

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1965



MARIE HOTTON
Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

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

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NATIONAL TRANSPORTATION WEEK

May 16-22

The partnership of America and its vast transportation system—the service tie to commerce and industry which allows us to enjoy the highest standard of living in the world—will receive a special salute during National Transportation Week May 16-22, as representatives of hundreds of traffic and transportation clubs and agencies bring home to the general



public the importance of this relationship to our economy and security.

Shipper groups, the various carriers, government agencies and a wide range of other interested organizations throughout the country have pledged their aid in making the observance of this annual event the most successful in its history.

As part of the program, President Johnson has designated May 21 National Transportation Day, thus calling attention to the vital role of transportation in national preparedness and defense.

The proclamation by the President urged all Americans to participate in the observance through appropriate ceremonies, and asked the Governors of the States to provide for it "in a way that will give the citizens of each community the opportunity to recognize and appreciate fully the role our great and modern transportation system plays in their daily lives".

As people with a special interest in the subject, employees of our company can point with justifiable pride to what our industry has done, and is doing, to strengthen and advance the

nation's transportation services. In conveying this message, here are several talking points to illustrate ways in which railroads touch the everyday life of all Americans and contribute to the prosperity of localities in which they operate:

- Railroads provide transportation for about 55,000 communities over 215,000 miles of right of way.
- In 1964 they moved some 667 billion ton miles of freight and 312 million passengers.
- More than 665,000 persons obtain their livelihood from railroads directly, and several hundred thousand more from supplying their needs.
- In 1964 railroad wages of some \$4.7 billion contributed in a large measure to the betterment of business everywhere.
- Railroad taxes of almost \$870 million in 1964 helped to provide communities with health, fire and police protection and, among other things, bear the cost of education.
- In 1964 the national economy benefited from the expenditure by

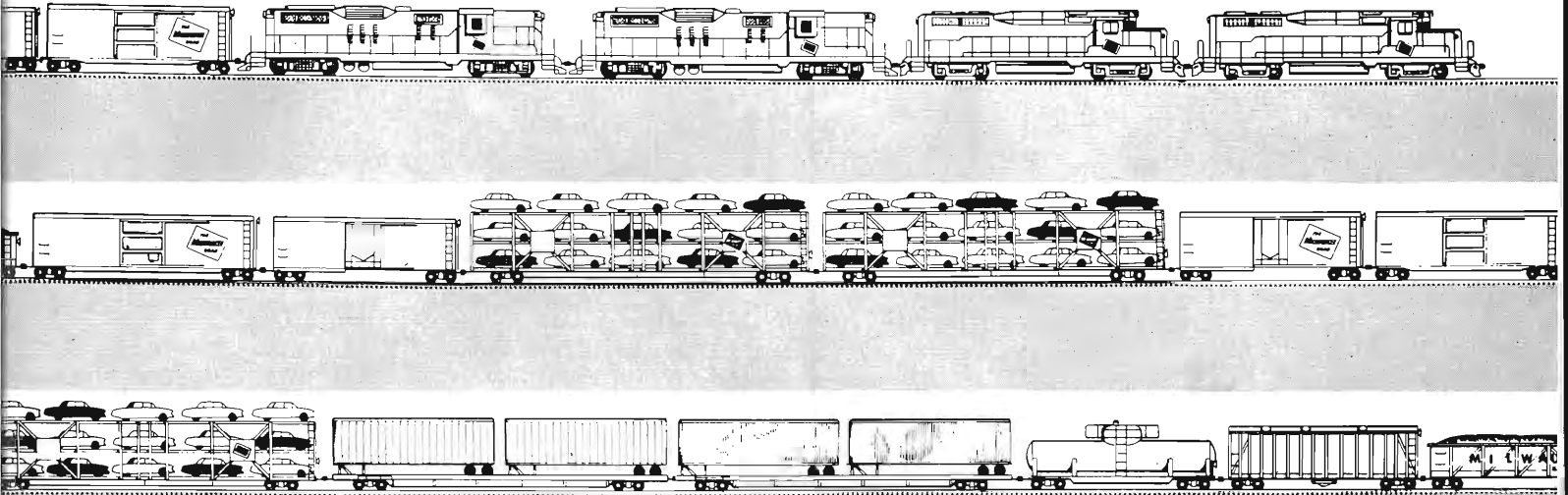


railroads of nearly \$3 billion for materials, supplies and equipment.

These are only a few of many reasons why every citizen has a stake in railroads as self-supporting carriers, and National Transportation Week provides us with a timely opportunity to increase public understanding of that role in our society.

THE COVER—A new operation in our real estate and industrial development department—the microfilming of all deeds and lease records for preservation in the event of a disaster. Using the equipment is Clerk William Levy. For the story, please turn to page 8.

a brief account of the
highlights of the Milwaukee
Road's operation in 1964

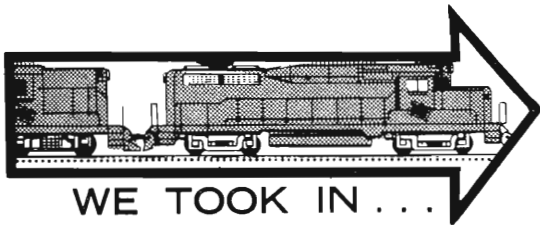


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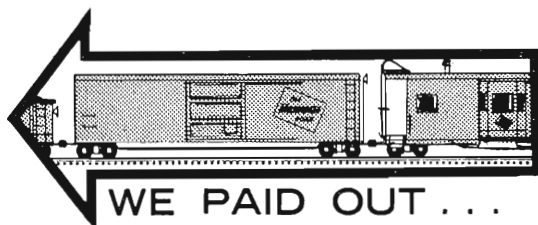
- An average of 17,000 people were employed by the railroad during 1964.
- Their wages and salaries amounted to \$115,466,193.
- The railroad also contributed \$9,802,397 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$4,207,092.
- During 1964 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$606,657,292 representing an investment of \$35,686 for each employee's job.
- The railroad company's return on its investment in 1964 amounted to 2.16 per cent.



RESULTS OF OUR OPERATIONS IN 1964



		Increase + or decrease -
Railway Operating Revenues	\$228,238,802	+ \$5,090,909
Other Income—Net	4,279,521	+ 1,152,613
TOTAL	\$232,518,323	+ \$6,245,522



		Increase + or decrease -
Railway Operating Expenses	\$184,768,170	+ \$7,585,935
Taxes and Rents	30,364,946	— 1,299,395
Interest	12,070,406	+ 35,725
TOTAL	\$227,203,522	+ \$6,322,265
NET INCOME	\$5,314,801	— \$78,743

FACTS:

1. The return on our investment was 2.16% as compared with 2.37%.
2. We carried 6,342,172 passengers an average distance of 73 miles, and received an average revenue of \$1.98 per passenger.
3. We carried 40,765,392 tons of freight an average distance of 361 miles and received an average revenue of \$4.66 for each ton of freight hauled.
4. We paid an average of \$6,790 per year to 17,000 employees.

SOURCES OF REVENUE *freight and passenger service*



Classes of Traffic	Revenue	% Grand Total
FREIGHT TRAFFIC		
Lumber and Wood Products, except Furniture	\$ 30,999,172	13.6%
Food and Kindred Products	30,149,476	13.2
Farm Products	30,080,428	13.2
Pulp, Paper and Allied Products	14,974,585	6.6
Primary Metal Products	12,175,881	5.3
Transportation Equipment	10,693,751	4.7
Chemicals and Allied Products	8,089,176	3.5
Stone, Clay and Glass Products	7,860,383	3.4
Coal	7,438,507	3.3
Nonmetallic Minerals, except Fuels	5,381,747	2.4
Machinery, except Electrical	4,760,757	2.1
Petroleum and Coal Products	4,312,467	1.9
Freight Forwarder Traffic	2,572,746	1.1
All Other Carload Traffic	19,047,122	8.3
L.C.L. Traffic	1,104,042	.5
Total Freight Traffic	\$189,640,240	83.1

OTHER FREIGHT SERVICE		
Switching	\$ 6,279,596	2.8
Joint facility—Net Cr.	2,814,191	1.2
Demurrage	1,625,776	.7
All other	659,742	.3
Total Other Freight Service	\$ 11,379,305	5.0
Total Freight Service	\$201,019,545	88.1

PASSENGER TRAFFIC		
Passengers in coaches	\$ 10,617,946	4.7
Passengers in parlor and sleeping cars	1,884,009	.8
Total Passenger Traffic	\$ 12,501,955	5.5

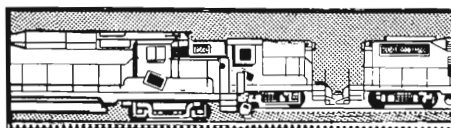
OTHER PASSENGER SERVICE		
Mail	\$ 9,948,853	4.3
Express	2,462,137	1.1
Dining and buffet	1,134,297	.5
All other	1,172,015	.5
Total Other Passenger Service	\$ 14,717,302	6.4
Total Passenger Service	\$ 27,219,257	11.9

GRAND TOTAL **\$228,238,802** **100.0**



EQUIPMENT

At the close of 1964 our railroad owned a total of 41,698 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



LOCOMOTIVE UNITS

Diesel	
Freight	159
Passenger	66
Multiple Purpose	289
Switch	264
Electric	81
TOTAL	859



FREIGHT CARS

Box and auto	20,106
Gondola and hopper	11,580
Flat	3,376
Others	5,255
TOTAL	40,317



PASSENGER CARS

Sleeping	31
Coaches	212
Baggage, mail, express	241
Parlor	16
Others	22
TOTAL	522

NEW EQUIPMENT

The cost of new equipment and the improvements made to existing equipment during 1964 amounted to \$15,324,856.

EQUIPMENT DELIVERED DURING THE YEAR:

1078— 50 ton steel box cars	197— 70 ton gondola cars with wood floor	100— 70 ton flat cars
89— 50 ton DF steel box cars	44— 70 ton gondola cars with steel floor	12— gallery type coaches with cab controls
192— 50 ton double door automobile box cars	144— 100 ton roller bearing covered hoppers with trough hatches	45— 50 ton log flat cars (rebuilt)
130— 70 ton insulated RBL box cars with load dividers and cushion underframe	127— 70 ton open hopper cars	1— 50 ton steel box car (rebuilt)
		1— 70 ton gondola car with composite floor (rebuilt)

IMPROVEMENT BUDGET—1965

1964 ROAD PROPERTY IMPROVEMENTS
The cost of improvements made to road property during 1963 amounted to:
\$5,964,538

Capital improvements totaling approximately 22 million dollars have been planned for 1965. As in previous years, this budget is designed to attract the maximum amount of traffic by meeting urgent shipper needs.

In addition, a 5 million dollar fleet of specialty freight cars will be acquired under lease and made available to shippers during the year.

Among the items of new equipment to be acquired this year are twenty-four 2,500 h.p. diesel locomotives and several types of freight cars, including 100-ton air slide and covered hopper cars, and high capacity covered gondola cars.

Among the cars to be leased are 147 for the handling of automobiles and automobile parts, and 150 mechanical refrigerator cars.

The major car rebuilding program started two years ago will continue, and in 1965 will include approximately 1,350 freight cars, many of which will be increased in length and capacity. This will bring to a total of 7,850 the cars of various types that will have been returned to service in like-new condition since the program began in 1963.

Various improvements are also planned for road and other fixed properties during the year.

EMPLOYEES

Train and Engine Men, Yard and Station		6,935
Maintenance of Equipment and Stores		3,401
Maintenance of Way and Structures		2,552
Professional, Clerical and General		3,708
Executives, Officials and Staff Assistants		404
TOTAL EMPLOYEES		17,000

JOB VALUE

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$606,657,292.

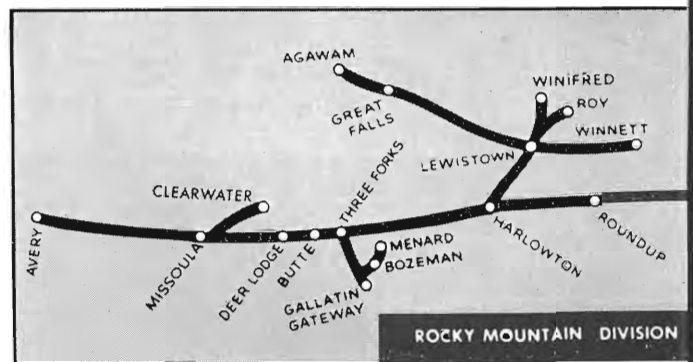
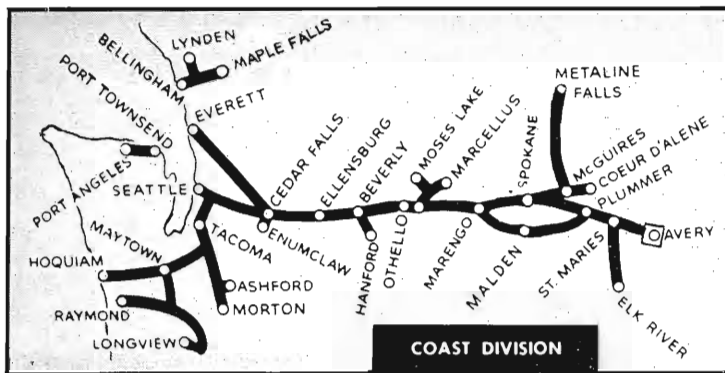
TOTAL PROPERTY VALUE:	\$606,657,292
DIVIDED BY:	17,000 employees
=	\$35,686

Invested in each employee's job

TEN YEAR PAYROLL SUMMARY

Year	*Total Payrolls	COMPANY CONTRIBUTIONS		TOTAL	Average Per Employee	Straight Time Rate Average Per Hour
		Retirement and Unemployment Taxes	Health & Welfare Benefits			
1955	\$126,447,937	\$7,276,300	\$ 624,381	\$134,348,618	\$4,809	\$1.959
1956	134,534,522	8,581,092	1,403,449	144,519,063	5,273	2.130
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704
1962	112,343,937	9,407,264	3,051,767	124,802,968	7,160	2.767
1963	112,580,994	9,412,272	3,283,233	125,276,499	7,420	2.801
1964	115,432,302	9,802,397	4,207,092	129,441,791	7,614	2.884

*Does not include compensation of part-time employees



THE MILWAUKEE ROAD in the states it served in 1964

	Average Miles of Road Operated in 1964	Average Number of Employees	Total Compensation All Employees	Property Taxes
Idaho	232.64	91	\$ 593,891	\$ 161,371
Illinois	684.91	4,993	33,714,537	776,956
Indiana	155.91	234	1,634,703	201,533
Iowa	1,781.46	1,608	11,140,785	1,356,823
Michigan	183.70	97	832,226	93,689
Minnesota	1,328.29	2,044	13,616,498	1,569,637
Missouri	155.97	272	1,941,863	170,415
Montana	1,245.60	870	6,426,030	1,079,781
North Dakota	366.89	81	494,769	201,300
South Dakota	1,734.37	740	4,862,055	695,760
Washington	1,059.68	1,121	8,247,902	604,343
Wisconsin	1,597.15	4,715	30,970,275	1,407,142
All Other	12.67	134	990,659	14,031
Total	10,539.24	17,000	\$115,466,193	\$ 8,332,781

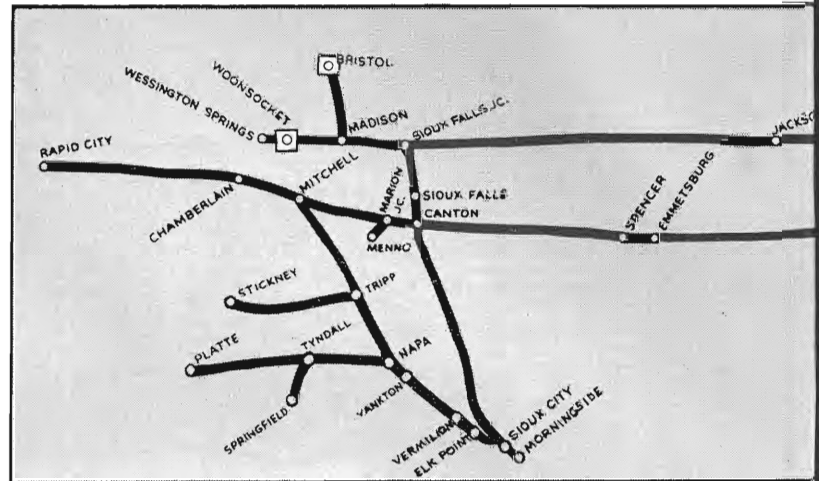
System Payroll Taxes \$ 9,802,397

System Income and Misc. Taxes 84,822

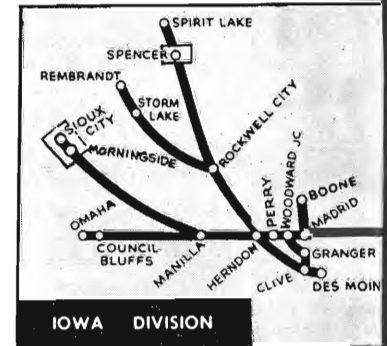
Total System Taxes \$18,220,000

† Includes compensation of part time employees.

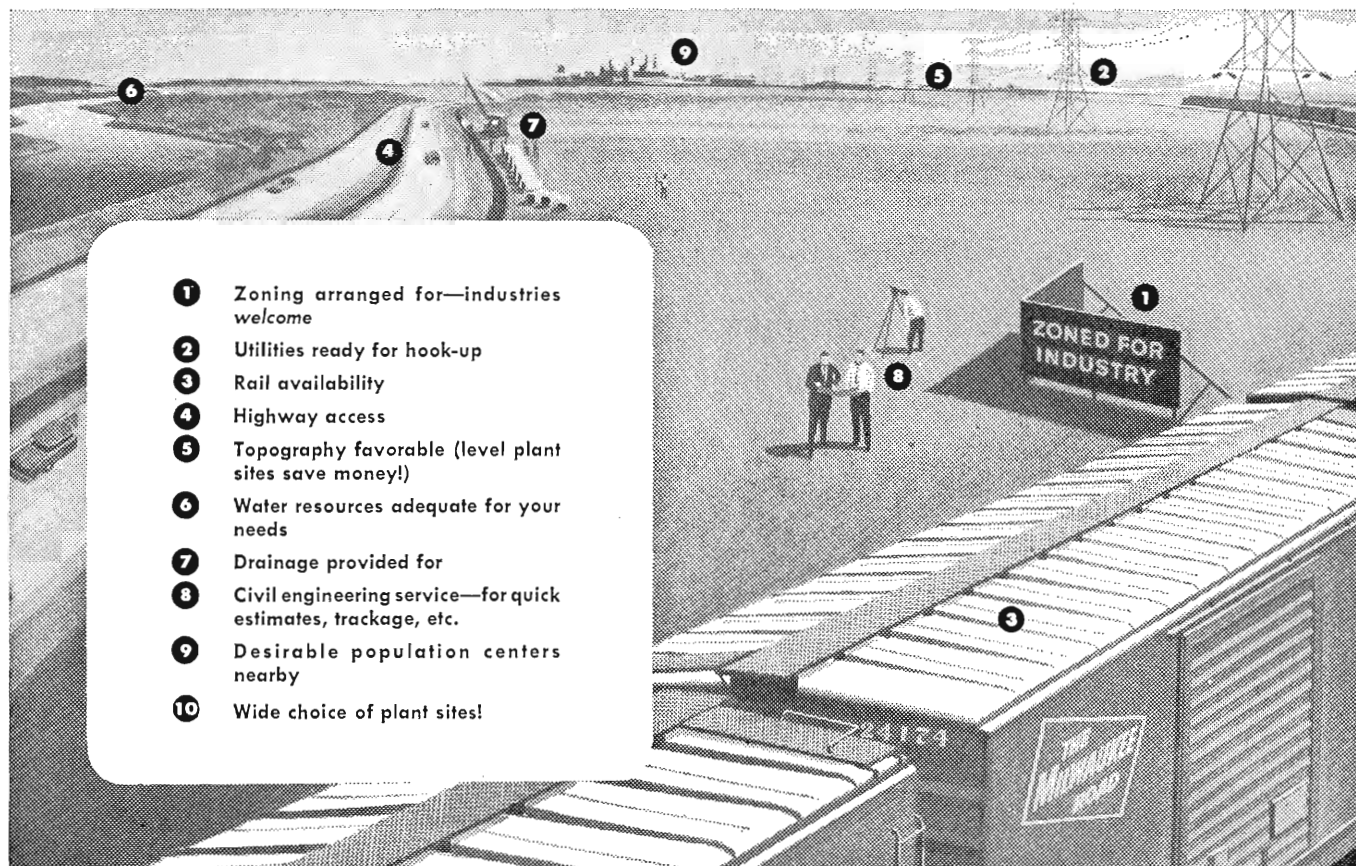
* Does not include count of part time employees.



THE MILWAUKEE ROAD'S OPERATING DIVISIONS



1964 DIVISION OPERATING RECORD	Miles of Road Operated 12-31-64	No. of Open Stations	Loaded Freight Car Miles (1000'S)	Passenger Car Miles (1000'S)	Ave. Gr. Ton Per Frt. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Chicago Terminals	38	8					201,892
Terre Haute	356	18	13,534		3,218		16,094
Dubuque and Illinois	910	69	80,326	5,580	3,744	8.30	74,533
Iowa	954	87	49,575	12,240	3,370	13.21	49,219
Milw. K.C.S. Joint Agency ...							39,154
Milwaukee Terminal	23	1					167,940
Milwaukee	1,062	105	44,803	9,483	3,137	7.23	60,323
La Crosse	1,093	85	68,510	17,422	3,651	12.20	71,776
Twin City Terminal	40	5					126,805
Duluth	209	5	5,227		4,348		
Aberdeen	1,531	98	63,256	1,084	3,348	4.55	14,955
Iowa, Minnesota & Dakota....	1,898	160	15,970	355	1,488	5.43	44,876
Rocky Mountain	1,152	37	51,578	130	3,266	4.71	21,724
Coast	1,268	47	31,441		2,472		51,059
SYSTEM	10,534	725	424,220	46,294	3,166	9.91	940,350



- ① Zoning arranged for—industries welcome
- ② Utilities ready for hook-up
- ③ Rail availability
- ④ Highway access
- ⑤ Topography favorable (level plant sites save money!)
- ⑥ Water resources adequate for your needs
- ⑦ Drainage provided for
- ⑧ Civil engineering service—for quick estimates, trackage, etc.
- ⑨ Desirable population centers nearby
- ⑩ Wide choice of plant sites!

Advertisements such as this serve to acquaint plant site seekers with the advantage of handling all land matters through one department of the railroad.

Real Estate and Industrial Development . . . MILWAUKEE ROAD STYLE

Had Any Dealings With This Department Lately?

Conjure up, if you will, the sight and sound of machinery moving into gear at 131 brand new industrial plants, plus the quickening of production in 31 industries that were recently enlarged—construction investments representing millions of dollars in buildings and operating facilities, to say nothing of the traffic potential usually associated with them.

This activity, it may please you to know, is not visionary, but the result of projects fostered by our real estate and industrial development department which were brought to a successful conclusion last year. All of the plants involved are located either in industrial districts owned and operated by the railroad or on sites served by it.

The acquisition and development of

land and other properties for growth possibilities has been an intrinsic part of our company's operations from the beginning of its history in 1850 as the Milwaukee & Mississippi Rail Road. However, unless you have done business with this department lately, you may have lost sight of the fact that our road is one of very few engaged in improving locations along their lines that provide industries considering plant sites with assistance in real estate and industrial development matters as a package service.

How does this dual system work to the advantage of the railroad and an

E. J. STOLL, director of real estate and industrial development



The Milwaukee Road Magazine

industry? In fact, to everyone involved? Here's an example:

A banker in a small on-line town calls department headquarters in Chicago. He is in contact with a management consultant firm which has been retained by an industry—name top secret—to find a desirable site for expanding its manufacturing process. The site must be on a railroad and close to a highway, have access to water and public utilities, and in a locality that can furnish employable men and women.

The banker is excited. It means jobs for young people who otherwise might have to leave the community for lack of opportunities to exercise their skills, and business for local merchants. Now, here's the situation. There's this big farm on the outskirts of town, right next to the railroad...

The department responds in various ways. The project may include furnishing an aerial survey of the property, helping to appraise its value, submitting a study showing water, power, gas and other utilities, providing a track layout and determining the cost, quoting traffic rates, and working with municipalities or zoning boards to make the plan feasible—services performed without obligation for seekers of plant sites on privately-owned as well as railroad property.

Organizational Change in 1921

These functions are a far cry, indeed, from those which prevailed when the organization, now supervised by E. J. Stoll as director of real estate and industrial development, was established in 1921 as a division of the accounting department. Up to that time, all real estate transactions and records had been under the jurisdiction of the corporate secretary, J. C. Ellington, who had been the road's chief land appraiser, was appointed to head the department, which he continued to do for 34 years.

At first the real estate department, as it was then called, was concerned solely with the purchase, sale, lease and management of real estate, which was handled by a large staff in Chicago. However, as departmental activities increased, a need for representation in western territory became apparent, and in 1923 a branch office was opened in Seattle.

The gradual expansion of responsibilities started during World War II when many military bases were established in Milwaukee Road territory, and industries allied to the war effort built new plants or expanded old ones. In connection with those projects, the department



B. H. BOBBITT, manager of industrial development



R. P. TANNER, manager of real estate development

was frequently called upon to furnish vital information concerning available sites, and many wartime facilities so located produced valuable business for the company.

The success of the department's activities in development work did not go unnoticed, and in 1945, recognizing that conversion to peacetime production would involve the relocation of many industries, it was renamed the industrial development department, reportable to the president as well as the accounting vice president.

Due to changing conditions in the industrial field, the company decided also to release some of its real estate holdings—competition to establish potential rail shipping industries on line, as well as the desire of industries to acquire plant sites outright, dictated a need to make industrial properties available for that purpose.

As a result of the increasing impor-

tance of this work, the present real estate and industrial development department was created in 1958 under the supervision of S. J. Cooley, who had succeeded Mr. Ellington in 1952. Mr. Stoll was appointed to head the department on Jan. 1, 1964, following Mr. Cooley's retirement.

The current far-flung operation covers real estate holdings in 15 states and is handled by a staff of about 35 employees under the immediate supervision of R. P. Tanner as manager of real estate development, B. H. Bobbitt as manager of industrial development, and J. F. Grier as western director. In addition, the department supervises the industrial division of The Milwaukee Land Company, the railroad's subsidiary agency for negotiating the purchase of land inventories to develop for future use.

The performance of these functions involves a broad program of activities



Part of the newly-expanded quarters of the real estate and industrial development department in Chicago. In the foreground are, from left, Alice Nelson, secretary to director, and Stenographers Bette Geib (rear) and Janet Cavanaugh.



Ruth Brandes, secretary

Jean Dziedzic, stenographer



relating to preliminary layouts of plant sites, property management, the billing and collection of rents, and the drawing of legal documents pertaining to land transactions. Sites suited to commercial development include many acquired years ago which have since appreciated considerably in value. Consequently, the sale or lease of these properties produces a substantial profit.

Among the choicer parcels are some that became available as changing operations no longer required their use by the railroad. One such instance is the area in downtown Milwaukee, which, as the result of studies fabricated by the department to relocate our yard and depot facilities, was sold recently for the location of a multi-million dollar post office and the construction of expressways.

Immediate as well as long range goals to develop real estate into profit-producing assets require that innovations be utilized constantly. One of the most effective tools in this effort is the aerial survey begun in 1957 to inventory land for industrial use. Up to now it has produced approximately 1,400 excellent



Industrial Engineers Robert F. Lark (facing forward) and Philip R. Smithmeyer select photographs showing aerial views of available plant sites to help an industry decide on a location suited to its requirements.

black and white photographs and approximately the same number of colored slides. This pictorial catalogue of railroad properties and other land, including available farm acreage, is useful to both the department's industrial engineers and prospective locaters in studies of plant sites with relation to their surroundings.

Not the least of the department's responsibilities is coordinating the activities of other departments which cooperate with it closely in supplying relevant information. For instance, the law department may be called on to review land titles, deeds, leases, contracts and like documents; the engineering department to lend a hand with plans and estimates for tracks, sewer lines, water mains and streets; the traffic department to provide traffic analyses; the operating department to approve the locating of lead tracks, sidings and other facilities. Scheduling these transactions to meet the timetable requirements of a customer who is anxious to proceed with his plans is frequently a vital factor in his final selection of a site.

The combination of real estate and

industrial development in one department has been made possible on our railroad through careful organization. Recognizing that the field is not one for inexperienced personnel, members of the staff—industrial engineers, draftsmen, general office employees—are recruited, as a rule, from the operating and engineering departments, both for their knowledge of the department's requirements and potential ability to handle real estate work.

"All of our staff who negotiate with industries are convinced of the advantages of the dual system", says Mr. Stoll. "For one thing, it eliminates the need for field engineers to seek real estate advice in order to determine the sale or rental value of property—a very important item in a first contact during a site investigation. Moreover, real estate experience within the company also provides appraisal experience for evaluating privately owned land being considered by an industry. We have found that the ability to act quickly through one department with full control is preferable by far to working through separate groups."

Ray Bruns, assistant draftsman, checking locations on railroad right of way maps. Working at the drawing board is Draftsman Ralph T. Fowler Jr.



Savings Bond Drive Makes Appeal to "Practical Patriots"



The annual Savings Bond drive of the U. S. Treasury Department, launched Apr. 1 under the slogan "Star Spangled Savings Plan for All Americans," will again be supported by The Milwaukee Road with a system-wide solicitation program. The national goal is set at 1,100,000 new participants in the payroll savings plan.

Employees of our company already enjoy a high rating among the nation's payroll savers due to their support of the 1964 campaign, in which 52 per cent became subscribers to the pay-as-you-go plan. The response to the Treasury appeal ranked second in the railroad industry and first for western lines.

Among those enrolled in the savings program are many who have subscribed on a regular basis since it was started by the Treasury Department in 1941. The new campaign is designed to encourage additional employees to sign up for bond purchases, and to provide current savers with the opportunity to increase their monthly investment.

The national campaign also has the personal support of President William J. Quinn, who has been appointed by the Secretary of the Treasury to spearhead activities in the Chicago metropolitan area. This drive is part of an all-out solicitation effort being conducted in 27 of the largest U. S. market centers and 100 smaller market areas throughout the country.

Mr. Quinn, as general chairman of the Chicago-based effort, heads a committee composed of leading industrialists in six counties in northeastern Illinois and three in northwestern Indiana. The objective of the drive is to solicit the regular purchase of Series E Bonds among employees of business and industrial firms in the nine-county area, with the goal set at 100,000 new payroll savers before the end of May.

The theme of the 1965 campaign is "Practical Patriotism"—a demonstration of faith in our country and its future and an easy way to accumulate insured savings. The current appeal to wage



President William J. Quinn, who is serving as chairman of the Chicago metropolitan area 1965 Savings Bond campaign, and Arnold J. Rauen, State Director U. S. Treasury Savings Bond Division (left), show a giant copy of a \$100 Savings Bond to Hon. Richard J. Daley (right), mayor of Chicago, at kick-off ceremonies.

earners points out that millions of Americans send their children to college with the help of Savings Bonds; have new homes for which Savings Bonds furnished the down payment; live free from financial worry in the retired years knowing that a backlog of bond savings will protect them in an emergency.

Endorsements from leaders of labor and industry call attention to other practical features, such as:

(A) Savings Bonds pay a guaranteed return . . . they are not affected by market fluctuations or economic trends.

(B) Payment of income tax on E Bond interest may be deferred to the year in which a bond is redeemed. Thus, depending on a person's age at the time of purchase, the owner may hold E Bonds past age 65, at which time he becomes eligible for double tax exemption. He could then cash them as needed to supplement retirement income.

(C) E Bonds may be exchanged for Series H Bonds, a feature which allows owners to defer income tax liability on E Bond interest earned until the H is redeemed or matures.

In a statement from the White House, President Johnson said, "Regular pur-

chases of Savings Bonds enable businessmen to help enhance the value of our dollar, and millions of Americans to reach a larger share of financial independence. The promotion of Savings Bond ownership through the payroll savings plan is truly a splendid and rewarding way to serve both our country and ourselves."

PEANUTS Charles Schulz

I HEAR GOOD THINGS
SAID ABOUT U. S.
SAVINGS BONDS.
THEY MUST BE VERY
NICE.



CORA 1965 UNITED FEATURES INC. SCHULZ



Ceremony aboard the Afternoon Hiawatha showing L. V. Anderson, general manager-system (right), accepting the "Grade A" achievement plaque on behalf of employees from Robert E. Novick, regional program director of the U. S. Public

Health Service, in the presence of representatives of the dining car, passenger traffic and car departments, and other Public Health Service representatives.

Dining Service Rates Fifth "Grade A" Sanitation Award

A SPECIAL luncheon was held in a very appropriate place—the dining car of the Afternoon Hiawatha, before departure from Chicago on Mar. 16—to mark the occasion of the Milwaukee Road receiving its fifth consecutive award for achievement in sanitation from the U. S. Public Health Service.

The certificate for 1964, with presentation made by approval of the Surgeon General of the Public Health Service, reflects not only the attainment of a Grade A placard for each operating dining and bar car, but continued co-operation of employees in maintaining overall good sanitation during the year.

On the citation is a large gold seal, signifying that this was the fifth year in a row it was earned, a distinction which few railroads have achieved.

The basis for awarding the certificates is federal inspection on an unannounced basis of 36 dining and bar cars operated, with two inspections per car, covering

food service, equipment and general sanitation.

Robert E. Novick, regional program director of the Public Health Service, presented the award to L. V. Anderson, general manager-system, and to W. R. Jones, superintendent of the sleeping and dining car department, who accepted on behalf of the employees.

Other regional representatives of the Public Health Service were present at the luncheon, as were representatives of the Road's dining and passenger traffic

Waiter K. A. Leali, one of several representative employees chosen to receive the Public Health Service award the first day of the "Sanitation, Safety, Service" meetings, makes a brief acceptance speech. Standing by are Steward P. H. Jones (center), who also served as a representative employee, and Lyle D. Thomas, chief of interstate carrier activities for the U. S. Public Health Service.

departments. Employees from the car department were also on hand, in recognition of the part played by this department in maintaining dining car equipment and the condition of the cars.

Sanitation—Safety—Service Meetings

Other Milwaukee employees were present—and work began toward winning a 1965 certificate—when the sanitation award was displayed during the week of Mar. 22-26 as "Sanitation, Safety, Service" meetings were held in a dining car set out alongside the Western



The Milwaukee Road Magazine

Avenue commissary building.

Lyle D. Thomas, chief of interstate carrier activities for the Public Health Service, was present for a brief speech about the award, and to give it to dining car personnel who were attending the sessions.

The week-long meetings were conducted for dining car stewards, waiters, waiters-in-charge, buffet attendants and cooks, as well as parlor car conductors and porters. The visual education meetings were attended by most of the department's employees as their runs brought them into Chicago. To allow for varying schedules, two meetings were held each day, one in the morning and one in the afternoon.

Frank V. Bolla, a sanitation specialist of the Department of Health, Education and Welfare (parent organization to the PHS), spoke at the meetings on sanitation practices and showed films on sanitation and food handling. Also speaking at the daily sessions was District Safety Engineer M. E. Stewart.



Steward P. H. Jones displays the special citation at the opening of the week-long sessions of sanitation-safety-service meetings. Others in the foreground are, from left, W. R. Jones, superintendent of the sleeping and dining car department, Waiter K. A. Leali, and Chef R. Jackson.

APPOINTMENTS

Operating Department

Effective Mar. 1, 1965:

J. J. Nentl, superintendent of the Aberdeen Division, is appointed superintendent of the Coast Division with headquarters in Tacoma.

F. J. Kuklinski, superintendent of the Twin City Terminals, is appointed superintendent of the Aberdeen Division with headquarters at Aberdeen, S. D., following the transfer of J. J. Nentl.

N. H. McKegney, superintendent of the Coast Division, is appointed superintendent of the Twin City Terminal-Duluth Division with headquarters in St. Paul, following the transfer of F. J. Kuklinski.

D. E. Peterson, assistant trainmaster of the Twin City Terminal-Duluth Division, is appointed trainmaster of that division with headquarters in St. Paul.

Engineering Department

Effective Mar. 16, 1965:

R. D. Claborn, division engineer of the Rocky Mountain Division, is appointed office engineer with headquarters in Chicago, following the death of R. W. Middleton.

W. C. Whitham, division engineer of the Aberdeen Division, is appointed division engineer of the Rocky Mountain Division with headquarters in Deer Lodge.

March-April, 1965

H. A. Walter, assistant division engineer of the Twin City Terminals Division, is appointed division engineer of the Aberdeen Division with headquarters at Aberdeen.

R. H. Michaels, assistant division engineer of the Iowa Division, is appointed assistant division engineer of the Twin City Terminals Division with headquarters in Minneapolis.

Finance and Accounting Department

Effective Mar. 1, 1965:

K. J. Wencl, regional data manager, Milwaukee, is appointed regional data manager, Minneapolis, following the retirement of A. W. Wareham.

R. P. Heinan, regional data manager, Seattle, is appointed regional data manager, Milwaukee.

M. G. Kutz, regional data manager, Sioux City, is appointed regional data manager, Seattle.

L. J. Fossum, assistant regional data manager, Milwaukee, is appointed regional data manager, Sioux City.

Traffic Department

Effective Mar. 1, 1965:

A. G. Brett is appointed general agent, Eugene, Ore. The position of district freight and passenger agent in that city, which he filled formerly, is abolished.

Carson L. Taylor

CARSON LEE TAYLOR, 75, retired vice president and general counsel of the Road, died Feb. 22 in Evanston (Ill.) Hospital. His retirement in 1955 had marked a significant milestone in a distinguished career as a lawyer and judicial officer.

Mr. Taylor, a native of Iowa and a 1911 graduate of the University of Iowa law college, started as an attorney for the Road in Cedar Rapids in 1913, through the law firms with which he was then associated. At the age of 26 he was appointed judge of the Superior Court at Cedar Rapids—the youngest judge in the country at the time.

In August, 1929 he transferred to Chicago to assume the position of assistant general solicitor, from which he advanced to commerce counsel in 1939 and to general attorney and commerce counsel in June, 1941. He became general solicitor in December, 1950, and was elected vice president and general counsel on Mar. 10, 1954.

Surviving are his widow, Phyllis; a daughter, Mrs. Edward S. Foscoe; a son, Charles; a sister, a brother, six grandchildren and a great-grandchild. Memorial services were held in the Winnetka Congregational Church, Winnetka, Ill.

The most difficult reprimand to bear is the unspoken "I told you so".

Milwaukee Road and Chicago and North Western Directors Approve Terms Defining Consolidation of Roads

The boards of directors of The Milwaukee Road and of the Chicago and North Western railway, at separate meetings on Mar. 18, approved the definitive terms of a consolidation agreement which will be submitted to stockholders of the two companies for approval at their respective annual meetings in May. The Milwaukee Road meeting will be held on May 11, and the North Western's on May 18, both in Chicago.

President William J. Quinn of our company and Board Chairman Ben W. Heineman of the North Western said the directors' action "brings the two railroads one step closer to what many have for a number of years considered to be an ideal combination".

"We are convinced", they said, "that there are no other two railroads in the nation which, in combination, could bring greater benefits to all interested groups. It would be beneficial to the regions and communities served, to investors, employes, shippers, and the general public which ultimately pays the cost of transportation."

In announcing the details, they said "Unification would provide unusual opportunities for consolidating and improving the efficiency of yards, trackage, stations and other facilities in the midwestern area served by both carriers. The improvements and economies made possible would be reflected in many ways.

"More funds would be available for acquiring necessary new equipment, for pursuing an aggressive program of modernization, and for carrying out costly maintenance projects. Industries now served by the individual companies would benefit from the pooling and, consequently, the more efficient distribution of the large fleets of freight cars now maintained by each company.

"The elimination of overlapping and duplicating facilities could benefit many communities by releasing choice real estate for industrial development or for civic improvements. In the field of industrial development, the unified company could carry on a much more comprehensive and energetic program of attracting new industry into the regions served than could either of the two roads individually."

Under the terms of the agreement, the Milwaukee Road, the North Western, and the Chicago, Milwaukee and North Western Corporation, a Delaware corporation formed for the purpose of the consolidation, would be consolidated to form a new Delaware corporation known as the Chicago, Milwaukee and North Western Transportation Company.

Terms covering the treatment of equity securities call for each share of Milwaukee common stock to be exchanged for 0.70 of a share of the common stock of the new company, and each share of North Western common to be exchanged for one share of the new company's common. Based on the 2,140,594 shares of Milwaukee common outstanding on Mar. 18, Milwaukee shareholders would receive 1,498,416 shares of common stock of the new company. On Mar. 18 the North Western had 874,901 shares of common outstanding. Thus, common stock equity in the new company would be held 63 per cent by Milwaukee Road shareholders and 37 per cent by North Western shareholders.

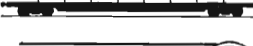
Preferred stock would be exchanged on a share for share basis for preferred stock of the new company. As of Mar.

18, the Milwaukee had 518,652 shares of 5 per cent preferred outstanding, and the North Western had 913,611 shares of 5 per cent outstanding. The new company's preferred would have a 6 per cent dividend rate, cumulative if earned. The preferred would not be convertible, and would be non-participating. It would be non-callable for five years from the date of issuance, after which it would be callable for cash or for a \$100 principal amount 6 per cent debenture, the exchange for debentures being subject to approval of the Interstate Commerce Commission at the time the exchange is contemplated.

Under other terms of the agreement, the new company would have a 15-member board of directors, seven of whom would be initially designated by the Milwaukee Road board and eight by the North Western board. The principal officers of the company would include a chairman and a vice chairman, the chairman to be selected by those directors of the new company designated by the North Western board, and the vice chairman by the directors designated by the Milwaukee board.

Mr. Quinn and Mr. Heineman stated that the annual benefits from the consolidation would be substantial. As a unified company, the Chicago, Milwaukee and North Western Transportation Company would operate the longest railroad in the country, with almost 21,000 miles of road extending from the western shores of Lake Michigan to the North Pacific Coast. Only the proposed Great Northern Pacific and Burlington

THE RAILROADS IN 1964 SIGNPOSTS OF A COMEBACK YEAR

	FREIGHT TRAFFIC VOLUME	UP 7%
	PIGGYBACKING OF TRUCK TRAILERS	UP 12%
	HAULING OF NEW MOTOR VEHICLES	UP 25%
	PASSENGER TRAVEL	DOWN 1%
	TOTAL OPERATING REVENUE	UP 4%
	NET OPERATING INCOME	UP 7%
	PLANT IMPROVEMENT SPENDING	UP 39%

Lines with more than 24,000 miles would be larger. In terms of revenues, though, it would rank in 8th place among Class I roads, primarily because of considerable under utilization of productive capacity of the two railroads—the North Western, like the Milwaukee, has substantial branch line mileage. Mr. Quinn and Mr. Heineman pointed out, however, that the efficiency inherent in the unification of the two companies would strengthen the ability of the new company to preserve and maintain the low traffic density branch lines.

Discussions regarding the Milwaukee and North Western as "ideal merger partners" date back more than a quarter of a century, they noted. As long ago as 1869 the two companies, even though otherwise under separate managements, had the same president for a brief period. Today the two roads serve more than 140 points in common in the Midwest.

The North Western recently entered into a merger agreement with the 1,500-mile Chicago Great Western Railway. That agreement, which was approved by stockholders of both roads, is awaiting approval of the Interstate Commerce Commission before it can be consummated.

Stronger, More Efficient Road

In the line of statistics, the Milwaukee Road's total operating revenues in 1964 were \$228,238,802, including freight revenues of \$189,837,458. On the North Western, total operating revenues were \$220,811,125, including freight revenues of \$193,594,600. As of Dec. 31, 1964, the Milwaukee had 859 diesel electric and electric locomotive units, 40,542 freight train cars and 522 passenger cars. The North Western had 729 diesel electric units, 41,686 freight train cars and 296 passenger cars. In 1964 the Milwaukee had an average of 17,000 employees and the North Western had 15,252.

Mr. Quinn and Mr. Heineman said that unification would not only produce a stronger, more efficient railroad, but would preserve healthy competition. They said such strengthening is "absolutely essential" if the lines of the two companies are to compete effectively with truck and water carriers operating over government maintained highways and waterways. They also said such strengthening is "vital" if the two companies are to weather the adverse effects of any significant business downturn.

March-April, 1965

"Red Vest" Breakfast for Seattle Shippers



SEATTLE'S famous skyline forms the backdrop for these scenes of a "Thank You" breakfast held in the restaurant atop the Space Needle Feb. 16 at which our company expressed its appreciation to about 200 Seattle area shippers for their patronage of our XL Special and Thunderhawk freight service. Hosts for the occasion were W. D. Sunter, assistant vice president-traffic, and P. L. Cowling, assistant to president, vice president-general manager of the Milwaukee Motor Transportation Company, together with L. H. Dugan, vice president and western counsel, and P. J. Cullen, assistant general freight traffic manager at Seattle.

As a reminder of the inauguration of the service, Milwaukee Road men at the get-together were in Red Vest uniform—the red vests and ties worn by traffic task forces during the intensive sales campaigns which familiarized shippers with the benefits of utilizing the hotshot train schedules between Chicago and the North Pacific Coast.



Pictured here are L. V. Dugan, vice president and western counsel, welcoming the shippers, and Mr. Sunter (left) and Mr. Cowling assisting Joshua Green, western director of the Road, as he dons his red vest. Mr. Green, or "Mr. Seattle" as he is known, is an active salesman for our company's services.

Reinier Beeuwkes

Reinier Beeuwkes, the engineer who directed the electrification of the Milwaukee Road system in Montana, Idaho and Washington and stayed on to supervise its operation for 33 years, died Mar. 3 in Seattle at the age of 88.

Mr. Beeuwkes, born in Jamesburg, N. J., was graduated by Baltimore City College in 1895 and received a degree from Johns Hopkins University in 1899. After some early experience with General Electric and the Pennsylvania Steel Company, he entered railroad service in

1903, working on projects in various parts of the country, including the electrification of New York's Grand Central Terminal and Great Northern's Cascade Tunnel, and on railroads in South America and South Africa.

His career with the Milwaukee, subsequent to the preliminary electrification survey which he conducted, extended from 1914 to Dec. 31, 1947, all in the capacity of electrical engineer with headquarters in Seattle.

He is survived by a son, two daughters, eight grandchildren and two great-grandchildren.

Test Commuter Acceptance of New Service on Suburban Runs

A TEST of commuter acceptance of additional and improved transportation was begun by our railroad on Mar. 22 when 11 new suburban trains were put into service and the schedules of 18 other suburban operations were speeded up or otherwise changed.

The additions and changes are designed to improve our Chicago area service during off-peak periods of the day and evening, although rush hour services and week end schedules are also affected. The running time of some trains has been reduced by as much as 10 minutes.

In announcing the changes, C. C. Dilley, passenger traffic manager, said they reflect the preferences of commuters as expressed in responses to a "Help Us Serve You Better" questionnaire, and that they were made possible by the placing in operation of the 22 additional double deck coaches which completed the company's suburban modernization program.

All of the schedules involved, both the new ones and those representing revisions of existing schedules, will be operated experimentally until studies of acceptance by passengers can be completed.

Commenting on the extensive nature of the changes, James W. Karber, chairman of the Illinois Commerce Commission, called the move "another major step forward by the Milwaukee Road", and typical of a continuing effort by Chicago railroads to provide commuters

with the best service possible. "We will now have to see", he added, "what the public response will be to fast service, to convenient service, and to vastly improved equipment provided by a railroad that is making a determined effort at major expense to itself."

Enthusiastic approval of the action came also from Carroll M. Whitney, chairman of The Milwaukee Road Commuters' Association, who described it as a major move toward the highest possible quality of service for residents of Chicago's northern and western suburbs. "I sincerely hope that increased patronage will justify the changes and cause them to become permanent," he said.

Abbott Laboratories Locates on Chicago-Milwaukee Main Line

A COUNT of new industries locating recently on the Milwaukee Road included Abbott Laboratories, world-wide manufacturer of ethical drugs, which has purchased 420 acres of land east of the Chicago-Milwaukee main line for a long range expansion project.

The building site, to be known as Abbott Park, is just north of the station at Rondout, Ill., between Atkinson and Buckley Roads and extending east to Highway 42A. Growth plans of the pharmaceutical company call for the construction of a manufacturing, administration, training and research center to supplement the facilities of its present plant at North Chicago, Ill.

Site grading of the property was started last fall, together with the erection of a 40,000 square foot vaccine

manufacturing laboratory. The building will be completed this spring, at the same time that work will start on a 400,000 square foot warehouse which is expected to be ready for use in October. The overall plan provides for constructing several more warehouses of similar size.

R. K. Baker Retires From Material Division Post



R. K. Baker

ROY K. BAKER retired from the position of general storekeeper on Jan. 31, after a career of 43 years in the material division of the purchases department. His many friends and

associates joined in wishing him well.

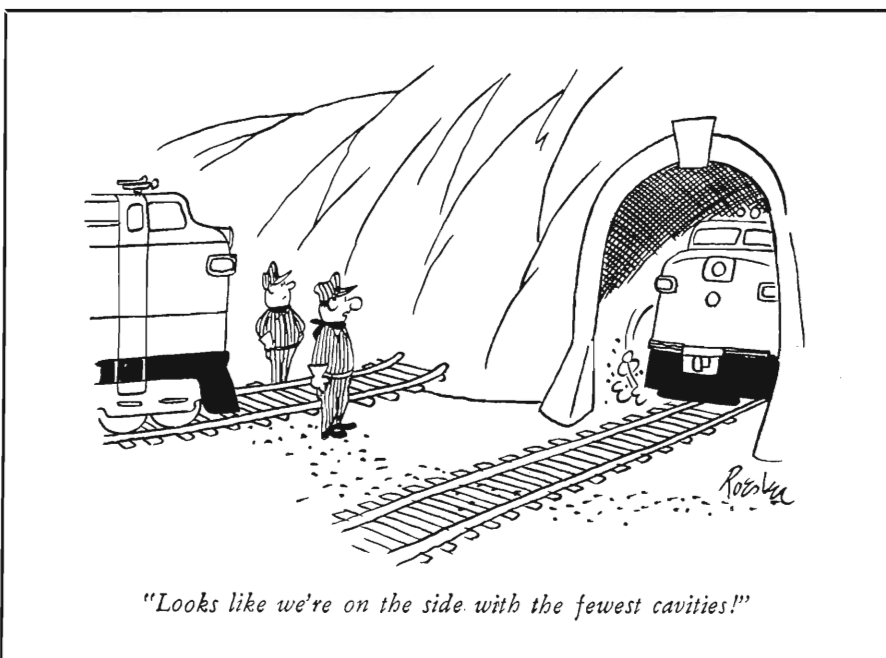
Following employment with three other railroads, Mr. Baker started his service with the Milwaukee in 1922 as a storehelper at Faithorn, Ill., and held various positions there, in West Clinton and Terre Haute, Ind., and on special assignments in Milwaukee until 1939, when he was appointed line storekeeper at Milwaukee headquarters.

In January, 1941 he was granted a leave of absence to work with contractors in connection with the construction of the Fort Leonard Wood army camp at Rollo, Mo., and upon returning to the railroad later that year was again employed in Milwaukee in various capacities, including division storekeeper and assistant district storekeeper.

In 1951 he was appointed district storekeeper at Western Avenue in Chicago, returning to Milwaukee in August, 1958 as assistant general storekeeper-system. He had served as general storekeeper since Dec. 1, 1962.

Stage Car Display for IGFA

AN outstanding feature of the annual convention of the Iowa Grain and Feed Association in Des Moines last winter was a display of covered hopper cars spotted at the Union Depot through arrangements carried out by our road's local traffic and operating people. Cars were exhibited by the American Car and Foundry Company, Magor Car Corporation and Pullman Standard to a record number of growers and shippers. The visitors were entertained by the Aluminum Corporation of America in the depot waiting room, decorated for the occasion to serve as a coffee refreshment center.



"Looks like we're on the side with the fewest cavities!"

Unit Train Service Continues to Expand; Operation Developed to Move Iron Ore



The 140-car shipment of iron ore pellets which initiated the new unit train operation on Mar. 2 is shown passing through Iron Mountain, Mich.

THE unit train operations of our railroad are continuing to expand, the most recent development involving shipments of pelletized iron ore moving from the Marquette Iron Company at Republic Mine, Mich., to the Jones & Laughlin Steel Corporation mill at Aliquippa, Pa.

The service was initiated with a 140-car trainload of taconite pellets routed over the Lake Superior & Ishpeming Railroad, the Milwaukee Road and the New York Central, which was received by our line at Republic Junction on Mar. 2 and delivered to the New York Central in Chicago. After the first movement, the trains began operating on alternate days on a shuttle basis, with the Milwaukee participating in the rotating movements.

The schedule is predicated on a seven-day turnaround, with provisions for continuing the operation until the opening of the shipping season on the Great Lakes early in April.

The special advantages of unit train service, including rates that reflect lower operating costs, are proving to be very attractive to shippers of bulk loads. Rates established for the ore train are based on minimum shipments of 6,000 gross tons and maximum loads of 7,500 gross tons, with 24 hours free time to load and unload cars. The unit rates apply from four other Michigan mine areas, namely



On hand to observe the weighing of the first unit ore train are K. D. Schoeneck, assistant superintendent of the Milwaukee Division at Green Bay headquarters, W. A. Hisman, trainmaster and traveling engineer, and R. G. Williams, traveling freight agent, Green Bay (left to right).

Eagle Mills, Humboldt Mine, Ishpeming and Negaunee.

The application of the unit train concept to shipments of iron ore is the third development in this type of service on our road since 1963, when trainload lots of bituminous coal began mov-

ing five days a week from the Ayrshire Collieries and Peabody Coal Company mines in Indiana to the power plant of the Public Service Company of Indiana near Terre Haute. In recent months the load commitment for this train has nearly doubled. Ultimately it is expected to reach approximately 1,500,000 tons per year.

In January, 1964, special rates were set up also to handle unit trains of grain in shuttle service from elevators at Superior - Duluth and Minneapolis - St. Paul to Buffalo, N. Y., an arrangement which enables shippers to keep wheat moving to processing mills during the winter shutdown of the Great Lakes shipping lanes.

Steps taken to extend the concept to solid movements of iron ore pellets helped to relieve a shortage of that commodity which became critical in the steel industry early this year as a result of the Longshoremen's strike on the eastern seaboard. Plants served by the unit trains were able to continue production on schedule, due to the constant replenishment of their stockpiles.

L. D. Phelan

LEROY DEAN PHELAN, 74, who retired in 1955 as general adjuster for the Road, died Feb 20 of a heart ailment. He passed away in his home in Evanston, Ill.

Mr. Phelan's railroad career of 47 years—34 with the Milwaukee—was distinguished for public service as well as railroad claim work. He was born in Sedalia, Mo., where he took a job with the Missouri-Kansas-Texas in 1908, following the example of his father and grandfather who had worked for that line. After service with several other roads in the Southwest, he joined the Milwaukee in 1921 as an adjuster, advancing to district adjuster in Chicago in 1923, and serving later in that capacity at Aberdeen, S.D. He returned to Chicago as assistant general adjuster in 1944 and was appointed general adjuster in December, 1948.

During his years in Aberdeen he was very active in Scout work, receiving the Silver Beaver Award for Distinguished Service to Boyhood. He was also a leader in Rotary Club affairs for many years, and in 1936-37 served as governor of Rotary International.

Survivors include his widow, Frances, and two sons, Jack Dean Phelan and Dr. James F., mathematics professor at the University of Illinois. Funeral services were held in Evanston.

Veteran Employees' Reunion Set For June; Plans Underway to Meet in Minneapolis



Typical of the good time in store for Veterans attending the 1965 reunion; a picture taken during the program which climaxed the banquet at last year's get-together in Minneapolis.

ATTENTION, members of the Veteran Employees' Association! Plans for your 1965 reunion are already formulated, and now is the time to reserve the date—Saturday, June 12!

This bulletin comes from Vet President F. G. McGinn, vice president-operation, who has announced that, in accordance with the wish of the majority who attended the 1964 reunion, it will again be held in Minneapolis, and again at the Radisson Hotel. Added to the announcement was Mr. McGinn's expressed wish that everyone who was

at that affair, as well as many others, will find it possible to come this year. The invitation includes husbands, wives, even the children, if you like—all of the members of the immediate family.

The fact that the plans are being carried out by the same committee members who were responsible for last year's smooth-running program assures that the 1965 reunion will be one of the best. Headed by J. A. Jakubec, assistant to vice president-operation, as general chairman, they are: G. H. Kronberg, director of public relations and adver-

tising, in charge of publicity; D. G. McMillan, assistant general passenger agent, hotel accommodations; R. C. Tiedje, auditor of passenger accounts, ticketing and auditing; C. C. Dilley, passenger traffic manager, transportation; A. G. Dupuis, public relations officer, programs; W. D. Sunter, assistant vice president-traffic, entertainment; W. C. Lummer, retired district storekeeper, reception; Elizabeth Hessburg, Minneapolis claim clerk, registration and ladies reception.

The schedule of events when the reunion gets underway will be as follows:

Registration (for first comers) on Friday evening, June 11, from 6 to 9:30 P.M., and resuming Saturday morning at 8 A.M. for the balance of the day. The registration fee is \$1 for each Veteran; no charge for others in the family.

As is usual, there will be a "Switch Shanty Session" on Saturday from 9 to 11:30 A.M., with refreshments and dancing, and at noon a ladies' and men's joint luncheon featuring a delicious buffet.

A business meeting is scheduled from 1:30 to 2:30 P.M., following which action will again shift to the "Switch Shanty". The main event—the reunion banquet—will start at 6 P.M., climaxing the day with a fine dinner and a special program of speeches and entertainment.

Tickets for the entire program—the

CUT ALONG LINE AND MAIL THIS TODAY

RESERVATION FORM

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

Insert here your 1965 Membership Card No. _____
Enclosed is check in the amount of \$_____ for _____ Reunion Tickets at \$6.00 each. (Please remit by check or money order—do not send currency.) Mail tickets to:

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

TRANSPORTATION DATA:

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

_____ 1965, and arrive in Minneapolis on Train _____ 1965.
(date) (number) (day) (date)

Will depart on Train _____ 1965 for _____
(number) (day) (date) (destination)

(Pullman) or (Coach)

ROOM RESERVATIONS

Single ☐ \$ 9.00

Double ☐ \$12.50

Twin Beds ☐ \$14.50

buffet luncheon, "Switch Shanty" sessions, and banquet—will be \$6 per person.

Negotiations have already been concluded with the Radisson Hotel to provide the Veterans with the same fine accommodations they had last year. The rates for those who will require room reservations are \$9 for single room occupancy, \$12.50 for a double room, and \$14.50 for a twin bed room. Our company will again provide bus service to and from the hotel and depot, similar to that furnished last year.

Because reservations must be made in advance, Mr. McGinn's invitation contains an R.S.V.P. clause—"please reply as soon as possible." As arrangements progress further, all members of the Association will receive a reservation form, but in the meantime, the form at left may be used.

Joseph B. Dede

Joseph B. Dede, 63, an auditor for the railroad with headquarters in Spokane, died Mar. 22. He was well known by Milwaukee Road personnel, having been employed in several departments and at various points on the system during his career of almost 48 years, which began in the local freight office at Terre Haute, Ind., in 1917.

After holding all the positions in the Terre Haute office, Mr. Dede transferred to Bedford, Ind., in 1932, and in June, 1940 joined the public relations department as a regional assistant. With headquarters first in Cedar Rapids and later in Spokane, he continued in that department until October, 1948, when he was appointed traveling auditor at Spokane.

Funeral Mass was held at St. Charles Church in Spokane, with burial in Holy Cross cemetery. He is survived by his wife, Agnes, and a son, Joseph Jr., of McHenry, Ill.

Road Sponsors Oat Production Meetings for Minnesota Growers

MINNESOTA farmers in the region known as the lower Red River Valley were advised how oats may be developed into a more profitable crop at area meetings sponsored by our company in Appleton, Wheaton and Ortonville the week of Feb. 22.

Cooperating in the meetings, which were arranged by S. J. Oberhauser, agricultural agent, Minneapolis, were various county agents representing the University of Minnesota and agricultural instructors at vocational schools. The principal speaker was Dallas E. Western,

director of grain development for the Quaker Oats Company, who has been participating in similar meetings throughout the Midwest states.

This region of Minnesota served by our railroad is potentially a good oat-growing area, and efforts were directed to stimulating greater acreage and larger yield per acre. The key to quality and yield, Mr. Western stated, is good cultural practices combined with the proper use of starter-fertilizers. Together, he said, they can increase the present average yield of 40 bushels per acre to 100 bushels or more.

Interest in the meetings was stimulated through newspaper and radio publicity, with the result that each session drew a large audience of farmers. Operators of elevators were contacted also, and given literature to distribute to their customers.

Newspaper advertisements directed to farmers which suggested how to obtain a 100-acre yield cited that in an oat-growing contest last year among vocational students in eastern Iowa, three-fourths produced over 90 bushels per acre, and one-fourth exceeded 100 bushels. The winning yield was 134.8 bushels per acre.

Roger W. Middleton

ROGER WESLEY MIDDLETON, office engineer in Chicago headquarters of the engineering department, died suddenly the evening of Feb. 26. His death at the age of 49 resulted from a heart seizure.

Mr. Middleton, who graduated from Purdue University with a B.S. degree in civil engineering in 1939, started with the Road as a rodman at Aberdeen, S. D., in 1940 and worked as an instrumentman there and in Milwaukee until entering the Army in 1942. Discharged from the Army as a captain in January, 1946, he returned to Aberdeen, where he became assistant engineer in January, 1947. In 1951 he was transferred to Terre Haute as division engineer, and in that capacity served also at Miles City, Butte and Deer Lodge, Mont., until 1959, when he was appointed assistant engineer in Chicago. He was appointed division engineer at Bensenville, Ill., in July, 1963, and assigned the duties of office engineer in Chicago last November.

He is survived by his wife, Irene, and a son, James, of Libertyville, Ill., and a daughter, Mrs. Janet Tunis, South Bend, Ind. Funeral services were held in Libertyville, with interment in South Bend.

A Railroad Problem Of the Wurst Type

A recent communiqué from Berlin disclosed that the Communist bosses of East Germany's railroads are upset about engineers making unscheduled stops for snacks of sausage and beer. At a production meeting, officials complained that train crews were calling station restaurants along the line to find out which ones had fresh bockwurst. Railroad authorities have ordered "strong measures to stamp out this lack of discipline".

The news item inspired a bard on the staff of *The Milwaukee Journal* to comment on the disruption of timetable schedules as follows:

Next Stop—Bockwurst!

From East Berlin to Halberstadt

*The Communists are cursed
With engineers who stop their trains*

To dine on beer and wurst.

From Reichenbach to Brandenburg

*The freights grind to a halt
While trainmen take their morning break*

For sausages and malt.

The commissars roar mighty oaths

*About the waste and lossage,
But Marx and Engels can't prevail*

Against this yen for sausage.

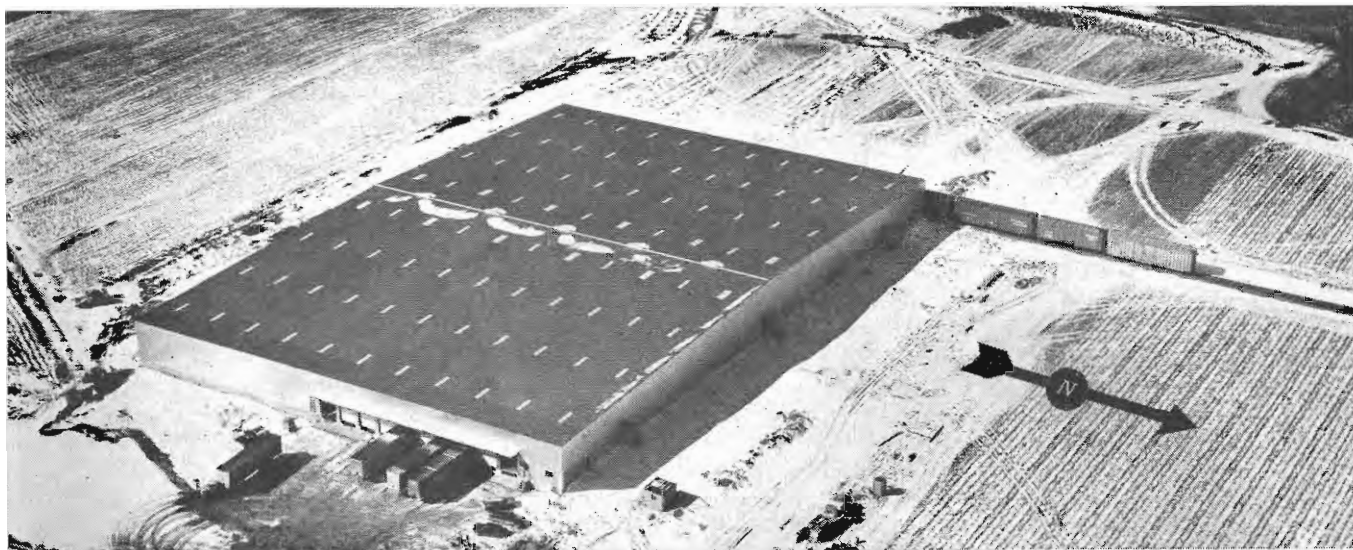
Regimes may come, regimes may go,

But one thing we'll not fear—

As long as Germans eat and drink

They'll have their wurst and beer.

Every stenographer and typist has an opportunity to exercise her sense of balance and design, and her love of fine workmanship whenever she writes a letter. What is more pleasing than to receive in the course of an otherwise monotonous business day one of these beautiful letters, on fine paper, nicely printed, and typed with sensitive consideration for margins, spacing and evenness of impression?—The William Feather Magazine



Aerial view of the Foster-Forbes Glass Company warehouse as it appeared when completed early in January, showing the

location of the 1,550-foot spur track with relation to the Racine & South Western line out of sight at the right.

Foster-Forbes Glass Company Locates On Racine & South Western Main Line

THE resources of our road's industrial development department played an important part in a real estate transaction whereby the Foster-Forbes Glass Company of Marion, Ind., became the second major industry to locate recently at Burlington, Wis.

Working closely with a firm of management consultant specialists, the department furnished information for an extensive plant site study which resulted in the Indiana company taking title to 68 acres of land immediately south of our Racine & South Western line as a base for expanding its manufacturing and warehousing operations.

The site is a short distance west of the multi-million dollar Nestlé chocolate manufacturing plant now under construction south of the main line in a farm area currently being annexed to the city for industrial use. Both locating projects involved services available from the department, with B. H. Bobbitt, manager of industrial development, acting for the Road in negotiations with representatives of the companies and businessmen comprising the Burlington Industrial Development Corporation.

The Foster-Forbes Glass Company, formed in Indiana in 1911, traces its beginnings to 1842 when the great-grandfather of the president started a factory in New Hampshire for making hand-blown bottles after learning the trade in England. Today its production facilities

in Marion have a capacity of 600 tons of finished glass daily and provide employment for 1,100 men and women. The output consists of flint and amber glass containers for food, beverages, cosmetics, medicines and miscellaneous items.

In announcing the company's expansion plans, officials said that the establishment of additional facilities in southeastern Wisconsin will enable it to provide the best possible service for customers in the Milwaukee-Chicago area. Immediate access to railroad and highway transportation, excellent availability of natural gas, and the fact that the Burlington area is known as a source of desirable employees, were prime factors in the choice of location, they stated.

The plans were put into effect last September, and approximately three weeks after site preparation began on the Nestlé plant, ground was broken for a 100,000 square foot warehouse. Before the onset of winter, Milwaukee Road engineering forces built a 1,550-foot spur track onto the property to serve the warehousing unit.

This building, which went into operation in January, will be used temporarily as a distribution center for the Marion plant. Initially it is serving as a warehouse for bottles furnished to the Milwaukee brewing industry.

Starting this spring, construction will commence also on the first unit of a

modern manufacturing plant—the first automatic machine glass factory in Wisconsin. When this facility is completed in the spring of 1966 it will provide employment for about 125 persons. A second unit of the plant to be constructed later is expected to employ an additional work force of 100.

The first unit will be equipped with a furnace and a battery of glass machines capable of producing 175 tons of finished glass a day. When the second furnace and additional machines are set up, the capacity of the plant will be doubled.

In connection with servicing the warehouse, our road now participates in movements of bottles from Marion to the Burlington site. Starting early next year, when the manufacturing plant goes into operation, it will handle inbound shipments of silica sand, soda ash and dolomitic lime, and outbound movements of glass containers in volume.

"THE ALASKA RAILROAD, a Photo History 1914-1964" is now available for the first time. The book contains more than 800 pages and about 1,600 photographs telling the story of this unique railroad and its people, from the turn of the century through the 1964 earthquake and present reconstruction. Only 1,000 first editions are being printed; price, \$20. Checks or money orders may be sent to the author, Mrs. Bernadine M. Prince, 624 "F" Street, Anchorage, Alaska 99501, or to Ken Wray's Print Shop, Inc., 336 E. Fifth Avenue in Anchorage.

The Milwaukee Road Magazine

RETIREMENT

The following employees' applications for retirement were recorded during January-February 1965

General Office & System Employees

Boyle, D. J. Asst. Cashier.. Chicago, Ill.
Callaway, W. F. Waiter.. " "
Drennen, Ruby F. Tele. Operator.. " "
Grunland, Marie S. Clerk.. " "
Huss, Bodell J. Clerk.. " "

Chicago Terminals

Beckert, A. F. B&B Foreman.. Chicago, Ill.
Carlson, G. D. Engineer.. " "
Cooper, Jr., G. W. Machinist.. Bensenville, "
Daugherty, J. H. Switchman.. Chicago, "
Dorsch, E. Yardmaster.. " "
Franklin, G. A. Machinist.. " "
Graff, R. M. Machinist.. " "
Gustavson, G. W. Car Foreman.. " "
Kolze, A. R. Car Foreman.. Bensenville, "
Leader, R. R. Engineer.. " "
Triner, S. J. Engineer.. Chicago, "
Williams, A. Laborer.. Bensenville, "
Wyczesany, J. Laborer Fueler.. " "

Aberdeen Division

Flaig, E. M. Sec. Laborer.. Lemmon, S. D.
Healy, R. C. Brakeman.. Minneapolis, Minn.
Hild, W. T. Conductor.. Aberdeen, S. D.
Sampson, A. A. Engineer.. " "
Schwan, R. G. Switchman.. " "

Coast Division

Brown, J. H. Carpenter.. Port Townsend, Wash.
Curran, L. B. Agt. Operator.. Enumclaw, "
Danielson, G. R. Sec. Laborer.. Cedar Falls, "
Dawdy, A. W. Sec. Laborer.. Worley, Ida.
Dwyer, E. P. Car Cleaner.. Seattle, Wash.
Forte, J. Sec. Foreman.. Everett, "
Freeman, C. F. Machinist.. Tacoma, "
Gallagher, T. F. Car Cleaner.. Seattle, "
Johnson, H. J. Agent.. Morton, "
Koch, R. Sec. Foreman.. Marengo, "
McDonald, H. P. Brakeman.. Tacoma, "
Wayne, H. E. Engineer.. Spokane, "

Dubuque & Illinois Division

Blaser, F. A. Fireman.. Dubuque, Ia.
Brown, W. K. Blacksmith.. Savanna, Ill.
Bush, B. D. Brakeman.. Bensenville, "
Edgar, W. R. Engineer.. Ottumwa, Ia.
Gatrel, L. H. Track Laborer.. Laredo, Mo.
Haggerty, H. M. Engineer.. Dubuque, Ia.
Hazlett, I. G. Sec. Laborer.. Monona, "
Jahn, W. C. Engineer.. Dubuque, "
Leonard, E. J. Pile Driver Engr.. Savanna, Ill.
Meyer, J. L. B&B Carpenter.. " "
Sanke, J. J. Diesel Engr.. Chicago, "
Thayer, E. E. Carpenter.. Savanna, "
Von Alten, H. C. Engineer.. Davenport, Ia.

Iowa Division

Hodgson, W. K. Telegrapher.. Atkins, Ia.
Milbourn, A. H. Switchman.. Council Bluffs, "
Reel, F. E. Conductor.. Perry, "
Walker, R. K. Engineer.. Des Moines, "

Iowa, Minnesota & Dakota Division

Bartelt, R. H. Sec. Laborer.. Wanamingo, Minn.
Crosby, M. E. Yardmaster.. Austin, "
DeKing, P. J. Sec. Laborer.. Marion, S. D.
Deurmeier, L. T. Conductor.. Sioux City, Ia.
Gilmore, O. S. Conductor.. Mason City, "
Gimpel, H. Yardmaster.. Madison, S. D.
Grendler, A. O. Telegrapher.. Sioux City, Ia.
Hauge, L. Sec. Foreman.. Pipestone, Minn.
Heslip, H. J. Conductor.. Austin, "
Klatt, H. H. Frt. Conductor.. " "
Rowlee, E. L. Agent.. Spring Valley, "
Smith, F. J. Warehouse Foreman.. Austin, "
Swanson, C. L. Conductor.. Mason City, Ia.
Tillery, A. M. Mach. Helper.. Mitchell, S. D.
Williams, F. E. Engineer.. Yankton, "

La Crosse Division

Alsen, A. R. Hostler.. St. Paul, Minn.
Briebach, F. R. Carman.. La Crosse, Wis.

Burns, M. W. Crossing Flagman.. Lake City, Minn.
Drunasky, V. L. Sec. Laborer.. Poynette, Wis.
Ellis, L. G. Engine Watchman.. La Crosse, "
Lewis, J. J. Engineer.. Minneapolis, Minn.
Lomas, H. J. Pontoon Helper.. Prairie du Chien, Wis.
Lubinski, H. E. Sec. Laborer.. Winona, Minn.
Mahoney, P. K. Chief Clerk.. La Crosse, Wis.
McMahon, G. F. Engineer.. St. Paul, Minn.
Riedel, W. J. Engine Watchman.. New Lisbon, Wis.
Slomske, A. M. Engineer.. Minneapolis, Minn.
Tebbe, H. J. Foreman.. Red Wing, "

Milwaukee Division

Grahn, J. W. Carman.. New Lisbon, Wis.
Handlos, J. A. Conductor.. Milwaukee, "
Hones, H. L. Agt.-Operator.. Grays Lake, Ill.
Poland, R. E. Switchman.. Racine, Wis.
Radue, E. F. Conductor.. Green Bay, "
Sommers, C. W. Engineer.. " "

Milwaukee Terminals & Shops

Biggs, N. Janitor.. Milwaukee, Wis.
Brynteson, N. A. Blacksmith.. " "
Clark, S. D. Mach. Helper.. " "
Danielson, L. H. Electrician.. " "
Dooley, T. J. Engineer.. " "
Glaser, F. O. Welder.. " "
Hulse, W. J. Machinist.. " "
Jackson, W. Janitor.. " "
Klatte, H. W. A. A. R. Clerk.. " "
Pardun, H. H. Policeman.. " "
Parkinson, M. V. Engineer.. " "
Putnam, E. A. Mach. Helper.. " "
Seelos, R. H. Store Helper.. " "
Steiner, Emma Clerk.. " "
Tabaka, S. J. Upholsterer Dyer.. " "
Tomasik, Marie Clerk.. " "
White, E. N. Laborer.. " "

Rocky Mountain Division

Addis, S. Sub-Station Oper.. Janney, Mont.
Aggers, H. M. Machinist.. Miles City, "
Heckerroth, G. E. Conductor.. Alberton, "
McCullum, W. A. Fireman.. Lewistown, "
Parker, F. E. Sec. Laborer.. " "

Schultz, H. F. Engineer.. Miles City, Mont.
Simkins, L. R. Carman.. Harlowton, "

Terre Haute Division

Brogan, H. J. Yard Conductor.. Bedford, Ind.
Frakes, C. J. Brakeman.. Faithorn, Ill.

Twin City Terminals

Contreras, M. Sec. Laborer.. St. Paul, Minn.
Dewitt, D. G. Mail Handler.. " "
Gunnson, G. D. Switchman.. Minneapolis, "
Hagen, J. W. Asst. Engineer.. " "
Houle, A. P. Yardmaster.. St. Paul, "
Johnston, J. H. Carman.. " "
Krueger, F. E. Carman.. " "
Lindquist, A. W. Rate Clerk.. Minneapolis, "
Long, L. E. Switchman.. St. Paul, "
McCabe, D. T. Foreman.. " "
Mendoza, L. Sec. Laborer.. Minneapolis, "
Muyres, M. Carman.. St. Paul, "
Salisbury, D. M. Welders Helper.. Minneapolis, "

Sandell, E. A. Supervisor.. " "
Thompson, E. A. Delivery Clerk.. " "

Wareham, A. W. Reg. Data Mgr.. " "
Washington, Naoma I. Janitress.. " "

W. E. Cartwright Heads TCFB Foreign Freight Subcommittee



W. E. Cartwright

W. E. CARTWRIGHT, foreign freight agent, has been appointed chairman of the foreign freight subcommittee of the Transcontinental Freight Bureau. The duties involve issuing reports on rate mat-

ters relating to import and export freight, to be used by the standing rate committee of the TCFB in analyzing and recommending rates on foreign traffic.





Star-spangled savings plan

(How it can help you to a well-provided future)

Most of us think about the future in terms of our families—paying off the mortgage, educating the children, providing a retirement income.

But with the world the way it is today, it's almost impossible to make plans for your own future without considering the future of your country, too.

When you buy U. S. Savings Bonds, your money takes on both jobs. It begins to grow, surely and steadily, to help you reach your savings goals and build your financial strength.

At the same time, Uncle Sam uses these dollars to help reach our *national* goals of peace and security.

Why not give your savings dollars this

double assignment? You'll be joining millions of American families who are investing in their country's future—and you'll probably find that you feel pretty good about the whole thing.

Quick facts about Series E Savings Bonds

- ✓ You get back \$4 for every \$3 at maturity (7½ years)
- ✓ Your Bonds are replaced free if lost, destroyed or stolen
- ✓ You can get your money when you need it
- ✓ You pay no state or local income tax and can defer payment of federal tax until the Bonds are cashed

Buy E Bonds for growth—H Bonds for current income

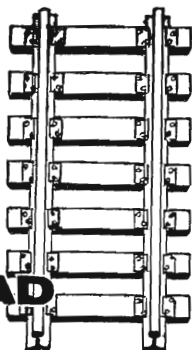
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ABOUT PEOPLE OF THE RAILROAD



Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER AND
TEST DEPARTMENT

Harold J. Montgomery, Correspondent

Tony Radke, tinsmith, is observing his 40th year with the Road. He is now entitled to a 40-year "white pass".

Russell A. Harrington recently became a grandfather again. "Timothy John" is grandson No. 4. Russ is the Road's engineer of train lighting.

Three years as a Junior Achiever, three years as president of his company, and this year president of the first JA company anywhere to enter the field of television—those are the distinctions of Carl A. Borgh Jr., son of our assistant engineer of train lighting. Carl's company, JA TV-12, is sponsored by WISN-TV and functions to advertise JA products. Under the supervision of station personnel, the members sell ads, write copy, and work with WISN technicians in filming 20 and 60 second spots. Carl reviews products, edits copy, and checks tapes before they are televised.

Carl served as chairman of the Milwaukee area delegation to the 1964 JAMCO, and was the only Milwaukeean to earn a leadership award for outstanding contributions to group discussion. He was also a finalist in the Mr. Executive contest. He has received the JA Achiever Award and the Junior Executive Award, and is now working toward the Executive Award.

OFFICE OF SHOP SUPERINTENDENT— CAR DEPARTMENT

Richard D. Andrews, Correspondent

Stanley Tabaka, upholsterer, retired after 30 years service in the car department at Milwaukee Shops. He is a past chairman of the Milwaukee Hiawatha Service Club. His many friends at the Shops wish him a long and happy retirement.

Sympathy was extended to Electrical Foreman Joe Kolanda whose father, Frank J. Kolanda, died Feb. 8 at the age of 85.

Edward McDermott, carman, was recently elected financial secretary of the Order of St. Christopher for Catholic railroad employees. He is a long time member of the order and also a past chairman of the Milwaukee Hiawatha Service Club.

Tractor Driver Bob Volght is one of



RETIRING FROM THE ROAD'S MINNEAPOLIS POLICE FORCE, Lieutenant K. H. McLaren is pictured at a luncheon in the Cardinal Room of the Grain Exchange Building as he was being presented with a miniature "retired lieutenant" gold star sent for the occasion by Superintendent of Police R. T. Shields. "Mack's" co-workers and many crossing flagmen under his supervision also presented him with a token of their good wishes, which were shared by his wife (wearing corsage). Lieutenant McLaren had 42 years of service in the police department at Minneapolis.

ATTAINS LONG RANGE EDUCATIONAL

GOAL. William Stanczyk, designer in the engineering department in Chicago, is congratulated by B. J. Ornburn, assistant chief engineer-structures, on receiving a Bachelor of Science degree in civil engineering from the Illinois Institute of Technology. His graduation in January climaxed 11 years of study at evening classes. Mr. Stanczyk has been with the Road since 1955, starting as a detailer, from which position he was advanced to designer in 1963.



COORDINATOR FOR WISCONSIN RESERVISTS. Lt. Col. Jack W. Mulhollon of Milwaukee's 757th Transportation Battalion, or supervisor of diesel reclamation, as he is known on the railroad, is shown (left) with Col. Robert Howard of the 774th Railway Group while attending a conference held recently at the Transportation Center, Fort Eustis, Va., to make plans for the annual summer encampment of the Wisconsin Reservists. The regular army group will serve as host unit.



IN RECOGNITION OF 45 YEARS OF SERVICE, Fred Smith (right), who retired recently as warehouse foreman at Austin, Minn., is presented with a Silver Pass by Agent Ed Applebury. His co-workers at Austin honored him at a coffee party held in the regional data office.

Father and Son Forestall a Derailment



Wilford Ducommun, his father, John Ducommun, Superintendent R. L. Martin and Roadmaster C. E. Moore (left to right), with one of the Ducommun children, as checks were presented to the father and son in appreciation of the washout warning.

DECEMBER, 1964 will long be remembered on the Idaho District of our Coast Division. Heavy snowfalls, followed by rain and more snow, gave operating men much to worry about, particularly in the area along the St. Joe River called "The Canyon". Mud and rock slides caused signal and communication failures, and ice jams on the river sent water 18 inches over the roadbed.

It was under these conditions that John Ducommun, 78, who lives west of St. Maries on Cherry Creek, decided on the afternoon of Dec. 24 to make a trip to the home of his son Wilford in the vicinity of Omega. With telephone wires down, he and his wife hadn't heard from the son and were concerned about his family's welfare.

About four and a half miles east of St. Maries, as Mr. Ducommun was proceeding on foot along the edge of the railroad ties, he stepped on a loose tie, and the next step plunged him into icy water up to his waist. Grasping the ties, he pulled himself out and noted that the track had been washed out for

about 125 feet. Continuing to his son's home, he found it surrounded by water, but managed to attract the family's attention and a boat was launched to pick him up.

While he was relating his experience, the whistle of No. 261, the XL Special, on its way to Seattle-Tacoma, echoed through the Canyon. Realizing that the train was due to pass shortly, Wilford Ducommun grabbed a red cap and rowed back to the track at Omega, arriving just in time to flag down the fastest freight train in the Pacific Northwest.

The drama of the incident was recalled at a ceremony in the station at St. Maries on Mar. 9 as Assistant Superintendent R. L. Martin, in the company of Roadmaster C. E. Moore, presented both the father and son with a check expressing the railroad's gratitude for their action. The condition of the track at the time of the warning left little doubt that they had prevented a costly derailment and possible injury to the train crew.

the numismatists in the car shops. Bob was bitten by the coin collecting bug about four years ago and is now a confirmed collector specializing in liberty nickels and dimes and Lincoln pennies. He is tentatively branching out in Canadian proof sets and foreign crowns. He subscribes to various numismatic news letters and can readily quote the buy or sell price on most wanted coins.

Auggie Plicka, car inspector, was one of those fortunate enough to share a birthday with George Washington and thus get a four-day weekend. He made the most of it by visiting his son, Tom, who is attending a Navy school in Minneapolis studying electronics.

Layout Man John Grimm returned to his job in the woodmill after being off for several months due to leg surgery.

Larry Stuebner, general foreman in

the freight car shop, recently passed out cigars to celebrate the birth of baby daughter, Judith Ann.

Ronald Wehr, machine hand helper, and Pamela Hoseid were married Feb. 27 in St. Mary's Church.

Aberdeen Division

EAST END

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

The old timers can scarcely recall when the Aberdeen Division was lashed by as many winter storms as this last year. No sooner did we dig out of one, than we were buried by another. During the first week of March, Montevideo was practically marooned by a blizzard that piled drifts house-high. However,

from deep down in Texas came this message from Brakeman Hollis Anderson of the armed forces: "I'd rather be battling the northwest winds and cleaning ice and snow from switches than be living down here where it's 75 above".

Section Foreman Bill Wisch and his wife, of Glencoe, were honored guests at a 45th wedding anniversary celebration at their home on Valentine's Day.

Roadmaster LeVere Natzel has been transferred to Aberdeen. Replacing him at Montevideo for the east Aberdeen Division is John Spatafore.

Retired Conductor Cliff Bingham died Jan. 1 at the age of 93. He had retired in 1937 . . . Charlie Matt, former boiler-maker at Milbank, died on Christmas Day, we were told recently, following a cerebral hemorrhage . . . Mrs. Charles Hamling, widow of a one time roundhouse foreman at Milbank, died in Eugene, Ore., on Feb. 24. She was the mother of Conductor Jack Hamling . . . Agent Clarence (Andy) Anderson of Melette died suddenly on Jan. 21 at Aberdeen. . . Dr. O. W. Yoerg passed away in January after a long illness, following a stroke. He had been company doctor in Minneapolis for many years prior to his illness . . . Retired Passenger Brakeman Archie Alger of Montevideo died on Feb. 7 at Luther Haven . . . Retired Passenger Conductor Ernie Young died in Albuquerque, N. M., on Feb. 10 after being a semi-invalid for several years.

Operator Lynn Van Horn was one of the first to have a holiday on his birthday. He spent it in a most unusual way - fishing.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent
Office of District General Car Foreman, St. Paul

The skyline of the St. Paul Yards was changed considerably recently when the 200-foot smokestack of the old powerhouse was taken down. It had been a landmark since 1925.

Herb Schultz, carman at Minneapolis, retired Jan. 1 after 38 years of service.

Earl Sandell, roundhouse foreman at Minneapolis, retired Jan. 10. Earl started as a machinist apprentice in Minneapolis on Oct. 21, 1918, and with the exception of two months at Mitchell, S. D., had spent his entire service there.

Assistant Roundhouse Foreman Herbert C. Winkel, St. Paul, retired recently with 42 years of service.

Fred Lonn, invoice clerk in the materials department, is recuperating from a siege of pneumonia at this writing.

Congratulations were extended to L. E. Bacon on his promotion to assistant manager of materials at Milwaukee Shops effective Feb. 1. We welcomed K. J. Kulk as his successor.

Jerry Bjork, electrician apprentice in the St. Paul locomotive department, resigned recently to take a position with an insurance company.

The Milwaukee Road Magazine



MARKING A SERVICE MILESTONE—45 years in the Chicago freight traffic department—A. T. Malczynski (center) receives a Silver Pass with the congratulations of W. S. McKee, freight traffic manager-rates and divisions (left), and W. B. Fisher, general commerce agent. Mr. Malczynski supervises the department's tariff distribution mailing bureau.



SILVER PASS CEREMONY features Arthur L. Schultz, office engineer for the mechanical engineering department at Milwaukee Shops (center), receiving his 45-year service pass from L. P. Tarrence, mechanical engineer. Standing by is V. L. Green, assistant mechanical engineer.

Sympathy was extended to the family of William Ktytor, Minneapolis coach electrician, who passed away Jan. 22; also of Ole Stenseth, retired Minneapolis carman, who passed away on Jan. 8.

Math Muyres, carman at Minneapolis, retired on Jan. 20 with 18 years of service.

Iowa Division

MIDDLE AND WEST

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

Added to the retired list recently were Freight Conductor Carl Vodenick of Perry, who worked on the Iowa Middle Division, and Albert Stangl, section foreman at Neola.

Retired Agent and Mrs. F. W. Bean of Bagley, Ia., celebrated their 71st wedding anniversary Jan. 9 with an open house. Among those on hand were three sons and three daughters, and many relatives and friends. Mr. Bean

retired after 49 years of service, his last position being that of agent at Jamaica, Ia. He is 92 and his wife is 89.

Engineer Charles Rankin, who had been on leave since last August due to illness and surgery, has returned to his run on the City of Denver between Perry and Omaha.

Locomotive Engineer Ralph Walker has retired after 40 years of service on both the Iowa First and Second Districts. He makes his home in Des Moines.

Judith Shearer, daughter of Locomotive Engineer and Mrs. Paul Shearer of Perry, was married to Gary Ellett of Perry recently at the First Christian Church.

Barton Bills, brother of Freight House Foreman Earl Bills of Perry, passed away Jan. 26 in a hospital in San Jose, Calif. He had lived in California for about 25 years.

A daughter, Tresa Ann, was born to Mr. and Mrs. Wendell Stream of Perry Jan. 25. Mrs. Stream is the daughter of your Magazine correspondent.



SOCIAL CLUB ELECTION RESULTS. Above are the newly elected officers of The Milwaukee Road Employees Association, the social organization for railroad families in the Chicagoland area. From left: Frank Voldan, clerk in the Fullerton Avenue accounting department, secretary; John Turner, clerk at Morton Grove, president; Alvin Bender, Dubuque & Illinois Division conductor, vice president; and Harold Bickler, agent at Round Lake, treasurer.

Below, Mr. Turner takes over the president's gavel from Conductor Dan Shutter of the Milwaukee Division in the presence of outgoing officers W. V. Scott, Milwaukee Division conductor (left), who had been vice president; Mrs. Shutter, former secretary; and Dale Lothspeich, agent at Morton Grove, outgoing treasurer. The officers were installed at a get-together held in February at Hank's Supper Club, Waukegan, Ill.



Retired Switchman and Mrs. Ed Fitzgerald celebrated their Golden Wedding anniversary Jan. 24 with a surprise open house given in their honor at the Masonic Temple, where they have an apartment and serve as custodians. The surprise was planned by the Rainbow Girls and attended by many relatives and friends.

Stanley McDowell, 74, retired Second District section foreman, passed away in the Perry Hospital Jan. 31. Funeral services were held at Granger, Ia., with burial at Jefferson, Ia. Surviving are his wife, Mabel, three sons and a daughter.

Mrs. Mary Rawson, 78, mother of Conductor Lowell Fox, passed Feb. 5 in a nursing home in Perry. Services were held at Perry, with burial in Valley View Cemetery.

Retired Freight Conductor Lloyd Santee, who has been in poor health for some time, is much improved after undergoing tests and treatment in an Iowa City hospital.

Retired Locomotive Engineer George



The skating Youngs, Jamie, Roger and Sheila (left to right).

The Young Family, Top Speed Skaters

The children of C. W. Young, city freight and passenger agent in Detroit, whose exploits on ice are known to readers of this magazine, demonstrated again during the last skating season that dad's coaching pays off at the finish line.

College studies have taken Susan, 18, out of competition. However, Sheila, 14, added the midwest junior girls' championship trophy to her collection, and finished second in the Nationals at St. Paul. Her biggest triumph on the Michigan circuit was winning the Gold Skates mile from a field that included Barbara Lockhart, 23-year-old veteran of the 1960-64 Olympic teams.

Roger, 11, also won his share of meets as a midget skater, and Jamie, 10, who was 1962's best all around toddler, took a number of seconds and thirds in the pony division.

Mr. Young, a 10-time state bicycle champion as well as a top speed skater, is also grooming the children for competition on the cycling circuit. Jamie already rides a speedy bike. Last summer, in the Nationals at Flushing, N. Y., he placed third in the cub division. Mrs. Young, who died a little more than a year ago, was a former holder of the state and national women's titles. (Detroit Free Press photo)

Balsbaugh of Perry, 71, passed away Feb. 8 in the Veterans Hospital in Des Moines, where he had been a patient since last December, following a fall in which he suffered severe injuries. Funeral services were held in Perry with burial in Violet Hill Cemetery.

Mrs. Theresa Main, mother of Conductor Walter Main, passed away in California Feb. 14. Funeral services and burial were at Cherokee, Ia. She is survived by three sons and five daughters.

Retired Telegraph Operator H. E. Merkle entered a Des Moines hospital Feb. 22 for observation and treatment, after being hospitalized in Perry for about four weeks. Before retiring several years ago he was side table operator in the Perry dispatcher's office.

C. E. Robbins, switchman at Perry Yard until his retirement a few years ago, suffered a broken leg in a fall on the ice Feb. 19 and was taken to the Veterans Hospital in Des Moines where the leg was placed in a cast. He is now confined to his home.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Roadmaster Elvitt Bates has expressed his great appreciation of the flowers, cards and visits that brightened his recent stay in the hospital. At this writing he is convalescing at his home in Marion, Ia., and looking forward to returning to work in the spring.

Lewis A. Franke, 90, former mayor of Marion, died Feb. 12 at his home. Before retiring, he had been employed by the Road 33 years, 24 as a conductor. Mr. Franke had served 14 years on the

Marion city council and 10 years in the National Guard, including service on the Mexican border in World War I. He had also served the community as Sunday School superintendent of the U.B. Church and as an elder and member of the board of the Christian Church. Surviving are his wife, the former Ella Sass, to whom he was married in 1952; a son, Wayne B. of Mound, Minn.; a daughter, Mrs. Robert M. Stull of Englewood, Colo.; four stepsons, two grandchildren and three great-grandchildren. Burial was at Manchester, Ia.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

When the University of Illinois Chicago Circle opened officially Feb. 22, Patricia Myers, daughter of Edward Myers, clerk, was one of the guides in the "Trans Corps" which directed new students around the campus. Pat transferred from the U. of I. Navy Pier branch, and is a junior majoring in Sociology.

Edward L. Sloncen, 77, retired clerk with 52 years of service, died Feb. 4 in Phoenix, Ariz., where he had made his home since his retirement in 1953. Ed formerly lived in Glenview, where he had served as village trustee and treasurer. He leaves five daughters, two sons, 22 grandchildren, and seven great-grandchildren. He was preceded in death by his wife, Gertrude, in 1964.

Your correspondent and Mathilde Nauheimer, demurrage clerk, enjoyed a delightful week end in February at The Greenbrier, White Sulphur Springs,

W. Va., while attending the 13th annual conference of the National Association of Railway Business Women.

At this writing, Camarino Rocha, janitor, had entered Wesley Memorial Hospital, Switchman Leo Becker had been released from Augustana Hospital, and Switchman Floyd Peterson from Veterans Hospital. Switchman Hugh Basom, who was hospitalized, had returned to work.

BENSENVILLE

Delores Barton, Correspondent

Arthur J. Brown, father of General Superintendent R. R. Brown, died suddenly Feb. 11 while visiting his son in Bensenville. Mr. Brown's home was in Quincy and burial was there. He would have been 82 on Apr. 4. Survivors are his wife Harriet, son Russell, three grandchildren, Dan, Tom and Sharon, and four great-grandchildren.

Roland Janota, towerman at Tower A-5, and wife were congratulated on the birth of a son, Ernest, Jan. 11.

At this writing, Retired Yardmaster Knute Johnson is in Holy Family Hospital, Des Plaines, recovering from a heart attack.



SIGNIFYING 45 YEARS OF SERVICE, Herman Hanson, route and waybill clerk for House 3 at Jefferson Street in the Chicago Terminals (left), displays his Silver Pass, presented by Agent A. M. Detuno. All of his service has been in the terminal district, starting in 1919 at Galewood and later at Bensenville. He has worked at Jefferson Street since 1963.

Contributed by Dorothy Lee Camp

David Allen Reidel, son of General Yardmaster Harvey, recently returned from a cruise as a member of the Navy. Back on land, David said he still felt that he was at sea.

General Yardmaster Glen Phillips and family recently had a big dinner party in celebration of four red letter days—their 26th wedding anniversary, and the birthdays of their daughter, Noreen La Valle, son Glen, and granddaughter Danielle.

The Milwaukee Road Magazine

March 14 was the 65th birthday of Wade Steel, superintendent of East and West Leyden High Schools in Franklin Park where so many of the Milwaukee Road family have attended school. Mr. Steel will retire in June after 35 years teaching in the community. His former students, including your contributor, extended best wishes on his birthday.

At this writing, Clerks Carl Burg and Harold (Flash) Eppley are still recovering from injuries suffered in auto accidents.

Retired Yard Conductor Jim Imbler and wife Ila have become the proud owners of a lovely home in Largo, Fla., and present plans are to move there in April. They bought the home while on a winter vacation and then came back to prepare for the big move. Jim's daughter, Margie Spain, has taken over his Knapp shoe agency with 3,500 customers. The Imblers have been honored at several dinner parties, and their many friends are sorry to see them leave.

Margaret Goodman Parth, former secretary to the assistant superintendent and now owner of a card and gift shop on Chicago Avenue in Chicago, hurt her back while lifting some heavy cartons and spent a major part of the holiday season in bed.

Retired Union Station Telephone Operator Corinne Zulauf is now at home after being hospitalized from October until the end of February with a broken hip. We're glad that she has a nice cousin living with and caring for her.

Cards are in order for Retired Yardmaster Knute Johnson who suffered a stroke recently. At this writing he is still in the hospital.

Agent Edmund McLean of Glenview is the proud grandfather of Maureen Francis, newly adopted by his daughter Cathy and her husband Bud Baltz. She has been named for Cathy's sister Maureen, now Sister Edmund.

WESTERN AVENUE

William G. Ranallo, 87, retired roadmaster and general foreman, died Feb. 5 in Loretto Hospital following an operation. Upon retiring in 1945 he had 47 years of service. Funeral services were held at St. John Bosco Church. Surviving are six sons, six daughters, 37 grandchildren and 45 great-grandchildren. The sons include Ben Ranallo, general foreman maintenance of way at Mannheim, and Frank, a locomotive engineer in the Chicago Terminals.

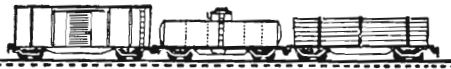
Ernest Buchholtz, retired district general car foreman, died in a nursing home in Chicago on Feb. 28, following an illness of about eight months. He is survived by his wife Bertha, a former president of Fullerton Avenue Chapter of the Women's Club, who is confined to the nursing home; two daughters, Mrs. Charlotte Baldwin and Mrs. Marcella Voss; three sons, Roger, Merle and Ernest Jr.; eight grandchildren and a great-grandchild. Ernest Jr. is

wheel pit foreman for the Western Avenue coach yard, and Merle works at Bensenville as assistant car foreman.

Mr. Buchholz was a veteran of 47 years of service, starting as a waterboy on the section at Nahant, Ia., and entering the car department there in 1912. He became car foreman in 1925, and

after serving in that capacity at several locations and later as foreman of inspectors, was advanced to general car foreman at Minneapolis and Chicago. He was appointed district general car foreman with headquarters in the Chicago area in 1949 and retired from that position in 1957.

Carloadings



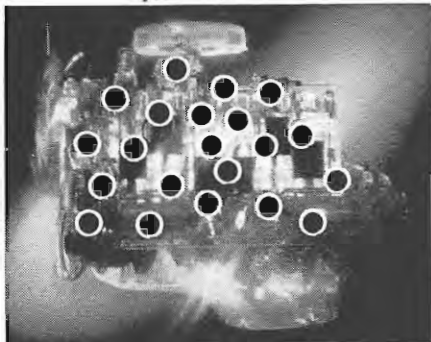
JANUARY-MARCH 1965 compared with same period in 1964

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		THREE MONTHS		INCREASE	
		1965	* 1964	1965 over 1964	% of increase
	INCREASED in 1965 over 1964				
	All Other Wood Products (Incl. Plywood)	6,435	5,922	+ 513	+ 8.7%
3.7%	Motor Vehicles	4,664	3,271	+ 1,393	+ 42.6
3.4	Primary Metal Products	9,404	6,862	+ 2,542	+ 37.0
2.7	Pulp and Pulp Mill Products ..	3,830	2,862	+ 968	+ 33.8
2.6	All Other Primary Metal Products	5,182	3,844	+ 1,338	+ 34.8
2.5	All Other Chemicals or Allied Products	6,748	6,014	+ 734	+ 12.2
2.4	Freight Forwarder and Shipper Assn. Traffic	7,847	5,435	+ 2,412	+ 44.4
2.0	Canned Fruits, Vegetables and Seafoods	5,932	3,929	+ 2,003	+ 51.0
1.8	Primary Forest Products	11,354	9,798	+ 1,556	+ 15.9
1.8	Farm Machinery and Equipment	4,626	4,071	+ 555	+ 13.6
1.6	Malt Liquors	5,116	3,901	+ 1,215	+ 31.1
1.4	Soybeans	2,404	2,137	+ 267	+ 12.5
.7	Metallic Ores	1,832	704	+ 1,128	+ 160.2
.3	All Other Carload Traffic ..	12,384	11,203	+ 1,181	+ 10.5
4.2					
31.1%		87,758	69,953	+ 17,805	+ 25.5%
	DECREASED in 1965 under 1964				
	Grain	19,513	20,099	- 586	- 2.9%
12.3%	Lumber or Dimension Stock ..	12,368	13,328	- 960	- 7.2
9.9	All Other Paper or Allied Products	14,238	14,901	- 663	- 4.4
5.6	Coal	22,347	23,542	- 1,195	- 5.1
5.0	Meat (Fresh, Chilled or Frozen)	8,697	10,132	- 1,435	- 14.2
4.3	All Other Food (Incl. Sugar)	8,164	10,348	- 2,184	- 21.1
3.5	Grain Mill Products	13,844	14,813	- 969	- 6.5
3.3	Stone, Clay or Glass Products	7,678	8,523	- 845	- 9.9
3.2	All Other Transportation Equipment	9,089	9,529	- 440	- 4.6
2.9	Industrial Chemicals	3,964	5,150	- 1,186	- 23.0
2.4	Nonmetallic Minerals	8,559	9,313	- 754	- 8.1
2.3	Petroleum, Natural Gas or Gasoline	7,176	8,530	- 1,354	- 15.9
2.2	Waste or Scrap Materials ..	5,337	5,910	- 573	- 9.7
1.8	Fabricated Metal Products ..	3,710	4,023	- 313	- 7.8
1.6	All Other Machinery (Except Electrical)	2,449	3,181	- 732	- 23.0
1.3	Dairy Products	3,448	3,771	- 323	- 8.6
1.2	Electrical Machinery and Equipment	2,362	2,787	- 425	- 15.2
.8	All Other Farm Products (Incl. Sugar Beets)	1,581	3,613	- 2,032	- 56.2
.8	Small Packaged Freight Shipments	5,256	6,686	- 1,430	- 21.4
.7	Fresh Fruits and Vegetables ..	2,777	2,845	- 68	- 2.4
.6	Beverages (Except Malt Liquors)	1,982	2,483	- 501	- 20.2
.6	Coke Oven or Blast Furnace Products	1,936	2,059	- 123	- 6.0
.5	Potatoes (Other Than Sweet)	1,156	1,598	- 442	- 27.7
.5	Livestock	929	1,705	- 776	- 45.5
68.9%		168,560	188,869	- 20,309	- 10.8%
100.0%		256,318	258,822	- 2,504	- 1.0%

*Total is actual. By commodities estimated.

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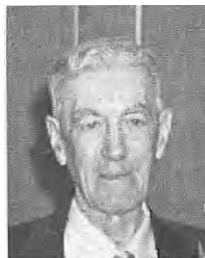
**Terre Haute,
Indiana**

GALEWOOD

Linda M. Kuchl, Correspondent

Dominick Boyle, assistant cashier in the Chicago regional data office, closed out 61 years of service with his retirement Jan. 22. Mr. Boyle, who was 80 last July, had been on sick leave since that time—until then he had never been out of service due to illness. Born in Ireland, he came to the United States with his parents when he was a small boy, and started with the Road as a yard clerk at Western Avenue in 1903. In 1905 he transferred to the Galewood freight station, and was employed there until 1960, when he was assigned to the regional data office. Fellow employees in the Chicago area presented him with a retirement gift and their best wishes.

Jack, son of Agent F. H. Joynt and a commissioned second lieutenant in the Air Force, was recently called to active service. Before being graduated from the University of Illinois, Jack worked as a relief agent in the Chicago Terminals, Galewood freight office, and



Dominick Boyle

on the Milwaukee Division. He is stationed at Mountain Home Air Force Base, Ida.

Mr. and Mrs. J. N. Hogan celebrated their Golden Wedding anniversary Feb. 7 in Elgin, Ia., where they now live. Mr. Hogan was a conductor in the Chicago Terminals before retirement and best wishes were sent to a mighty nice couple.

Tom Schiller was recently welcomed back after surgery and a convalescent period . . . Nate Abrams, code clerk in the regional data office, has also returned after a month's absence during which time he underwent surgery . . . At this writing, Fred LaRue, switching clerk, is in the Memorial Hospital of Du Page County, Elmhurst, under observation and still recovering from a broken arm, the result of a fall on his way to work one morning.

Marie Riley is still at home recovering from an eye operation.

Sympathy was extended to Chuck Arnolde, assistant general foreman, whose sister died recently . . . to Alex Popiel, timekeeper, on the death of his mother . . . and to Assembler Theodore Gilzewski, who also lost his mother.

There are several new faces around the Galewood freight office . . . Dottie O'Hara, who was attending the University of Illinois before coming to us as a bill clerk . . . Bill Clerk Gerald Crimmins, student at Loyola University . . . Nicholas Damato, bill clerk, and John MacMillan, machine operator clerk.

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D & I Division



Daryl Shy, 14-year-old son of Agent and Mrs. Daryl Shy of Washington, Ia., was recently awarded an Eagle Scout rating in troop 237 of the Methodist Church at Washington. The Eagle award requires

21 merits, but Daryl already has 34. He is now working toward the God and Country Award. His goal is to become a Scout leader and help other boys interested in Scouting as his leaders have helped him.

Coast Division

TACOMA

**E. L. Crawford, Correspondent
Chief Carpenter's Office**

N. H. McKegney, superintendent of the Coast Division for the last six years, was transferred to St. Paul effective Mar. 3 as superintendent of the Twin City Terminal—Duluth Division. Employees and friends expressed their warm personal and business relationship by honoring him with a "going away" smorgasbord dinner at the Top of the Ocean restaurant, at which he was presented with a set of golf clubs and a golf cart.

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A retirement remembrance from fellow employees on the Coast Division and other friends is presented to Section Foreman Joe Forte by Safety Engineer H. V. Allen (right). Looking on are Trainmaster W. J. Peta (left) and Roadmaster J. Spatafore. For more about this, please turn to the Coast Division news. (Everett Daily Herald photo)

A warm welcome was extended to our new superintendent, J. J. Nentl, formerly of the Aberdeen Division.

In the Tacoma Women's Bowling Association city tournament held in February, the Milwaukee Road *Olympians*, consisting of Juanita Modglin, Ruth Bailly, Minnie Huntsman, JoAnne Ray and Helen Ivory, won first place in the Team Event, B Division.

At this writing, activities in Tacoma are beginning to focus on the Daffodil pageant scheduled for Apr. 3-11 to welcome the first flowers of spring. This year's theme is "Masterpieces". The festival is famous nationally, and the business floats are spectacular.

Retired Agent O. R. Powels served as District Governor Host for District 19-C Lions' International spring conference held at the Americana here Mar. 6-7. The duties included introducing the principal speaker, Jorge Bird of San Juan, Puerto Rico, a key member and past president of the Rio Piedras Lions Club and former president of the Puerto Rican Chamber of Commerce. Mayor Harold Tollefson welcomed the more than 200 persons who attended the conference.

At this writing, B&B Carpenters Harold Reay and M. E. Dearing have been on the sick list for several weeks.

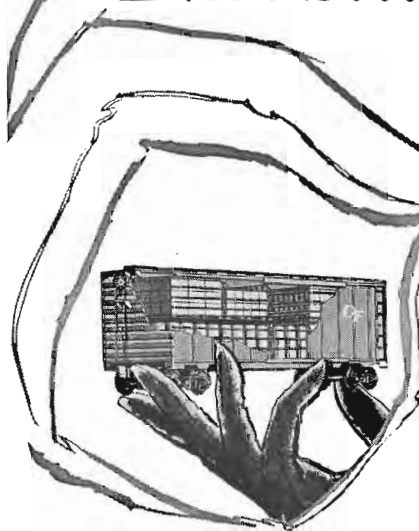
Hal Collingwood, who retired in 1963 as division freight agent at Aberdeen, Wash., was married to Mrs. Grace Hilton Morrow of Marysville, Wash., at a ceremony in Elmo, Wash.,

on Mar. 5. They expect to live in Marysville.

The recent retirement of Section Foreman Joe Forte was the occasion for a cake and coffee party held in the office at Everett, Wash., at which his friends and co-workers presented him with a billfold containing folding money. A fact noted at the time was that during his 51 years of service—45 years as a foreman—neither he nor any man in his crew had ever been injured. In calling the record to attention, District Safety Engineer H. V. Allen praised it as one of the most outstanding on the entire railroad. Mr. Forte will take a trip this spring to his native Italy, from which he came to this country at the age of 14. He still has brothers and sisters there he has not seen for more than 50 years. After he returns he will make his home in Everett.

W. H. Cobley, 71, retired agent of Lynden, Wash., passed away in a local rest home Jan. 13. He had been employed by the Road for 40 years, and had served as agent at Lynden for 30 years prior to his retirement in 1955. He was a veteran of World War I and a past commander of Mt. Baker Post No. 121 of the American Legion. Surviving are his wife, Ann; two sons, Dr. George Cobley of Pacific Palisades, Calif., and Raymond of Richland, Wash.; two daughters, Mrs. Elvon Anderson of Seattle and Mrs. Don Lovelace of Anchorage, Alaska.

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SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

AUDITOR'S OFFICE: Myrtle Brown, Milwaukee Land Company bookkeeper, retired on Feb. 28 after more than 40 years of service. Miss Browne started with the land company in 1924 as a stenographer, and for approximately 25 years was in charge of timber records in the auditor's office. On Jan. 29 she was surprised with a coffee and cake reception, at which many of her associates and friends expressed their best wishes for her retirement and presented her with a portable television set. On Mar. 1, Mrs. Nettie Moore assumed the duties of bookkeeper vacated by Miss Browne.

GENERAL AGENT'S OFFICE: At this writing, Floyd H. Christin is confined to Providence Hospital. We are happy to report that, after very successful open heart surgery on Feb. 18, he is recuperating nicely.

REAL ESTATE AND INDUSTRIAL DEVELOPMENT: During the Washington's Birthday week end, Lauretta Burchar visited San Francisco, where her husband, Ken, is taking a Business Management course at the University of California.

REGIONAL DATA OFFICE: Mr. and Mrs. Harold Emel welcomed their third child on Feb. 16. The new baby, named Jessica, joined sisters Melissa and



Myrtle Brown, bookkeeper for the Milwaukee Land Company in Seattle, is saluted at a coffee party marking her retirement on Feb. 28. Shown with her are, left to right, R. E. Mohny and R. B. Watson, land supervisors, and R. G. Sackerson, general manager of the land company. (See the Coast Division-Seattle news.)

Katie. Mr. Russell Emel, Harold's father, suffered a fatal heart attack on Feb. 22. He was assistant vice president of the Republic Carloading Company and known to many people here, as the carloading company formerly had offices in the White-Henry-Stuart Building . . . Regional Data Manager R. P. Heinan has been transferred to Milwaukee, where he assumed duties on Mar. 1. M. G. Kutz, formerly of Sioux City, is now regional manager in Seattle.

TELEGRAPH AND TELEPHONES: A surprise coffee hour in the form of a bridal shower, complete with a beautifully decorated cake, was held on Feb. 18 in honor of Julie M. Norman. Milwaukee employees in the White-Henry-Stuart Building presented the bride-to-be, who is messenger and relief switchboard operator, with a lovely wedding card enclosing a monetary gift. Julie became the bride of James P. Morrison the day following at St. Benedict's Church. She was given in marriage by her brother, Robert, of our tax department. After a brief honeymoon, the Morrisons are at home in Seattle.

LOCAL FREIGHT: The recent re-

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Veterans Share Honors at Retirement Dinner

THESE veteran employees who had worked together in Red Wing, Minn., shared the spotlight as honored guests at a retirement dinner held by their associates at Mary's Supper Club in Red Wing Feb. 8. Their service with the company totals 188 years. From left are: Edward L. Tebbe, baggage-man, 49 years; his brother Harry J., warehouse man, 48 years; Ray Carlson, section man, 20 years; Otto Plifka, section man, 34 years; and Tony Clausen, section foreman, 37 years. The Tebbes brothers and Mr. Carlson started their service at Red Wing, and Plifka and Clausen started at Kellogg and transferred there later.

tirement of Julia Stephens, relief clerk-stenographer, was observed by her co-workers with a luncheon at the Edgewater Inn. Julia had served on various positions at Butte for many years before coming to Seattle and returning to the railroad in 1955.

The Spokane preceptory, DeMolay Legion of Honor held an investiture ceremony recently for Melvin F. Bell, a former member of Spokane Chapter of DeMolay, in the Commandery Room of the Masonic Temple. The DeMolay Legion of Honor includes senior members of DeMolay who have won the honor for outstanding civic and DeMolay activities.

Word has come to us that Phillip J. Kolthoff, an engineer operating out of Malden before he retired in 1947, died last Sept. 26, and was buried at Albany, Ore. In recent years Mr. Kolthoff had made his home in Grant's Pass, Ore.

La Crosse Division

EAST END

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

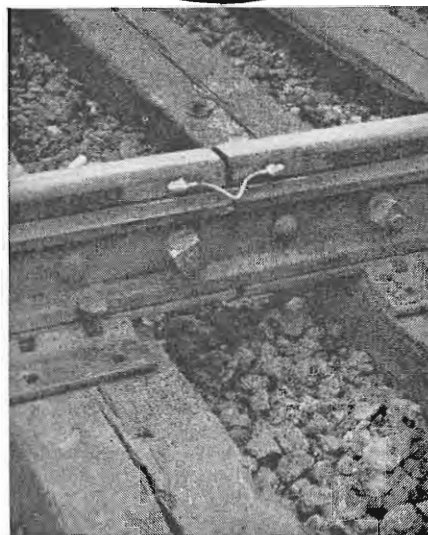
Portage Chapter of the Women's Club celebrated its 40th anniversary at the clubrooms on Feb. 1. Mrs. Ralph Jevens, historian, gave an informative and interesting account of the organization of the club on Feb. 9, 1925. Presidents during its 40-year history have been Mmes. O. H. Frick, F. P. Miller, Walter Washburn, Curtis

Hodge, L. F. Hamele, Minetta Jorns, E. H. Smith, E. Q. Owens, R. H. Rost, F. M. Caflisch, Joe Sullivan, Lulu Hamele, E. F. Tessman, N. T. Pfrang, Ralph Jorns, Joseph Wohlwend, Daniel Tracy and Roland Bogert.

Conductor H. W. Wangard, who retired on Mar. 1, 1964, passed away Feb. 12 in Milwaukee. Mr. Wangard held a brakeman's seniority date of August, 1916 at the time of his retirement, and of March, 1921, as a conductor.

Retired Conductor W. E. (Shadow) Wyman, 64, passed away in Tucson, Ariz., in February. He retired on May 14, 1964. He and Mrs. Wyman had spent the last several winters in Arizona. Survivors are his wife, Mary; two sons, Gordon and Jack of Milwaukee,

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and a brother, Harold of Portage. Burial was in Madison.

Retired Engineer Ray Owens, 80, of Portage passed away Feb. 28 in Neenah, Wis., following a brief illness. He is survived by a son, two daughters, nine grandchildren and a great-grandchild.

MADISON AREA

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



Barbara Ziermann

Award for "characteristics of dependability, service, leadership and patriotism". Barbara, who has combined her school activities with a part time job, is an honor student and the recipient of a commendation in the National Merit Scholarship Test. She is planning to enter the University of Wisconsin this fall.

You can't keep a good man down, as Henry Carter, retired pump repairer,

Barbara Ziermann, daughter of Frank Ziermann, chief clerk-cashier in the Madison passenger office, was chosen by the senior class of DeForest High School to receive the D.A.R. Good Citizenship

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Julie M. Norman, messenger and relief switchboard operator in Seattle, at the reception which followed her marriage to James P. Morrison on Feb. 19. For details of the festivities, please see the Seattle personal news.

proved when he was rushed to the hospital for an appendectomy on Jan. 10, five days after his 90th birthday. Three weeks later he was photographed by **The Capital Times** shoveling snow from the sidewalk in front of his home. He is believed to be the oldest man on record ever to undergo an emergency appendectomy in Madison.

Before the operation Mr. Carter had never been in a hospital or to a doctor for anything more than a routine check-up. He attributes his good health and longevity to hard work. A native of Tennessee, he came to Wisconsin on a visit in 1900 and stayed to take a job with the Road as a B&B carpenter. Soon afterward he became a pump repairer on the Madison Division, retiring from the position in 1950. He is a charter member and the oldest living member of the Brotherhood of Maintenance of Way Employees.

Congratulations were extended to Mrs. J. L. Speckner, widow of agent at the old Milwaukee Road Franklin Street Station, on her 91st birthday. Mrs. Speckner is still active in many organizations. Her past presidencies include Ladies of the GAR, the Milwaukee Road Women's Club, and Daughters of the GAR.

Members of the Women's Club were saddened by the death of Mrs. Izetta Kinney, aged 80, who had been their treasurer for 20 years.

Retired Switchman Dennis Murphy died Feb. 17, apparently the result of a heart attack. Two days later his widow passed away from a heart attack. Burial services for both were held Feb. 20 in Madison.

Sympathy was extended to Phil O'Connor, yard clerk, and his wife, when their only son, Thomas George, a junior at West High School, died of leukemia on Feb. 17.

Jan Voeltzke, steno-clerk in the Madison freight office, is recuperating at home from a tonsillectomy at this writing, so "Papa" Phil, expense clerk

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in the regional office, has his hands full at night tucking in three year old Joan and the twins, Mike and Karen, aged seven months.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse



John Ott

John Dean Ott, son of Dean Ott, train dispatcher at La Crosse, was recently elected to the National Honor Society by the student body and teachers at Aquinas High School, where he is a senior. William G. Ott, who retired recently as agent at Preston, Minn., after many years of service, is John's grandfather.

Mrs. Dan K. (Dorothy) Smith, wife of chief clerk in the engineering department at La Crosse, passed away Jan. 26 after a long illness. Surviving, in addition to her husband, are three daughters, Nancy of Beloit, Mrs. Richard (Delilah) Eggen of Onalaska, and Margaret at home; a son, Daniel, who is with the Army at Hanau, Germany; and four sisters, all of Milwaukee. Bur-

LAST TRAIN RUN. Conductor Charles L. Swanson, Mason City, signs in for his last run to Sioux Falls, S. D., before retiring recently. He had been with the Road since July 3, 1915, serving at Mason City and Mitchell, S. D. He planned to take life easy while waiting for the weather to warm so he could do some fishing. (Mason City Globe Gazette photo)

ial was in the Catholic Cemetery at La Crosse.

Conductor William R. Baxter, 46, passed away Feb. 15 of injuries suffered in an automobile accident on Jan. 31. He is survived by his widow; a son, Billy, of Winona; a daughter, Jeanine, of St. Paul; and his parents, Mr. and Mrs. William Baxter Sr. of St. Paul. Burial was in Fort Snelling National Cemetery.

Mrs. Charles F. (Martha) Otto, 74, passed away Feb. 1 after a long illness. She is survived by her husband, a retired conductor; a daughter, Mrs. Jerry (Bernice) Larkin of La Crosse; two sisters and two brothers. Burial was in the Catholic Cemetery at La Crosse.

Herman Hauser, retired roundhouse foreman, 83, passed away Jan. 19. He is survived by his widow, Viola; three sons, Paul of Dayton, Ohio, Arleigh of Takoma Park, Md., and Harold of St. Louis, Mo.; and two daughters, Mrs. Ambrose (Adeline) Peterson of La Crosse and Mrs. William (Louise) Schessler of Waukesha. Burial was in Oak Grove Cemetery at La Crosse.

Walter E. Harms, retired B&B foreman, 66, passed away suddenly on Jan. 28. He had worked for the Road 47 years before he retired in 1959. He is survived by his widow; two daughters, Mrs. Arthur (Roselyn) Benjamin of Wabasha, Minn., and Mrs. Richard (Ethel) Phillips of Aberdeen, S.D.; a son, Kenneth, of Des Moines, Ia.; and four brothers. Burial was in Riverview Cemetery, Wabasha, Minn.

Max T. Halm, retired railroad carpenter, 94, passed away recently in a Rochester hospital. He is survived by his wife; a son Leo, Reads Landing; and two sisters. Burial was in Riverview Cemetery, Wabasha, Minn.

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Fred Kruger, 78, passed away suddenly at his home in La Crosse on Jan. 24. He is survived by a daughter, Mrs. Joseph F. (Rosemary) Gambill of Atlanta, Ga. Mr. Kruger had been a train dispatcher for more than 50 years, retiring in 1957.

I M & D Division

SIoux CITY AREA

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

Sympathy was extended to the family of Mrs. Chris Anderson, 86, widow of former section foreman, who died recently at Clear Lake, Ia. Surviving are three sons, including Ralph, a yard clerk at Mason City, and Raymond (Bill), section foreman at Nora Springs, and two daughters.

Herman F. Mahnke, retired engineer, 73, passed away recently in Sioux City. He had been an engineer for 50 years, retiring in January, 1959. He and his wife celebrated their 50th wedding anniversary in 1963. Survivors include the widow, five sons and four daughters.

Congratulations were extended to Robert M. Mortenson upon his promotion to traveling freight and passenger agent at Buffalo, N. Y., Feb. 1. The Sioux City employees entertained Bob and his wife Beverly at a farewell party at Archie's Steak House in South Sioux City on Jan. 28 and presented him with a set of luggage.

Floyd G. Johnson, formerly chief clerk in the Omaha traffic office, was welcomed to Sioux City as city freight and passenger agent.

We are happy to report that Engineer Albert C. Block, formerly of Mason City, has been promoted to traveling engineer at Green Bay, Wis.

About 35 members of the Milwaukee Road family attended a farewell luncheon at the Green Gables on Feb. 19 for Mr. and Mrs. Milt G. Kutz before their departure for Seattle, where Milt was transferred as regional data manager, the same position he filled in Sioux City. The employees presented him with a beautiful pen set.

Lowell J. Fossum has replaced Mr.



50-YEAR EMPLOYEES Bill Pless (left) and Jack Iverson (right) are each presented with a Gold Pass by L. H. Walleen, superintendent of the Iowa, Minnesota & Dakota Division. Mr. Pless, a conductor on the run between Austin and Mason City, has since retired. Mr. Iverson, who started as an engine watchman in 1915 and went into train service three years later, is an engineer on the Austin-La Crosse run.

Kutz in Sioux City, coming from Milwaukee. He will move his family in the near future.

Harry W. Krohn, 77, died Jan. 18, apparently from a heart attack, while attending church services. He was an employee of the Road for 49 years. Survivors include his widow; two daughters; two sons, Harry W. Jr., and John F. of the Sioux City regional data office; six grandchildren and two great-grandchildren.

Mr. and Mrs. Robert H. Conrad (retired district freight and passenger agent) of Mason City are visiting their son Robert in San Juan, Puerto Rico, at this writing.

Sympathy was extended to Mr. and Mrs. J. E. Hornby (ticket agent) of Sioux City on the death of Jack's mother, Mrs. Mae Hornby, 85, of Mapleton, Ia. Also to the family of Clifford S. Linscott, retired engineer, 63. Mr. Linscott is survived by his widow, a son and two brothers.

Mr. and Mrs. R. D. Richter (trainmaster) of Sioux City are proud parents since receiving the report that

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45 YEARS A RAILROADER, E. L. Johnson, traveling freight and passenger agent at Sioux City, Ia., displays the Silver Pass presented to him in recognition of his veteran service. He started in 1919 at Correll, Minn., and had worked at Britton, Webster and Aberdeen, S. D., before going to Sioux City, his headquarters since 1949.

their son Thomas and daughter Margaret are on the honor roll at Heelan High School. They made it despite being obliged to change schools in the middle of the year.

John J. McGrane, retired engineer, and Mrs. Betty Hynes were married Feb. 27 in the Cathedral of the Epiphany, Sioux City. They were attended by Mrs. Phil Larkin, Mr. McGrane's daughter, and Lawrence Gasper of Alton, Ia., brother of the bride. A wedding breakfast was served at the Flamingo Inn. The McGranes traveled to Arizona and California on a wedding trip and after their return will live in the Alhambra Apartments.

AUSTIN-EAST END

R. D. True, Correspondent
Office of Superintendent

Conductor Guy Daly, 48 years old, passed away recently, the result of a heart attack. He is survived by his wife and children in Austin. Well liked by all his associates, our sincere sympathy was extended to the bereaved family.

Jim Wagner has joined the Austin staff in the position of roadmaster's clerk. He hails from Sioux City, where his father is employed by the Road as trainman, . . . and he is single!

Mr. and Mrs. Bob Rigdon are the proud parents of a daughter, Catherine, who was born in St. Olaf Hospital recently. Bob is secretary to Signal Supervisor W. J. Cassidy at Austin.

Milwaukee Terminals

DAVIES YARD

Willard H. Stark, Correspondent
Office of District General Car Foreman

Car Checker Roman Waszak passed out cigars recently on the birth of his first grandchild. The baby has been named Gary Lee, and grandpa is eager to get him started on the A.A.R. Rules.

Car Foreman C. A. Hense and wife recently spent a three-week vacation in New Orleans and California. They report having had a wonderful time.

Car Checkers C. J. Michalski and R. McMartin, Clerk "Buck" Weaver and Carman S. Engl have returned to work after a siege of illness, and all appear to be in fine shape.

The entire car department was deeply saddened by the recent and sudden death of Jerry Rosar, chief clerk to general superintendent car department, and sympathy was extended to his wife and family. The warm feeling everyone had for Jerry was reflected in the beautiful flowers sent from all over the railroad.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Due to recent promotions, Regional Manager K. J. Wenz left Milwaukee to manage the regional office in Minneapolis. L. J. Fossum, assistant manager, is now managing the regional office in Sioux City. Both men were highly regarded by the Regional employees, who presented them with desk paraphernalia for their new offices.

Replacing Mr. Wenz and Mr. Fossum are Robert P. Heinan as manager, and William T. Jepson as assistant manager. Mr. Heinan, who had managed the Seattle Regional for the last seven years, is a former Milwaukeean who has spent approximately 10 years on various positions in the agency and



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regional offices. He and his wife have three children, Patrick, 16, Eileen, 15, and Robbin, 3. Members of the family who welcomed them back to Milwaukee include Mr. Heinan's three brothers—Ralph, general traffic manager for the Miller Brewing Company, Walter, manager of the National Carloading Corporation, and Doctor Fred.

Mr. Jepson, a bachelor, had been assistant manager of the regional office at Cedar Rapids for the last three and a half years, and had assisted in Milwaukee with the consolidation of the outbound rate and billing departments.

Lois Scott has returned to work following an extended sick leave, and is performing the duties of assistant cashier. Carolyn Dombrowski, who underwent surgery at St. Michael's Hospital, is recovering nicely at this writing.

The B. J. Kowalskis (outbound revising clerk) celebrated their 40th wedding anniversary Feb. 26.

Willard Kinast reports having met and talked with several prominent per-

sonalities during his recent vacation trip to the Caribbean, including Richard Widmark, the movie star.

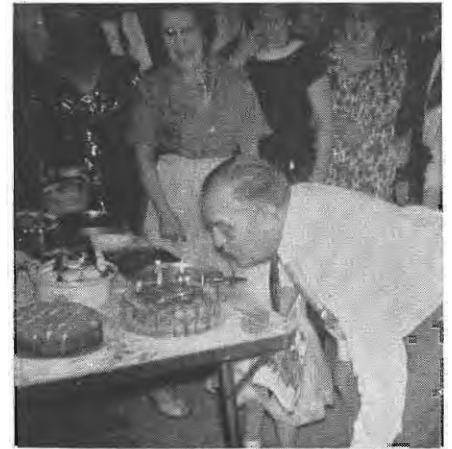
Gary Melcher, son of Inbound Revising Clerk Vernon Melcher, has been assigned to a train clerk position.

Myra McPhee graduated Jan. 26 from Washington High School and is now employed at the Northwestern Mutual Life Insurance Company. She and sister Jolene, 13, are the adopted daughters of Barbara McPhee, assistant cashier, and her husband, James.

Susan Kissell made good use of the George Washington week end holiday with a motor trip to Mammoth Cave in Kentucky.

February 13 was the wedding day of Keypunch Operator Barbara Cody, whose marriage to Gerald Voight took place at Erin, Wis. Following the reception, the young couple spent their honeymoon motoring through South Dakota.

John Smith, expense clerk, and his wife, Jeannette, enjoyed a vacation trip



HUFFING AND PUFFING had no effect when Casimir Maciolek, clerk in the Milwaukee regional data office, tried to blow out the candles on his birthday cake at this family party on Feb. 8. You guessed it. Trick candles had been substituted for the real thing.

through the South and Florida, motoring down to the Keys. John returned with a good tan and enthusiasm for the Florida life and climate.

Camille J. Nowicki, former keypunch operator now a student at Mt. Mary College, received a small scholarship for her second semester. She is a daughter of Walter Nowicki, expense clerk.

Mary Boyland, comptometer operator, is attending the Milwaukee Institute of Technology, with the intention of transferring to UWM for the '65 fall semester. She is working for a degree in Education.

Milwaukee Division

SECOND DISTRICT

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

Mrs. Jerry Miller, widow of engineer, passed away in Oconto, Wis., Jan. 5. She is survived by a daughter, a step-daughter and a brother.

Nels P. Madsen, retired machinist's helper, died Jan. 15. Two brothers and a sister survive.

Retired Conductor Henry L. McGregor died Jan. 26 after a short illness. He is survived by two brothers and one sister.

Art Barrette passed away recently. He was a retired section foreman at Crivitz, Wis.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Retired Engineer Clarence Power has been spending his time at the hospital, recuperating from an illness which prevented him from taking his winter trek to visit the old friends in Florida.

Recent examinations found two ready candidates for promotion to conductor



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MONTHLY INCOME OF \$300.00

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

	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of Insured Member	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

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

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

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

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

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

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

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

Amount of
monthly premium

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

POLICY FOR
DEPENDENT
WIFE

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

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

POLICIES FOR
DEPENDENT
CHILDREN

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

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

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

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

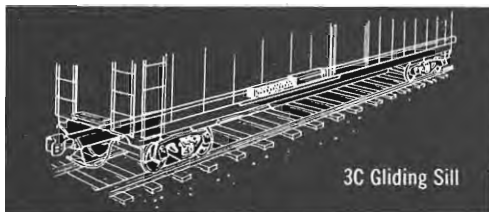
TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

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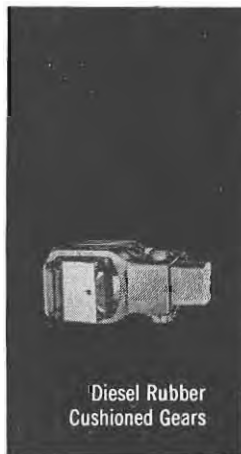
3C Gliding Sill



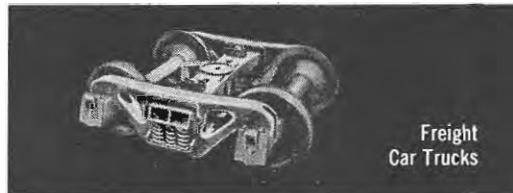
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in the persons of Bob Fitzgerald and H. C. Smoger.

We also have some new firemen at Milwaukee Shops—Robert Miller, who has service with the Road, Steve Theo, a newcomer to railroading, and James Keefe, who last worked in the terminal and on this division a number of years ago as a fireman.



CEDAR RAPIDS VETERAN RETIRES. J. W. Chermak, yardmaster at Cedar Rapids, and his wife are presented with a Silver Pass by Assistant Superintendent J. F. Elder in recognition of Mr. Chermak's 45 years of service when he retired Feb. 27. The Chermaks were honored the week following by some 50 employees and friends, including many in Cedar Rapids industries, at a dinner party in the Elks Club. Mr. Chermak started with the Road in Cedar Rapids as a switchman, and had served as yardmaster since 1940.

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Helps Retarded Children



Joe Camp displays pegboards and bird house kits he made for the children at the Martin Enger School.

KIDS who need friends have a true one in Joe Camp, train director at Bensenville Yard. This spring his basement workshop project is making bird house kits for the 60 children at the Martin Enger School in River Grove, Ill. The school is for retarded children.

Last year's project was pegboards pegged with golf tees, to be used as games or teaching aids, and wooden blocks numbered in plastic. He started at the end of 1963 when he heard that the school lacked educational toys, and worked on it all year in his spare time. Local merchants contributed materials, and some tools for the school's workshop.

Joe and his wife Dorothy delivered the articles to the school at Christmas, together with about three dozen nursery books they had collected among their friends. The Camps work together in making and doing things for needy children and families. Dorothy, a whirlwind knitter, is handy also with a planer and at the bench saw.

Chicago General Offices

OPERATING DEPARTMENT

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

Congratulations to Mr. and Mrs. Len P. Stacy on the birth of their first child, Timothy Edward, Jan. 15 at Illinois Masonic Hospital, Chicago. Len is a car distributor in the office of general superintendent of transportation.

Ceil Mischke, car tracer in Carseope, retired Mar. 5 after more than 40 years of service.

George A. McCamant, supervisor perishable service, CPR&MS, suffered a heart attack Jan. 17 and was in Ravenswood Hospital until Feb. 24. He

is now recuperating at home and we hope before long that we'll see him back in the office.

Florence Kelly, secretary CPR&MS, resigned Feb. 19 and is now attending the University of Illinois, Circle Campus, Chicago . . . Marlene Slovacek has taken the position vacated by Florence . . . and Gail Kuhlman is the new stenographer in the department. She started work Mar. 8.

Dorothy Heinberg, ice disbursement clerk, and Mrs. Norma Torgerson, former employe, visited Mrs. Mildred Rabus at the Village Nursing Home in Skokie recently and reported that her eyesight is greatly improved.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Sympathy was expressed to Peter Kania, assistant engineer, whose mother died Jan. 31.

Geraldine Doherty, former correspondent for this office, has taken a position in the office of auditor of expenditure.

We're happy to have George Kaberlein back at work after his hospital stay.

Danny Crawford, who came to this office from the record room in January as Geraldine Doherty's replacement, is in Columbia Hospital at this writing.

Jim Simes, formerly in the auditor of expenditure's office, was recently welcomed to the joint facility bureau.

Henry Zimpelmann was presented with a gift at a party given by his fellow workers, the occasion being his promotion to L. V. Anderson's office. Hank had worked in various offices, his last position here being that of joint facility examiner.

Sympathy was expressed to Guy Macina, retired assistant auditor of joint facility accounts, whose wife died Jan. 11.

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Conductor's Widow Continues a "Signal" Tradition



Mrs. Herbert Pugh

ONE night last summer, as a Milwaukee Road freight train passed through Glencoe, Minn., the crew began to worry when they saw that a little house beside the tracks was dark. Not a light flickered. It was the first night in years that the men in the engine and caboose hadn't been greeted with a wave from the flashlight which Mrs. Rosina Pugh keeps handy at her bedroom window.

Small wonder. Mrs. Pugh, 77, had

decided that day to saw two dead limbs from a tree in her garden and was bedded down in a hospital with a broken leg.

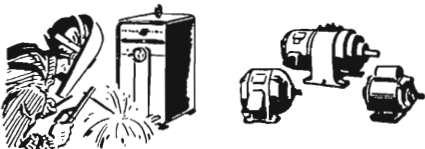
Four months later, to the amazement of her doctor, she was back home. The daytime freight gave an extra pair of whistle toots that afternoon when the engineer saw her in the window.

Mrs. Pugh is carrying on a tradition established by her husband, Herbert, who, from his first day as a retired conductor had signaled each passing freight, while watching for hotboxes, load shifting, or any possible trouble of which the crew might be unaware. When he died two years ago, she decided not to let the tradition die with him. The toot of the whistle at the crossing a little way down the track gives her time to get to her post. The men always watch for her and return the salute.

The day after her leg was broken, her son-in-law drove to the Minneapolis freight yard to tell the crews not to expect the usual greeting from the lady at Glencoe. During the weeks that followed the men wrote to her, and at Christmas sent her a beautiful card with some money "to help with the broken leg bills."

In the shop or on the road
two names to rely on

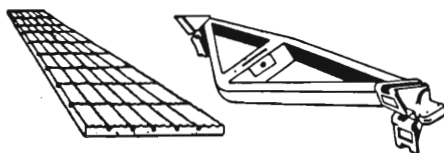
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Through research  a better way
A.O. Smith
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**Present Day
SAFETY Requirements
DEMAND the Best
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**LAKE SIDE RAILWAY
FUSEE COMPANY**

Beloit, Wisconsin

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



HONORED FOR 45 YEARS' SERVICE, W. P. Getz, assistant to auditor of expenditure, is shown (center) receiving a Silver Pass from F. H. Miller, auditor of expenditure, at a party given by his co-workers in the Chicago office. Standing by is W. C. Wilson, assistant auditor of expenditure. Mr. Getz, who started with the Road in the superintendent's office at Savannah, Ill., on Mar. 2, 1920, has been a member of the Chicago accounting department force since 1932.

TRAFFIC DEPARTMENT

Betty McCoy, Correspondent

Lyle D. James, city freight agent, has been installed as secretary-treasurer of the Transportation Shrine Club of Chicago. The club is chartered by Medinah Temple and numbers more than 500 Shriners who are associated with the transportation industry. Lyle is a member of Elgin Lodge, No. 117, AF&AM, Scottish Rite Bodies, Valley of Chicago, and Medinah Temple, where he serves on the Transportation Committee.

Andy Lumbrazo, shipping clerk in the advertising department, transferred recently to a clerical position in the office of traffic manager-Illinois Region. The position in Advertising has been filled by Tom McGinley, formerly clerk in Passenger Traffic.

Rose Kuhlman started her leave of absence Mar. 17. She is awaiting an early May date with the stork.

Best wishes were extended to Sadie and Joe Mazurek on their recent marriage. The newlyweds are living in Westchester.

The freight traffic department welcomed Harold Grove as a new employee. He is rate analysis clerk to Howard Larson, assistant general freight agent.

Mr. and Mrs. Malcolm Laughlin became proud parents when a baby girl was born Feb. 2. She has been named

Susan. Malcolm is employed in our research department.

Mr. and Mrs. John Meskauskas recently announced the engagement of their daughter Judi, secretary in the research department, to Bernard Goblet.

John Dunne is resting comfortably at Condell Memorial Hospital at this writing, after suffering a heart attack. We hope to see him back in the passenger department very soon.

ENGINEERING DEPARTMENT

Contributed by Betty A. Naughton
Signals and Communications

It's greetings and salutations from Mr. and Mrs. Al Bedinghaus (retired assistant chief operator) now living in Fort Worth, Tex., to Cal Reed of the Chicago relay office. They are enjoying good health in the warm Southwest, but Al does say he "kind of misses" working the Morse wires with some of the "best", like Hansas at Milwaukee, Linner and Bieter at Minneapolis, Nimbar at Aberdeen, and a lot of others on the "owl shift".

Chicago Telephone Operator Catherine Sherwood recently slipped on an icy pavement and broke a leg. She'll be off the job for several months, and sure would appreciate a note from all. Her address is 8306 South May Street, Chicago.

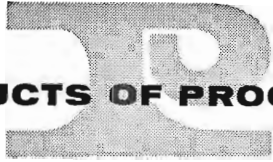
Chief Clerk Al Kissel's daughter Patricia graduated from Austin High

School in January, and will enter St. Anne's Nursing School this fall to start her training as a Registered Nurse.

Sympathy was extended to the families of Communications Engineer Don Wylie, whose mother-in-law passed away recently on the west coast... Signal Draftsman Frank Moher, whose mother passed away in Wisconsin in January... Assistant Signal Engineer Gordon Hill and Signal Maintainer Charlie Hill at Spencer, Ia., whose mother passed away Feb. 22 in Mason City, Ia... Retired Division Lineman J. A. Broderick, who died Dec. 19 at Madison, S. D... and Chicago Telegraph Operator Barbara Rybicki, who died Jan. 28 after suffering for many years with a heart condition.

Ed Kerber, assistant engineer communications, has reason to be proud of his son Jurgen, a sophomore at Fenton High School in Bensenville. Jurgen recently averaged 99 per cent in the Iowa Test of Educational Development consisting of several categories, e.g., quantitative thinking, social studies, natural sciences, correctness of expression, literature, and vocabulary.

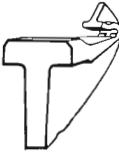
Leading Signaller F. S. Stolpa will be on the sick list for some time at his home in Wabasha, Minn., and would enjoy hearing from his friends on the Road... It's "back on the job" for Signaller L. L. Lundberg, who was on sick leave for several months... Freddy Standish, maintainer at Lanark,



PRODUCTS OF PROGRESS

POOR & COMPANY

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

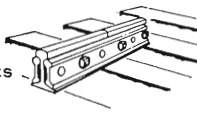


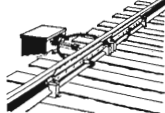
P. & M. PRODUCTS

- IMPROVED FAIR Rail Anchors

RAIL JOINT PRODUCTS

- Rail Joints
- Insulated Joints
- Compromise Joints
- Fibre





MAINTENANCE EQUIPMENT PRODUCTS

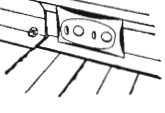
- Meco Rail and Flange Lubricators
- Meco Rail Layers
- Meco Brush Cutters
- MACK Reversible Switch Point Protectors





PEERLESS EQUIPMENT PRODUCTS

- Draft Gears
- Rail Titan Batteries



552-RB

will be laid up for some time at his home in Lanark, and would enjoy cards, too.

Jack Hummel, extra operator at Savanna Relay, joined the Army Reserves in March, and Operator R. E. Hoy resigned after some 10 years of service to become editor of *Delta Magazine* and do some free lance writing out in Los Angeles. Also, Bud Roy has formed his own company, called "Ray Line", to produce model racing equipment. All of their friends wish them the best of luck.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

We were saddened by the death of Olive Radtke of the central computing bureau, who passed away suddenly Feb. 19. Services were held at Our Lady of Grace Catholic church. She is survived by her husband and son, her father, Robert Streiber, and sister Marie Streiber, who is employed in the office of auditor of equipment accounts.

Sympathy was extended to the family of Clementine Barber, a former employe of this office, who died Jan. 18. Services were held at Our Lady of Lourdes Catholic church; interment in All Saints Cemetery.

Sympathy was extended also to Frances Anderson on the death of her father.

Convalescing from illness at this writing are Emily Trezek, Joy Reitmeier, Viola Christenson, June Mathisen and Ruby Dunaven.

Bob Rinaldi and Rod Grove left our department recently for positions in the office of auditor of freight settlements.

The engagement of Madeline Collins to Wallace Urbanski was announced on Jan. 10. The wedding date is May 29.

Welcomed recently to the department were Marlene Lukaszewski, new in the central typing bureau, Kathleen Svoboda, Betty Duffy, and Virginia Kovac, a former central computing bureau gal.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Jeannine Marchini, Correspondent

As of Jan. 28, we welcomed the members of the switching bureau to our department.

During February we were sorry to see Richard Keller, Ed Thinger and Jim Janusz leave for military service. At the same time Ron Pelka returned, after spending six months in the Army.

Condolences were extended to Marie Streiber on the death of her sister, Mrs. Olive Radtke, who passed away Feb. 19. Mrs. Radtke worked in the central computing bureau. She is survived by her husband, Walter, and a son, Walter Jr.

We welcomed as new employees Gerald Glass and Ernest Smith.

Clara Raupp, who spent a week in Columbus Hospital, is recuperating at home at this writing.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

At a Sixth District First Division American Legion dinner held Jan. 17 at the Andrews House, Emily McDyer of the bookkeeping bureau received the American Legion Citation for meritorious service, loyal cooperation and zealous endeavor as Commander of Merchandise Mart Post #871 of the Legion.

Ed Villella, bureau head of the bookkeeping bureau, and his wife Betty were recently congratulated on the birth of a daughter whom they named Nancy Ann. There are now two girls and a boy in the family.

Tom Schmitt, clerk in the reduction bureau, and Linnie Foy were married Feb. 20 in the Disciples of Christ Church.

Chief Warrant Officer Shirley Klein, daughter of Retired Clerk Ann Kennedy, was elected secretary of Fort Hood's Chapter 17 of the Warrant Officers' Association.



The Case of the Flying Wedge

A flying wedge—six inches of metal traveling under pressure—had Frank Zych's number on it, but caused no damage, unless you count that to his safety glasses.

Zych, a carman at Milwaukee Shops, had driven the wedge into a journal box and aimed an extra blow at the side to shift its position, when out it popped with sudden force and flew upward. The fact that the right lens of his safety glasses was broken as a result, indicated clearly that they had prevented a possibly serious injury. His foresight in wearing them, reported to the Society for the Prevention of Blindness, was recognized with a membership in the Wise Owl Club of industrial workers. He is shown above (right) on the occasion of receiving his membership certificate from F. S. Hense, foreman of the blacksmith shop.

Sympathy was expressed to Amanda Klank of the paymaster's office and her husband Ed on the recent death of his mother . . . and to Anna Schafer of the paymaster's office, whose father passed away.

Susan Dombrowski, your correspondent's oldest granddaughter, was chosen to give the dedication address to the June, 1965 graduates of St. Genevieve's School, at the ribbon presentation ceremony.

Bodell Huss, clerk in the Bill & Voucher bureau, who retired Jan. 9, was honored by about 40 of her co-workers at a dinner party held Feb. 4 in the Normennenes Club. Bodell had almost 39 years of service as a comptometer operator and clerk in the Chicago general offices, for the most part in the central computing bureau and on the force of the auditor of capital expenditure. She plans to remain in Chicago.

Plan Now to Support the Activities of
Your Local Traffic Club During
National Transportation Week May 16-22

The Milwaukee Road Magazine

GOLD AND SILVER PASSES AWARDED

Gold 50-Year Passes

Forte, J., sec. foreman -----Everett, Wash.
Iverson, John C., engineer -----Austin, Minn.
Kendrick, J. R., operator -----Kansas City, Mo.
McMillan, L. G., engineer -----Channing, Mich.

Silver 45-Year Passes

Adams, R. G., conductor -----Savanna, Ill.
Baumgartner, A. E., bureau head --Chicago, Ill.
Beck, F. F., agent -----Wheaton, Ill.
Bell, Everett M., carman -----Perry, Ill.
Belter, Charles G., bureau head --Chicago, Ill.
Boyce, C. M., loco. engineer --St. Maries, Ida.
Broker, Arthur J., embargo clerk --Franklin Park, Ill.
Carnahan, R. V., conductor -----Ottumwa, Ia.
Caveny, W. J., train baggageman--Belleville, Wis.
Chadwick, W. A., sec. foreman --Ottumwa, Ia.
Finders, G. E., agent -----Melbourne, Ia.
Gavin, T. E., clerk -----Chicago, Ill.
Haack, Adolph A., clerk -----Milwaukee, Wis.
Haddock, J. J., conductor -----McHenry, Ill.
Hampton, G. J., agent -----Bensenville, Ill.
Hanson, H. A., clerk -----Chicago, Ill.
Hayes, R. J., engineer -----Perry, Ia.

Hunt, W. C., conductor -----Perry, Ia.
Johnson, C. W., loco. engineer--Port Angeles, Wash.
Johnson, Edwin L., trav. freight
and passenger agent -----Sioux City, Ia.
Judd, R. D., loco. engineer-----Perry, Ia.
Kirch, H. W., asst. gen. frt.
claim agent -----Chicago, Ill.
Kneeland, Harry H., clerk -----Jasonville, Ind.
Koob, Cecelia E., statement typist --Chicago, Ill.
Mackey, Ambrose, foreman -----Mitchell, S.D.
Maloney, J. L., conductor -----Clinton, Ia.
Manser, Floyd, car inspector --Minneapolis, Minn.
Martwick, Richard J., engineer --Chicago, Ill.
McGrath, Agnes E., bureau head --Chicago, Ill.
Miller, B. E., engineer -----Tacoma, Wash.
Moscinski, Julius, chief yard clerk --Chicago, Ill.
Nicholson, H. F., conductor -----Ottumwa, Ia.
Peck, C. E., ticket clerk -----Dubuque, Ia.
Poffenberger, E. M., engineer -----Savanna, Ill.
Rawson, V. S., general agent--St. Louis, Mo.
Sievert, Laura J., cashier -----Sioux Falls, S.D.
Smallwood, W. J., engineer -----Ottumwa, Ia.
Smith, F. J., warehouse foreman--Austin, Minn.
Williams, V. J., perishable freight
inspector -----Minneapolis, Minn.
Wirth, Arnold H., spec. equipment
operator -----Harlowton, Mont.



MILWAUKEE SHOPS AT THE TURN OF THE CENTURY, or the "new" shops at West Milwaukee, as they were still known at that time. This typical old time heavy repair track is recalled today by Anton Kania of Milwaukee, a retired shop employee who started with the Road in 1897, as the location of

the present lumber yard and the materials division building. The picture was contributed by Mrs. Lorine E. Clark of Wheaton, Ill., whose father, George Krueger, was a foreman on the repair track.

A GREAT DAY FOR THE IRISH was Mar. 17, particularly as observed by the Irish Fellowship Club of Chicago and the many dignitaries who attended its annual St. Patrick's Day banquet. Pictured with President William J. Quinn (right), the club's president for 1965, are, from left: Senator Mike Mansfield, majority leader of the U.S. Senate, who was the featured speaker; Hon. Richard J. Daley, mayor of Chicago; Hon. John J. Kelly, master in chancery of the Circuit Court of Cook County; and Andrew Minihan, lord mayor of New Ross, Ireland, a special guest. About 1,000 prominent Chicagoans of Irish descent were present.



SWEDISH ROYALTY TRAVEL ON "CITY" TRAIN. Count Carl Johann Bernadotte, fourth son of the king of Sweden, and his wife, Countess Kerstin, are interviewed by a newspaper reporter upon detraining from our road's "City of Los Angeles" Domeliner in Chicago on Mar. 1. Visiting the city between trains taking them from Los Angeles to New York, they are shown stopping first at the Fred Harvey coffee bar in the Union Station.



THE
MILWAUKEE
ROAD

MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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UNIT TRAINS

HAUL

IRON ORE

A 140-car load of taconite pellets extends into the distance almost as far as the eye can reach as the first iron ore unit train operation over The Milwaukee Road nears Iron Mountain, Mich. Story on page 17.

THE
MILWAUKEE
ROAD