and other earthwork construction. Still another project emphasizing the application of new technology to railroading is food irradiation research in cooperation with the Army Quartermaster Corps. If this becomes an acceptable means of preserving food, it would be possible to ship certain fruits and vegetables in plant-ripe condition.

Peaches, for example, are picked and packaged before they are fully ripe so they can tolerate in-transit time without

becoming overly soft. Irradiation would permit shipping the fruit completely ripe, using less refrigeration en route and providing longer shelf life. Similar work has been done on potatoes, which are irradiated so they may be kept in warmer atmospheres without developing sprouts at the "eyes".

Studies are also underway to develop

an automatic system for brake inspection, the first possibility being the use of a radioactive isotope to indicate when brakes are applied and released.

Yet other studies are being progressed to provide greater cushioning of commodities to prevent damage in transit. Work related to this program involves technical aid to military authorities in the movement of critical materials and unusual shipments encountered in modern rocketry and defense projects.

Approximately 85 major research projects dealing with road and equipment are now underway at the Research Center and elsewhere in the industry. Although the railroads' efforts are not restricted to the Chicago operation, it is the nerve center for much of the research going on throughout the country. The Center has played a major part in the \$18.5 billion modernization of railroad plant and equipment carried out since World War II.

Not all of the results are included in the \$110 million annual saving—work on freight loss and damage prevention, for example, produces additional millions of economies. The largest single savings, estimated at \$70 million, comes from track and roadbed studies. The development of the car for detecting

## THE PASSING OF THE RAILROAD WATCH

by Liam Dougherty

The other evening we heard the mouse whose name is Progress gnawing away again in the pantry where we keep our best nostalgia. At the time, we were reading that the New York Central System had put an official O. K. on the use of wrist watches by its personnel.

Blotting a testimonial tear, we harked back to those days when a respectable railroad man would not even leave his daughter alone in the same room with a sport who wore a wrist watch. This was an era when a railroad man's watch pocket was a small shrine before which the candle of his pride burned brightly—were he operating engineer or section hand.

For as soon as tracks were laid, railroads had to begin to unify the loose variety of habits of keeping time extant among their customers and employees. First, they provided the nation with its sense of accurate time by establishing, in 1833, a pattern of time zones which varied by one hour progressively from coast to coast. Then, safe high-speed operation being dependent upon timepieces in the widely scattered hands of engineers, switchmen, conductors and stationmasters, they specified use of the watch "of railroad grade."

"Railroad grade" meant such things as a minimum size—16. (The new wrist watch is size 13.) The dial was to be "plain, of a white silver finish, with bold, black numerals of box-car type." (The wrist watch has the garish option of a luminous dial.) Lever set, it encouraged synchronization of hour, minute and second hands. Its plus or minus latitude was thirty seconds a week. (The wrist watch is allowed twenty seconds a day—a permissiveness encouraged by radio time-checking and automatic signals.) The watch was subject to regular inspections by a Railroad Time Service, or at least a railroad-approved jeweler. Such abstruse things as the wearer's body temperature were taken into consideration by early purists, as well as the fact of his driving a Model T (booster coils being a distracting magnetic field).

It is claimed that the new wrist watch is a boon to our modern trainmen who have to sell tickets and make change on suburban runs. To avoid argument, we will go along and suppose this is so. Although we are still impertinent enough to hope out loud that "progress" in the development of the railroad wrist watch pulls up short somewhere between "Made-in-Japan" and built-in obsolescence.

Mr. Ed Phinney, the favorite conductor of our boyhood days, carried a plain, silver Hamilton leashed to a button by a braided leather thong. This leaped up from a leather-margined vest pocket to meet his summoning hand more quickly than the adolescent eye could follow, let alone duplicate. We retire secure in the expectation that Mr. Phinney would have sneered benignly at a railroad wrist watch, winking toward the seat near the window. Mr. Phinney's cap was circumnavigated by a band of open wickerwork which, we are sure, ventilated an area where a sense of the fitness of things felt at home.

—THE OLD FARMER'S ALMANAC, 35¢ at newsstands.

# RETIREMENT

The following employees' applications for retirement were recorded during July-August 1964

## General Office & System Employees

Converse, G. D. . . . . Commissary Agt. . . . . Chicago, Ill.  
Dinoffria, A. J. . . . . Clerk. . . . . " "  
Koegel, H. J. . . . . Clerk. . . . . " "  
Nechi, Mary G. . . . . Clerk. . . . . " "  
Stegman, W. A. . . . . " "

Trav. Time Inspector. . . . . " "  
Swanson, S. M. . . . . Chief Divn. Clerk. . . . . " "

## Chicago Terminals

Brandt, H. W. . . . . Asst. Foreman. . . . . " "  
Heard, Senola M. . . . . Coach Cleaner. . . . . " "  
Huart, J. J. . . . . Engineer. . . . . " "  
Pederson, P. . . . . Engineer. . . . . " "  
Preis, R. E. . . . . Stower. . . . . " "  
Sampson, L. E. . . . . Gen. Yardmaster. . . . . Bensenville, " "  
Wendler, J. A. . . . . Car Inspector. . . . . " "

## Aberdeen Division

Fuller, W. T. . . . . Roadmaster. . . . . Milbank, S. D.  
Grismer, H. . . . . Sec. Laborer. . . . . Trail City, " "  
Hanson, B. . . . . Sec. Laborer. . . . . Milbank, " "  
Madden, J. E. . . . . Police Lt. . . . . Aberdeen, " "  
McCarthy, Cecilia R. . . . . Secy. to Supt. . . . . Aberdeen, " "

Mulloy, J. W. . . . . Agent. . . . . Terry, Mont.  
Schrapp, H. G. . . . . Rndhse. Laborer. . . . . Montevideo, Minn  
Werner, B. J. . . . . Sec. Foreman. . . . . Westport, S. D.

## Coast Division

Bjork, O. H. . . . . Car Inspector. . . . . Tacoma, Wash.  
Clover, Dorothy A. . . . . Clerk. . . . . Seattle, " "  
Duffy, F. M. . . . . Freight Agent. . . . . " "  
Gearey, W. J. . . . . Carman. . . . . " "  
Helgeson, H. E. . . . . Switchman. . . . . Tacoma, " "  
Jensen, L. C. . . . . Asst. Engineer. . . . . " "  
Lund, R. E. . . . . Electrician. . . . . " "

## Dubuque & Illinois Division

Barnes, F. D. . . . . Sec. Laborer. . . . . Savanna, Ill.

Boardman, J. E. . . . . Bridge Foreman. . . . . Savanna, Ill.  
Dahl, A. F. . . . . Mach. Operator. . . . . Spaulding, " "  
Ellwanger, E. C. . . . . Engineer. . . . . Dubuque, Ia.  
George, W. D. . . . . Machinist. . . . . Savanna, Ill.  
Hersey, C. E. . . . . Machinist. . . . . " "  
Hess, E. W. . . . . Engineer. . . . . " "  
Phillips, R. O. . . . . Elect. crane-operator. . . . . " "  
Schwartzinger, G. T. . . . . Conductor. . . . . Davis Jct., " "  
Strandt, L. G. . . . . Clerk. . . . . Elgin, " "  
Tarbet, J. L. . . . . Engineer. . . . . Kansas City, Mo.  
Williams, G. H. . . . . Caboose Tender. . . . . Savanna, Ill.

## Iowa Division

Becker, C. . . . . Sec. Laborer. . . . . Woodward, Ia.  
Bell, R. O. . . . . Crossing Flagman. . . . . Cedar Rapids, " "  
Hermanstorfer, E. L. . . . . Laborer. . . . . Sigourney, " "  
Holloway, W. O. . . . . Sec. Laborer. . . . . Rockwell City, " "  
Loftus, D. W. . . . . Roadmaster. . . . . Perry, " "  
McGuire, Alice E. . . . . Clerk. . . . . " "  
Peters, W. . . . . Sec. Foreman. . . . . Keystone, " "  
Rawlins, H. F. . . . . Switchman. . . . . Perry, " "  
Rodriguez, R. . . . . Sec. Laborer. . . . . Clive, " "  
Wales, G. . . . . Sec. Laborer. . . . . Perry, " "

## Iowa, Minnesota & Dakota Division

Anderson, M. C. . . . . Carpenter. . . . . Mitchell, S. D.  
Beckel, H. J. . . . . Engineer. . . . . Austin, Minn.  
Bohn, C. A. . . . . Engineer. . . . . " "  
Cambern, J. R. . . . . Engine Watchman. . . . . " "  
Desomery, L. J. . . . . Asst. Engineer. . . . . " "  
Hopkins, H. W. . . . . Conductor. . . . . Mitchell, S. D.  
Johnson, C. E. . . . . " "

Engine Watchman. . . . . Sioux Falls, " "  
Maass, H. O. . . . . Warehouse Foreman. . . . . Mason City, Ia.  
Moore, A. J. . . . . Engine Watchman. . . . . " "  
Powers, J. L. . . . . Engineer. . . . . Austin, Minn.  
Schwartz, R. H. . . . . Carpenter. . . . . Canton, S. D.  
Thompson, H. C. . . . . Conductor. . . . . Sioux City, Ia.

## La Crosse Division

Brave, C. F. . . . . Cashier. . . . . Wisconsin Rapids, Wis.

Cardine, G. L.

Pontoon Engineer. . . . . Prairie du Chien, Wis.  
Ender, E. . . . . Yardmaster. . . . . Wabasha, Minn.  
Erichson, M. C. . . . . Engineer. . . . . Austin, " "  
Gregory, C. C. . . . . Yard Conductor. . . . . Janesville, Wis.  
Kitto, L. L. . . . . Sec. Laborer. . . . . Platteville, " "  
Moe, O. . . . . Mail Handler. . . . . New Lisbon, " "  
Moore, K. C. . . . . Engineer. . . . . Madison, " "  
Wallace, D. . . . . Engineer. . . . . LaCrosse, " "  
Wohlwend, J. M. . . . . Carpenter. . . . . La Crosse, " "

## Milwaukee Division

Forrestal, R. W. . . . . Conductor. . . . . Fox Lake, Ill.  
Germiat, A. T. . . . . Demurrage Clerk. . . . . Green Bay, Wis.  
Hopperstad, M. E. . . . . Telegrapher. . . . . Elkhorn, " "  
Rohde, I. W. . . . . Conductor. . . . . Milwaukee, " "

## Milwaukee Terminals & Shops

Aldrich, V. L. . . . . Blacksmith. . . . . Milwaukee, Wis.  
Androff, D. A. . . . . Sec. Laborer. . . . . Racine, " "  
Baumkirchner, C. M. . . . . Yardmaster. . . . . Milwaukee, " "  
Behr, F. W. . . . . Blacksmith Helper. . . . . " "  
Casey, P. D. . . . . Gen Car Supv. . . . . " "  
Dwyer, J. P. . . . . Engineer. . . . . " "  
Ferlanto, A. P. . . . . Machinist. . . . . " "  
Krohn, A. C. . . . . Clerk. . . . . " "  
Leack, G. O. . . . . Chief Clerk. . . . . " "  
McEvoy, H. G. . . . . " "

Parking Lot Attendant. . . . . " "  
Monks, R. T. . . . . Train Clerk. . . . . " "  
Olsen, W. O. . . . . Electrician. . . . . " "  
Olson, A. J. . . . . Yard Clerk. . . . . " "  
Quick, J. E. . . . . Machinist. . . . . " "  
Raetzman, H. J. . . . . Store Helper. . . . . " "  
Soltis, J. C. . . . . Supervisor. . . . . " "  
Starke, H. W. . . . . Blacksmith Welder. . . . . " "  
Tomaschko, F. E. . . . . Stockman. . . . . " "  
Welke, A. F. . . . . Painter. . . . . " "

## Rocky Mountain Division

McPherson, E. T. . . . . Sig. Maintainer. . . . . Superior, Mont.  
Poplowski, C. . . . . Sec. Laborer. . . . . Highwood, " "  
Thompson, O. S. . . . . Sec. Laborer. . . . . Three Forks, " "

## Terre Haute Division

Roberts, C. L. . . . . Stower. . . . . Terre Haute, Ind.  
White, J. F. . . . . Telegrapher. . . . . " "

## Twin City Terminals

Grochola, G. . . . . Frt. Handler. . . . . Minneapolis, Minn.  
Niemczyk, E. . . . . Carman. . . . . St. Paul, " "  
Quist, R. W. . . . . Yard Conductor. . . . . Minneapolis, " "  
Sjoberg, H. A. . . . . Laborer. . . . . St. Paul, " "

hidden defects in rails is estimated to have saved \$700 million alone since it was introduced.

The function of all these technological changes is to keep the railroads in business. The fact that changes do not come automatically, but must spring from ideas, led to the establishment of the Research Center in 1950. It is located on the campus of the Illinois Institute of Technology and operated in cooperation with, but independent of, the school. In addition to the original \$1 million Administration Building, it now includes a metallurgy and chemical laboratory, a Mechanical Building, and an Engineering Building with an annex. A Science Building is being planned, also. The contemporary architecture of the unit was designed by Mies van der Rohe.

The Center has an annual budget of \$711,000 and a staff of 76 technicians directed by A.A.R. Vice President-Research W. M. Keller. An investment of \$2.75 million in facilities and equipment includes such unusual devices as one which measures the pore-size of oil

filters. This device can measure openings as small as 2/100,000th of an inch. There is a cobalt camera for making internal studies of steel up to six inches thick, nuclear equipment for determining internal decay in bridge piling and timbers, and isotope tracer equipment for determining the performance of lubricants.



"This one's for my wife. We've just moved next to the golf course!"

## Carl T. Skjoldager

CARL T. SKJOLDAGER, purchasing agent with headquarters in Chicago, died Aug. 10 of a heart seizure en route from his home in Elgin, Ill., to his office in the Union Station.

Mr. Skjoldager, a native of Elgin, started his service in the purchasing division in September, 1928 and held various positions in the purchases department until 1941, when he was made an assistant buyer. In October, 1951, he was promoted to buyer of various commodities, principally steel, rail, and signal and communications material, and in March, 1962, was advanced to assistant purchasing agent. He was appointed purchasing agent on Feb. 1 of this year. His fraternal affiliations included membership in the Veteran Employees' Association and the Western Railroad Club.

Services were held in Elgin, with burial in Elmhurst, Ill. Mrs. Skjoldager survives her husband, together with two sons, Allen G. and Donald L.; a brother, Harry H. Skjoldager, and a sister, Mrs. Clara Otto.



## Chicago Terminals

### DIVISION STREET

Carolyn DiCicco, Correspondent

Mrs. Margaret Knepper, 86, mother of Mathilde Nauheimer, demurrage clerk, died July 17. Mass was said at St. Nicholas of Tolentine Church and interment was in St. Mary's Cemetery. Besides Mathilde, Mrs. Knepper is survived by two sons, 13 grandchildren, and three great grandchildren.

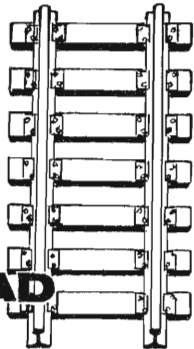
Relief Clerk Theodore Zielen and wife renewed their marriage vows at St. Francis Borgia Church Aug. 30, their 25th wedding anniversary. About 150 relatives and friends attended a reception in their honor in the Venice Room at the Andrew House. The Zielens have two daughters, Barbara Jane and Valerie Ann.

Mrs. Theodore Zielen's mother, Mrs. Agatha Czarnik, who has been ill for many years, died Sept. 1.

Retired Agent Bert Smith was recently released from Sherman Hospital in Elgin.

Among vacation travelers . . . Agent

## ABOUT PEOPLE OF THE RAILROAD



A. M. Detuno and wife drove to Buffalo, N. Y., to visit relatives. They returned via Green Bay . . . Cashier Stanley and Mrs. Rebacz visited the World's Fair . . . General Clerk Ed and Mrs. Myers enjoyed a visit in the San Francisco area.

### GALEWOOD

Linda M. Kuchl, Correspondent

Sympathy was extended to General Foreman John Schroeder and Checker George Chelius whose wives passed away recently.

Clerk Gerry La Grano and wife Ramona announced the arrival of daughter Victoria, born Sept. 1. Victoria's grandpa is Checker Gerry La Grano of the Galewood freight house.

Joseph A. Rooney, retired employe of Galewood, has been elected Commander of Pioneer Post A.L. for the year 1964. This Post is composed largely of Milwaukee employes.

We are happy to have Emily Wilkinson back after a recent illness.

Blood donors for Walter Pugeseck, L.C.L. tracing clerk, included Sharon Brown, Linda Kuchl, Gerry La Grano, Joe McKay and Frank Regiro.

Wedding bells rang recently for Kelvin Boyle and Erla Faye Sharer. Kelvin is

the son of Car Record Tracing Clerk Stanley Boyle. The honeymoon was spent in Florida during the hurricane.

Faithful "Beetle" fans from Galewood who greeted them on arrival in Chicago were Irene Giertz, Marie Riley and Loretta Anderson.

Alex Zgonina, liftmotor-operator at the freight house, retired Aug. 31.

Switchman Wayne and Mrs. Blackburn announced the birth of son Paul Francis Sept. 7.

Summer employes who left for school recently were Stenographer Sharon Brown, a sophomore at Loretta Heights College in Denver, Colo. . . . Tom Larwin, auto mail clerk, senior at the University of Illinois . . . Matt Sosnowski, general clerk, senior at George Washington University, Washington, D.C. . . . and Joe Kahn who will attend Northeast Missouri State College.

### BENSENVILLE

Delores Barton, Correspondent

Among those retiring recently were three CT engineers — E. O. Gladden with 43 years of service, now living in Palmetto, Fla.; W. J. Hillebrand, a resident of River Grove who had 56 years service; and Peder Peterson of Franklin Park, who had worked 52 years.

Switchman Perch Hallier of Elk Grove Village ended 44 years service with his recent retirement.

Bensenville was saddened by the death of Chief Yard Clerk Ray Rebesco's six year old son John, who was struck by a taxicab while at play in River Grove July 31.

Rate and Bill Clerk Marv Shiever of Bensenville announced the birth of Dolly Belinda Aug. 21. The Shievers have another child, two-year old Jonathan.

Newly appointed Car Controller Gerry Michelson came to us from Savanna.

Judith Lee, daughter of General Car Supervisor Walter J. Hamann and wife, became the bride of D. Bruce Fisco of Milwaukee, Wis., on Aug. 22 at a candlelight service in Ebenezer Evangelical Free Church. The bride's sister Lois was maid of honor and her brother Walter was best man. A reception was held at the church and the couple are now living in Philadelphia, Pa.

Rita Louise, daughter of Richard R. Schmidt of the MMTC, became the bride of Johnny Glen McGehee, aviation ordinance man and son of Mr. and Mrs. Chester G. McGehee of Hanover Park, Ill. Chester is a carman at Bensenville Yard. The McGehees' older son Steve was home from the Navy for the wedding on Sept. 5 in St. Peter Damian Catholic Church, Bartlett. Both boys left Sept. 7 to return to the USS Essex which was due to leave for Nova Scotia.

## I M & D Division

### SIoux CITY AREA

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

The Sioux City office staff honored Mr. and Mrs. W. T. "Jiggs" Lashure at a farewell party before they left for his new

## Cited for Safety in Car Department Supervision

Employes presented recently with Superior Service Award Cards for commendable safety performances included Edward Dittmer, car foreman at Dav-



enport, Ia., who was cited for 33 years of service during which neither he nor any man under his supervision was involved in a reportable injury. This safety record is one of the best ever attained by a car department supervisor.

In accepting the award, Mr. Dittmer shared the credit for it with employes under his jurisdiction during that period. He said it had resulted from teamwork; from all-out group efforts to reach the top and stay there, in which his men had always adhered to safety rules.

position in Chicago as assistant terminal manager, MMTC. The party was held in the Paddock Steak House, South Sioux City, Aug. 20.

Congratulations were extended to James J. Krohn, clerk in East Yard, Sioux City, when we heard of his approaching marriage to Bonnie L. Wolfgram of Madison, Neb.

Brakeman John W. Anderson, 50, of Mason City, Ia., died recently. Funeral services were held in the Trinity Lutheran Church. Survivors include his wife and a son . . . Agent H. G. "Scoop" Gerling of Charles City died there June 21. He is survived by his wife and one daughter . . . Retired Carman Clarence L. Baker passed away recently in Sioux City. He is survived by his widow, a son and a grandchild.

Harry Ervin, retired yard conductor of Mason City, was married recently to Ila Rathman at Watertown, S.D.

Sympathy was extended to Mr. and Mrs. George Hewitt of the Sioux City regional office upon the recent death of their daughter, Janice Ramirez.

### AUSTIN-EAST END

R. D. True, Correspondent  
Office of Superintendent

Harvey Beckel retired July 31 after more than 45 years service. He started in the mechanical department, but transferred to the operating department as an engineer and remained there until retirement. He and his wife have no definite plans except to "take it easy" for a while.

When the depot building at Oakland, Minn., was retired recently, it was purchased by the Mower

(Continued on page 24)

The Milwaukee Road Magazine



**RETIRING WITH 42 YEARS OF SERVICE**  
on Aug. 10, Traveling Time Inspector W. A. Stegman is pictured (center) at an office party given by his co-workers in Chicago-Fullerton Avenue accounting headquarters. With him are L. A. Montgomery, chief traveling time inspector (left), and G. W. Corbett, director of internal audit. The Stegmans will make their home in Portage, Wis.



**WITH BEST WISHES FROM THE FORCE,** M. A. "Mike" Cavallo is presented with a wallet-size gift by his co-workers in the transportation department in Chicago at an office party which marked his retirement Oct. 1. Doing the honors is D. J. Staley, assistant superintendent transportation. Mr. Cavallo had 47 years of service in Chicago, working up through yard clerk and positions in the car department to chief freight car distributor, which he filled for many years prior to retiring.



**A 45-YEAR VETERAN,** IMGD Section Foreman William Kurt (right) is presented with a Silver Pass by Roadmaster R. C. Engquist. He started with the Road in 1919 at Presho, S. D., worked for several years in the Chicago yards and on the Terre Haute Division, and went back to South Dakota in 1927 as foreman of a construction crew. He has been our foreman at Murdo for 37 years.



**ABERDEEN DIVISION WEDDING PARTY** at the Salem Lutheran Church in Montevideo, Minn., Aug. 22 features Engineer Art Starbeck with his daughter Audrey, who became the bride of Gene Eldon Aune, a dairy farmer at Baldwin, Wis. Audrey, a 1964 graduate of St. Barnabas Hospital School of Nursing in Minneapolis, is now employed at the Baldwin Hospital.



**TAKING A RETIREMENT BOW** after more than 27 years of Milwaukee Road service, Lillian Peterson, telephone operator on the Chicago Union Station board, was honored by about 50 of her friends at a dinner held at Cafe Bohemia Sept. 11. Congratulating her here are (from left) AuDell Carlson, chief operator, D. L. Wylie, communications engineer, who was master of ceremonies, and W. D. McGuire, system telephone supervisor.



**FOR TRAVELERS AID.** As chairman of Chicago Chapter of the National Association of Railway Business Women, Lida Van Buren, secretary in the passenger traffic department, was a volunteer worker for the annual tag day of Travelers Aid Sept. 3. Shown here donating to the cause is Challenger Conductor Bob Marsh of Marion, Ia.





## Morton Grove Days Highlight: Elm-Mor Wins Again

by Ervin Zielke, Adjuster  
Freight Claim Department, Chicago

IN the publicity attending this year's Morton Grove (Ill.) Days, Freight Claim Agent K. D. French shared with his neighbors in the Elm-Mor Civic Association the award for designing the best float in the community's Mardi Gras Parade. The entry of the "Krewe of Elm-Mor", which won a rotating trophy and a \$100 prize, depicted a New Orleans scene at famed Basin and Bourbon Streets. Mr. French is shown here among the masked merrymakers, costumed as a jester.

The float was constructed for the most part at the French home, with nearly every member of the organization taking part. For instance, 20 families cooperated to make 10,000 artificial flowers used in the decorations. The prize was the fourth "first" it has won in seven years of competition.

The Elm-Mor Civic Association consists of 36 home owners who meet once a month to report on community affairs and occasionally for social activities. It also sponsors programs for children. The prize money is used for a dinner dance. (Clyde W. White photo)

(Continued from page 22)

**County Historical Society** and moved to the Mower County Fairgrounds at Austin just prior to fair time this year. It has been placed on a permanent foundation to join the engine, old Hormel refrigerator car, and caboose already there, to remind people of bygone days in railroading. A dedication ceremony was held Aug. 8 and the ribbon-cutting was performed by Assistant Superintendent R. G. Fairfield and State Senator P. J. Holand of Austin.

A. B. Kalland was appointed special assistant to the superintendent of the IM&D Division in charge of the new car control system on the division. Mr. Kalland was previously operator at Wells and extra train dispatcher at Austin. He and his family now reside in Austin.

Constance Newlin, daughter of John Newlin, time reviser at Austin, became the bride of Allan Krejci Aug. 21 in the First Methodist Church, Austin. Allan is a graduate of the University of Minnesota with a degree in journalism, and is employed in the public relations department of George A. Hormel & Company at Austin. Mrs. Krejci attended Austin Junior College and worked at the university prior to her marriage.

## D & I Division

Retired Agent Fred M. Intlekofer died in Veterans Memorial Hospital in Waukon, Ia., on July 27 at the age of 83. Prior to his retirement he had been our agent and operator at Waukon for 52 years. Active in the community throughout his life, he had served as mayor, as a member and president of the board of

education, secretary of the Infantile Paralysis Foundation—a service for which he had received an Award of Merit—and for 25 years as financial secretary of the local Order of the Knights of Columbus, in which he was a Grand Knight and honorary life member. He is survived by his wife, to whom he had been married almost 53 years, two daughters, three sons and 24 grandchildren.

## Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

The last week of July and the first week in August were moving days for the agency and the regional data office at Milwaukee. The freight office agency moved into the new warehouse building at 340 West Oregon Street and now has facilities for L.C.L. freight handling. Other departments located there are demurrage, grain desk, reconsigning, switching, claim, OS&D and the C&O freight accounting and billing. Terminal Agent R. E. Chalifoux is headquartered there with his Chief Clerk Walter Geisinger, Assistant Chief Clerk Joseph Hoerl and Chief Yard Clerk Earl Arndt.

Big news is the newly created Stowell Control Center, one of five such centers to make up the Milwaukee Terminal. Clerks assigned here are Bob McKee, John Krohn, Lester Veit and Esther Lundstrom. The second control center is in process of being organized at Muskego Yard.

Mary Beth, daughter of Yard Clerk Bob McKee, was escorted down the aisle by her father for her marriage to David Gorski at St. Francis Borgia Church in Cedarburg, Wis. Her brother Charles and his wife Gail were best man and matron of honor and her sister Mickey was bridesmaid. A reception was held at Lysheks, Cedarburg. Mary Beth, before her marriage, was employed as a beauty stylist.

C&O Accountant Edward T. Nowicki entered St. Joseph Hospital recently for major surgery. He is on an indefinite leave. Ed's brother Bernard died Aug. 23 in San Francisco following a heart attack.

The Joseph M. Hoerls, who recently celebrated their 25th wedding anniversary, are at this writing planning a trip to the West Coast.

Mrs. George Ronbeck, wife of C&O rate clerk, performed the duties of secretary and timekeeper during Lucille Stowell's vacation.

Regional employees under the management of K. J. Wencil moved Aug. 2 to their new location at 3301 West Canal Street in the Milwaukee Shops area.

Revising Clerk E. J. Franco and his wife at this writing are planning a trip to the World's Fair, with the Italian Pavilion, if there is one, their first objective.

Revising Clerk Jerome Hofkes is dividing his time between settling his late mother's estate at Boyd, Wis., and visiting a brother in Minneapolis.

Maurice Ninham, relief bill and expense clerk, will work for the Road part

*The Milwaukee Road Magazine*



**LAST RUN.** Leaving Chicago on No. 23 for his last run July 31, Conductor I. W. Rhode (center) poses with Brakeman C. H. Fennell (left) and Fox Lake Conductor L. J. Haddock. He had almost 48 years of service, for many years on the Fox Lake suburban line, and recently between Chicago and Milwaukee. His immediate plan was to move to Prescott, Ariz.

time this fall while attending the University of Wisconsin in Milwaukee, where he is majoring in Social Work. He expects to receive his B.S. degree next June. During the summer vacation Maurice worked part time in night clubs as guitarist and singer.

Keypunch Operator Camille Nowicki, daughter of Walter Nowicki expense clerk, has left the Road to return to school. She is registered at Mount Mary College where she will major in education.

#### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

William L. Crowley, retired engineer, who observed his 91st birthday Sept. 6, has been presented with a 60-year membership button by the B. of L.E. He started his service with the Road on the C&M Division as a brakeman in 1889, advanced to fireman in the Milwaukee Terminals in 1892, and became an engineer in 1899. He retired in 1940. His father and four brothers also worked for the railroad. Mr. Crowley is very active for his years, and maintains membership in the Veteran Employees Association, the Foresters and the Knights of Columbus. He spends the winter months in Florida, and the balance of the year at his home in Milwaukee, where he enjoys doing the yard work.

#### Terre Haute Division

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

Time Reviser R. P. Dorfmeier and his wife are the proud parents of an adopted son, Kenneth Wayne, who was born July 16 and came to the Dorfmeiers July 19.

Dispatcher and Mrs. D. E. Pearson announced the birth of Debbie Sue on

Aug. 28. They already had a boy and a girl.

Walter C. Glass Sr. died July 16. He had been a stores employee for 43 years and at the time of his retirement in 1959 he was division storekeeper. Mr. Glass was a member of the Retired Railroad Men's Association, the Vigo Conservation Club, World War I Barracks No. 912, and the American Legion. He is survived by his widow, two sons, Walter Jr. of Virginia Beach, Va., Willard of Terre Haute, a stepdaughter, Mrs. Carolyn Ashley of Portage, Ind., and seven grandchildren. Memorial services were held in the Callahan Funeral Home, Terre Haute, by the Retired Railroad Men's Association, prior to the regular service, and interment was at Chrisman, Ill.

Cecil E. Elmore died recently in a nursing home at Seymour, Ind. His service record was from August 1915 to August 1954 at which time he retired from an agency on the Terre Haute Division. His widow, a daughter, Mrs. T. J. Combs of Bloomington, Ind., two grandchildren and a great-grandson survive. Mr. Elmore was active in Masonic circles, a Past Worshipful Master of Clearspring Lodge No. 323 F&AM, and

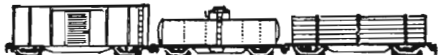
Past Worthy Patron of Kurtz, Ind., chapter, Order of Eastern Star, of which he was a charter member. Burial was in Freetown, Ind.

Earl Richard Coleman, retired boiler-maker of St. Bernice, passed away recently in the Vermillion County Hospital, Clinton, Ind. He was a life member of the Boilermakers' Union, and a member of the Retired Railroadmen's Association. He is survived by his widow, a daughter, Mrs. Homer Hansel of St. Bernice, a son, Harold of Indianapolis, three brothers and three sisters, four grandchildren, and 10 great-grandchildren. Interment was in Wesley Chapel Cemetery near Clinton, Ind.

Millard S. French, former operator on the Terre Haute Division, died Aug. 3 at Terre Haute. He worked for the Road from September 1907 until retirement in January 1946. Burial was in Terre Haute.

Retired Engineer Theodore H. Hebban of St. Bernice, Ind., died Aug. 25. When he retired in 1950 he had 40 years of service. Survivors are his widow, Cora; two sons, Donald, chief dispatcher at Terre Haute, and Ted Jr. of Van Nuys, Calif.; one daughter, Mrs. Virginia Taylor of St. Clairsville, Ohio; a brother, two sisters, five grandchildren, and one

## Carloadings

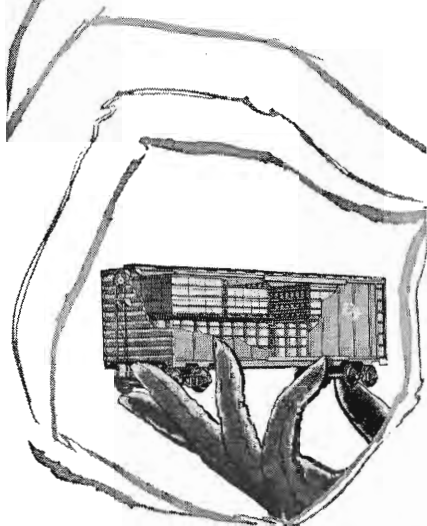


**JANUARY-SEPTEMBER 1964 compared with same period in 1963**

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1964 over 1963	NUMBER OF CARLOADS			
		NINE MONTHS		INCREASE	
		1964	1963	1964 over 1963	% of increase
13.0%	Forest Prod. (Excl. Logs & Pulpwood) .....	64,307	59,843	+ 4,464	+ 7.5%
5.6	Iron and Steel .....	40,431	38,769	+ 1,662	+ 4.3
5.1	Automobiles and Parts .....	35,310	34,546	+ 764	+ 2.2
4.6	Coal and Coke .....	60,570	58,885	+ 1,685	+ 2.9
	Agri. Impl. Machinery and Parts .....	14,886	14,546	+ 340	+ 2.3
2.2	Logs and Pulpwood .....	36,456	33,607	+ 2,849	+ 8.5
1.6	Liquors, Malt .....	16,316	14,668	+ 1,648	+11.2
1.6	All Other Products of Agriculture .....	16,825	16,677	+ 148	+ .9
1.5	Forwarder Traffic .....	23,555	23,076	+ 479	+ 2.1
	Cement, Lime, Plaster & Stucco .....	13,742	12,456	+ 1,286	+10.3
1.4	Live Stock .....	5,857	4,758	+ 1,099	+23.1
.4	All Other Mfgs. & Miscellaneous .....	222,678	212,771	+ 9,907	+ 4.7
<b>68.2%</b>		<b>550,933</b>	<b>524,602</b>	<b>+26,331</b>	<b>+ 5.0%</b>
	loading of these commodities <b>DECREASED</b> in 1964 under 1963	NINE MONTHS		DECREASE	
		1964	1963	1964 under 1963	% of decrease
14.8%	Grain and Soya Beans .....	61,487	73,996	-12,509	-16.9%
2.8	Meat and Packing House Products .....	23,227	23,366	- 139	- .6
	All Other Products of Mines .....	13,985	16,396	- 2,411	-14.7
2.7	Grain Products .....	37,481	38,601	- 1,120	- 2.9
2.4	Gravel, Sand and Stone .....	37,528	38,588	- 1,060	- 2.7
2.0	Fruits and Vegetables (Fresh) .....	17,741	18,356	- 615	- 3.4
2.0	Oil and Gasoline .....	21,287	23,548	- 2,261	- 9.6
	All Other Animals and Products .....	8,735	9,301	- 566	- 6.1
1.8	Merchandise .....	20,670	22,191	- 1,521	- 6.9
.9					
<b>31.8%</b>		<b>242,141</b>	<b>264,343</b>	<b>-22,202</b>	<b>- 8.4%</b>
<b>100.00%</b>		<b>793,074</b>	<b>788,945</b>	<b>+ 4,129</b>	<b>+ .5%</b>



# ONLY FROM EVANS...



... the famous  
"Kid Glove  
Treatment"  
prevents damage  
in transit

Only Evans—the leader in damage-free shipping equipment—makes the DF® Loader, the DF-B one-piece bulkheading system, and a variety of other devices for protecting goods shipped by rail. And only Evans provides railroads and shippers with nationwide service centers—free, on-the-spot consultation by specialists in damage-free shipping.

Evans, a producer of material handling devices since 1915, also manufactures racks, hooks, pallets, hoppers, tubs, and other special material handling devices to order.

Hallmark of Quality Products



TRANSPORTATION  
EQUIPMENT DIVISION

"EP" is a trademark of Evans Products Company.

great-grandchild. Funeral services were held at Clinton, Ind., and burial was in Roselawn Memorial Park near Terre Haute.

Sympathy was extended to Car Distributor George J. Scholl whose brother died Aug. 15 at Brookfield, Ill.

## Aberdeen Division

### EAST END

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

Brakeman Rene Bijold of the East Aberdeen Division gave up his bachelor's status to marry Vicki Lynn Guptil in Minneapolis Aug. 12.

Let Agent Chuck Rodeberg of Watson, Minn., start telling of the family's recent trip to Yellowstone and you'll hear how, while preparing supper, they had to grab the food, the kids, the hot pan of frying fish, and take to the car and roll up the windows. After they had almost given up hope, the bear finally lumbered off into the woods and the hungry Rodebergs continued their meal.

Retired Engineer C. C. Leach was recently married. His bride is from Benton Harbor, Mich.

One morning this summer before many of us were even awake, Operator Lynn Van Horn got his wife and three sons out of bed and started off in the mist for an early morning fishing session. About eight o'clock they came to the office bringing three Northernns weighing 8, 9 and 10 pounds respectively. The Van Horns seem to know where the fish are the hungriest and bite most readily.

Morene Stuber, after a grueling summer at St. Cloud State, won her coveted degree in elementary teaching. As a graduation gift, her husband, Yardman Harold Stuber, took her for a trip to the Rockies and Lake Louise.

Bill Applegate, formerly district claims adjuster at Aberdeen and now in that position at Omaha, wants all to know that he is greatly interested in collecting anything related to railroading. His particular interest is in old timetables—foreign roads as well as our own—and old passes. Anyone who wishes to add to his collection may write Bill at Room 3, Union Station, Omaha.



**MARRIED IN TERRE HAUTE, IND.,** Operator Robert E. Spittler and bride, the former Betty Pershing, are pictured after the double ring ceremony on Aug. 17 in Christus Victor Lutheran Church. They are making their home in Terre Haute, on rural route 7. Betty is employed there at the Kadel Holiday Shop.



Hollis Anderson

Hollis Anderson, a former brakeman now in the employ of Uncle Sam, spent a furlough in Montevideo recently after completing his basic training at Fort Polk, La. He told us that his next destination was to be somewhere in Texas.

The Harold Natzels spent their vacation spoiling grandson Mark who came with his parents, the Ron Natzels, from Bedford, Va., where Ron is with the Air Corps.

Retired Engineer George Sproat died Aug. 1 at the V. A. Hospital in Minneapolis... Jennie, the wife of Traveling Engineer P. W. Anderson, passed away in Minneapolis Aug. 6 after a long illness.

## Go first-class...go Phillips 66!



## T. W. Proctor, "Dean" of Retired Officers

WHILE vacationing recently in Arkansas, W. S. McKee, freight traffic manager with headquarters in Chicago, called on T. W. Proctor, retired assistant freight traffic manager, and his wife at their home in Hot Springs. Mr. McKee, who was hired by Mr. Proctor as his office boy in 1924, spent several hours visiting with him and was impressed with his keen memory of past events as well his knowledge of activities current on the railroad.

Mr. Proctor, who retired in 1943, is in his 96th year and our oldest retired officer. Mr. McKee reported back that he is still as erect as ever, still reads fairly well, and writes with the same beautiful penmanship for which he was well known among his associates. He enjoys hearing from old friends, Mr. McKee says, and for the information of those who may wish to correspond, his address in Hot Springs is 603 Ramble Street.



... Mrs. Ed. Lischefski, wife of retired engineer, died in California at the age of 80. She was buried in Minneapolis and Ed is now spending some time in Albert Lea with his brother ... Mrs. Joseph Deming and Mrs. Ed Crooker, widows of former employes, passed away in August.

Jud James arrived at the home of Engineer Jim Billings July 29, and Don Jakel of Tower E-14 reports the arrival of Brian Donald, also in July.

A clipping from Youngtown, Ariz., told of the surprise party given for Retired Engineer Charley Walters on his 82d birthday.

Alan, son of Conductor Floyd Ashburn, was married Aug. 29 to Wanda Anderson of Montevideo in Trinity Lutheran Church.

Agent Virgil Parker recently bought a farm at the edge of Montevideo and spent his vacation trimming trees and shrubbery, cutting down excess shade. His wife Margaret and small daughter Maria were his assistants.

Miss Ruth McCarthy was feted at a luncheon held in Russ and Dot's Supper Club in Aberdeen, S. D., on Aug. 1 to mark her retirement as stenographer to division superintendent. On her final day of work she was honored also at a coffee break get-together, at which she was presented with gifts by her co-workers and friends. She had 42 years of service, having started in 1919 in the law offices at Aberdeen. Her successor in the superintendent's office was Mrs. Val Keller.

Ruth is the last of four generations of McCarthys who have worked for the Road, the first having been Dennis McCarthy, whose pass on the old Southern Minnesota line was dated in 1876. The second was represented by his four sons, Owen, Patrick, Timothy and Peter. The

third generation included Owen's sons, Charles, James, Eugene and Raymond, and his daughter Margaret, and Peter's daughter Inez. Ruth and her two brothers, who represented the fourth generation, are the children of Charles, a chief carpenter who had 53 years of service.

## Milwaukee Division

### SECOND DISTRICT

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

Arthur J. Germiot, demurrage clerk at Green Bay, retired July 31. Fellow workers enjoyed coffee and cake as they presented him with a pipe and tobacco pouch, which Art hopes to enjoy on some long awaited fishing trips.

Former Agent W. W. Kopp, his wife Shirley, and children Ken and Jody, left in July for their new residence in Bellevue, Wash. Bill is now the agent at Seattle.

A welcome was extended to J. P. Kalasmiki, his wife Nan, and four children who recently moved into their new home in the northwest part of Green Bay. Joe is our new agent coming to us from his former position as assistant agent at Galewood.

Donald Buck is the new interchange clerk in the freight house.

Retired Carsmith John Margraf, 88, died recently. Survivors include his wife, five sons and two daughters.

John P. DeByl, 76, recently passed away. He had 50 years service when he retired as section foreman in 1953. He is survived by his wife, one son and three daughters. ... Retired Conductor Fred W. Bregger, 79, died recently. His survivors include his wife, a daughter, two brothers and two sisters ... Mrs. Anton

## FIRST all-steel welded brake beams



exceed A.A.R. spec's

Greatest advance in brake beam engineering — BOXWELD all-steel welded beams for unit or hanger type suspension—provide superior strength at minimum weight. Integrated construction eliminates need for bolts, nuts, rivets or keys for assembly of primary parts.

**APEX**  
RAILWAY  
PRODUCTS CO.  
332 S. Michigan Avenue, Chicago 4, Illinois

## FIRST to protect steel with glass



in domestic water heaters:

A. O. Smith Permaglas water heaters (gas or electric) last longer, assure scale and dirt-free water. Glass lining prevents corrosive attack regardless of local water conditions.



in commercial water heaters:

Big-volume, high-recovery Burkay water heaters provide a plentiful, dependable supply of hot water for car washing, station restaurants and many other jobs.



in mechanized industrial bulk storage units:

For trackside storage of bulk materials — granular, flaky or pulverized, hygroscopic, corrosive or contaminable, edible or non-edible. Glass-protected steel linings. Mechanical bottom unloading.

A. O. Smith can also engineer glass protected steel into many other products. Write for facts now.

Through research  a better way

**A.O. Smith**  
CORPORATION  
MILWAUKEE 1, WISCONSIN  
A. O. Smith INTERNATIONAL S. A.,  
Milwaukee 1, Wisconsin, U. S. A.



**POWER PARTS COMPANY**

*Distributors for  
United States Rubber Company*

**Serving the Railroad Industry 24  
hours a day, continuously for over  
eighteen years.**

*All orders are shipped the same  
day as received. Our motto is "Fire  
Wagon Service" on all orders.*

**POWER PARTS COMPANY**

1860 No. Wilmet Avenue, Chicago 47, Illinois  
Telephone SPaulding 2-4600

*Emergency service and delivery available any  
time of day or night.*

**A. R. BARNES & CO.  
PRINTERS**

8111 N. St. Louis Ave.  
SKOKIE, ILL.

**VIERLING STEEL WORKS**

Chicago, Ill.

**BURKHARDT STEEL CO.**

Denver, Colo.

**FABRICATORS**  
Structural Steel Buildings  
and Bridges

**UNION SPRING & MANUFACTURING CO.**

Springs - Journal Box Lids  
Wear Plates - Pedestal Liners  
Spring Plates

General Office and Works  
New Kensington, Penna.

J. Johnson, 82, passed away after a long illness. She was a member of the Women's Club. Her husband and one daughter survive. Another daughter died in 1956 . . . Mrs. John H. Rowley, wife of retired conductor, died recently. Her husband, three daughters and two sisters survive . . . Retired Conductor Raleigh S. Deacon passed away a short time ago.

Vacation camping trips took Trainmaster Schwantes to California, and Time Revisor Vince Freihoefer to Colorado with his new Apache trailer.

**Coast Division**

SEATTLE

Laura K. Schaub, Correspondent

**ASSISTANT GENERAL ADJUSTER'S OFFICE:** Among those taking a prominent part in the silver jubilee celebration for his Excellency, Archbishop Thomas A. Connolly of the Archdiocese of Seattle, was Mrs. Harold J. Barry, president of the Archdiocesan Council of Catholic Women. Mrs. Barry, wife of assistant general adjuster, was one of the speakers at the banquet in the Olympic Hotel . . . Claude A. Peterson, retired assistant general adjuster, has returned to Seattle from a trip to the middle west where he had the misfortune of requiring hospitalization. We are happy to report that he is making a good recovery . . . Gene and Lois Knol attended a laboratory school at Bellingham in August. It was sponsored by the Methodist Church to familiarize teachers with a new church school curriculum.

**ASSISTANT TREASURER'S OFFICE:** Assistant Treasurer D. T. Mankey and wife motored to Garden City, S. D., Mr. Mankey's home town, where they vacationed and renewed old acquaintances. They returned by way of the Black Hills, Denver, Colorado Springs and Salt Lake City. At this writing, Mrs. Mankey has just returned home from the hospital after undergoing surgery. She is recuperating nicely.

**FREIGHT CLAIM DEPARTMENT:** On Aug. 14, Donald Robert, son of Freight Claim Agent H. R. Whatmore, was married to Mary Beth Flewelling, also of Seattle, in St. Margaret's Chapel. After a



honeymoon along the Oregon coast, the couple are living in Seattle.  
**LOCAL FREIGHT OFFICE:** Frank M. Duffy, freight agent at Seattle since 1957, retired July 31 ending 47 years service. His first position in 1917 was at the freight office in Dubuque, Ia. He held various positions there, including that of chief clerk, and in 1938 was appointed freight agent at Chicago Heights, Ill., followed by similar appointments at Clinton, Dubuque, and Sioux City, Ia., until his appointment to the West Coast seven years ago. A retirement party attended by over 100 friends and employes was held July 29 at the Arctic Club in Seattle. Vice President L. H. Dugan was master of ceremonies and Mr. Duffy was presented with luggage and a wallet containing cash . . . Employes of the local freight office welcomed their new agent, W. W. Kopp, formerly agent at Green Bay, Wis. Mr. Kopp and family are living at Lake Hills on the east side of Lake Washington, overlooking Lake Sammamish with the Cascade mountains in the background. In such beautiful surroundings they will soon become devoted Washingtonians . . . Bill Foglestedt is our new import-export clerk . . . Bill's position as chief car clerk has been assigned to David Doyle, formerly of the Seattle Yard.

**MILWAUKEE LAND COMPANY:** R. G. (Bob) Sackerson, general manager, and wife Ann recently spent a vacation at their cabin near Mayfield Lake in Lewis County, Wash. Construction of the cabin was recently completed by Bob and his son-in-law. Boating and water skiing were good, but Bob reports trouble keeping the fish from jumping into the boat . . . Lena Derr flew to Hawaii in July. She toured the islands of Oahu and Kauai. From Honolulu she flew to St. Louis, Mo., to visit her daughter and family.

**REGIONAL DATA OFFICE:** Jeanne Rogers was recently welcomed as a new

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

Here's Our Anniversary Special for

## EMPLOYEES of the MILWAUKEE ROAD

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

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

### MONTHLY INCOME OF \$300.00

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

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

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

**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.

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

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

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

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

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

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

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

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

Amount of  
monthly premium

The beneficiary is to be ..... Relationship ..... \$ .....

**POLICY FOR  
DEPENDENT  
WIFE**

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

Wife's name ..... Date of birth .....

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

**POLICIES FOR  
DEPENDENT  
CHILDREN**

Please issue Life Insurance Policy or Policies in the amount of \$500.00  
each for each of my dependent children listed below:

Premium 50 cents a month for each child insured.

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

First Name

Age

Birth Date

.....  
.....  
.....

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

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

Date .....

Signature of applicant



keypunch operator . . . Employees and families of the department gathered for a picnic at Matthews Beach Aug. 15 . . . Dorothy Clover, who started with the Road in 1943, has been our temporary clerk. Two weeks before her retirement date of Aug. 1 she underwent an emergency appendectomy, but she made an excellent recovery. Her husband Fay, a retired employee, was stricken with a fatal heart attack Aug. 19.

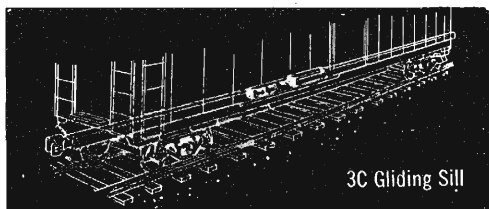
**TRAFFIC AND GENERAL FREIGHT DEPARTMENTS:** Two new employees in the department are Mary Lou Wilson,

stenographer, and Tom Sheppard, tariff distribution clerk. Mary Lou had previously worked in various departments before leaving to raise her family . . . Sympathy of employees and friends was extended to the John H. Verron family upon the tragic drowning of their son and brother, John David, on July 12 in Bitter Lake, north of Seattle. David, 21, an honor student and journalism major, was in his senior year at Seattle University and a reporter on the staff of the *Seattle Times*. During his junior year David was an associate editor of the

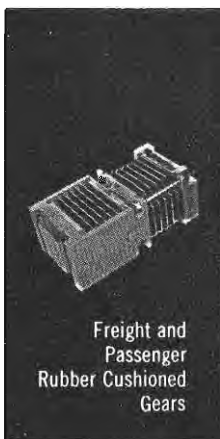
*Spectator*, the Seattle University newspaper, and was awarded a plaque for the best writing of the year. He was to have been advertising manager during his senior year. Requiem Mass was said at Blessed Sacrament Church, Seattle, and interment was in Denver, Colo. Surviving are his parents, a brother Steve and a sister Barbara, all of Shawnee Mission, Kans., and his grandmother, Mrs. Margaret Verron of Denver. The family had recently moved from Seattle when Mr. Verron was transferred to Kansas City as district representative, rail-highway sales.

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

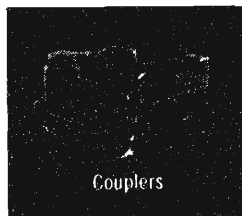
■ Dependability of National's specialties has been established over the years through a planned program of applied engineering development — backed by quality controlled production and precision testing. National's great research, development and production facilities will continue to be dedicated to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



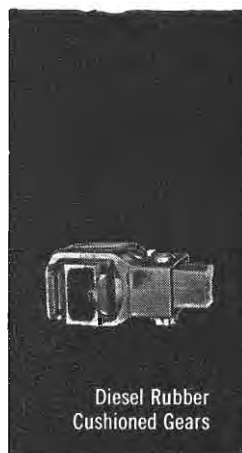
3C Gliding Sill



Freight and  
Passenger  
Rubber Cushioned  
Gears




Couplers



Diesel Rubber  
Cushioned Gears



Freight  
Car Trucks



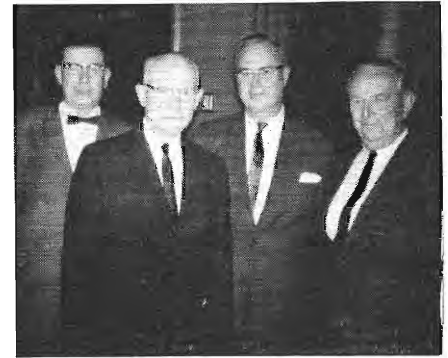
**COUPLERS • YOKES • DRAFT  
GEARS • FREIGHT TRUCKS •  
JOURNAL BOXES • ROLLER  
BEARING ADAPTERS • NAT-  
IONAL SPEEDLOADER CON-  
TAINER HANDLING SYSTEM**

*Transportation Products Division*

**NATIONAL  
CASTINGS  
COMPANY**

*Cleveland 6, Ohio*

A-7000A



**RETIRING FROM THE TRAFFIC DEPARTMENT,** A. W. Baker, traveling freight and passenger agent at Portland, Ore., is shown (second from left) at a dinner held in his honor Aug. 20 at the Aero Club. With him are (left to right) General Agent R. J. Daniel, Portland, and O. R. Anderson and P. J. Cullen, traffic manager and assistant general freight traffic manager, respectively, in Seattle. Mr. Baker had been with the Road since 1944, at the local freight and rate department offices in Seattle and later as city freight agent in Portland prior to 1954, when he was appointed TFGPA.

An announcement from the Retired Milwaukee Road Employees Club concerning its drive for new members included the report that 124 attended the annual picnic at Lincoln Park in Tacoma on Aug. 12. The club meets monthly, alternating between Tacoma and Seattle. Officers for the current year are George Michell, president; Frank Linville, vice president; Harry Morgan, secretary-treasurer; Barry Glen and Jim Beatson, sick call committee; and Ray Grummel, entertainment chairman.

The Milwaukee Men's Club, composed mostly of retired employees, is also seeking new members. This group holds a luncheon meeting twice a year—in March and September—at the Top of the Ocean restaurant in Tacoma. The attendance is always over 100, and stories and speeches from the floor are in order. Barry Glen is this year's chairman. Information about joining both clubs is available from Ray Grummel, 808 E. Wright Avenue, Tacoma.

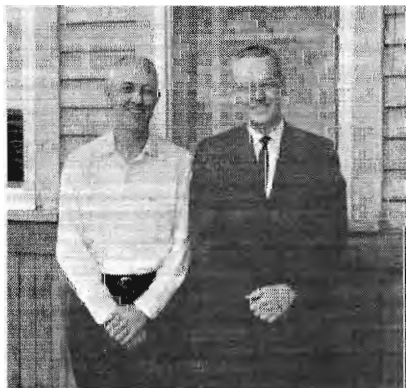
*The happiest miser is the one who saves friends.*

**The Milwaukee Road Magazine**



Head table group at a retirement dinner held recently at the Arctic Club in Seattle in honor of Freight Agent F. M. Duffy. Standing is Assistant Agent L. J. Fettig, and seated are (from left) Mr. and Mrs. Duffy, L. H. Dugan, vice president and western counsel, and Superintendent N. H. McKegney, Tacoma. For the story, see the Coast Division news.

**TAKES TENNIS TITLE.** Roger Wilhelm, secretary to assistant general manager in Seattle, displays the trophy presented to him recently when he won the Phantom Lake Tennis Club Singles Tournament for the second consecutive year. He was also a finalist this year in the Bellevue city tennis tournament. Roger has many tennis titles to his credit, including that of State Collegiate Champion of North Dakota for two years.



**ROCKY MOUNTAIN RETIREMENT.** Kenneth F. Dennis (left) pictured with Superintendent M. T. Sevedge as he retired recently at Deer Lodge, Mont., after 37 years of service on the Rocky Mountain Division. Fellow employees presented him with a wrist watch. Mr. Dennis had been with the Road since 1927, working intermittently during summer vacations and continuously since 1936, after graduating from the University of Washington. Over the years he had held every position in the operating department offices at Butte and Deer Lodge.

## Rocky Mountain Division

### WEST END

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

Operator Fred Lile and wife are parents of a daughter born Aug. 23. The baby has been named Dovette Hope. She has two brothers and two grandmothers, Mrs. Jane Lile of Harlowton and Mrs. V. E. Moad of Banks, Ore.; also a great grandmother, Mrs. Josie Morris of Three Forks.

September-October, 1964



## Specify CARDWELL WESTINGHOUSE

Designers and manufacturers of the most efficient railway car components modern engineering can devise.

- **WESTINGHOUSE DRAFT GEARS**  
For Every Pocket and Purpose  
(Friction, Friction-Hydraulic, Friction-Rubber)
- **CARDWELL FRICTION BOLSTER SPRINGS**  
To Cushion Vertical and Lateral Shocks

**CARDWELL WESTINGHOUSE COMPANY**  
332 S. Michigan Avenue, Chicago, Ill. 60604  
Telephone 312-427-5051  
Canadian Cardwell Company Limited  
Montreal 2, Quebec



## YOUNG & GREENAWALT CO.

Manufacturers of

- Corrugated Metal Pipe Culverts.
- Corrugated Metal Perforated Pipe.
- Structural Plate Pipe.
- Tunnel Liner Plates.  
and ALLIED PRODUCTS

1011 E. 148th Street  
East Chicago, Indiana

Youngstown Steel Sides for Freight and Refrigerator Cars  
Youngstown Corrugated Steel Freight Car Doors  
Camel Roller Lift Fixtures      Refrigerated Doors & Fixtures

**Youngstown Steel Door Co. and Camel Sales Co.**

### OFFICES

332 S. Michigan Ave.  
Chicago

PLANTS—Hammond, Indiana

• Youngstown, Ohio

The Arcade  
Cleveland







facts to save you dollars

**Present Day  
SAFETY Requirements  
DEMAND the Best  
Equipment**

## LAKESIDE FUSEES

Fill the Bill

Safe Dependable Efficient

**LAKESIDE RAILWAY  
FUSEE COMPANY**

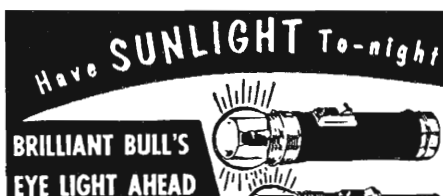
Beloit, Wisconsin

## "M - F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

**MacLean-Fogg Lock Nut Co.**

CHICAGO, ILL.



**THE TORCH  
YOU NEED!**

Used by railroad men for 35 years. Creates up to 350% brighter light than ordinary flash—magnified all around by unique lens. Excellent standby signal light. Perfect for home, boat, auto & camping. Money back guarantee. 6" size \$2.80 ppd. Reg. size \$2.95 ppd. Write for quantity discounts. Add 4% sales tax in California. Give one for Christmas!

**MAY LIGHTS** Dept. C, P.O. Box 211  
Carmichael, California

## CREOSOTED MATERIALS

and

## COAL TAR PRODUCTS

**Republic Creosoting  
Minneapolis**

## NOW! DIESEL AND CAR SIDE REPAIRS MADE EASIER THANKS TO AMAZING METAL COVER #1007

A metal in putty form applied without heat or acid. Dries within 30 minutes as hard as metal and can be ground or sanded to a perfect dense surface for any type of paint coating. No bubbling, no pin-holing, no soak-in. Metal Cover #1007 is ready for use or may be thinned to desired consistency with Metal Cover Solvent #1008. Apply to clean surface with squeegee, putty knife or flat clean blade in 1/8" layers. Allow to dry thoroughly between applications. For repairing dents, rips, seams, etc. in any kind of metal. Good for repairing bodies, fenders, gutters, galvanized roofs, water tanks, etc.

**CHICAGO RAILROAD SUPPLY COMPANY**

336 So. Jefferson St.  
Chicago 6, Ill., U. S. A.

Car Inspector Dick Labbe of Deer Lodge has been promoted to car foreman at Harlowton. He plans to move his family there as soon as he can find a place to live. Dick was very active in community affairs at Deer Lodge where he was a member of the city council, a scoutmaster and on the recreation board of the Jaycee.

Frank L. Tavener, retired maintenance superintendent of the Rocky Mountain Division, died in the Deer Lodge Hospital July 3.

Storekeeper John E. Lee of Deer Lodge died suddenly July 10. Survivors are his wife Leona, two daughters, Sandra and Shannon, a brother Elmer, all of Deer Lodge, his mother, Mrs. Carrie Lee of Harlowton, and three sisters, Mrs. Roy Tarbox of Miles City, Mrs. Otis Schmerbauch of St. Louis and Mrs. Phillip Spencer of Dubois, Wyo. The last rites were in St. John Lutheran Church, Deer Lodge, and interment was in Harlowton.

Engineer and Mrs. Roy Wade's children, Mrs. Garner Cady and Arnold Wade, honored them at a reception in the Masonic Temple on the occasion of their 50th wedding anniversary. The actual date of their marriage in Three Forks was Oct. 20, 1914.

### KNOW THIS MAN?

Take a close look and you'll recognize B&B Foreman Ralph Surbrook, a Montana Centennial booster, all dressed up for the Territorial celebration at Lewistown.



## Chicago General Offices

**AUDITOR OF CAPITAL EXPENDITURES'  
OFFICE**

Geraldine C. Doherty, Correspondent

Peter Kania, assistant engineer, is now a registered professional engineer. He has passed the State of Illinois examination and is licensed to practice anywhere in Illinois.

The Milwaukee Road Golf League held its blind bogey tournament Aug. 20. Prizes were distributed during the banquet held at the Three Pines Restaurant and Lee Gawron and Norbert Izdepski, joint facility examiners, walked off with first and second ones respectively.

Assistant Engineer E. C. Gourley is the proud grandfather of Larry Jr., born Sept. 5 to the Larry Dauphins of Savan-na.

During the writer's recent vacation in Miami Beach she had the unusual experience of weathering Hurricane Cleo. Rain driven by winds up to 125 mph battered the area from 10 P.M. to 4:30 A.M. Darkness caused by power failure, along

*The Milwaukee Road Magazine*



#### TAKE A TRAIN OR SIGHTSEEING BUS

is the suggestion being made here to Seichi Tokuyama, a Japanese teacher visiting Chicago on a walking trip from Los Angeles to Washington, D. C. Urging him to try a different form of transportation are, from left: Larry Delp, president of the Gray Line Sight-Seeing Co. of Chicago; A. J. White, Union Pacific general passenger agent, Chicago; William Wallace, Milwaukee Road retired general passenger agent; and J. A. Chapin, general manager of Gray Line Sight-Seeing Companies, Associated. Mr. Wallace is active these days as a Chicago Gray Line sales representative.

#### Miss Gertrude W. Schoyer

MISS GERTRUDE W. SCHOYER, an employee in the law department in Chicago for more than 40 years prior to her retirement in 1952, died in Los Angeles on Aug. 23. Funeral services were held in that city, at St. Albans Episcopal Church.

Miss Schoyer, who had filled a unique position in the law organization, was the granddaughter of Otis H. Waldo, once president of a small railroad which was absorbed by the Milwaukee & Northern, a predecessor line of The Milwaukee Road. Early railroad history records the fact that the town of Waldo, Wis., on the Milwaukee Division was named in his honor.

Her own career began in January, 1910 as stenographer for the commerce counsel and proceeded as secretary to the late O. W. Dynes following his appointment to that position and his subsequent service as general attorney, general solicitor and general counsel. Upon Mr. Dynes' retirement in 1939 she continued as secretary to his successor, A. N. Whitlock, who later became vice president and general counsel.

On Sept. 1, 1950 her comprehensive knowledge of the department's work was recognized with her appointment as chief clerk. She retired from the position in December, 1952.

with the cessation of the wind, created an eerie silence as the "eye" passed over the area. Next morning Miami Beach looked as though a hurricane had hit it — and that's exactly what had happened.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent

A wonderful and exciting vacation tour of Europe was enjoyed by Ardell Westerberg of the central typing bureau.

Retiree Naomi Johnson suffered a fractured wrist while vacationing in Wisconsin.

Retiree Harry Krumrei is looking fine. He attributes his good health to walking five miles every day.

At an evening wedding in Oak Park recently, Joy Summers of the central computing bureau was married to Louis Reitmeier of Chicago. They are now settled in their new apartment after spending a honeymoon on Mackinac Island.

Sympathy was extended to the family of Norienne Quinn, retired, who died Aug. 26.

June Mathisen of the central computing bureau, while vacationing at Hayward Lake, Wis., rescued from drowning a 12 year old boy who had ventured too far out into the lake and was having great difficulty returning to shore. June realized the gravity of the situation,

commandeered a boat, rowed swiftly to the sinking boy, and saved him from almost certain death.

A warm welcome was extended to our new employes, Bernice Thiel, Elsie Harbeck, and Josephine McGhee of the central computing bureau.

Richard H. Stasiak, son of Irene Stasiak of the central computing bureau, and a sophomore at St. Mary's College, Winona, Minn., was placed on the Dean's Honor List, a rating awarded to students who have achieved superior results in

## AMERICAN STEEL FOUNDRIES INCORPORATED

The World's Leader in  
Development and Production  
of Freight Car Trucks

ONE OF THE **Amsted**  
INDUSTRIES

**SIDE FRAMES  
AND BOLSTERS  
ASF RIDE CONTROL®  
FREIGHT CAR TRUCKS  
COUPLERS AND YOKES  
DRAFT SILL END CASTINGS  
CAST STEEL BRAKE BEAMS  
UNIFRAT® BRAKES  
ASF RIDE CONTROL® PACKAGES  
SIMPLEX® UNIT SNUBBERS**

\*The trademark "Unifrate" is the  
property of American Steel  
Foundries Incorporated

## EDWARD KEOGH PRINTING COMPANY

*Printers and  
Planographers*

925 W. Jackson Blvd.

Phone: MOn. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

*Analysis, Procurement and Management of Industrial  
and Personal Insurance Programs*

## LANNAN & Co.

**INSURANCE**

**WA bash 2-7187**

• CHICAGO •

**MINNEAPOLIS • PITTSBURGH • NEW YORK**



## YOU'RE WORTH A FORTUNE, IF . . .

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

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

Write  
Railroad Division

**PROVIDENT  
LIFE AND ACCIDENT  
INSURANCE COMPANY**

Chattanooga

their academic work. Richard spends much of his spare time fishing. He is majoring in Biology and his goal is teaching.

Edward Kusch, bureau head of the mail room, in recognition of having been in the employ of the Road for 50 years, received the following congratulatory letter from The Honorable Everett M. Dirksen, Senator from Illinois: "It is most fitting that special recognition be given to one who has had such distinguished service. May the days ahead be many and full of joy and contentment. Sincerely — Everett McKinley Dirksen."

**Nalco®**

- Weed, Grass & Brush Control
- Water Treatments
  - Fuel Oil Stabilizers
  - Combustion Catalysts
  - Wheel Flange Lubricators

**NALCO CHEMICAL COMPANY**  
6216 W. 66th Place • Chicago, Ill. 60638

**Wisconsin Bearing Co.**

1310 So. 43rd St. MILWAUKEE, WIS.

Branch Warehouses  
APPLETON, WIS. - RACINE, WIS.  
MARQUETTE, MICH.

In Warehouse Stocks  
SKF Traction Motor Bearings

also

ALL TYPES OF BALL & ROLLER BEARINGS  
for  
RAILROAD REQUIREMENTS



Retiring from the Chicago-Fullerton Avenue accounting department Aug. 11, A. J. Dinoffria of the auditor of freight settlements force (left) is congratulated by J. L. Riplinger, auditor of freight settlements. For more about this, see the report of Magazine Correspondent Grace Minor.

### ENGINEERING DEPARTMENT

J. S. Kopeck, Correspondent

Assistant Engineer R. A. "Dick" Anderson was honored by the Chicago engineering force at a luncheon held in the Canterbury Room in the Union Station to mark his retirement at the end of August. He had been with the department since 1929, starting as a rodman at Minneapolis, and, following his graduation from the University of Minnesota in 1932, on positions in Chicago, Seattle and Tacoma. He was appointed assistant engineer with headquarters in Chicago in 1942.

The Andersons, who made their home in South Elgin, have moved to Menasha, Minn. Upon leaving the Elgin community, Dick's work there on behalf of the Boy Scouts during the past 18 years was recognized at an open house held at the local Scout camp. Starting in 1946 as a Cubmaster, he had served since as Scoutmaster, institutional representative, chairman of various committees, on the executive board, and as commissioner. Most recently he had been Southeast District Commissioner.

**P. D. Carroll Trucking Co.**

CHICAGO, ILLINOIS

ESTABLISHED 1880

Performing Pick-up and Delivery Service

for Railroads in Chicago

Pool Car Distributors — Receiving and Forwarding

**Grain Doors  
Railroad Cross Ties  
Hardwood Lumber  
Timbers**

**WEBSTER LUMBER  
COMPANY**

3410 University Avenue S.E.  
Minneapolis 14, Minnesota

## Mr. and Mrs. Leo Denz Honored On Golden Anniversary



Mr. and Mrs. Leo Denz

OBSERVING 50 years of marriage on Sept. 13, Mr. and Mrs. Leo Denz of Chicago were honored at a commemorative Mass said in Our Lady of Victory Church and at a reception held later in the American Legion Hall near their home. More than 200 relatives and friends joined in the celebration, including many of Mr. Denz' retired co-workers, and active employees who recall him as one of our best liked supervisors in the Chicago area.

Mr. Denz started his career with the Road in Chicago in 1904, working in the bridge and building department at Western Avenue. Advancing to carpenter foreman in 1911, he was appointed chief carpenter of the Chicago Terminals Division in 1919, and served continuously in that capacity until he retired in 1954.

He and Mrs. Denz, who were married in Chicago, have lived in the same house for the last 45 years. They have one daughter, Mrs. Mary Antonucci; four sons—Richard, Omer, Arthur and Leo Jr.; 14 grandchildren and four great-grandchildren. Their son Omer is employed in the Road's engineering department as supervisor of building maintenance.

### AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Emily McDyer has been appointed Projects Chairman of the Metropolitan Business and Professional Women's Club of Chicago. This chapter is affiliated with The National Federation of B&PW's Clubs, Inc., the largest organization in the world created to promote the interests of business and professional women.

David, son of F. H. Miller, auditor of expenditure, and Joyce Billman were married in St. John's Lutheran Church, Burlington, Wis., recently. Their home is

in Peoria, Ill., and David is now teaching at Concordia Lutheran School and his wife at Christ Lutheran School.

Lino Carli of miscellaneous timekeeping and Loretta Biaga were married recently at St. Bonaventure's Church.

Marguerite Bretl of the paymaster's office became a great grandmother when Terrance R. Dooley was born to one of her grandchildren.

Sam Pucci and wife are parents of a baby girl whom they have named Lisa Ann.

John and Jacqueline Butyn announced the recent arrival of a son, Jerome. He is grandchild number five for Mary Scianna.

Our sympathy was extended to Marge Rodgers on the recent death of her mother.

### FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Effective Aug. 1, W. A. Stewart was appointed assistant general freight claim agent, K. D. French became freight claim agent, L. E. Rugen was named chief clerk, D. R. Devitt traveling freight claim agent, and R. A. Schlueter head adjuster.

Charles LaRue and Ed Deutschlander were promoted to higher adjuster positions, and Richard Krawczyk was recently promoted to an adjuster position.

Mildred Hollingsworth, typist, has returned to work, her broken wrist having knit satisfactorily.

Joe Robinson has been released from the hospital and is convalescing at home.

Sympathy was extended to Adjuster Ed Marciszewski whose father passed away Aug. 29.

William Kiesler is our new messenger.

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

Grace Minor, Correspondent

On Aug. 6 a retirement dinner was held at Charlotte's Fine Arts Club in honor of Al Dinoffria, lead review clerk who, after having been with the Road and in the review bureau since Nov. 15, 1926 retired Aug. 11. Among the honored guests were his wife Genevieve and his son William and wife. Al received many gifts testifying to the warm friendships he had formed through the years. When asked about retirement plans, Al said he'd travel a bit and then think of something to do.

Paul Maggio of the suspense bureau passed the State Board examination for barbers June 18 and resigned July 31 to open his own shop in Round Lake Park, Ill.

Arthur Linke, clerk in the station accounting bureau, resigned Aug. 6 to take outside employment.

L. Skwierczynsky, clerk in the overcharge claim bureau, reported to Fort Knox, Ky., Aug. 18 for a six month training period after which he will return to an artillery reserve unit at O'Hare Air



## PRODUCTS OF PROGRESS

### POOR & COMPANY

Railway Products Division  
80 E. Jackson Blvd., Chicago 4, Ill.



**P. & M. PRODUCTS**

- IMPROVED FAIR Rail Anchors

**RAIL JOINT PRODUCTS**

- Rail Joints
- Insulated Joints
- Compromise Joints
- Fibre





**MAINTENANCE EQUIPMENT PRODUCTS**

- Mecorail and Flange Lubricators
- Mecorail Layers
- Mecorail Brush Cutters
- MACK Reversible Switch Point Protectors





**PEERLESS EQUIPMENT PRODUCTS**

- Draft Gears
- Rail Titan Batteries





552-RB



**SERVING THE AMERICAN  
RAILROADS WITH  
QUALITY GLASS AND  
BUILDING PRODUCTS  
FOR OVER 30 YEARS**

CADILLAC  
GLASS  
CO.      2100 S. Peoria St.  
Chicago, Illinois

Phone: MOnroe 6-9800 for  
Prices and additional details

**Our Specialty Is  
Re-Refining Used Diesel Engine Oil**

**Also**

**Suppliers of High Quality Re-Refined  
Car Journal Oil**

**MOTOR OILS REFINING  
COMPANY**

7601 W. 47th St.      Lyons, Ill.

**UNION REFRIGERATOR TRANSIT LINES  
4206 N. GREEN BAY AVE.  
Milwaukee 12, Wisconsin**

**BAXTER-WYCKOFF COMPANY**

formerly West Coast Wood Preserving Co.

*We are proud to serve "The Milwaukee Road"  
in supplying treated ties and structural timbers.*

Office: 560 White-Henry-Stuart Building, Seattle 1, Wash.

Plants: Eagle Harbor and West Seattle

Field for the duration of his enlistment.

H. Wallace, lead review clerk, was one of the 1,000 Shriners from Chicago's Medinah Temple who attended the 90th Imperial Council session in New York City recently. He participated in the parade; visited the Mets ball park; attended the World's Fair, and then boarded the new Italian luxury liner "M/S Riviera" for a week's cruise to Bermuda. Mrs. Wallace accompanied her husband.

*This could happen to you.* It's getting toward late afternoon; you are hot, tired and looking forward to a shower, a leisurely dinner and a good night's rest. You still have about 130 miles to drive when, in the rear view mirror, you see reflected the lights of a patrol car. You pull over and your mind races in circles — what did I do that I shouldn't have done, or what didn't I do that I should have done? The officer approaches to do the ticketing BUT, and this is where the story changes. A smiling enforcer of the law, hand outstretched in greeting, informed the startled group that they were to be the "Tourists of the Day" guests of Riverton, Wyo. They proceeded to town where they were presented to members of the Chamber of Commerce, were interviewed on radio, spent the night as guests of the Hinchman Motel, received a full tank of gas courtesy of Anderson's Texaco Station, and breakfasted at the Wheel-Inn Drive-In. Before leaving they were presented with a



**FOR THE BRIDE-TO-BE.** Leaving the Road recently to become Mrs. Barry Fineout, Joan Fase, secretary to assistant to general superintendent transportation, Chicago, was presented with a handsome clock-radio. Wishing her well are (from left) Marie Grunland, Margaret Brandt, Claudette Gall, Mary Lou Burke and Mildred Flack. Mr. Fineout is in the Air Force, and they will live in San Angelo, Tex.

souvenir "Riverton" plate. This is the story of Clara Rennhack, clerk in the statistical bureau, and her family who had just spent vacation time driving through the Badlands of South Dakota, and Yellowstone and Teton Parks in Wyoming. Says Clara, "It was like a dream — I've never before enjoyed such hospitality."

Hazel Hettinger, clerk in the statistical bureau, vacationed in France, Italy, Switzerland and Germany with her husband Willard who is a statistician in the Union Station. In Paris they were met by Hazel's father, Retired Station Accountant John Hogan, and spent three days seeing Gay Paree before Mr. Hogan left for home. In Wiesbaden, Germany, they had a reunion with Hazel's brother, Lt. Colonel Russell Hogan of the Air Force. Naples, the Isle of Capri and Lucerne were among the places visited.

Another of our vacation travelers this year was Elsie Dreher, clerk in the switching bureau, who toured the Scandinavian countries after brief stops in Holland and Germany. During a tour of the Upsala University campus at Stockholm, Elsie visited the grave of



**BUGGY RIDING SAME AS GRANDPA.** La Crosse Division Engineer Raymond Kerr of Wausau, Wis., pushes his grandson, Mark Henry Alesia, in the same buggy in which his mother pushed him. The antique carriage has been maintained in its original condition, and has never left the block where the Kerr family lives and in which Engineer Kerr's parents also made their home. (Wausau Record-Herald photo)

former Ambassador Dag Hammarskjöld.

While Mae Schuler, retired clerk from the statistical bureau, was in St. Petersburg, Fla., some time ago she 'phoned Otto Reinert to make a coffee date. Otto hurriedly rounded up Lou and Alvin Fritcher, Ollie and Inar Peurell and John and Florence Krieter for a pleasant surprise party enjoyed by all. Incidentally, Al Fritcher paid us a surprise visit recently — nicely timed for him since he escaped the fury of hurricane Cleo.

My apologies to Annette Gagliano, steno-file clerk in the office of the director of revenue accounting, for my failure to report earlier her June 20 marriage to George Mei at St. Bonaventure's Church. Following the ceremony there was a reception at Brigante's Restaurant for 300 guests. The honeymoon was spent in Italy.

Robert, husband of Marilyn Webb, a former clerk in the station accounting bureau, died Aug. 23 following open-heart surgery performed Aug. 18.

At this writing Jeanne Gallagher, clerk in the local and interline balance bureau, is recuperating from surgery at St. Joseph's Hospital.

The new employes in the waybill filing bureau are M. Carlino, F. Herner, R. Gaillard and C. Edwards.

## La Crosse Division

### WISCONSIN VALLEY

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

Donna Mae, daughter of Trainman and Mrs. Donald Streeter, was married to Roy Raasch Aug. 15 in St. Stephen's Lutheran Church, Wausau. A buffet luncheon was



**40TH ANNIVERSARY COUPLE.** An open house celebration at their home in La Crosse, Wis., on July 19 marked the 40th wedding anniversary of Mr. and Mrs. Paul K. Mahoney. Mr. Mahoney, chief clerk at La Crosse, is a 45-year service veteran. The couple have two children, Mrs. Donald Wilson of Spring Lake, Mich., and Paul J., La Crosse, and five grandchildren. Mrs. Wilson and her family came from their home for the celebration.

served and in the evening a large number of guests enjoyed dancing in the Labor Temple.

Retired Trainman Fred L. Kerr, 79, died recently in Los Angeles where he had lived since his retirement in 1951. His widow survives.

Trainman and Mrs. Ted Shrake have returned from a tour which took them to England, Belgium, Switzerland, and Austria, after which they were joined



## WHATEVER YOU DO, BANK AT THE FIRST WISCONSIN



Wisconsin's largest  
bank

Next-door neighbor to  
all Milwaukee

## FIRST WISCONSIN NATIONAL BANK OF MILWAUKEE

Member  
Federal Deposit  
Insurance  
Corporation

## BUCKEYE

CAST STEEL PRODUCTS

A.A.R. COUPLERS  
DRAFT YOKES  
TRUCK FRAMES  
TRUCK BOLSTERS  
CUSHION-RIDE TRUCKS  
FREIGHT CAR CASTINGS  
UNDERFRAME END CASTINGS  
SIX AND EIGHT-WHEEL TRUCKS

THE BUCKEYE STEEL CASTINGS  
COMPANY

COLUMBUS 7, OHIO

# KERITE CABLE

For dependability in actual use, no other cable matches Kerite. We believe you will be impressed by the evidence. Write.

## THE KERITE COMPANY

General Office—30 Church Street, New York 7, N.Y.

SALES OFFICES: Albuquerque, Ardmore, Pa., Birmingham, Boston, Chicago, Cleveland, Denver, Glendale, Cal., Houston, Lake Wales, Fla., Portland, Ore., St. Louis, Salt Lake City, San Francisco, Seattle.



it's the **KERITE** insulation  
that makes the difference



in Paris by their daughter and son-in-law, Sergeant and Mrs. Charles Repsummer. The two couples then traveled by car to Heidelberg, Germany, where Sergeant Repsummer is stationed.

Some of you may recall the anxious hours on May 3, 1962 when six-year-old Daniel, son of Clerk Mike Petterson of Wausau, underwent complicated heart surgery at the University of Minnesota Hospital. Last December the doctors reopened his chest to see the results of the surgery and gave their verdict: "The operation was a complete success. Let Daniel participate in any sports he wishes." Today, Daniel does not sit on the sidelines to watch the others at play; the neighborhood gang has trouble keeping pace with him. The Pettersons "from the bottom of their hearts" express their thanks to the Women's Club which secured contributions to help defray the cost of the surgery.

Winning awards and blue ribbons were presented to Retired Agent Art Schulz for flowers entered by him at the Wisconsin State Gladiolus Society banquet at Appleton.



## Lieutenant Madden Retires From Police Force

At a gathering in the Sherman Hotel in Aberdeen, S. D., July 30, Police Lieutenant J. E. Madden of Aberdeen (right) was honored by a large group of employees upon retiring with 45 years of service. Among his associates in the Road's police department who attended was Captain A. W. Hass of Chicago, who is shown presenting Jim with a miniature police badge. Captain F. J. Bushey of Aberdeen, as master of ceremonies, presented him with a "stuffed" billfold. Jim and his wife left a few days later for a sightseeing trip to Washington, D.C., and Quebec.

## BRAKE BEAMS UNIT TYPE POSITIVE® TYPE and BRAKE BEAM PARTS CASTINGS

Standard Malleable  
Super-Y (Alloy) Malleable  
Pearlitic Malleable  
Alloy Cast Iron

¼ to 500 lbs. to meet customers' requirements

### CHICAGO MALLEABLE CASTINGS CO.

1225 West 120th Street Chicago 43, Ill.

## EVERYTHING FOR WELDING AND CUTTING



- Gas & arc welding equipment and supplies
- Airco spot, Aircomatic, Heliwelding, inert-gas-shielded arc welding equipment and supplies
- Oxygen, acetylene, shielding gases and electrodes
- Gas cutting machines

### AIR REDUCTION SALES CO.

a division of  
Air Reduction Co., Inc.  
3100 So. Homan Avenue  
Chicago 23, Illinois

## EAST END

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

Brakeman Robert L. Lauth, 26, was fatally injured in an auto accident just south of Portage on July 11 when his car went out of control into a ditch. Survivors are his parents, Mr. and Mrs. Clarence Lauth, and a brother, Brakeman John E. Lauth.

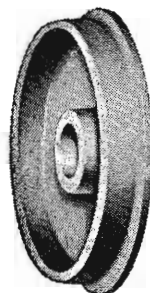
Edwin P. Roeker, 71, who resided in LaCrosse for 33 years, died July 25. Mr. Roeker retired in 1953 as a chief clerk after 44 years service. Funeral services were at Portage. He is survived by a daughter, Mrs. Forrest Downie of Madison, and a son, Robert of White Plains, N.Y. Mr. Roeker was a member of Ft. Winnebago Lodge No. 33 F&AM.

Conductor Arthur E. Berger, 61, died suddenly in a Milwaukee hospital July 31. He was a veteran of World War I and had been a conductor for 39 years. His wife, three sisters and five brothers survive.

Section Laborer Clarence J. Hesse died in a Watertown hospital after suffering a heart attack Aug. 1. He had been with the Road 10 years. Survivors are his wife, four daughters, four sons and his parents.

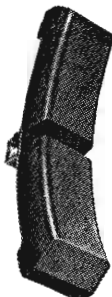
Traveling Engineer R. C. Guse was married on Aug. 10 to Darlene Berlin of Sanborn, Ia. The ceremony and reception were held at Sanborn and Mr. and Mrs. Guse are now living in Portage.

## STRETCH THE WORK-LIFE OF YOUR ROLLING STOCK WITH...



### GRIFFIN Cast Steel Wheels

... for better balance ...  
longer wear ...  
tougher flange  
and tread ...  
only two tape sizes.



### ANCHOR® Composition Tread Brake Shoes

... for lower replacement cost ...  
lower braking force required ...  
stable friction at all speeds ...  
lower maintenance costs  
per train operation mile.

**GRIFFIN** EQS®  
ELECTRIC QUALITY STEEL

### GRIFFIN WHEEL COMPANY

445 North Sacramento Boulevard, Chicago, Illinois, 60612

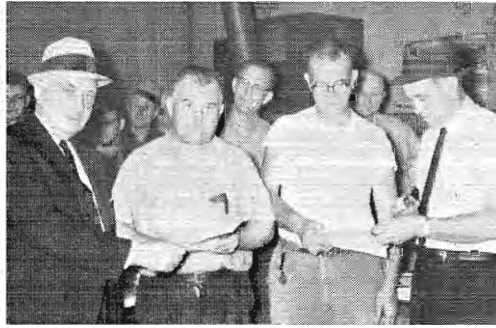
Chicago • Colton • Muncie • Bensenville • Bessemer • Tacoma

ALEXANDRIA VIRGINIA SALES OFFICE  
200 River Towers Drive



ONE OF THE **Amsted**  
INDUSTRIES





**GALEWOOD GOLDEN SHOE MEMBERS.** Three employees at the Galewood freight house in Chicago, who recently averted on-the-job foot injuries through the habitual wearing of safety shoes, are shown here being presented with membership certificates in the Golden Shoe Club by Agent F. H. Joynt and Assistant Agent H. T. Gallagher (left and right, respectively, in both pictures). The individuals being honored for their commendable safety attitudes are Freight Handlers F. Saverino, John Rejak and R. J. LaGrano (left to right).

Virginia Hamele, daughter of Engineer and Mrs. Eugene Hamele, was married in St. Mary's Catholic Church at Portage on Aug. 29 to Fred McCormick, history teacher at the Portage High School. A large reception followed the ceremony. "Ginny" was the most recent Portage Winter Carnival Queen.

Michael Reisinger, son of Carl J., sheet metal worker at Tomah Shops, has received a teaching assistantship for graduate study in physics at John Carroll University, Cleveland. The award is valued at \$1,800 plus remission of tuition. Mike, who graduated with a B.A. degree from St. Mary's College, Winona, Minn., hopes to get his master of science degree at John Carroll, then a doctorate in physics, and pursue a career in college teaching.



Michael Reisinger

Another son of the Reisingers, Patrick E., has entered the Novitiate of the Sacred Heart at Wareham, Mass., after two years of study at St. Mary's and a year at Father Damien Seminary in Winona. Both boys spent the last two summers working with welding crews on the railroad.



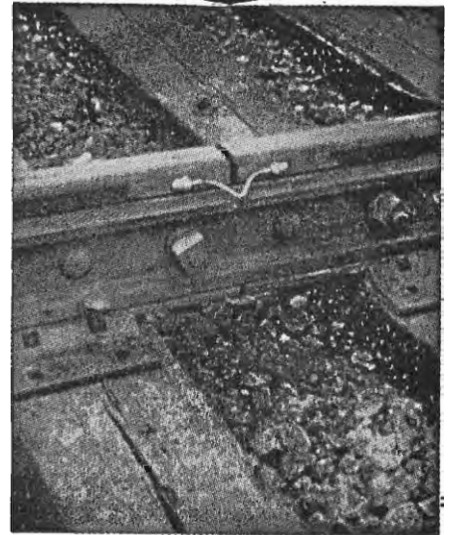
**MARRIED 50 YEARS,** Mr. and Mrs. Charles T. Finney of Menomonie, Wis., celebrated their golden anniversary recently with an open house at the Marion Hotel in Menomonie. Their four children and nine grandchildren were present, in addition to many friends. Upon retiring in 1952, Mr. Finney had almost 40 years of service with the Road, as a conductor.

#### LA CROSSE AND WEST

Corinne Baur, Correspondent  
Superintendent's Office, La Crosse

Retired Engineer Clair C. Carrier, 76, died in a La Crosse hospital July 13. He is survived by his widow, Theresa, a daughter, Mrs. Walter Small of Antioch,

## CADWELD® Signal Bonds



**Permanent installation  
requires no maintenance.**

### ERICO PRODUCTS, INC.

2070 E. 61st Place • Cleveland 3, Ohio  
IN CANADA: ERICO INCORPORATED  
3571 Dundas St., West, Toronto 9, Ontario

### "Treated Products for Life"

RAILROAD  
Cross and Switch Ties

PILING

POLES

LUMBER

### INDIANA WOOD PRESERVING CO.

Terre Haute,  
Indiana

## AMBER JACKET

Originating on  
The Milwaukee Road

WASHED  
Capacity 3,500 Tons  
Daily

**Sterling-Midland Coal Co.** 8 So. Michigan Ave., Chicago, Ill.

INDIANA'S MODERN COAL MINE & WASHERY

## QUALITY COAL

6" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal

1 1/2" x 3/8" — 3/4" x 3/8"

The Perfection in Preparation and Size  
Low Ash—High Heat Content. Porous Pancake  
Clinker—Easily Removed

Calif., and three brothers, Cassius of Glenshaw, Pa., Thomas of Summerville, Pa., and Robert of Detroit, Mich. Mr. Carrier's service covered a span of 46 years, most of it in the La Crosse Yard. Burial was at La Crosse.

John W. Runner, 74, died at La Crosse on July 27 following a long illness. He is survived by his widow, Lillian; five daughters, Mrs. Peter Hill and Mrs. LeRoy Grodevent of Trempealeau, Wis., Mrs. Edward Mackey of Sioux Falls, S. D., Mrs. Donald Pataska and Mrs. Edward Currie of La Crosse, and a son, Josiah of Miami, Fla. Mr. Runner was a roundhouse laborer at La Crosse for many years. Burial was in La Crosse.

Engineer Cobert (Smokey) Ott, 61, passed away at La Crosse Aug. 18. Survivors include his widow, Marguerite; one son, James of Kenosha; his mother, Mrs. Susie Ott of La Crosse; four brothers, Chester of Stoughton, Marvin of Milwaukee, Cyril of Peru, Ill., and Wilbur of Hayward; and four sisters, Mrs. Gerald McGinnis of Mequon, Mrs. William Verse, Mrs. Lester King and Mrs. Lester Hopperstad, all of La Crosse. Burial was in Kenosha, Wis.

The position of time reviser at La Crosse has been awarded to Bernard C. Lugar, who had worked in the time reviser's office in Milwaukee before coming to La Crosse several years ago.



**WASKOW WEDDING PARTY.** Milwaukee Division Engineer A. J. Waskow and his wife posed with their son Richard and the former Rosalie Kirk of Gays, Ill., following the recent marriage of the young couple in Chicago's Methodist Temple. The bride is a graduate nurse. Richard graduated in June from Southern Illinois University with honors, and has been granted a graduate teaching assistantship in organic chemistry at Miami University. He will work toward a Doctor of Philosophy degree.

#### MADISON AREA

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

Frank Dempsey, 70, storekeeper at Madison for 47 years until his retirement in 1959, died Aug. 14 after a brief illness. Survivors include his wife Irene, a former Milwaukee employee, two daughters and a son.

Two proud Dads in the regional office are Roger Miller, expense clerk, and Chet Tanner, assistant cashier. Both have baby daughters.

Art Jacobson, former comptometer operator in the regional office, has been appointed chief clerk to the agent at LaCrosse.

Kenneth Ranzau is now comptometer operator . . . Arlene Kong is back in the fold working as expense clerk . . . Mary Keister, former key punch operator, has accepted another position . . . and Connie Pappas is now working the day key punch operator position.



*Railway Axles  
Journal Wedges  
Center Plates*

**STANDARD  
FORGINGS  
CORPORATION**

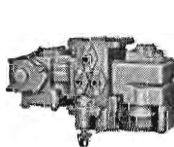
80 EAST JACKSON BLVD.  
CHICAGO 4, ILL.

## CARTER BLATCHFORD CORPORATION

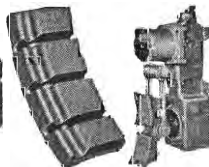
901 Ridgeway Avenue TW 6-6261  
Aurora, Illinois

**JOINT BAR RE-FORMING**

**MILWAUKEE  
NEW  
COMMUTER  
CARS**



26 Valve



Cobra Shoe



GB Unit

**MOST  
MODERN  
BRAKE  
EQUIPMENT**

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

## SIGNODE SERVES THE MILWAUKEE ROAD

**Signode One-Piece Grain Doors • Carload Bracing Methods • Steel Strapping for Recoopering • Car Doorway Bracing and Signode Retaining Strips**

For latest methods and equipment, write Signode Steel Strapping Co., Dept. MR, 2600 N. Western Ave., Chicago 47, Ill.

THIS SEAL MEANS

**SIGNODE**

SECURITY IN SHIPPING



"Take off that hard hat, Sir Cuthbert, and get cooled off!"



**EMPLOYED 50 YEARS AT KANSAS CITY,** C. J. Cole, checker at the Milwaukee-Kansas City Joint Agency, is presented with a Gold Pass by Superintendent B. J. McCanna as Agent C. D. Nunley stands by. All of his working years have been spent with the Milwaukee Road, starting as a messenger, then a brief period in the freight office, and as checker at the warehouse for many years.



**50 YEARS AGO, BUT HE REMEMBERS THEM WELL,** does Herman A. Schroeder, retired smoke abatement engineer, who has come up with this picture of a group of hostlers at the Western Avenue-Chicago roundhouse taken in 1914. They are (seated, from left) Con Kinney, E. Baker, George Grant, Mike Kobler, Fred Brown and (standing, same order) F. Fitzpatrick, Thomas Melvin, Art Dolan, Mr. Schroeder, Al Smith, Charles Schoop and W. McCormack. Mr. Schroeder, who was chief hostler at that time, now makes his home in Bull Shoals, Ark.

## Iowa Division

### MIDDLE AND WEST

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

Mrs. John McCurdy, wife of retired conductor, died June 28 in the home of her daughter, Mrs. Harry Piper. Mrs. McCurdy broke her hip in a fall last November and was in a local hospital until January when she was moved to her daughter's home in Minnesota. Burial was at Rockford, Ill.

Elaine Goodman of Dawson, daughter of Locomotive Engineer W. W. Goodman, was appointed Grand Representative for the Rainbow Girls of Iowa at a meeting in Mason City June 15. She attended the Grand Assembly for Rainbow Girls in Savanna, Ga., July 23 through July 26, accompanied by her sister Virginia.

Forrest Robinson, whose father was an Iowa Division locomotive engineer, died July 11 in a Cincinnati, Ohio, hospital. Forrest was plant superintendent for the Iowa Electric Light and Power Company in Perry for a number of years, but had been in failing health since he suffered a stroke some time ago.

Some of our Perry employes are presently serving on local governing bodies. Chief Clerk W. E. Failor and Locomotive Engineer Robert Harrison serve on the City Council, having been appointed to fill unexpired terms caused by resignations. Chief Train Dispatcher J. D. Galiher is on the Park Board.

Richard Agan, clerk and cashier in the agent's office at Perry, was married June 28 to Cheri Curtis of Perry. They left the following day for a two weeks' trip to California where they visited with Mrs. Agan's father and other relatives and friends.

Retired Agent James McGuire died at Sun City, Calif., July 20 after a brief illness. Jim had been agent at Perry for

a few years before being appointed to the agency at Council Bluffs where he worked until retirement in October 1963, at which time he and Mrs. McGuire moved to Sun City. Funeral services were held in Council Bluffs and interment was in Marion, Ia.

Mrs. A. J. Kronke, widow of train dispatcher, was hospitalized in July due to a broken hip suffered in a fall.

Locomotive Engineer Charles C. Stout died July 18 in the Dallas County Hospital, Perry, following a heart attack. He had more than 40 years service with the Road. Funeral services were held at the

(Continued on page 42)

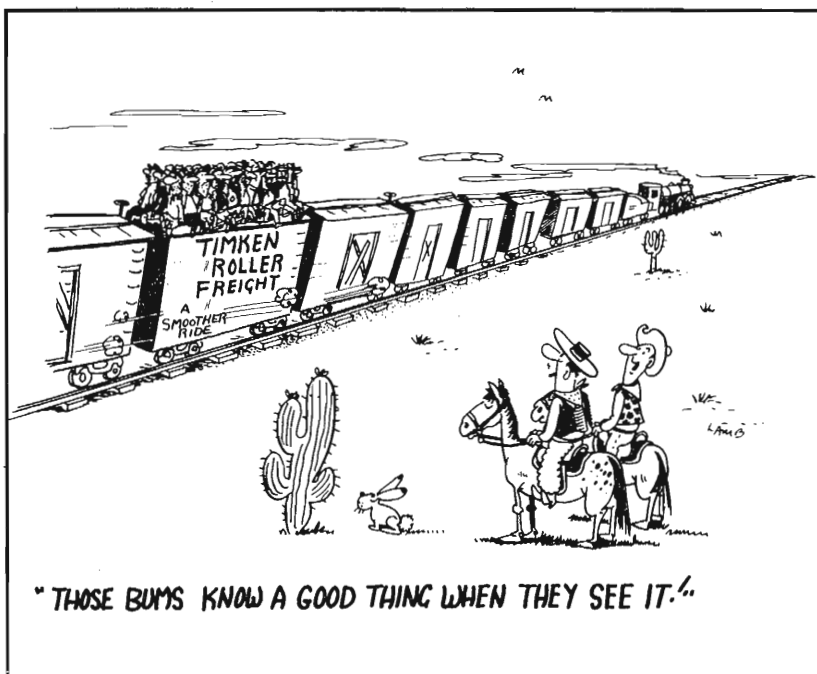
## SERVICE PASSES AWARDED

### Gold 50-Year Pass

Kennedy, I. F., engineer-----Delavan, Wis.

### Silver 45-Year Passes

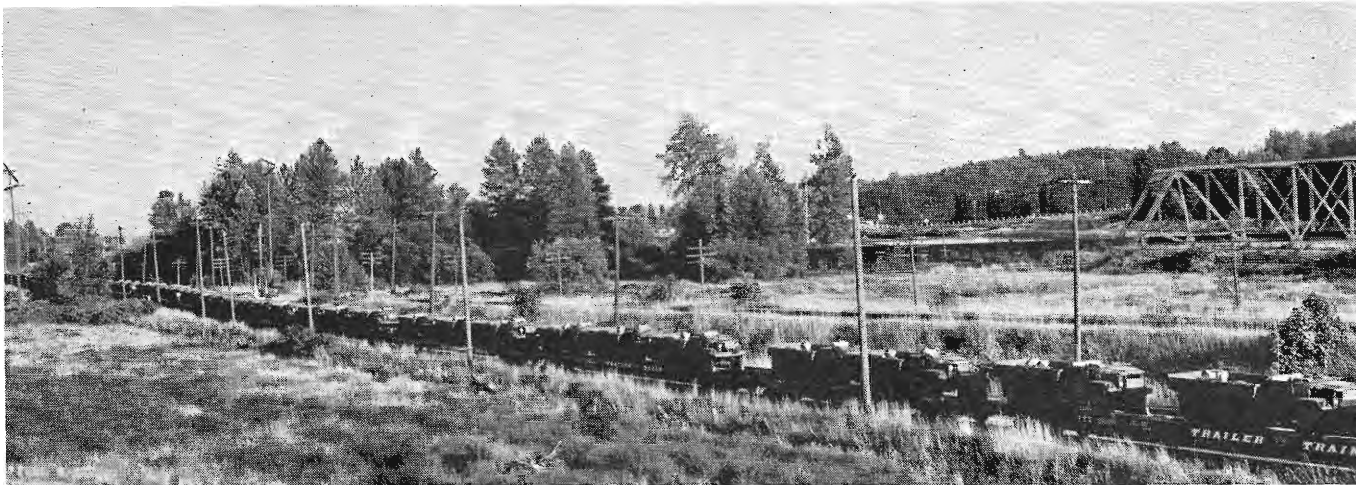
Cambern, John R., staty. fireman-----Austin, Minn.  
Detling, Conrad, conductor-----Aberdeen, S.D.  
Faeth, J. L., time revisor-----Aberdeen, S.D.  
Hilton, George J., yard clerk-----Moberg, S.D.  
King, William W., sec. foreman-----Scenic, S.D.  
Kuhrt, William, sec. foreman-----Murdo, S.D.  
McKenzie, Mary, clerk-----Chicago, Ill.  
Myers, William, sec. foreman-----Lohrville, Ia.  
Slodowy, A. W., clerk-----Chicago, Ill.  
Spencer, A. J., switchman-----Sioux Falls, S.D.  
Tonsager, William, sec. foreman-----Elko, Minn.  
Underwood, L. E., switchman-----Council Bluffs, Ia.



"THOSE BUMS KNOW A GOOD THING WHEN THEY SEE IT."

(Advertisement)





**EXPEDITING ARMY TRAFFIC**, operating personnel took a special interest in this 46-carload shipment of military vehicles which originated at the Seneca Ordnance Depot, Kendaia, N. Y., and was handled on time freight No. 263 from Bensenville, Ill., to Tacoma, Wash., where it is pictured arriving July 27. Previ-

ously the Milwaukee had provided similar service for a 36-car movement of Army vehicles from the Letterkenny Ordnance Depot at Culbertson, Pa. Both of the long haul shipments were destined for export through the Port of Tacoma.

First Presbyterian Church in Perry and burial was in Violet Hill Cemetery. His wife Alice, five sons and six daughters survive.

Earl Bills, freight house foreman, and his wife are grandparents of a girl born to Chad Bills and wife of Dayton, Ia., at the Dallas County Hospital July 29.

Superintendent and Mrs. G. J. Barry are the parents of a boy born Aug. 7 in the Dallas County Hospital. He has been named George John.

Retired Conductor Edward Davis and wife celebrated their 50th wedding anniversary at an open house in the home of their daughter, Mrs. Tripp, Aug. 30. The actual wedding date was Aug. 25.

One of the Milwaukee doctors, A. M. Cochrane, M.D., has announced that he will leave Perry to live in Moscow, Ida., where he will be an associate physician with the University of Idaho Student Health Service. Doctor Cochrane suffered a mild heart attack in 1959 and feels that he should cut down on his work and have regularly assigned hours.

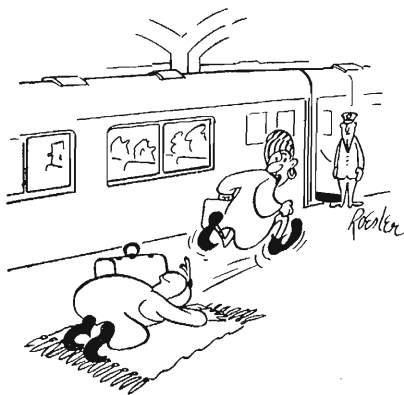
Retired Conductor Roy Prettyman, 78, died Aug. 29 in the Lawn City Nursing

Home at Cedar Falls, Ia. Funeral services were held in Perry and interment was in Violet Hill Cemetery. Three stepdaughters and a sister, Myrtle Ensey of Odebolt, Ia., survive.

Retired Iowa Division Locomotive Engineer Lewis Miller of Council Bluffs was the subject of an interesting article written for use by the Omaha, Neb., Chamber of Commerce. Before his retirement in 1954 Mr. Miller worked as a fireman and engineer for 42 years. He now spends a good deal of time in the cab of a steam locomotive which was donated by the Union Pacific to the city of Council Bluffs. It is set on track in Dodge Park for permanent display and steps have been installed so visitors may walk up into the engine for a first hand look. Arrayed in engineman's cap and kerchief, Mr. Miller explains the different controls of the locomotive, gives a good account of the service it performed from 1937 until it was retired in favor of a diesel, and also tells the part that the railroads played in the development of our country. The writer met Mr. Miller last summer when he took a young nephew to see the old "steamer" and enjoyed hearing him tell of the two and one quarter million miles it had traveled in passenger service between Omaha and Salt Lake City at speeds up to 90 M.P.H. Appropriately enough, Mr. Miller is known as "Ambassador".



**GOOD EVENING, MR. AND MRS. NORTH AMERICA.** Yes, it's Walter Winchell, snapped at the Union Station in Chicago as he was en route recently from New York to Los Angeles. "The Voice of Broadway" was preparing to board our City of Los Angeles Domeliner.



"Hurry, Ahmed! Travel now—pray later!"

#### CHICAGO UNION STATION Public Relations and Advertising

J. W. "Jim" Burcham recently came up from our Atlanta, Ga., traffic office, where he had been chief clerk, to assume the position of chief clerk-office manager of the public relations and advertising department. Jim attended Northwestern University and before joining the Milwaukee had worked in the traffic department of the Santa Fe and as secretary to the

treasurer and the assistant secretary of the Illinois Central.

J. S. "Joe" Monzella, record custodian for public relations, has been promoted to chief clerk to advertising agent. He has 35 years of service with the Road, all in the public relations department.

Guy Corry, messenger for the finance and accounting department in the Union Station, has joined the public relations force on Joe's former position. Guy, who attends evening classes at Amundson Junior College, started his service in the mail room of the Fullerton Avenue office building.



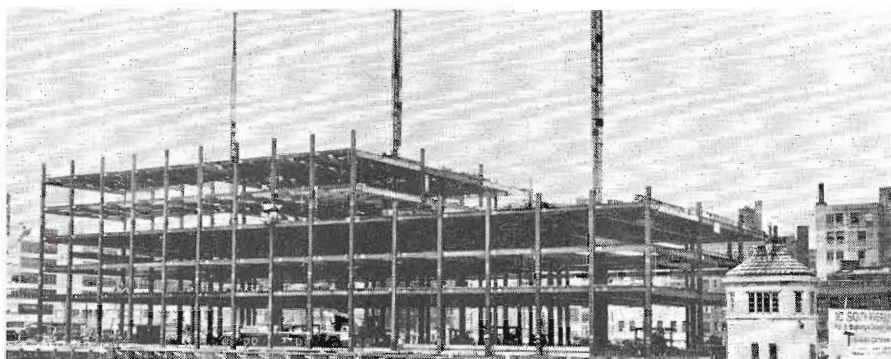


**WHO CAN HELP THE SMITHSONIAN** pinpoint the origin of this large scale model of a Milwaukee Road R.P.O. car? The records of the National Museum show that the model was exhibited by the U. S. Post Office as early as 1895 at the Cotton States Exposition in Atlanta, but the assumption is that the Post Office acquired it from the Milwaukee Road and that the Road built the car and used it as part of an exhibit at the Columbian Exposition in 1893. Who will be the first to confirm this or offer other clues?

*The first known instance of United States mail being transported by railroad was from Charleston, S.C., in November, 1831.*

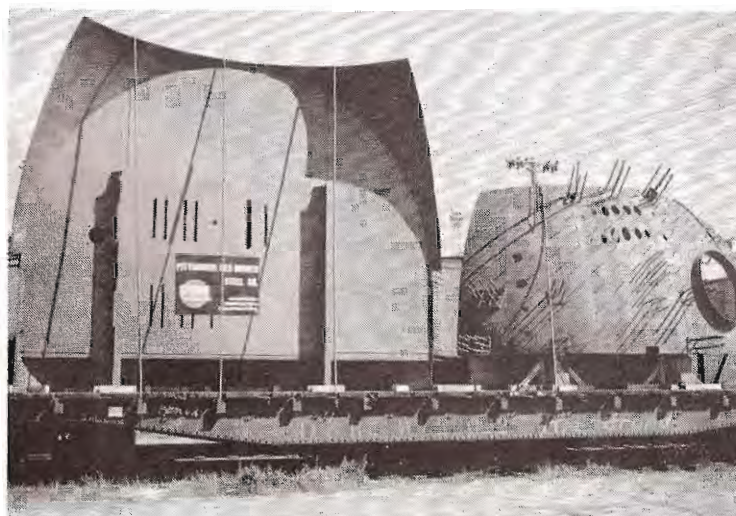
#### STARTING STRUCTURAL STEEL WORK ON GATEWAY CENTER

the 10 Riverside Plaza Building of the \$100 million office building complex to be constructed over air rights of the Chicago Union Station is shown going up at the rate of two floors per week. Completion of the framework for the 20-story structure was slated for Oct. 30. The building, first of three planned for the Gateway project on the west bank of the Chicago River, is expected to be ready for occupancy next spring.



**MASSIVE MISSILE MOVEMENT** originating at Des Moines, Ia., Aug. 8 consisted of 12 dimension loads of fabricated steel consigned by the Pittsburgh-Des Moines Steel Company to the missile complex at Grand Forks, N. D. The high and wide loads were handled as a special train. Shown with the movement ready to roll are M. C. Clements, car foreman, Des

Moines Union Railway; the Milwaukee Road's A. S. Price and D. A. Stoelk, division freight and passenger agent and city freight and passenger agent, respectively, at Des Moines; George Deegan, traffic manager of the steel company; and F. E. Devlin, general manager, Des Moines Union Railway (left to right).







MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 West Jackson Blvd. • Chicago, Illinois 60606

**PROVIDING FOR PIGGYBACK POPULARITY,** The Milwaukee Road is adding 125 new refrigerated piggyback trailers to its TOFC fleet. The new trailers, supplied by the Strick Division of the Fruehauf Corporation, are equipped with 10-ton heavy duty refrigeration units having a dual control system that allows them to be heated for cold-weather shipping as well. Pictured at the Bensenville (Ill.) piggyback complex inspecting the first trailers delivered are L. V. Anderson, general manager-system (left), and P. L. Cowling, assistant to president, vice president-general manager of the Milwaukee Motor Transportation Company.

