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THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

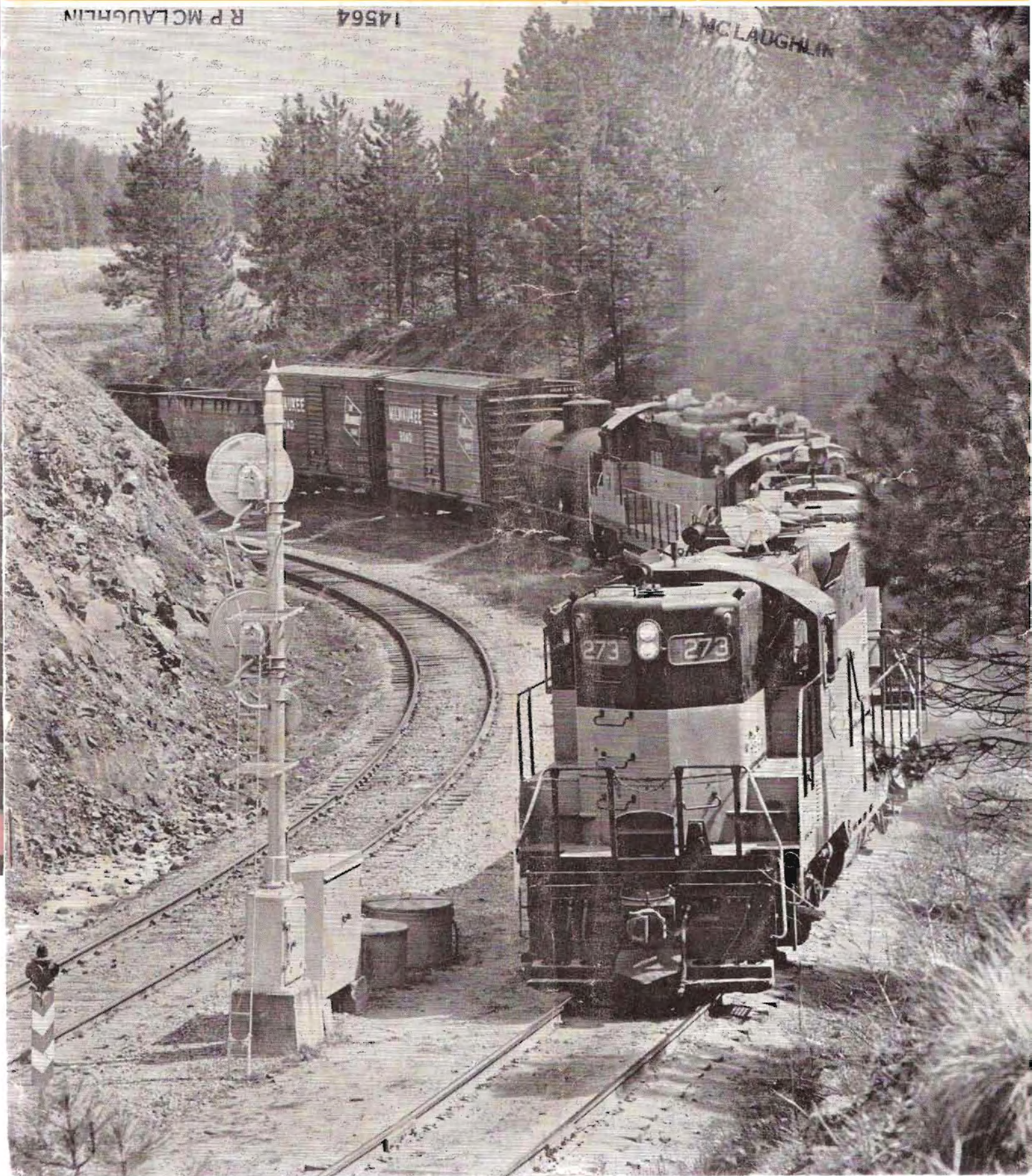
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THE MILWAUKEE ROAD MAGAZINE

Vol. 53 May-June 1965 No. 2

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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Briefly Noted

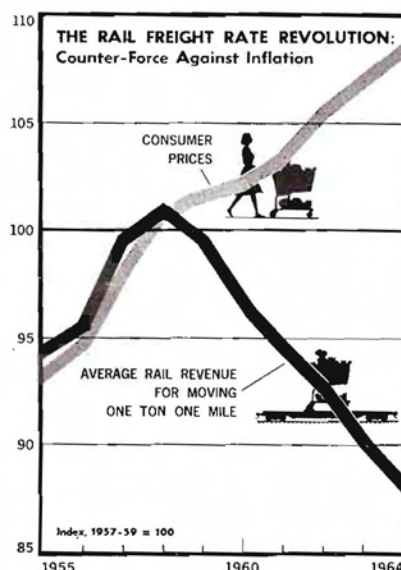
RAILROADS COUNTER INFLATION. While the consumer price index has risen by 7 per cent since 1958, railroad charges for moving the average ton of goods a mile are now 13 per cent *below* the 1958 level, the Association of American Railroads has reported. The AAR, terming the downward trend "one of the nation's most hopeful counter-infla-

and Richard won the \$600 four-year award. The Milwaukee Road Women's Club reported at the same time the awarding of a \$600 scholarship for four years to Karen Jeanne Schueler, daughter of Agent F. E. Schueler, Redfield, S. D.

LEGAL REPRESENTATIVES FOR 40 YEARS. May 1 marked the 40th anniversary of the appointment of the members of the Kansas City law firm now named Morrison, Hecker, Cozad & Morrison as our road's solicitors for the State of Missouri. In addition to Mr. Morrison's 40-year representation in that capacity, Mr. Hecker has served as our solicitor for 38 years and Mr. Cozad for 36 years.

ROOSEVELT TO HEAD EQUAL EMPLOYMENT COMMISSION. The White House has announced that Franklin D. Roosevelt Jr. will resign as Under Secretary of Commerce to become chairman of the five-member Equal Employment Opportunity Commission. The Commission was created by the 1964 Civil Rights Act to administer Title VII of the Act which, effective July 1, 1965, outlaws racial discrimination in employment.

WOMEN'S ROLE IN TRANSPORTATION was emphasized with the appointment of Virginia Mae Brown, only woman on the Interstate Commerce Commission, as honorary women's chairman for the observance of National Transportation Week (May 16-22). Said Roger W. Gerling, vice president-marketing Spector Freight System and NTW chairman, "Much of the activity sponsored by the Associated Traffic Clubs during the week is sparked by women members. Too often we do not give them just recognition as part of the traffic and transportation team. It's now well known that wom-



tionary forces," said it reflects a gathering overhaul of the railroad price structure, in which freight rates based on the value of goods are gradually giving way to rates based more on shipping costs and competitive reality.

J. T. GILLICK SCHOLARSHIPS sponsored by our road, announced as this magazine went to press, were awarded to Paul Norris, son of P. E. Norris, rate and bill clerk at Bensenville Yard, Barbara Ziermann, daughter of Frank Ziermann, chief clerk-cashier at Madison, Wis., and Charles Nixon, son of R. T. Nixon, roundhouse clerk at La Crosse, Wis. Paul and Barbara received full tuition, or \$600 annual scholarships—whichever is larger—for four years,

THE COVER

This is westbound No. 263 easing heavy tonnage around a curve at Plummer Jct., Wash. The daily freight, which backs up the hotshot schedule of our road's XL Special, the fastest between Chicago and the North Pacific Coast, was heading for Spokane on the final lap of its stops at intermediate points. Note in this classic pose the foreshortened view of the four-unit diesel horsepower. The picture was taken by Dick Steinheimer, well known for his camera illustrations of railroads at work.

en's memberships in traffic clubs number 24,893, with eight on the Associated Traffic Clubs' board of directors."

"BAD GUYS" WANTED. An announcement from Bramson, Mo., offers college men summer jobs as train robbers at Silver Dollar City, an old mining village in nearby Marvel Cave Park, where an 1880 steam train gives rides to visitors that end, in true Jesse James country style, with a robbery. The "bad guys" must be single, clean cut, rank in the upper half of their class, and be willing to grow (and be capable of growing) a full beard, leaving it untrimmed until Labor Day.

D. L. Wylie Named to National Defense Communications Post



D. L. Wylie

D. L. WYLIE, our road's communications engineer, has accepted an appointment from the Interstate Commerce Commission to serve as regional communications coordinator for the National

Defense Executive Reserve-Region 4. In that capacity, he succeeds J. A. Parkinson, former general superintendent of communications and signals for the Santa Fe Lines, who retired recently.

The activities of the National Defense Executive Reserve program, supervised by the ICC, center on the utilization of all railroad communications facilities in the event of a national emergency. Railroad men entrusted with the responsibility are selected on the basis of "confidence in the patriotism, fidelity and abilities" of the individual. Mr. Wylie will be responsible for the coordination of facilities in an area involving the states of Illinois, Wisconsin, Indiana and Michigan.

A. H. Ducret Heads Freight Claim Division of the AAR

A. H. DUCRET, our road's general freight claim agent, was elected chairman of the Freight Claim Division of the Association of American Railroads at the 74th annual meeting of the Division in Dallas, Tex., May 4-6.

The election, by unanimous acclaim, recognized his active participation in its affairs over a period of many years. He

A. H. Ducret, general freight claim agent, shown with his immediate aides at an office party that marked his election to the chairmanship of the Freight Claim Division of the AAR. Standing are, from left, W. A. Stewart, assistant general freight claim agent, K. D. French, freight claim agent, and R. M. Levey, assistant freight claim agent.



has served on the General Committee, various Arbitration Committees and other committees of the Division, and most recently as first vice chairman. He also is a member of the general committee of the AAR Data Systems Division and of the Ad Hoc Committee for the Universal Machine Language Equipment Register, and has served as chairman of the Chicago Claim Conference.

Mr. Ducret has been with the Road since 1917, advancing through the positions of traveling freight claim

agent, chief clerk, assistant freight claim agent and freight claim agent to general freight claim agent in 1961.

In heading the AAR operations and maintenance department, he is carrying on a tradition established in 1902 when the late H. P. Elliott, then our road's freight claim agent, was elected president of its predecessor organization, the old Freight Claim Association. All of the Road's freight claim agents since that time have, in turn, been elected to the top post.

Stockholders Approve Proposal to Consolidate With Chicago North Western

THE stockholders of our company and of the Chicago and North Western Railway, at their respective annual meetings in May, voted overwhelming approval of the proposed consolidation of the two railroads.

At the Milwaukee Road meeting in Chicago on May 11, of a total of 1,963,463 shares of Series A Preferred Stock and Common Stock voted on the proposal, 1,948,178, or 99.22 per cent, were voted in favor of the consolidation.

The North Western stockholders also voted approval by a large margin at their meeting in Chicago on May 18.

As has been widely publicized, the endorsement by the stockholders was preceded by three major steps toward the consolidation—agreement by the managements of the two roads last September on the principal terms, the subsequent drawing of the definitive consolidation agreement, and the approval of that agreement by the two boards of

directors this year on Mar. 18.

Commenting on the action taken at the Milwaukee's meeting, President William J. Quinn, who presided, expressed himself as being very gratified. While reviewing in detail the advantages inherent in the consolidation, he said that the managements of the two railroads regard it as the single most beneficial unification in which either company could participate.

Mr. Quinn announced that joint committees have been appointed which are studying all phases bearing on the benefits to be derived from the consolidation of the two properties, and are preparing recommendations for the future operation of a coordinated system. He said the studies of the committees will be completed in February or March next year, whereupon the carriers will be in position to file their formal applications with the Interstate Commerce Commission.

THE FLOOD OF THE CENTURY



Mississippi floodwaters at St. Paul on Apr. 21 looking east over our main line on the left bank and showing above the Roberts Street bridge the tracks of the Union Station. Isolated buildings at the right of the station tracks are the Sibley Street freight house (front) and the fruit house. Flooded area above the fruit house is our trailer-on-flat car facility under four feet of water.

How We Kept Traffic Moving During the Record Cresting of the Mississippi

Slowly but surely, cities and towns that were engulfed in the recent record rampage of the Mississippi are erasing its marks of destruction. On our railroad, trains are rolling along the scenic river route as though "the flood of the century" had never occurred. But the month-long siege will not soon be forgotten by the men in our company who met the emergency and mopped up after it.

Our railroad, as is well known, felt the full onslaught, but hard hit as we were, traffic was kept moving during

virtually the entire flood, either on our own tracks or those of other railroads. At points where the river halted operations, maintenance crews kept an eye on the water as it receded and had us back in business directly that the rails showed through.

The battle with the weather started early in March as train crews fought blizzards in Minnesota that drifted up to 25 feet. Then came unseasonably warm rain and the massive run-off from the winter's accumulation of snow and ice in the Upper Mississippi Valley. The warning was clear—high water ahead!

The Milwaukee Road Magazine

and OPERATION CLEAN-UP

What compounded the problem was that no one, including flood experts, had foreseen the incredible amount of water that would pour into the river, and in just a few days. In the race to keep ahead of it, men worked against time and at some points through rain and wind that conspired to defeat their efforts.

Heavy Run-off Floods Tributaries

The Minnesota River came up first, creating serious flood conditions in the Chaska-Shakopee and Farmington-Mankato areas and on the Farmington-Cologne branch line. As the rapid thaw continued, the heavy run-off of water over the balance of southern Minnesota and eastern Iowa flooded out many other local points and swelled tributary rivers and streams.

In the St. Paul-Minneapolis area, according to Army engineers, the Mississippi was expected to crest at 22 feet and we had prepared to meet that level. Actually, the surging waters peaked out in St. Paul at 26 feet—four feet above the record crest of 1952.

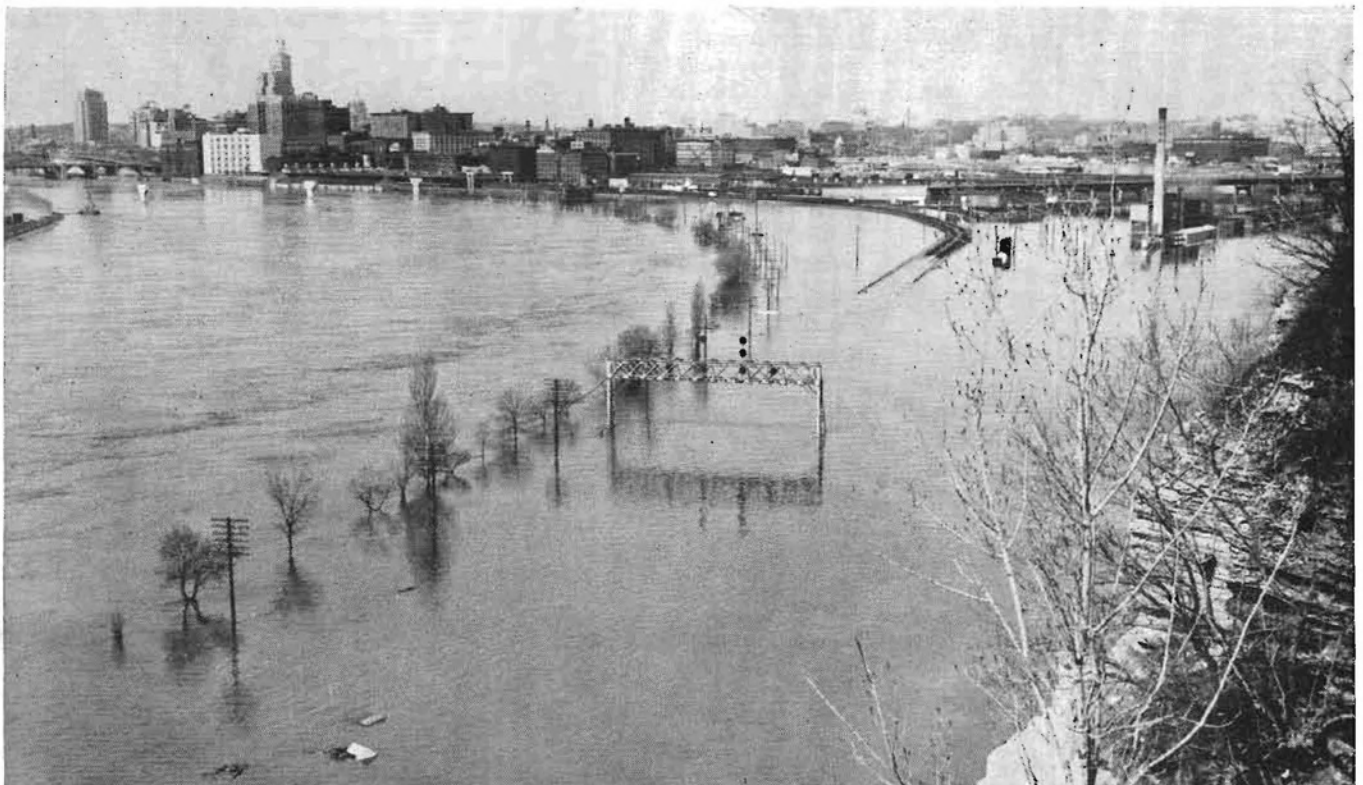
Aware of the danger to our opera-



Crews raising and rebuilding track west of the St. Paul roundhouse as the flood tapers off. Final dressing of tracks in the classification yard will continue for some time.



Track approaching the St. Paul Union Station from the east as it appeared at the crest of the flood.





Having hosed the floor of the St. Paul yard office, B&B Foreman E. O. McBride (right) and Carpenter Rayno Hokona remove the remaining muck.

Surveying the damage to the retarders in St. Paul Yard, O. C. Denz, supervisor of building maintenance (left), and R. H. Michaels, assistant division engineer of the Twin City Terminals, plan the recovery program.



tions, plans had been made to evacuate our facilities in the St. Paul area, including the Union Station and Pigs Eye Yard, and at other locations downriver as far as Muscatine, Ia. In St. Paul—and in every other area of major flood threat—all locomotives and cars were moved to high ground, and anything that might be damaged in the line of

SHIPPERS COMMEND EFFORTS TO MOVE THEIR GOODS

While the Mississippi was muddying our doorstep, the public, as a whole, was sympathetic to our problems, and many shippers cooperated by holding back the movement of their goods until the flood zone was clear. Quoted here are excerpts from letters mentioning the role played by some of our personnel in coping with urgent transportation needs.

Expedited Under Trying Circumstances

(To General Agent Peter Braun, Memphis Tenn.) "... We certainly realize that the flood conditions were beyond your control and appreciate very much your railroad untying our cars as promptly as it did. Although

there were some delays, we appreciate your personal interest in expediting them under trying circumstances."—E. H. WILLIAMS, General Traffic Manager, W. R. Grace & Co. Nitrogen Products Division, Memphis, Tenn.

Made Coordination Much Easier

"The service rendered by your Minneapolis traffic center, with direct reference to Mr. Milton Wolverton, Mr. Bill McKone and Mr. Harold Williams, clearly exemplifies the patterns established in developing a highly coordinated traffic department and railway system. The concern shown for the welfare of our com-

pany by the Minneapolis members was most gratifying, and their efforts and reports on the progress of our inbound traffic made the tremendous task of coordinating and readjusting our production schedules much easier."—A. R. TRAPP, Traffic Manager, The Smead Manufacturing Company, Hastings, Minn.

Cooperation Lessens Loss

"The flood situation on our property at Mankato, Minn., became greater than I had anticipated . . . Both our manager and superintendent there have told me of the wonderful cooperation they received from your

agent, Mr. J. C. Hanson, and your staff. This was a great help to us and we appreciate it very much. In fact, it helped to make a large loss a little less."—R. S. HORTON, President, Standard Lumber Company, Winona, Minn.

We Moved the Cars Needed

(To Superintendent F. H. Ryan, La Crosse Division) "We have all had more than our share of problems because of the high water . . . I outlined some of our problems to you, and feel fortunate that you were successful in spotting and moving the

cars that we needed. On behalf of our company I want to express appreciation to you and the members of your staff for the cooperation you gave us."—G. W. HOEL, General Traffic Manager, The Trane Company, LaCrosse, Wis.

Kept Facilities Running

"The crisis occurred at a very critical time for us, since we were faced with the possible necessity of shutting down our production facilities had we been unable to ship, but due to the efforts of Mr. George Berry of Perry, Ia., and Messrs. G. J. Edwards, Jim Elder and Dale Simon of the Cedar

Rapids-Marion operation, we were able to keep our facilities running throughout the entire period. These gentlemen worked long hours to keep their commitments to us in the face of what, I am sure, were extreme difficulties."—GEORGE M. TOLBERT, Vice President, Amana Refrigeration, Inc.

material, furniture and expensive electrical equipment was protected or placed in storage.

A fleet of 44 cars loaded with ballast was deliberately left in the St. Paul yard to hold down the deck and approaches of a three-span trestle bridge that the 1952 flood had floated. In other critical areas, cars loaded with ballast and riprap

were positioned, along with locomotive cranes, for access to gravel fill as soon as the water receded.

Men worked like beavers sandbagging foundations, erecting barricades, and bringing in boats and pumps for the clean-up anticipated. At the same time, arrangements were made to transfer operations to Minneapolis.

The flood, when it came, inundated the classification yard to a maximum depth of eight feet above the top of the rails and the offices to about four feet above floor level. At a crest of 26 feet, the trailer-on-flat car operation in the area was under four feet of water, and the Sibley Street freight house and office buildings were completely awash. We also lost in the neighborhood of a half mile of embankment and track structure, and a pile trestle.

Pumps Hasten Clean-up

The river crested on Apr. 16 and 10 days went by before it dropped to the high water mark of 1952. When the worst was over the clean-up was hastened by pumping out the last remaining overflow, together with the heavy deposit of mud, silt and sand that had settled over a large area. In the debris exposed as the water tapered off were tons of peat that had floated out over the floodwaters and settled on the tracks.

Restoring service to normal—testing and replacing electrical equipment and making buildings habitable—was time-consuming and arduous, but our crews did a yeoman job. Meetings were held on the grounds to work out procedures, and with all departments involved doing their utmost, we were back in operation on May 5—about 16 days earlier than we had originally figured.

As the crest of the flood left St. Paul and moved down the river, our major area of concern was the embattled city of La Crosse, Wis. There again, everything possible had been done to prepare for the emergency, but as the river gradually seeped in, both the car repair area and yards were inundated. For a while we also lost the use of a bridge and some sections of track.

Facilities Damaged Downriver

At Dubuque, Ia., where flood stage is 17 feet, the river rose to 26.7 feet and maintained a record crest for 15 days. As a consequence, our yard was waterbound on both the north and south, and the depot, which is approximately two feet above the level of the track, was awash with six feet of water. In the inundation there, some bridge decks were damaged, also.

Meanwhile, as the river raced southward, we faced potential damage to our 20 miles of main line track between Savanna, Ill., and Green Island, Ia., including the three-mile double track



Dike approximately 8 feet high which was constructed over our main and yard tracks at St. Paul to the river retaining wall.

A stator for an air compressor which was removed before the flood from the retarder tower at St. Paul Yard is returned during the clean-up under the supervision of H. H. Kruse, assistant engineer-system (in door).



causeway over the Mississippi. Here, after several forecasts, the flood eventually crested at 23 feet.

To keep ahead of it, extra crews were brought in and the causeway was elevated on a rock fill foundation an average of two feet—barely clearing the flood. Prefabricated track panels were placed on the elevation, and every inch of the upstream face was rippedraped and sandbagged. The downstream face was protected with dimension rock, to help

Heavy plastic which protected electrical equipment for the retarder tower at St. Paul Yard is removed after the flood by D. A. Bessey, assistant architect.



East of Winona, Minn., weary flood workers stand ready to battle high water.





preclude washouts during the peak surge and subsequent run-off of water.

These are just highlights among many critical situations that developed as the battle was fought along the river and in low-lying communities before the flood ran its course. The total cost in repair bills, additional operating expenses and lost revenue is not yet known, but preliminary estimates place it at approximately \$2,000,000. However, some of the loss will be offset by the movement of deferred business and the diversion to our lines of traffic from other railroads that also suffered flood damage.

Goods and Passengers Go Through

The important thing at the time was to stay in business, and that we did. Some delays were inevitable while freight and passenger trains were being rerouted, and for a few days we had to resort to embargoes as the river inundated tracks and yards, but the trains went through—only at a slower pace.

Water flow measurements taken by the Department of the Interior showed the discharge from the Mississippi and Minnesota rivers at St. Paul to be more than 800 billion gallons between Apr. 12 and Apr. 21. This exceeded by 38 per cent the previous record set in 1952, the department said.

That our railroad was back in full operation far sooner than could reasonably have been expected under these conditions was due to the almost superhuman efforts of our personnel, particularly those of the engineering, operating and traffic departments. Their outstanding performance resulted in praise from many shippers, and a public acknowledgment from President William J. Quinn. Speaking at the annual stockholders' meeting in May, Mr. Quinn said, "All of us on the railroad are grateful to the men who saw us through the emergency. I think we can be grateful, too, that despite the dangers

Sibley Street freight house in St. Paul at flood crest on Apr. 16. The receding water left a deposit of two feet of mud in the basement.

involved, not one of our people was seriously injured in the hazardous undertaking of preparing for, coping with, and cleaning up after the worst flood in the more than 100-year history of our company".



Reinstalling controls in the crossing signal at Chestnut Street, St. Paul.

When the flood crested at Red Wing, Minn., 50 miles downriver from St. Paul, only small boats were moving in the area of the passenger station.



Severe blizzards which struck in March contributed to the massive run-off from the Mississippi's tributaries. This picture taken near Granite Falls, Minn., shows the rescue engine which brought a snow plow to open the main line after a blizzard that confronted snow fighters with winds up to 75 M.P.H. and piled drifts 20 to 25 feet deep. Surveying the scene is Trainmaster-Traveling Engineer G. C. Groves.



Company Honored for Efforts in Improving Human Relations

"We of the Milwaukee Road feel now, and have always felt, that each citizen of the United States is entitled to equal opportunity, and we are going to continue our efforts to promote this philosophy on our property and throughout our industry."

These words—written by President William J. Quinn in an acceptance letter—help explain why the Milwaukee Road was recently honored with a Certificate of Commendation from the Chicago Committee of One Hundred for our efforts in improving human relations.

For several years, the Committee, an inter-racial organization of prominent Chicagoans, has honored "individuals, companies, organizations and institutions for their outstanding contributions to civic improvement, good human relations and fair employment practices."

On April 7, the Milwaukee—along with such companies as Alcoa, Bethlehem Steel, Mobil Oil, Procter & Gamble and others—was presented with the Certificate at a special banquet held at the Conrad Hilton Hotel in Chicago. "Good American" awards for individuals have been given to Martin Luther King, Henry Ford II, Ed Sullivan, the present and former attorney generals, Nicholas Katzenbach and Robert F. Kennedy, and to others by the Committee.

A basic reason, but not the only one, for the recognition of the Milwaukee Road's efforts is our work with the Plan for Progress, in a program sponsored by President Johnson's Committee on Equal Employment Opportunity. Our participation in this program began when Mr. Quinn and President Johnson signed the company's Plan on Jan. 21, 1964.

With the Plan serving as a formal restatement of the Milwaukee's long-standing policy and program of equal employment opportunity, we joined more than 300 companies that have enlisted in President Johnson's program. The Milwaukee, however, is one of only six railroads that are participating.

Because of this work with the Plan for Progress, E. O. Schiewe, vice president and general counsel, who accepted the award on behalf of the company, was accompanied at the speaker's table

by a specially invited guest, Paul A. Nagle, deputy contracts compliance officer from the office of the Postmaster General.

Another Post Office representative—Leonard Ovesky, contract compliance officer from the Chicago office—was present in the audience, at a table with J. P. Reedy, general solicitor; P. L. Cowling, assistant to the president and vice president-general manager of the Milwaukee Motor Transportation Company; S. W. Amour, director of labor relations and assistant to vice president-



President William J. Quinn expresses to Paul A. Nagle, deputy contract compliance officer from the office of the Postmaster General (right), our company's appreciation of the honor attached to receiving the Certificate of Commendation from the Chicago Committee of 100.

operation; W. R. Jones, superintendent of the dining car department; and other Milwaukee representatives.

Why the Post Office people? The Milwaukee Road had asked that Mr. Nagle be at the speaker's table, and Mr. Ovesky be a guest, because we have been working closely with the Post Office Department since last fall in direct coordination with the President's Committee on Equal Employment Opportunity. The Post Office Department is helping the Milwaukee Road by reviewing and surveying things being done, and

recommending additional programs in our various efforts to improve human relations.

This cooperative, affirmative effort by the railroad and the Department representatives goes above and beyond strict compliance with Federal law, which requires non-discriminatory employment practices by companies holding government contracts or, in our case, that carry mail.

With help from the Post Office, the Milwaukee is amplifying its efforts to do more than is just necessary or required by law. How have we been doing so far? Mr. Nagle, at the time when he was in Chicago to attend the banquet, said this:

"The Milwaukee is progressing in a most satisfactory fashion. I found it somewhat unusual that a company has begun such a program before the Post Office began its effort to see that companies comply with the provisions of Federal law. Of course, we're still in a preliminary stage of this work, not only with the Milwaukee but with other companies under our jurisdiction for contract compliance. But I can say that the Milwaukee has been most satisfactory and extremely cooperative."

Mr. Nagle went on to say, "One difference between this railroad and some other companies is that the Milwaukee started earlier with its voluntary program. At this point, the Milwaukee Road deserves commendation for its efforts and cooperation."

The Post Office plans to survey and review our company-wide operation within the next few months—as it must do for all other companies doing business with the department, in or out of the railroad industry. The Department is concerned not only with equal hiring opportunities, but also with the progress and promotion of employees belonging to minority groups.

As a current part of this cooperative effort, representatives of the Post Office—and Mr. Ovesky in particular—have been meeting informally and on an irregular basis, with meetings held as needed, with appropriate representatives of the Milwaukee.

Mr. Reedy, who is closely involved with the Plan for Progress activities of the company, has pointed out that many Milwaukee Road offices and facilities will be receiving visits from Post Office representatives, in those sections of the country where minority groups are a substantial proportion of the area's population.

He said, "We are asking for full



Representatives of the Road meet frequently with Post Office officials to review our work in furthering equal employment opportunities. Here J. P. Reedy, general solicitor (right), is shown talking over recent efforts with Paul A. Nagle, deputy contract compliance officer from the Postmaster General's office in Washington (center), and Leonard Ovesky, contract compliance officer from the Chicago post office.

cooperation from our employees in this necessary and helpful joint effort by the Post Office and our company. My experience with the Department representatives, over several months, is that they invariably have been reasonable and understanding, asking only that we do what we can sensibly do."

"What the Post Office wants, and what we want, are the same thing—fairness to all," he continued.

This basic desire for fairness—as shown in a combination of efforts being carried on by the Milwaukee—is believed to be the reason that this railroad was given the Certificate of Commendation. We say believed to be the reason because the Committee of One Hundred does not announce the basis for deciding

who receives awards.

Mr. Quinn, in commenting on the award, said, "We are deeply honored and appreciative to have been given this significant award, and to have our efforts recognized."

"We have been engaged in varied activities intended to further equality," he added. "In addition to our work with the Plan for Progress and the coordinated activity with the Post Office, we have met with representatives of the Urban League and other organizations; in Wisconsin we have joined the Milwaukee Voluntary Committee on Equal Employment Opportunity; and we have other plans and efforts now in the formative stages."

Mr. Quinn concluded by saying, "We will continue to do whatever we can, because this company firmly believes in fairness. We must have only one standard and one consideration here at the Milwaukee—the merit of the individual. In hiring or promoting, merit must be the basis of judgment, with no consideration for such matters as race, religion or national origin."

"With merit as the standard, fairness is inevitable."

Wins Blue Ribbon "First" In Chicago Bar Art Show

GENERAL ATTORNEY J. E. Goggin, our company's leading art buff, won further recognition as a serious painter this spring when judges of the annual exhibition of the Chicago Bar Association awarded him a blue ribbon for the best

of show in the traditional category.

As a previous winner of first, second and third awards and several honorable mention ribbons, he was restricted to competing in only one classification.

The blue ribbon canvas, titled "The Remaining Sentinels", depicts in brilliant oils two crumbling row houses of the nineties waiting to be bulldozed out of existence for a slum clearance project. Exposed staircases on the side of one building already show the impact of a demolition ball. It is one of a series developed by Mr. Goggin to document interesting examples of once-fashionable architecture typical of Chicago's great post-fire construction boom.

Mr. Goggin was represented in the



J. E. Goggin displays his blue ribbon canvas, "The Remaining Sentinels."

show by three paintings, including another of the documentary series, a monochrome titled "The End of an Era". This is of the old Kimball mansion on South Calumet Avenue, a choice example of French Renaissance architecture which outwardly still maintains a semblance of its former elegance. The third was a nostalgic interpretation of his family's old home in Georgia. The title, "By the Wind Grieved", is borrowed from "The Rime of the Ancient Mariner".

Mr. Goggin's "exposure to art", as he terms it, goes back to his early student years at the school of the Art Institute of Chicago. He now maintains a studio in his home, where he occasionally turns out a painting for an art lover who knocks with a checkbook in hand. For the most part, however, he prefers to paint just for the fun of it.



"I entered it just as a joke!"

Caterpillar Tractor Expands in Quad-Cities Area

A ROLE played by our company in the development of the Quad-Cities industrial complex was revealed Apr. 22 when the Caterpillar Tractor Company made known it had purchased 203 acres of land on Milwaukee Road trackage just north of Davenport, Ia. The property consists of 176 acres acquired from The Milwaukee Land Company, our real estate subsidiary, and 27 adjoining acres bought from a private owner.

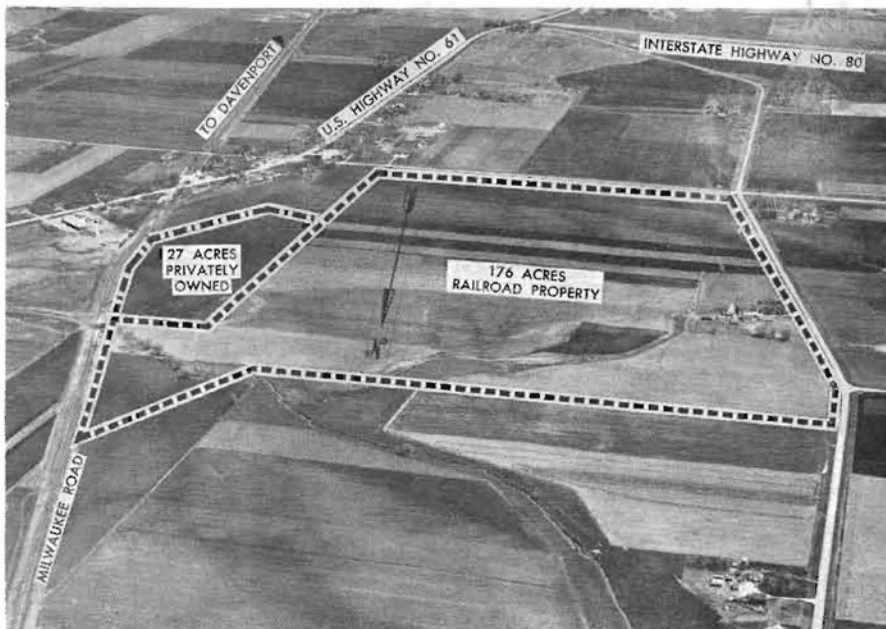
As an event of major significance in the area's future, the land purchase was announced at a civic luncheon arranged by the Iowa-Illinois Industrial Development Group and attended by about 200 people. Special guests among those involved in the transaction included President William J. Quinn, E. J. Stoll, director of real estate and industrial development, and W. D. Swanson, industrial engineer.

The Davenport purchase is part of a \$500 million company-wide expansion program to be carried out by Caterpillar in the next five years. The concern, which has been established in the Davenport area since 1956, has nine plants in the United States as well as seven in foreign countries, and 30,000 employees.

The Iowa expansion calls for doubling the present capacity of the plant in the Riverdale section of Davenport. In stepping up operations there, employment will be boosted from 350 to 700 people. Construction work will start next year and be completed in 1967.

The expansion site lies immediately east and north of the Davenport Municipal Airport and west of the suburb of Mt. Joy on the Dixon line of the railroad. It is also close to U.S. Highway 61 and Interstate Highway 80, and thus convenient to all transportation services.

The railroad acreage involved was purchased by our company for growth



Aerial view of the acreage involved in the land purchase by the Caterpillar Tractor Company showing the relationship of the railroad and privately owned property to our station at Mt. Joy on the Dixon line, and proximity to U.S. and Interstate highways.

possibilities in 1959, in connection with the program for acquiring and developing desirable plant sites in communities along our lines. Arrangements for the sale to Caterpillar Tractor were carried out with the cooperation of officials of that company, a local real estate firm, and the Iowa-Illinois Industrial Development Group.

At the civic luncheon, William T. Diviney, manager of the development group, pointed out that the site had long been considered a prime location for industry, and said it was much to the Milwaukee Road's credit that it had been "put on the shelf", so to speak, as an investment in the area's economic future.



Studying aerial views of the site for the expansion program planned by the Caterpillar Tractor Company are (from left) President William J. Quinn, E. J. Stoll, director of real estate and industrial development, and Caterpillar officials W. L. Naumann, vice president-manufacturing, and C. N. Hathway, vice president-domestic operations.



MRS. GRACE SCHUTH, cashier



MRS. HELEN PURCHLA, cook



MRS. LOU KOEHL, counter attendant

The Luncheon Break in The Women's Club Cafeteria

THE simmering soup kettle could well be the trademark of the cafeteria in our Fullerton Avenue office building in Chicago.

Take, for instance, cream of spinach, hardly a best seller in most dining out places. But as Helen Purchla makes it, this is a swank soup indeed, and well deserving of its popularity among the steady customers. Even people who don't like spinach, as a rule, go for it in a big way.

When the Milwaukee Road Women's Club opened the cafeteria in 1933, the purpose in mind was to provide the hundreds of employees there with a place where they could get a hot lunch and noontime snacks at reasonable prices. That function has remained unchanged through the years, and eating there today provides a good argument in favor of home cooking. The atmosphere is unassuming, but the food, savory and substantial, rates high in the gastronomic affections of the hungry patrons.

As an example, there's the soup of the day, which involves a lot of time and work. There are ingredients to assemble, stock to make, seasonings to add, and hours of careful simmering over a hot range. However, Mrs. Purchla, an old fashioned cook, has infinite faith in the rib-sticking qualities of soup made from scratch, and her garden vegetable, rice tomato and chicken noodle are some of the best you'll ever eat.

The tapioca and chocolate pudding, as prepared by Mrs. Frances Rucker and

her staff, are the real thing, too. Says Mrs. Rucker, "Food salesmen know better than to suggest ready mixes or other substitutes. Why Helen would absolutely go into orbit".

Mrs. Rucker, or "Frances", as she is known, received her training in restaurant management in Omaha before coming to the cafeteria, which she has supervised since 1941. To keep things running smoothly, she relies on the experience of a tight crew of eight qualified older workers. Mrs. Purchla,



MRS. FRANCES RUCKER, manager

having presided over the kitchen since 1936, is the senior member.

The specialty of the house, as Frances expresses it, is "a good hot meal every day"—simple family dishes prepared from the kind of recipes that good cooks swear by. Among them you'll find on the menu, at one time or another, such dependable mainstays as corn beef and cabbage, chop suey, liver and bacon, red flannel hash, fried chicken, breaded pork chops and hot roast beef. Discriminating eaters regard Helen's meat loaf and old fashioned kidney stew as rare treats, and her way with chili con carne makes it difficult on chili days to keep pace with the demand.

For the short order crowd who like to eat and run, there are the usual hot dogs and hamburgers (with or without potato chips or baked beans), and a variety of the popular sandwiches, such as beef and turkey (hot or cold), ham, cheese, chicken club—all efficiently and tastefully prepared. Dieters and light eaters may make their selection from salads and cold plates—ham, chicken, cottage cheese, lettuce and tomato, fruit, and salmon and tuna on Friday.

In catering to hearty appetites, the staff devotes a lot of time to the concoction of no-frill but toothsome desserts. With the exception of pie, these are homemade also, a fact discernible in the smooth consistency of puddings and custards, and cakes fresh from the oven. Warm cinnamon rolls and the cafeteria's own raised doughnuts are prime favorites and disappear in a hurry. Regardless of how many are turned out, there never are enough to go around.

Thanks to careful management, the cafeteria has been a self-sustaining project through the years, despite spiraling costs. Supplementing its full service



A group of steady customers employed in the Keypunch Bureau. From left: IBM Operators Lillian Crawford, Colene Elsenbroek, April Hrdlicka and Lillian White, George Letourneau, special accountant for the auditor of expenditure, and John Kissel, IBM operator for Milwaukee Motor Transportation Company accounts.

are a number of vending machines. Any profit realized after paying salaries, running expenses and the cost of necessary equipment, goes into the welfare fund of the Women's Club. Thus two ends are served—providing nutritious food at a fair price and relieving worry in the homes of company employees who, for various reasons, need financial help.

As this article was being written, Frances was seeking relief from a worrisome situation closer to home—right at the sandwich counter. "One of these days", she sighed, "We'll simply have to budget a new toaster".



Lunching together are, from left, J. M. Conway, assistant to assistant comptroller, R. W. Albrecht, assistant paymaster, and E. B. Marx, transit accountant.



The noontime crowd from the Electronic Data Processing Center heads the "chow line."

May-June, 1965

Accounting Department Employees Study Railroad on Film

As part of a program designed to personalize activities on the railroad from an accounting standpoint, a slide presentation of several that figure prominently in balance sheet figures was arranged on May 17 for the benefit of disbursement accounting personnel in our Chicago-Fullerton Avenue offices.

The showing was the latest development in a program instituted by F. H. Miller, auditor of expenditure, to provide employees of the expenditure department with a first hand view of operations and physical aspects of properties at other locations, as a means of relating them more closely to accounting work.

Approximately 200 employees witnessed the showings, which were held in the meeting room of the Women's Club. Five sessions were scheduled in the course of the day, so all of the various bureaus could attend.

Activities thus brought into focus on colored slides included the major car repair program under way at Milwaukee Shops, with emphasis on the so-called "stretch" method of increasing the length and capacity of older cars; the operation of the "one spot" car repair and retarder yard facilities at Bensenville, Ill.; safety aids designed to protect workers from accidents; and special items of equipment in use on the railroad.

John Manders, assistant to auditor of expenditure, who represents the department at Milwaukee Shops, served as narrator for the presentation. At the conclusion of each, an additional period of time was devoted to answering the questions of information seekers.

The presentation was particularly meaningful to employees whose work concerns shop and yard activities. Others have since expressed interest in presentations of the same type about other areas, such as engineering and communications.

YUGOSLAV RAIL GIRLS WIN

WAR that began about a year ago when stewardesses were put on trains despite considerable objection from male trainmen. The men complained that the girls were late to work, missed trains, and quit to get married. For two weeks the girls were suspended, but taken back after the Communist party intervened in their favor, on grounds of equal rights with men. That is, 20 of the original 31 were taken back—in the meantime, 11 had married.



Serving as members of the transportation panel for the seminar are, from left: R. L. Andreas, manager of traffic, American Oil Company; F. A. Mechling, executive vice-president, Mechling Barge Lines; J. L. Pfeiffer, vice-president industrial relations, Spector Freight System; C. M. Roddewig, president, Association of Western Railways; C. M. Urbach, manager of employment, United Air Lines; and A. D. Wilson, general traffic manager, Montgomery Ward & Company.

National Transportation Week Highlight

DURING the observance of National Transportation Week May 16-22, educational activities directed to young people figured importantly among events sponsored by traffic groups throughout the country.

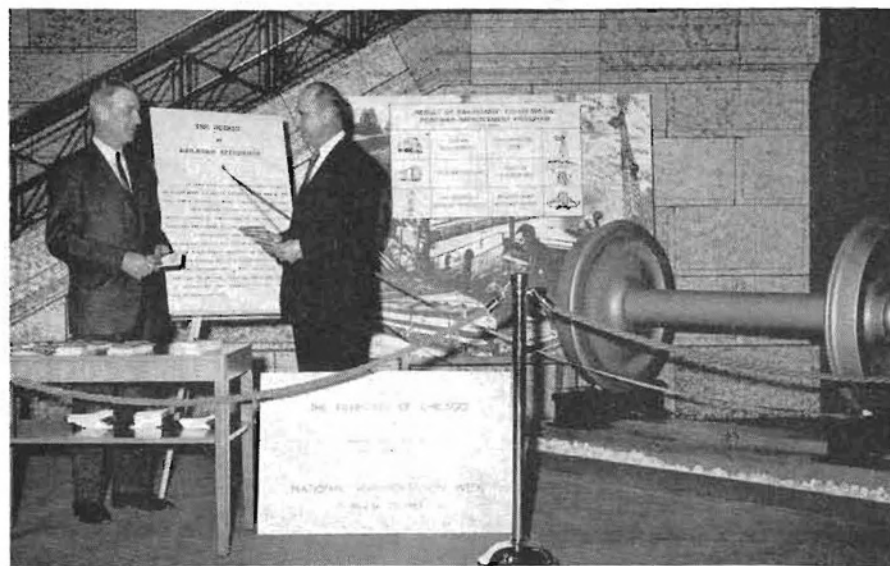
Particularly noteworthy were seminars for high school vocational counselors conducted in several cities as an appropriate way to inform educational institutions of the career opportunities in transportation open to high school and college students.

In Chicago, where transportation and related industries employ the city's second largest labor force, importance was attached to one held at the Palmer House under the sponsorship of the

National Transportation Week Committee. Approximately 100 career counselors attended.

This seminar, which was preceded by a luncheon meeting, had two panels, one of high school administrators and counselors and the other of industrial executives. Serving as monitor was Dr. Frank S. Endicott, Director of University Placement and Professor of Guidance in the School of Education at Northwestern University.

The industry panel, pictured above, represented all transportation media—railroads, trucking, air and barge lines. Representing the educators were Miss Margaret Boller, Assistant Director Bureau of Pupil Personnel Services,



As a promotional feature of National Transportation Week, the Association of Western Railways exhibited this wheel assembly in the Chicago Union Station. Shown with it here are G. H. Kronberg, our road's director of public relations and advertising (right), who was vice-chairman of the national observance, and F. A. Stanton, assistant to director of public relations for the Association.

Chicago Public Schools; Stephen Horvath, Director of Guidance, De LaSalle Institute; Donald Perigo, Vocational Consultant, Evanston Township High School; Victor Schmidt, Assistant Superintendent Cook County Schools; Arthur C. Classen, Dean of Adult Education, J. Sterling Morton High School and Junior College; and James L. Coburn, Director of Guidance, Maine Township High School South.

The seminar, the first of its kind in the Chicago area, produced a lively debate, the consensus being that both factions should increase their training efforts—the transportation industry to acquaint young people with job opportunities, and the educators to inform themselves of the areas in which the opportunities exist.

Low Level of Patronage Requires Discontinuance of Nos. 219-220

OUR company filed notice with the Interstate Commerce Commission on Apr. 16 of its intention to discontinue passenger trains Nos. 219 and 220 between Manilla, Ia., and Sioux Falls, S. D., effective May 17.

The notice called to attention that patronage on these trains has been at a very low level in recent years, primarily as a result of the expanding highway network and the public's preference for automobile travel. It stated further that the decision of the U. S. Post Office Department to discontinue the use of the Manilla-Sioux Falls trains for transporting mail effective Mar. 29 increased the deficits incurred in their operation and rendered their continuance economically unjustified.

The Road pointed out that mail revenues did not support the passenger service, but did ease a continuing and increasing loss, and upon the elimination of mail handling the existing deficit had worsened. It reported that the trains would have operated at a loss of \$399,405 last year, if mail revenues had been excluded.

Each of the trains had been handling an average of only about 23 passengers over each mile of the 181-mile route between the two cities. The notice filed with the ICC pointed out that other transportation in that area is adequate for the needs of the public, and that public preference has definitely been for non-train transportation.

An order from the ICC calls for continuing the service pending a hearing by the commission, but for no longer than four months beyond the proposed discontinuance date.



The Railroad Honors H. C. Johnson, Retiring as Assistant Comptroller

WHEN H. C. Johnson retired from the position of assistant comptroller on Apr. 30, after a railroad career of 48 years, he received one of the greatest ovations ever offered an officer of the company.

Approximately 450 people attended a dinner in his honor at Ferrara Manor, a private banquet hall in Chicago, the evening of Apr. 29, and hundreds more wished him well at an office party held the day following in the Fullerton Avenue accounting center. Predating these festivities, he was honored also at a farewell luncheon given in the cafeteria of the Fullerton Avenue building by the cafeteria force.

The testimonial dinner, one of the largest gatherings of its kind on the railroad in recent years, featured a program that included an orchestra, a soloist, a quartette and community singing. Many officers of the company, retired as well as active, were present, together with representatives of other railroads and various labor organizations.

R. H. Edman, chief statistician, served as toastmaster, and Paymaster E. H. Sowle was master of ceremonies, welcoming the guests and introducing the speakers. Brief talks were given by R. F. Kratochwill, comptroller; F. G. McGinn, vice president-operation; F. H. Miller, auditor of expenditure; J. Jacobson, director of revenue accounting; K. A. Stone, local division chairman of the Brotherhood of Railway Clerks; R. K. Merrill, general solicitor; W. J. Cusack, auditor of capital expenditure; B. J. Ornburn, assistant chief engineer-struc-

tures; J. P. Reedy, general solicitor; and C. E. Crippen, vice president-finance and accounting.

Mr. Crippen also read a letter from President William J. Quinn, who could not attend, in which he thanked Mr. Johnson for his fine contribution to the welfare of the railroad and extended every good wish for the years to come.

Gifts presented to Mr. Johnson included a gold-plated "magic" putter and a box of golf balls from the members of the dinner committee, and a parchment scroll bearing the signatures of the official family.

All expressed the esteem and affection of a great many people for Harry Johnson, a native of Saginaw, Mich., who started his career there in 1917, working for the Pere Marquette Railroad, and later for the Grand Trunk Western before joining the Milwaukee in 1922 as a special accountant.

Friendships and respect for his ability developed quickly as, beginning in 1923, he was promoted successively to division accountant at Deer Lodge, Mont., traveling accountant for the western region, assistant district accountant of the Middle District with headquarters in Milwaukee, and then district accountant there.

He was transferred to Chicago and advanced to chief disbursement accountant in 1940, appointed auditor of expenditure in 1952, and had been assistant comptroller since 1955.

The sentiments of his railroad associates as he retired were summarized at

Scene at the testimonial dinner for H. C. Johnson, with E. H. Sowle, paymaster, presiding as master of ceremonies.



H. C. Johnson (left) is congratulated at the dinner by C. E. Crippen, vice president-finance and accounting.

the testimonial dinner by Mr. Crippen when he wished both Harry and Mrs. Johnson health, happiness, "and everything else they look forward to, and to which they are entitled".

PEACE CORPS SOLICITS RETIREES, having found that many who are physically vigorous and possess trade or professional skills make highly desirable Volunteers on its overseas projects. Appointments are open to any qualified person contemplating retirement who is able to pass a physical examination and complete the training course. For information about "Older Volunteers in the Peace Corps," write to PEACE CORPS, Office of Public Affairs, Washington, D. C. 20525.

Arthur C. Erdall

THE law department announced the death on Mar. 30 of Arthur C. Erdall, retired solicitor for the State of Minnesota. Funeral services were held in Minnetonka at St. Martin's By-the-Lake Episcopal Church. At the time of his death he was residing in Wayzata, Minn.

Mr. Erdall, born in Madison, Wis., on Feb. 25, 1891, received his law degree from the University of Minnesota in 1915. After several years in private practice and with the Minneapolis, St. Paul and Sault Ste. Marie Railway he entered the service of the Milwaukee in 1922 as assistant solicitor for Minnesota and was appointed solicitor the year following. He retired in that capacity on Feb. 29, 1956. During the course of his career he had served also as general solicitor for the Minnesota Transfer Railway and the St. Paul Union Depot Company, and as a director and attorney for the Minneapolis & Eastern Railway.

He is survived by his widow, Katherine, a daughter and two sons.

APPOINTMENTS

Finance and Accounting Department

Effective June 1, 1965:

J. Jacobson is appointed assistant comptroller, Chicago, following the retirement of H. C. Johnson. The position of director of revenue accounting occupied formerly by Mr. Johnson is abolished.

Operating Department

Effective May 1, 1965:

R. P. Huntsman, acting superintendent of transportation with headquarters in Tacoma, is appointed superintendent of transportation, Tacoma.

Traffic Department

Effective May 1, 1965:

H. I. Lindblom, district passenger agent, Minneapolis, is appointed general agent passenger department, Minneapolis, following the retirement of J. A. Guzy.

G. D. Landahl, city passenger agent, St. Paul, is appointed city passenger agent, Minneapolis.

Effective June 1, 1965:

W. H. Stiery, city passenger agent, Chicago, is appointed city passenger agent, Milwaukee, following the retirement of F. C. Foug.

JA ADVISERS HONORED AT CIVIC BANQUET

Various Advisers for the four Junior Achievement firms in Chicago sponsored by our company during the last school year and officers interested in the youth-service program pictured with representatives of the JA firms at the Future Unlimited banquet which climaxed JA activities in the Chicago area May 13.



Foreground, left, and clockwise: W. T. Barrington, general accountant; F. G. McGinn, vice president-operation; A. G. Dupuis, public relations officer; F. H. Joynt, agent, Galewood (third from right); W. E. Ross, assistant comptroller.



From left: C. E. Crippen, vice president-finance and accounting; J. L. Phleger, assistant to assistant vice president-traffic; C. T. Lannon, treasurer (standing); Milton Croasdale, bureau head, freight revenue; and J. V. Kelly, geologist.



Seated, from left: A. J. Berry, assistant to vice president-traffic; G. W. Kronberg, director of public relations and advertising (third from right); W. W. Rogers, staff assistant to president. Standing: E. C. Adams, office assistant to president, and (second from right) W. R. Bishop, chief clerk, Galewood.

Thirty Years Ago

birth of the

HIAWATHAS



ON May 29 our company marked the 30th anniversary of one of the most exciting events in its history—the launching of the Hiawathas, the world's fastest steam trains.

In a flash back to 1935, the inauguration of the service between Chicago and the Twin Cities still stands out as a colorful spectacle. Drawn by the first oil-burning steam locomotives designed to sustain a speed of better than 100 miles an hour over long distances, twin units of the train made the 410-mile trip in exactly 390 minutes. Newspaper stories of the day described the Milwaukee Road "first" as a revolutionary move in the modernization of rail travel.

Elaborate ceremonies attended the maiden trip of Hiawathas No. 1 and No. 2. In Chicago, oratory and cowboy music were broadcast from a bunting-draped platform over radio station WGN, and at the proper moment the locomotive was christened with champagne. In Minneapolis the christening was performed with a bottle of Minne-Ha-Ha water, as befitting a location rich in Indian lore and the naming of the train for the legendary Mohawk chief who, as immortalized by the poet Longfellow, could run faster than the flight of an arrow.

Innovations in 1935 that contributed to the reputation of the Hiawathas as the country's most spectacular passenger trains included radical streamlining, cars of lighter-than-conventional welded steel, air conditioning, and many features entirely new in travel comfort and luxury. Conforming to the contour of the locomotive—hooded to reduce wind resistance—the equipment was streamlined from the head end to the so-called beaver tail parlor car at the rear. A conventionalized war bonnet in silver and gold leaf on the front called attention to the "Running Indian" motif.

To the mechanically-minded, however, their most striking feature was the performance of the big Atlantics especially designed for the service by Mil-



One of the early Hiawathas shown as it was nearing Oconomowoc, Wis., at an estimated speed of more than 100 miles per hour. Twenty below zero weather accounted for the billowing plume of steam. The fleet was dieselized in 1941.

waukee Road engineers and the American Locomotive Company. The boilers were capable of generating a steam pressure of 300 pounds and had driving wheels 7 feet in diameter, the largest on any locomotive in America. Axles and all other movable parts affected by friction were encased in alemite lubrication for smooth and quick acceleration without servicing en route.

The designers tested the success of their calculations on a trial run in which the riding stability of the train was tested with a glass of water. At a maximum speed of 112½ miles an hour, not a drop was spilled.

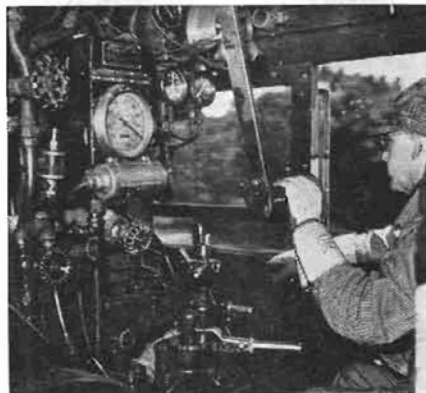
As a result of the test the Milwaukee established a new world's sustained speed record for passenger train travel, averaging 92 miles an hour for a distance of 53.58 miles, between Deerfield, Ill., and Lake, Wis. The previous American record had been made by the Le-

high Valley Road, when one of its trains averaged 80 miles an hour for a stretch of approximately 44 miles in 1897, and the world record was held by a Great Western train in England, which ran 77.2 miles at 81.6 miles an hour in 1932.

The Hiawathas acquired instant popularity and also captured travel from the highways. People rode them whether they needed to go anywhere or not. The original train was intended to be a five-car unit, but within days of its introduction a sixth, and then a seventh car was added.

Patronage that first year—and for many years afterward—frequently required the operation of overflow sections. By the end of 1935 they had carried 140,390 revenue passengers between Chicago-Milwaukee-Minneapolis-St. Paul, thus establishing what is considered to be a record for the number of travelers on a new train. The greatest volume was handled in December when the total mounted to 25,175, including almost 1,900 in a four-section train on the day before Christmas. On Christmas Eve the year following, seven sections were required, four westbound and three eastbound.

The name "Hiawatha", selected from a vast number submitted in a contest among our employees, involved some difference of opinion as to its correct pronunciation. Longfellow's daughter Alice had written his publisher that, since her father had created the character, his pronunciation, which was *Hee-awatha*, should prevail. In our company, though, the weight of opinion favored the long "i", and so it was christened 30 years ago—"Hy-awatha".



A rare picture taken in the cab of one of the early Hiawathas, showing an engine doing 100 miles per hour—note the hand on the speed gauge in front of the engineer. (Milwaukee Journal photo)

L. K. Sorensen

LORENCE K. SORENSEN, retired general manager of the Road's western region, died in Seattle on Apr. 27, his 77th birthday, of a coronary attack he suffered the previous day.

Mr. Sorensen was a native of Denmark who started with the Road in 1907 as a B&B carpenter at Savanna, Ill., and went west with the extension of the line to the Pacific Coast. Advancing through the positions of chief carpenter and trainmaster, he was appointed superintendent of the Rocky Mountain Division in 1927 and later of the Coast Division. In 1942 he was promoted to general superintendent at Milwaukee, and the year following became general assistant to vice president-operation. He returned to the West as general manager with headquarters in Seattle in 1946 and retired on Apr. 30, 1953.

He is survived by his wife, Julie, at the family home, 2460 Crestmont Place W., Seattle.



Ol' Spike Speaks Out...

"Consideration for others often means that you don't get a seat."

The fellow who said this summed up pretty well the way some people feel about being courteous. All you have to do is mention the subject, and they let loose a tirade about the growing lack of manners in our modern society.

They could be right, of course. It seems to me that the more modern we get, the harder it is for us to remember we are dealing with humans.

We find ourselves struggling to keep pace with new and complex machinery—machinery that knows just about everything but how to express feeling.

We find ourselves enveloped in such a fast and hectic existence that to take a moment to share a kind thought fills us with a sense of guilt about wasting time.

We're getting to the point, it seems to me, where people are almost afraid to be friendly for fear it will be considered a sign of weakness.

Maybe it's this business of living in an age that can be blown sky-high just by the push of a button. But this should be all the more reason for people to think kindly of each other. Or at least to make a practice of being mannerly and considerate.

— arnea —

RETIREMENTS

The following employees' applications for retirement were recorded during March-April 1965

General Office & System Employees

Johnson, H. C. Asst. Comptroller.. Chicago, Ill.
Mischke, Cecilia E.
Frt. Car Tracing Clerk.. " "
Schwartz, K. R.
Asst. Gen. Manager.. " "
Seets, R. H.
Bus. Car Attendant.. " "
Steele, Evelyn M.
Waybill Filing.. " "

Chicago Terminals

Alsie, E. A. B&B Foreman.. Chicago, Ill.
Burr Jr., L. W. Switchman.. " "
Hawkins, E. G. Laborer.. " "
Karrigan, F. P. Machinist.. Bensenville, "
Kmiecik, J. W. Assembler.. Chicago, "
Schneck, P. H. Foreman.. " "
Schnitz, G. W. Engineer.. " "
Tews, B. E. Switchtender.. " "
Valentine, H. Coach Cleaner.. " "
Williams, R. W. Sig. Foreman.. " "

Aberdeen Division

Anderson, G. Sec. Laborer.. Aberdeen, S. D.
Dafnis, W. D. Mach. Helper.. " "
Johnson, H. C. Engineer.. Minneapolis, Minn.
Severson, A. N. B&B Carpenter.. Prior Lake, "
Skogen, T. Sec. Laborer.. Granite Falls, "

Coast Division

Gallwas, J. Blacksmith.. Tacoma, Wash.
Hall, J. E. B&B Carpenter.. " "

Rust, H. L. Brakeman.. Malden, Wash.
Webb, Hildegard H. Janitor.. Tacoma, "

Dubuque & Illinois Division

Bowman, J. W. Carman.. Nahant, Ia.
Rylander, F. T. Car Checker.. East Moline, Ill.
Valladares, R. Sec. Laborer.. Savanna, "

Iowa Division

Burian, E. C. Sec. Laborer.. Delmar, Ia.
Chermak, J. W.
Gen. Yardmaster.. Cedar Rapids, "
Gardner, W. D. Engineer.. Perry, "
Hollander, W. D. Sec. Laborer.. Manilla, "
Mullane, A. F. Agent.. Madrid, "
Smith, W. D. Towerman.. Cedar Rapids, "
Watts, G. L. Agent.. Walford, "

Iowa, Minnesota & Dakota Division

Jeffries, J. P. Sec. Laborer.. Belvidere, S. D.
Pike, R. M. Conductor.. Sioux City, Ia.
Saxer, G. P. Fireman.. Rapid City, S. D.
Smith, A. L. Switchman.. Austin, Minn.
Thietje, L. A. Sec. Laborer.. Mt. Vernon, S. D.
Tonsager, G. E. Sec. Foreman.. Elko, Minn.
Vanthul, O. Sec. Laborer.. Mason City, Ia.
Vogelzang, F. Car Inspector.. Sioux City, "

La Crosse Division

Bottoni, F. L. Engineer.. Milwaukee, Wis.
Cramer, F. K. Dispatcher.. LaCrosse, "
Duffy, C. E. Crossing Watchman.. Janesville, "
Johnson, G. R. B&B Carpenter.. LaCrosse, "
McKenzie, W. W. Sec. Laborer.. Mazomanie, "



SALES PUSH IN SEATTLE. Traffic personnel with headquarters in Seattle who took part in a recent sales campaign similar to the Red Vest effort carried out last year in which supervisory officers accompanied salesmen on their daily calls throughout a week. Front, from left: G. M. Williamson, assistant traffic manager-rates; G. F. Flynn, assistant general agent; P. J. Cullen, general freight traffic manager; J. L. Werner, city freight agent; and O. R. Anderson, traffic manager. Second row, same order: E. N. King, city freight agent; M. Garelick, assistant general manager; J. M. Leahy (front), traveling freight agent; L. W. Schroeder, district representative rail-highway sales; W. A. Lawson, city freight agent. Rear, from left: J. R. Rider, city freight agent; J. T. Conlin, general agent; and W. E. Thorpe, city freight agent. The campaign, planned by Mr. Conlin, brought very successful results.

Murphy, D. J. Switchman.. Madison, Wis.
 Raetz, E. W. Yard Foreman.. Red Wing, Minn.
 Siekert, A. W. Crossing Watchman.. Sparta, Wis.
 Streble, C. A. Mach. Helper.. Wausau, "

Milwaukee Division

House, A. A. Sec. Foreman.. Beaver Dam, Wis.
 McAnaney, R. E. Operator-Leverman.. Northbrook, Ill.
 Phelps, R. E. Conductor.. Ladd, "
 Rach, H. J. Sec. Laborer.. Kiel, Wis.
 Wesander, D. E. Sec. Laborer.. Mass, Mich.

Milwaukee Terminals & Shops

Bruss, E. F. Engineer.. Milwaukee, Wis.
 Hay, W. E. Mach. Helper.. " "
 Kwiatkowski, H. F. Engineer.. " "
 Peplinski, B. Switchtender.. " "
 Schwartz, H. V. Switchtender.. " "
 Sturmer, W. Welder.. " "

Rocky Mountain Division

Gordon, E. M. Sec. Foreman.. Roundup, Mont.
 McKinnon, L. C. Engineer.. Three Forks, "

Terre Haute Division

Paton, H. C. Asst. Divn. Engineer.. Terre Haute, Ind.
 Powell, H. W. Sec. Foreman.. " "

Twin City Terminals

Benson, A. B. Carman.. Minneapolis, Minn.
 Bullock, A. F. Staty. Fireman.. " "
 Guzy, J. A. General Agent.. " "
 Johnson, M. W. Coach Cleaner.. " "
 Johnson, R. H. B&B Carpenter.. St. Paul, "
 Poltera, J. Towerman.. Minneapolis, "
 Taylor, J. H. Yard Conductor.. " "
 Ward, P. L. Coach Cleaner.. " "

It Happened On

The Milwaukee Road

From C. R. Newberry, Retired Section Foreman, Momence, Ill.—Back in February, 1950 I received instructions to take my crew to Manhattan, Ill., to assist in changing out the Wabash crossing, so I left my headquarters at Delmar and, bucking a strong northwest wind, picked up the Momence section gang. About 16 miles out of Momence the belt on our motor car pulled apart because of bucking this wind, which was then blowing at about 50 mph. The belt couldn't be repaired, so I went to a farmhouse and called the foreman at Manhattan to come and get us with a truck, which he did. Another man and I stayed with the car to wait for the Momence foreman to return and pull us in.

While we were waiting we put the car back on the track—and the wind was so strong that it blew us all the way back to Momence! We held the doors open on each side to act as sails, and we traveled those 16 miles, up hill and down, with no power except the wind at our backs. In fact, the truck made the trip just a few minutes ahead of us. And this is the Gospel-truth.

(Do you know a true story? a humorous anecdote? about something that happened on the railroad? Share your experience with your fellow employees. Contributions should be addressed to "Interesting Happenings" Editor, 824 Union Station, Chicago, Ill. 60606)

May-June, 1965

Collecting Old Cars for Fun and Profit; Buyers Clamor for Antiques and Classics



Ralph E. Macy, manager of Milwaukee Motor Transportation Company operations at Rapid City, S. D., is registered for the 1964 Montana Cross Country Race by an official secretary for the state Model T racing commission.

COLLECTORS of old time automobiles turned goggle-eyed last winter when Ralph E. Macy of Rapid City, S. D., manager of the Western Division of The Milwaukee Motor Transportation Company, advertised in four West Coast newspapers the sale of 110 cars, mostly of antique and classic vintage. The ad brought 413 responses—383 letters, 5 wires and 25 long distance phone calls. Mr. Macy asked \$50,000 for the lot in South Dakota, or \$60,000 delivered anywhere else in the U.S.A.

The offer was snapped up by a West Coast movie company which had never seen the cars, accompanied by a \$5,000 deposit, and attracted two other customers who stood ready to step in if the deal fell through.

The story was picked up by *The Wall Street Journal* as illustrating the recent surge of interest in collecting and restoring museum models. Though no one knows how many collectors there are in the country, the *Journal* gave a rough estimate of more than 25,000 and noted that the membership of organizations such as the Classic Car Club of America and the Model A Ford Club is soaring.

Mr. Macy was bitten by the bug about 20 years ago when he entered the trucking business. Driving along highways, he would spot old cars in groves of trees, at farmhouses and outside of barns, and if the price was right, would buy them and haul them to his home, then at Ver-

million, S. D. He decided to put them up for sale after moving to Rapid City to head the MMTC operation there.

The cars are now stored under cover at Vermillion, from where they are being delivered to the buyer three or four at a time. They include all sorts of open top, touring, roadster and sedan models, ranging from a 1907 Maxwell to a 1935 Hupmobile. The condition of some calls for considerable work and paint, but all are intact, and according to Mr. Macy, with proper restoration, the collection could become outstanding.

When Mr. Macy started to buy and restore old automobiles for fun, he had no idea they would turn out to be such a profitable investment. He intends to keep one or two of the "oldies" for driving around the city and for competing in the annual endurance race of the Montana Cross Country Model T Association.

This 600-mile classic is a contest in the old frontier tradition for prize money and the glory of winning over a tough course. The rules are severe. No soups-ups or major repairs are allowed, and engines must be officially sealed before the race.

Last year 30 elderly Tin Lizzies made it to the finish line, with the winner clocked at a 50-mile an hour average. Mr. Macy, who took off with the field, had car trouble en route, but thinks he can do better this year.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

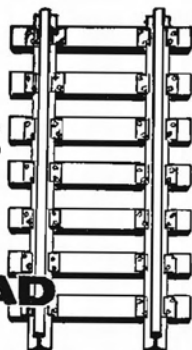
J. E. Boeshaar, Correspondent
Superintendent's Office, Milwaukee

Sympathy was extended to Agent Loretta West of Wadsworth and Agent Dick Hipsley of Deerfield on the death of their father, Vern W. Hipsley, in an auto accident at Knoxville, Tenn., on Mar. 29. Vern retired from the agency at Northbrook, Ill., in 1955 bringing to a close 42 years service.

Several other deaths have occurred recently . . . Conductor John Wilkey died Mar. 9 in the South . . . Retired Engineer John Scott passed away at Peshtigo, Wis., Apr. 28 . . . and Retired Engineer Richard Folger at Libertyville, Ill., on Apr. 27.

Operator R. E. MacAnaney of Tower A-20 and Agent H. L. Honeman are retiring under the Disability Act.

ABOUT PEOPLE OF THE RAILROAD



Excitement abounds as preliminary moving preparations get under way in the depot at Milwaukee in anticipation of the opening of the newly built headquarters about a block south of the present depot and alongside the new Post Office on which construction is starting.

The Milwaukee Road Hiawatha Bowling League held their annual tournament in St. Paul Apr. 24 and 25. Those attending from this division included Conductors J. W. Jones, J. W. Komberec, F. R. Childs, I. R. Kamperschroer, Jack Hale, Bert Davis, Herb Gooding; Brakemen Bob Brunt and D. R. Kennedy; Engineer John Nikolaus and Terminal Callers Harold Gallmaier, Ralph Richter and Dick Lentz. The bowlers do not care to discuss individual or group scores, but say they did have a good time at the session, plus a peek at the flood aftermath.

As passenger train 23 approached Sturtevant, Wis., on May 4 at the authorized speed of about 90 MPH, Operator L. A. Dittmar, who was observing the approach, detected a hot box on an express car and gave a stop signal to the crew. The train was halted and the car set out just short of failure, thus averting a possible serious accident. Trainmaster J. J. Schwantes has written Mr. Dittmar

commending him for his alertness and efficiency.

Word has been received of the death early this year of Edward F. Baar, 72, former agent at Oshkosh. He began working for the Road at Oshkosh in 1912 and retired in 1962. Surviving are his wife Eleanor, three sons and three grandchildren.

SECOND DISTRICT

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

Sulo Lannet, former trucker in the Green Bay freight house, recently underwent surgery. At this writing Sulo, 20 pounds lighter, looks very well and says he feels fine.

We are sorry to report the following deaths: Eldor Radick, retired conductor, passed away Feb. 28. He is survived by two sons, a brother, two sisters and five grandchildren . . . Mrs. J. Alan Woodruff, widow of former machinist, died Mar. 8. Survivors are a brother and a stepson . . . Former Engineer George H. Gunn died Mar. 21. He is survived by his widow, two sons, a daughter, eight grandchildren, 19 great-grandchildren, and a brother . . . Harold E. Johnson, chief clerk at Menominee, Mich., passed away Mar. 28. His widow and two sisters survive . . . Joseph P. Wyent, retired section foreman at Lena, Wis., died Mar. 28. His three sons and two daughters survive, also 17 grandchildren, 39 great-grandchildren, and a brother . . . Retired Engineer Peter LaChapelle passed away Apr. 22, leaving his widow, four sons, 16 grandchildren, nine great-grandchildren, and three brothers . . . Mrs. Frank Santa Amour, wife of retired conductor, died recently.

SERVICE PASSES AWARDED

Gold 50-Year Passes

Ahrens, H. W., electrician -----Harlowton, Mont.
Crockett, A. R., engineer -----Kansas City, Mo.
Tonsager, G. E., section foreman ----Elko, Minn.
Warn, Lewis M., machinist
helper -----Deer Lodge, Mont.

Silver 45-Year Passes

Bednar, Louis E., clerk -----Milwaukee, Wis.
Bialas, Joseph, clerk -----Chicago, Ill.
Billar, Martin Joseph, chief clerk -Milwaukee, Wis.
Boettcher, E. F., asst. division
engineer -----Aberdeen, S. D.
Chermak, J. W., yardmaster ---Cedar Rapids, Ia.
Davis, Elsie Hanson, cashier -----Madison, Wis.
Fisher, P. E., conductor -----Ottumwa, Ia.
Jacobs, H. H., div. frt. & pass.
agent -----Mason City, Ia.
Jaeger, Carl G., AAR lead clerk -Milwaukee, Wis.
Kuhn, H. G., clerk -----Beaver Dam, Wis.
Malek, A. F., operator-
leverman -----N. Mankato, Minn.
Martin, S. F., city frt. agent--Milwaukee, Wis.
Metz, F. C., engineer -----Crete, Ill.
Olson, E. E., engineer -----Austin, Minn.
Pattock, Rose Blanche, clerk -----Chicago, Ill.
Rocco, Anthony F., clerk -----Chicago, Ill.
Schultz, A. L., engineer -----Wauwatosa, Wis.
Semmlow, J. L., city ticket agent --Chicago, Ill.
Stark, Walter F., clerk -----Chicago, Ill.
Williams, E. J., clerk -----Milwaukee, Wis.
Zientarski, F. F., clerk -----Chicago, Ill.

S. F. Boyle Takes Office as Mayor of River Grove, Ill.



S. F. Boyle

Grove, Ill. He took the oath of office May 1.

Mr. Boyle, a long time resident of River Grove, served as a trustee of the village from 1947 until 1961, when he was elected a Justice of the Peace. In 1963 he was appointed a magistrate of the Circuit Court of Cook County.

On the political front, he served 20 years as a Republican precinct captain, and was active in the Regular Republican Organization of Leyden Township six years as a director and two years as vice president. He is now serving his second year as president of that organization.

Mr. Boyle is a 30-year veteran of the railroad.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

AGENCY: At Easter, the engagement was announced of Laurel Chalifoux to Garry G. Cates, Airman 3/c U. S. Navy. Laurel, the daughter of Agent R. E. Chalifoux, is a steno clerk at the Oregon Street office. Garry, a resident of Kansas City, Mo., has chosen to make a career for himself in the Navy.

Auto Messenger Henry Nehrbass, an active Air Force Reservist, has been a week-end worker for Uncle Sam flying cargo and passengers in his C-119 Flying Boxcar.

Vacationer Minnie Walters went to San Diego, Calif. . . George Ronbeck to Kansas City, St. Louis and Hot Springs, Ark. He was lucky enough to cross the Mississippi River at Quincy, Ill., over and back, before it crested at that point, but he reported that the high waters were really something to see . . . Joseph M. Hoerl, assistant chief clerk, crossed paths with George at Hot Springs where he also vacationed with Mrs. Hoerl. The Hoerls also motored to the diamond fields at Murfreesboro, Tenn., and to Little Rock and Eureka Springs on their 2,000 mile trip.

James Treible, auto messenger, has been off work since Jan. 28 due to ill health. He was a patient in Mt. Sinai

(Continued on page 22)

The Milwaukee Road Magazine



RETIRING AFTER MORE THAN 40 YEARS OF SERVICE, Raymond H. Seets, business car attendant for four presidents of the railroad, receives the best wishes of President William J. Quinn. He started as a dining car attendant on July 26, 1924, but served only briefly in that capacity before being promoted to the business car operation. He and Mrs. Seets will continue to live in Chicago where Ray, a sports fan, has many recreational interests.



FLORIDA FISHING PARTY. While Jack Verstege, clerk at Bensenville Yard, and his family were recently the guests of Retired Clerk Earl Simmons in St. Petersburg, Fla., a fishing trip was arranged with former Bensenville cronies. Pictured as the party set out are, from left, Retired Yard Clerk Cliff Conely of Clearwater, Fla., Retired Yardmaster Vern Bradshaw, St. Petersburg, Jack and Mr. Simmons.



May-June, 1965

The U.S. Acquires A New Citizen

The expression you see here on Glen M. Heath, secretary in the office of president, is that of a new citizen of the United States, and he has the certificate to prove it—dated Mar. 23, 1965. Congratulating him on his naturalization after five years of residence in this country are E. C. Adams, office assistant to president (left), and J. M. Jarmotz, secretary to president.



Glen, a native Canadian, claims Toronto, Ontario, as his birthplace. He joined the railroad there in 1955 as chief clerk in the traffic office, and transferred to Chicago in 1959 to become secretary to vice president-traffic. On Jan. 1, 1962 he was appointed a city freight agent, and served in that capacity until Jan. 1, 1963, when he was promoted to his present position.

His inclination to become a 100 per cent American firmed up shortly after coming to Chicago when he met Rita Witkowski, the secretary to assistant to freight traffic manager. The office romance resulted in the announcement of their engagement on Mar. 22, 1960 and their marriage on Nov. 19 that year. The Heaths are now a typical American family, with two lively children, Gregory and Jodi, and a mortgage on a pretty suburban home in Franklin Park, Ill.

A SILVER PASS VETERAN. Walter Stark, lead review clerk in the auditor of freight settlements office, Chicago, displays his 45-year service pass. Congratulating him are, from left, J. T. Harvey, bureau head, W. T. Kures, auditor of freight settlements, and J. Jacobson, assistant comptroller.



TRADITIONAL CAKE-CUTTING CEREMONY shows Bart Brown, senior clerk in the office of the traffic manager of the Illinois Region, and the former Betty Kelch at the reception that followed their marriage in the First Baptist Church, Oak Park, Ill., on Apr. 3. They are now making their home in that suburb. Mrs. Brown is the office manager of Arcade Travel Service, Melrose Park, Ill.



THEY LIKE OUR CALENDAR. Ever since 1954, when Otto Reinert (right) retired from the freight auditing department in Chicago and moved to Largo, Fla., the Sunset Residential Hotel there has had a new Milwaukee Road calendar every year to hang at the check-in desk. Here Otto is calling on the owner and his good friend, L. A. Thorp.



Section Laborer Edwin Lickfelt (left) receives his Wise Owl membership certificate from W. C. Whitham, division engineer of the Aberdeen Division. Looking on at the presentation are Roadmaster E. F. Boettcher (left, center) and Section Foreman Frank Hilt. (Aberdeen American-News photo)

Introducing Two New Members of The Wise Owls

ABIDING by a basic safety rule for eye protection paid off recently for Section Laborers Edwin Lickfelt and Peter Bergandi with the preservation of their eyesight and a membership in The Wise Owl Club of America. Both have received certificates from the National Society for the Prevention of Blindness, the organization's sponsor, testifying that foresight in wearing safety glasses had saved them from a possibly serious eye injury.

Mr. Lickfelt qualified through an incident that occurred while he was adzing track ties for rail relaying at our yards in Aberdeen, S. D. As these things happen, suddenly an imbedded rock flew upwards and struck the left lens of his prescription ground safety glasses, right on target. The force of

the blow fractured the lens, but thanks to his foresight in providing for the unexpected, his eye was not harmed.

The incident figuring in Mr. Bergandi's membership occurred at Ladd, Ill., as a maul he was using to drive home a track spike slipped off the head and struck a tie plate. The glancing blow dislodged several small stones, one of which flipped up and cracked the right lens of his safety glasses, breaking it into small particles. But the lens remained intact in the frame, and he, too, escaped injury. As he accepted his Wise Owl certificate, he remarked that the ability to see and read it with two good eyes made him appreciate as never before the need to comply with rules for working safely.

Section Laborer Peter Bergandi (second from right) is presented with his membership certificate for The Wise Owl Club by Roadmaster H. F. Barrette. On hand to congratulate him are District Safety Engineer D. O. Anderson (left) and Section Foreman Felix Bonucchi.



(Continued from page 20)

Hospital undergoing treatment for a heart condition and later, still under doctor's orders, went to Arizona to recuperate, returning home from there Apr. 26. At this writing, Mr. Treible is still on leave of absence.

Hospitalized at this writing is Edward Nowicki, C&O accountant. For the past seven weeks he has been in St. Joseph's because of a spinal condition for which he has twice undergone surgery, the last time being Apr. 28.

REGIONAL DATA OFFICE: Sym-

pathy was extended to Retired Cashier Milton Straka on the death of his wife, Louise, Apr. 28. Mrs. Straka was a former employee under the supervision of Agent C. R. Dummier, leaving service in 1916 as a steno-timekeeper. She met her husband at the Fowler Street office. Two sons, Richard B. of Milwaukee and Gerald M. of Houston, survive. Services were held at Pentecost Lutheran Church.

Bob Deneseus, carload bill and expense clerk, motored with his family to Washington, D.C., to visit relatives

... Jerome Hofkes, outbound revising clerk, has lined up a vacation tour to Boston, Washington, D.C., Norfolk, New York and Philadelphia.

Dianne Schmidt is the new key-punch operator. She completed her business training at Man Power Business School, Milwaukee, and formerly was handling the duties of steno and relief timekeeper during vacations. Dianne earlier lived and worked in Los Angeles ... New in the IBM department is Key Punch Operator Barbara Luebke. Barbara attended the Milwaukee Institute of Technology specializing in commercial art. Being very talented, she is still pursuing her art studies.

Geraldine Hartner, inbound revising clerk, is on leave of absence recovering from surgery undergone at St. Luke's Hospital in March. She is reported to be improving nicely and may be back at work by the time this appears in print.

Key Punch Operator Isabel Young was married May 1 to Frank Lant at SS. Peter and Paul Church. An evening reception was held in Century Hall. The bride's sister Clare was maid of honor and two younger sisters, Judy and Anne, were bridesmaids. Frank's younger sister was also one of the attendants, and Isabel's little brother was ringbearer. The young couple will live in Milwaukee where Frank will complete his apprenticeship as a plumber.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

MILWAUKEE DEPOT: Retired Red Cap Al Ruehl died early in February. He had been on disability retirement for some time ... Retired Agent-Clerk Herman E. Herbert, who worked at North Avenue Station for many years, died Apr. 10 after a short illness. He is survived by his widow, Virginia, a daughter, two sons, and nine grandchildren. Herman was well liked by many of the industry people in the area as well as by his co-workers. His active service spanned the period from Mar. 1, 1914 to Nov. 1, 1960. Funeral services were held in St. Boniface Church, Goldendale ... Sympathy was extended to Lieutenant Orlin Haack on the recent loss of his father-in-law ... Harry Zietlow, clerk in the car record office for the past eight years, died in March not long after the death of his wife who passed away in January. Two children survive ... Clarence Schwab, car record clerk at Muskego Yard, plans, at this writing, to retire May 28, after 47½ years service most of which was in the car record office ... Milton Friederich is also planning to retire in May. He and Clarence started service in 1917 and have worked together throughout the years. Their conscientious handling of the car record work will certainly be missed.

The Milwaukee Road Magazine



RECEIVES SILVER PASS. Floyd Manser, car inspector at Minneapolis (center), who recently completed 45 years of service, is presented with a Silver Pass by District General Car Foreman H. R. Anderson. Standing by is Cor Foreman W. E. Peck.



AT FORT EUSTIS, VA., on two weeks active duty for training with the 5000th General Headquarters of the Transportation Railway Service Army Reserve are W. K. Peterson, assistant superintendent of the Chicago Terminals, who holds the rank of major in the Reserve (left), and General Superintendent J. W. Shea, commanding officer of the Chicago area detachment. (U.S. Army photo)

MUSKEGO YARD: Engineer Earl Stuart's daughter, Donna Lee, was married recently to Pfc. Michael Robert Kennedy in St. Sebastian's Church. Their honeymoon was spent in Florida . . . There are a number of new babies in Milwaukee Road families . . . Michael Jr., born to La Crosse Division Brake-man Michael Mihelich and wife . . . Jay Eric to the Harold Phuehlers. Harold is a Milwaukee Division conductor . . . The Terry Clemmons have a baby son, Michael Lee . . . Daughter Theresa was born in February to Road Caller Ralph Richter and wife . . . Gregory Allen arrived in January for Switchman Ray Schafer and wife . . . Supply Clerk Sylvester Krolkowski announced the birth of a girl Mar. 21 . . . and Wendy Sue arrived in the Matthew Morris household Mar. 29 . . . Sympathy was extended to Retired Yard Conductor Bill Schneider whose wife passed away and was buried Feb. 1 from Our Lady of Sorrows Church in Milwaukee. Bill is continuing to live in their old home at 5877 North 68th



New, Improved Crossing Protection at Deerfield

ASSEMBLED on the job is the crew which carried out the major improvements effected recently in grade crossing protection at Deerfield, Ill. From left: Signal Foreman B. R. Lundberg, Signal Helper L. L. Thurston Jr., Signal Maintainer R. E. Vandenack, Signalmen R. C. Larson, M. E. Seleskie and B. J. Lilla, Leading Signalman G. A. Nelson, Assistant Engineer-Signals H. P. Warren, field supervisor, and Signalman M. G. Barton.

The project was designed to expedite the movement over the Chicago-Milwaukee main line of high and low speed freight and passenger trains in combination with increased switching activity at Deerfield over the spur track of the new multi-million dollar plant of the Kitchens of Sara Lee, Inc. The improvements included the installation of electrically operated gates to augment existing flashing lights at several crossings, and of special Servotrip wheel sensing equipment to avoid the unnecessary operation of grade crossing protection signals during switching movements. The plans were prepared under the direction of Chicago Signal Engineer P. H. Linderoth.

Street . . . Switchman John P. Harrington died recently . . . and Yardmaster Vern Sage lost his wife, Diane, Mar. 17 . . . Heiner Geise, who spent several summer vacations working as a caller at Muskego, is traveling by rail around Europe this year and our last word from him came from Pompeii . . . Ken Christopherson recently spent eight weeks in Alexandria, La., and other points in the deep south, doing a little "bayou fishin", as he puts it. However, he's glad to be back in Wisconsin where, according to him, the swamps are better than the fishing lakes down there. Ken is retired on disability at this writing.

Katherine Hurley, retired nurse from Milwaukee Shops Dispensary and a wheel chair patient for the past several years, died Mar. 1. Funeral services were held in St. Thomas Aquinas Church and interment was in Holy Angel's Cemetery. She is survived by a sister, Anna Clark, and several nieces and nephews.

DAVIES YARD

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

The district general car foreman's office has been moved from Davies Yard into Mr. Wood's office at Milwaukee Shops and the office force is getting adjusted to their new surroundings.

At the same time, new quarters were built in the metal building at Davies Yard for the car foreman and his force, and the familiar old red wooden building will soon be but a memory.

These moves make it more difficult to get news items, and your correspondent will appreciate the help of all car department employees in this respect.

Mr. Shannon, district general car foreman, is on vacation at this writing, and Len Barry has returned temporarily to fill his position.

By the time a man can afford to lose a golf ball, he can't hit it that far.

here's how we're doing



First Quarter

Ending March 31

1965 1964

RECEIVED FROM CUSTOMERS

for hauling freight, passengers, mail, etc.

\$55,674,196

\$54,892,533

PAID OUT IN WAGES

27,079,493

25,505,746

PER DOLLAR RECEIVED (cents) 48.6

46.5

Payroll taxes on account of Railroad Retirement Act and Railroad

Unemployment Insurance Act 2,555,854

2,390,556

PER DOLLAR RECEIVED (cents) 4.6

4.4

ALL OTHER PAYMENTS

for operating expenses, taxes, rents and interest 27,647,522

26,911,614

PER DOLLAR RECEIVED (cents) 49.7

49.0

NET INCOME ...

\$84,617

NET LOSS

\$1,608,673

REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:

Number of cars

256,318

258,822

Decrease 1965 under 1964

-2,504

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Conductor Howard Deal, 47, died in La Crosse Mar. 5 after a long illness. He is survived by his widow, Marion; three daughters, Rita, Mrs. Thomas Anderson of Kenosha, Shirley and Patricia at home; and two sons, Michael and Mark at home. Before illness forced him to retire he had 22 years service. He was a charter member of the Santa Claus Good Fellowship Club at La Crosse. Interment was in the Catholic Cemetery.

Newman E. Barnes, 82, died in Eau Claire Mar. 24. He was a former railroad clerk working in the warehouse at Eau Claire until his retirement in 1951. His wife, Elizabeth, a son, Paul, cashier for the Road at Eau Claire, and another son, Roy, also of Eau Claire, survive. Interment was in Lake View Cemetery.

Ernest Krugmire, 81, La Crescent, Minn., died Mar. 6. He was an operator at River Junction Tower for many years before his retirement. He is survived by his widow, Regina; two sons, Harold of Minneapolis, and Ivan of Caledonia. Interment was in Prospect Hill Cemetery.

Frank M. Stolpa, 43, died at Winona recently. He was employed a number of years by the signal department. Survivors are his wife; his parents; three sons, Richard, Billy and Steven; one daughter, Renee, at home; two sisters and six brothers including Robert, who is a signal department employe of the Road at La Crosse. Burial was in St. Mary's Cemetery at Winona.

Clifford C. Johnson, 69, retired store department employe at La Crosse, died Apr. 2. Survivors include his widow, Alvina, a son, James C. of Minnetonka, Minn., and one sister. Interment was in the Catholic Cemetery at La Crosse.

Gordon Sims, formerly traveling freight agent at Fargo, N.D., has been appointed district freight and passenger agent with headquarters at La Crosse.

Hillar Jurgens, assistant engineer at La Crosse for several years, has been promoted to assistant division engineer at Perry, Ia. A farewell party in his honor was held at the Commodore Club at La Crescent, Minn., Apr. 3.

Robert F. Bohn, 35, switchman from Winona, Minn., died in a Rochester hospital Apr. 5. He is survived by his wife, June, and three children. Burial was in the Catholic Cemetery at Winona. Mr. Bohn had 14 years service.

EAST END

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

Mrs. Sara Seidner, 83, mother of Engineer Sidney Seidner, Portage, died in a Madison hospital recently after a short illness.

Retired Switchman Emil Bublitz, 81, died suddenly at his home in Portage. At the time of his retirement in 1945 he had completed 57 years service. Seven children survive, among them Switchman Franklin Bublitz, 20 grandchildren and 22 great-grandchildren.

Mrs. Joseph A. Ziebarth, 88, died Mar. 15 at Madison. Her husband and two daughters survive. Mr. Ziebarth is

the agent at Waterloo. He is 92 years old and has 73 years service. Mrs. Ziebarth was a teacher in earlier years and one of her pupils was former Governor Oscar Rennebohm.

WISCONSIN VALLEY

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

Ticket Clerk

Clarence (Slim) Sydow, World War II veteran, has been elected commander of Burns Post 388, Veterans of Foreign Wars, Wausau. Sydow served the past



Clarence Sydow

year as senior vice commander and the previous year as junior vice commander. A national aide de camp from 1962 to 1964, he now serves as state aide de camp. His service during World War II was as radioman aboard a carrier and a destroyer on anti-submarine patrol duty in the Atlantic.

Ensign Raymond R. Kerr Jr., son of Engineer R. R. Kerr, received his commission recently during graduation ceremonies at the U. S. Naval Officer Candidate School in R.I. at completion of the 16 weeks course. Ensign Kerr is a graduate of Wisconsin State University in Stevens Point.

In an early spring wedding, Karen Carpenter, the daughter of Ticket Clerk and Mrs. Gaylord Carpenter, was united in marriage to Richard F. Erdman in the First Methodist Church, Wausau. A dinner and reception followed at Hotel Wausau, Sid Kyler's Orchestra providing the music. The bride's father, popularly known as "Carp", was prevailed upon to entertain with his guitar, an accomplishment for which he is well known in the community. The bridegroom is a graduate of Wausau Technical Institute, and is employed by General Telephone Company. His bride is an IBM operator at Wausau Paper Mills Company, Brokaw.

Air Force T. Sergeant Walter H. Osswald, son of roundhouse employe Walter Osswald, was recently honored as the "most highly utilized" instructor in the 219th Field Training Detachment at Dover AFB, Del., during the past year. He maintained an average of 120 per cent utilization in providing C 133 performance and basic flight engineer training.

Pfc. James Sydow, son of Ticket Clerk Clarence Sydow, was aboard the USS Oriskany when it steamed out of Coronado, Calif., for duty off Viet Nam. He was with a Marine detachment when the ship left.

Machinist Helper Ray Anderson, 64, died Apr. 23 soon after undergoing surgery. He was a member of Lodge 130 F&AM, Wausau Chapter 51, Royal Arch Masons, and Bethesda Shrine 13 of Wausau. Immediate survivors are his

widow, a son and a daughter. The pastor of the First Presbyterian Church officiated at the funeral services and burial was in Pine Grove Cemetery. Pallbearers included railroad associates Machinist William Farrell and Roundhouse Foreman Paul Jensen.

Sergeant and Mrs. Charles Repsummer of Heidelberg, Germany, are the parents of a daughter, Heidi Sue. Mrs. Repsummer is the former Ruth Ann Shrake, daughter of Trainman Ted Shrake.

Roadmaster Harold Brostrom has revised his list of grandchildren to include Kara Lynn, born to Mr. and Mrs. Richard Brostrom of Minneapolis. Richard worked as a machine operator during summer vacations before being graduated from college.

A baby boy was born to Mr. and Mrs. Roger Marg recently. Roger is a track department employee, and Section Foreman Bill Marg is the grandfather. . . . Trainman John Gutowski has also announced the birth of a son.

Mrs. John Dexter, widow of conductor who died in 1941, passed away recently after a long illness. Funeral services were held in St. Mary's Catholic Church and burial was in St. Joseph Cemetery. Members of four organizations to which Mrs. Dexter belonged attended the funeral and served as honorary pallbearers. They were Christian Mothers, Catholic Daughters of America, Women's Catholic Order of Foresters and Catholic Advisory Board.

Engineer Gerald F. Loomis, 57, died suddenly at his home Mar. 16 of heart disease. He was the son of the late Conductor Samuel Loomis. Engineer Loomis had 37 years service with the Road. His widow, Katherine, two stepsons, three brothers and three sisters survive. Funeral services were held in St. James Catholic Church and interment was in Restlawn Memorial Park. The pallbearers included railroad associates Theodore Shrake, Clyde Rosacki, Paul Jensen, Archie Schneider, and Ralph LePage.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT— CAR DEPARTMENT

Richard D. Andrews, Correspondent

George Brusewitz, machinist helper apprentice in the electrical shop, was all smiles as he passed out cigars Apr. 7. The special occasion was the birth of a son, Jeffrey.

Ruth Schmidt, stenographer to the shop superintendent, is looking forward to a summer in Europe. Traveling with friends, she will sail from New York to Naples June 15 and visit Spain, Germany, Switzerland, Norway, Denmark, Sweden and France before returning home in August. Our best wishes (and envy) go with her.

The 757th Transportation Battalion, Railway Shops, which is sponsored by the Milwaukee Road, is making preparations for its annual active duty training at Fort Eustis, Va., from

June 27 through July 11. This is one of the units to be retained in the scheduled transfer from U.S.A.R. to National Guard status. Car department members of this unit include Jim Feldhusen, carman in the freight car shop, John Krochalk, machinist in

the electrical shop, and George Brusewitz, machinist helper apprentice in the electrical shop. Lt. Col. Mulhollon, commanding officer of the 757th, and supervisor of diesel reclamation by day, tells us that openings are again available in this unit and any interest-

Carloadings



JANUARY-MAY 1965 compared with same period in 1964

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1965 over 1964	NUMBER OF CARLOADS					
		FIVE MONTHS		INCREASE			
		1965	1964	1965 over 1964	% of increase		
10.5%	Grain	31,714	29,441	+	2,273	+	7.7%
3.9	All other wood products (incl. plywood)	10,808	10,288	+	520	+	5.1
3.3	Motor vehicles	7,484	5,426	+	2,058	+	37.9
3.0	Primary Iron or Steel Products	15,852	12,344	+	3,508	+	28.4
2.7	Pulp and Pulp Mill Products... All Other Primary Metal Products	6,201	4,840	+	1,361	+	28.1
2.7	Nonmetallic Minerals; except Fuels	9,539	6,738	+	2,801	+	41.6
2.6	All other Chemicals or Allied Products	18,167	18,143	+	24	+	.1
2.4	Freight Forwarder & Shipper Assn. Traffic	12,338	10,322	+	2,016	+	19.5
2.0	Primary Forest Products	12,819	8,758	+	4,061	+	46.4
1.8	Canned Fruits, Vegetables and Seafoods	18,804	17,295	+	1,509	+	8.7
1.7	Malt Liquors	9,136	6,078	+	3,058	+	50.3
1.7	Farm Machinery and Equipment	9,524	7,901	+	1,623	+	20.5
1.5	Soybeans	7,316	6,450	+	866	+	13.4
.7	Coke Oven or Blast Furnace Products	4,081	3,754	+	327	+	8.7
.6	Metallic Ores	3,571	3,523	+	48	+	1.4
.3	All Other Carload Traffic	3,367	1,206	+	2,161	+	179.2
4.1		20,938	18,715	+	2,223	+	11.9
45.5%		201,659	171,222	+	30,437	+	17.8%
	loading of these commodities DECREASED in 1965 under 1964	FIVE MONTHS		DECREASE			
		1965	1964	1965 under 1964		% of decrease	
10.7%	Lumber or Dimension Stock ..	21,744	23,928	—	2,184	—	9.1%
5.6	Pulp and Pulp Mill Products..	23,797	24,785	—	988	—	4.0
4.5	Coal	32,595	34,810	—	2,215	—	6.4
4.3	Meat (Fresh, Chilled or Frozen)	13,080	16,793	—	3,713	—	22.1
3.6	Stone, Clay or Glass Products..	15,190	16,150	—	960	—	5.9
3.3	All Other Food (incl. Sugar)..	13,527	16,764	—	3,237	—	19.3
3.2	Grain Mill Products	21,843	24,476	—	2,633	—	10.8
3.1	All Other Transportation Equipment	16,038	16,193	—	155	—	1.0
2.7	Industrial Chemicals	6,715	9,815	—	3,100	—	31.6
2.3	Petroleum, Natural Gas or Gasoline	11,630	13,915	—	2,285	—	16.4
1.8	Waste or Scrap Materials	9,074	10,086	—	1,012	—	10.0
1.7	Fabricated Metal Products	6,340	7,225	—	885	—	12.2
1.6	All Other Machinery (except electrical)	4,158	5,245	—	1,087	—	20.7
1.4	Dairy Products	5,457	6,354	—	897	—	14.1
1.2	Electrical Machinery and Equipment	3,810	4,528	—	718	—	15.9
.8	Small Packaged Freight Shipments	8,635	11,622	—	2,987	—	25.7
.7	Fresh Fruits and Vegetables ...	4,270	4,504	—	234	—	5.2
.7	Beverages (Except Malt Liquors)	3,775	4,337	—	562	—	13.0
.6	All Other Farm Products (incl. Sugar Beets)	2,260	4,352	—	2,092	—	48.1
.5	Livestock	1,642	3,146	—	1,504	—	47.8
.2	Potatoes (Other than Sweet) ..	2,128	2,940	—	812	—	27.6
54.5%		227,708	261,968	—	34,260	—	13.1%
100.0%		429,367	433,190	—	3,823	—	.9%

*Total is actual. By commodities, estimated.

ed person should contact him or the U. S. Army Reserve Training Center at 2372 South Logan Avenue.

Freight Shop Foreman R. C. Midgley has been on the sick list. We hope he will be back at work before this issue comes from the press.

Chappie Fox, director of the Circus World Museum at Baraboo, Wis., and D. E. Shaw, director of public relations for the Schlitz Brewing Company, visited the Shops recently. Mr. Shaw is probably more widely known as the announcer for the polo matches played at Uihlein Field.

The Milwaukee Road Hiawatha Service Club held its spring dance Apr. 23 at Stanton's Hall on Blue-mound Road. As usual, a good time was had by all with old friendships renewed and new ones made. If you missed the spring dance, plan to attend the annual picnic on Aug. 22 and/or the fall dance Oct. 15. Watch the shop bulletin boards for details.

The woodmill's loss was the Army's gain when two machine hand helpers, Clarence Wehr and Spencer Smith, recently left for Army service. Clarence is in Kentucky at this writing taking officer's training, and Spencer is undergoing basic training.

I M & D Division

SIoux CITY AREA

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

Sympathy was extended to the family of Albert O. Grendler Sr., retired operator at Sioux City, who died in April after six months illness. Mr. Grendler worked for the Milwaukee for 47 years and had only recently retired. Survivors include his wife, four daughters and a son.

Mrs. Esther G. Noonan, cashier, Sioux City, died there Mar. 5 after a brief illness. She was the widow of a former lieutenant of police who died in 1953. Esther was a member of the



GETTING READY TO MOVE from the passenger-electric shop building at Milwaukee Shops to the general office building on Apr. 5, personnel of the office of car shop superintendent are shown on their last day in the old quarters. From left: Tom Zdrazil, stenoclerk; R. D. Andrews, chief clerk; A. W. Buetow, schedule supervisor; Bernice Kurse and D. Reynolds, timekeepers; Ruth Schmidt, stenographer; and John Manders, assistant to auditor of expenditures, assigned to the shop operation. The relocation of the office served to improve interdepartmental communications.

First Methodist Church and the Business and Professional Women's Club. Survivors include a son and three sisters.

Gertrude Deeny, 68, retired clerk from Seattle, and a former resident of Mason City, died in Palm Springs, Calif., Mar. 1 after a short illness. Gertrude attended St. Frances Academy in Mason City and later Hamilton College. She began her employment in the Mason City freight office in 1916.

Retired Conductor Matthew Carey, 78, died at Casper, Wyo., on Mar. 21. He had more than 50 years service as conductor when he retired three years ago. Survivors include his widow, two sons, two daughters, and 13 grandchildren. Burial was in Sioux City.

Dallas Elmer Bradshaw, 68, North Sioux City, S. D., retired maintenance man, died while enroute to the hospital. He had more than 30 years service

when he retired in 1961. His widow, a son, three daughters, 12 grandchildren and eight great-grandchildren survive.

Warehouse Foreman Clyde Seiler, 56, of Mason City, Ia., died Apr. 3 in a local hospital. He is survived by his widow, a son and a daughter.

Congratulations to Robert L. Johnson, DF&PA, who was elected second vice president of the Sioux City Traffic Club for the coming year, and to Floyd G. Johnson, CF&PA, who was elected to the board of directors of same.

Matt G. Carey, retired Mason City conductor, died in Casper, Wyo., on Mar. 20 after an illness of several months. At the time of his retirement in August, 1957, he had been employed by the Road for more than 50 years, residing at Mason City, and Mitchell, Murdo and Rapid City, S. D. He is survived by his wife Ellen, at 1815 W. 16th Street in Casper, four children and 13 grandchildren.

AUSTIN-EAST END

R. D. True, Correspondent
Office of Superintendent, Austin

A long-time employe of the Road, Ray Hoffman, was honored at a coffee party in the division engineer's office at Austin on the occasion of his retirement after 40 years of railroading as a roadmaster's clerk at Madison, S. D., and later at Austin.

Harlow Klatt, conductor on the Austin to Marquette run, recently retired after many years of service. He and his wife live in Calmar, Ia., and stopped off to see us on their way to Minneapolis a short time ago.

Former Traveling Engineer A. H. Stroben decided to return to engine service, and George Ryman has been appointed to fill the vacancy. Mr. Ryman was formerly assistant traveler at St. Paul. He is commuting, but

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Carl Jaeger, head of the car department billing section at Milwaukee Shops (second from left), is presented with a Silver Pass for 45 years of service by G. L. Wood, general superintendent of the car department, as Bob Hoffman, chief clerk, and Madeline Hilliard, AAR price clerk, look on.

plans to move his family to Austin at the end of the school year.

Jay Bailey, our senior time revisor at Austin and member of the Eagles Bowling Team, is now a member of the Eagle Team of The Year, as his team won the League trophy. He is an avid bowler and recently participated in the Milwaukee Road Tournament at St. Paul.

Speaking of bowling, an IM&D team consisting of Jack Dunham, Lyle Riley, C. J. Kelly, K. L. Rothenbuehler, and C. K. McClaren, all from Sioux Falls, S. D., won the team event in the recent tournament at St. Paul.

Ed Carroll, chief clerk to the agent at Austin, became a grandfather for the first time with the arrival of Scott Allen, infant son of Mr. and Mrs. Merlin Paulson of Austin.

N. J. Munoz has been appointed roadmaster at Canton, S. D., taking the place of J. P. Weiland who was transferred.

Two long-time members of our Milwaukee Road family died recently. Howard Olson, agent at Brownsdale, Minn., passed away at the home of his sister in Mauston, Wis., Mar. 3. Death was due to a heart attack. He is survived by many relatives working on the Milwaukee—a son, Charles, train dispatcher at Austin; two brothers, Fredrick, agent at Waldorf, and Lyle, a retired agent, and his son-in-law E. W. Anderson, lineman at Austin. He is survived by another son, Kenneth, and one daughter, Mrs. E. W. Anderson.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

The Mississippi River overflowing its banks and flooding our railroad yards was the big news in April. Water reached a depth of five feet over the tracks, in the offices and roundhouse. All work was suspended at St. Paul and operations were transferred to Minneapolis.

Mary Lou, daughter of locomotive department Clerk Emil Jelinek, was married in St. James Church, St. Paul, May 8 to Gary Schmidt. A reception, followed by dancing, was held at Ford Union Hall.

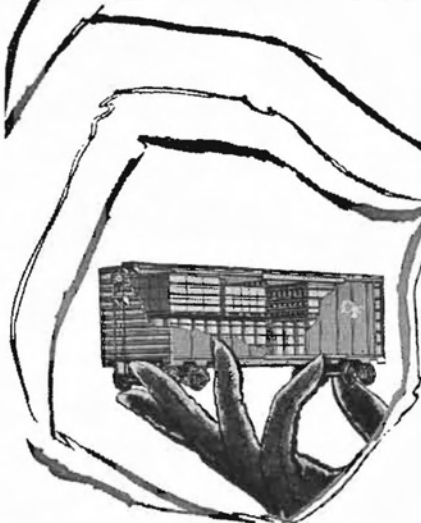
Tom, son of Minneapolis Coach Yard Foreman Les Foley, was married Apr. 24 to Pamela Fillmore at St. Helena's Church in Minneapolis. Tom is currently stationed at Camp Pendleton, Calif., with the Marine Corps.

Chief Clerk Leroy Samuelson of the car department earned an award from the Veterans Volunteer Service Bureau for 1,000 hours service as projectionist of movie films at the V. A. Hospital.

Olaf Johnson, who retired as a carman in Minneapolis in 1959, died Apr. 18.

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Chicago General Offices

TRAFFIC DEPARTMENT

Betty McCoy, Correspondent

James Phleger, assistant to assistant vice president-traffic, and wife recently announced the marriage of their daughter Connie to Randy Napier of Chicago. Connie and Randy are both students at Bradley University, Peoria, Ill., where Connie is affiliated with Sigma Kappa sorority and Randy with Tau Kappa Epsilon fraternity.



Connie Phleger

Pamela Gail Reichel, secretary to W. F. Findley, general fuel agent, and to Herb Davenport, assistant general freight agent, left our company at the end of May to prepare for her marriage to Philip Briggs on June 19. The couple will live in California while Phil is attending graduate school at the University of California.

On Apr. 30 Merle Morris of our general freight department left for a vacation in the Bahamas and Alexandria, Va.

Fran Nowacki, secretary to Special Rate Officer J. H. Schmidt, is taking a temporary leave while awaiting the birth of her first baby.

Sympathy was expressed to Robert Bennett on the recent death of his father.

Mrs. Leon H. Robbins, wife of our retired commissioner of agricultural and mineral development, died Mar. 31 at the Fairhaven Home in White-water, Wis., a community of apartments for Senior Citizens. In recent years she had suffered from the effects of injuries received in an automobile accident. Funeral services were held in Pardeeville, Wis., where Mr. and

Mrs. Robbins lived after he retired in 1951 and before they went to White-water. Mrs. Robbins, born in West St. Paul, Minn., was graduated by the University of Minnesota in 1912 with a degree in Liberal Arts. She had been active in many community projects and organizations, especially the American Association of University Women. Surviving, in addition to her husband, are four sons, Wyman A., Woodcliff Lake, N. J., Douglas C., Redondo Beach, Calif., Wayne A., St. Charles, Ill., and E. Gordon, Park Forest, Ill.

Joseph T. Burke, retired city freight agent, 62, died Mar. 10 in St. Elizabeth's Hospital, Chicago. Funeral Mass was said at St. Ferdinand Church, and burial was in St. Joseph's Cemetery. He is survived by his wife, Helen.

Hiram C. Brisbane, 68, former city freight agent at Great Falls, Mont., died Mar. 21 in the Veterans Administration Hospital at Fort Harrison, where he had been under treatment since November. He had been with the Road 45 years when he retired in 1962, starting at Yankton, S. D., before serving in the Navy during the first World War. Upon returning to the company he was cashier and later chief clerk in Great Falls, worked for a period at Miles City, and returned to Great Falls in 1949. He is survived by his wife, Mildred, a brother and three sisters.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Grace Minor, Correspondent

To those readers who have not inquired "What Happened?" to the column for the March-April Magazine, but are still wondering about it, just want to say that, due to circumstances beyond my control, it was inadvertently omitted. As much of the news as possible is incorporated in this issue.



45-YEAR SERVICE CELEBRATION shows Rose Pattock, payroll clerk in our Chicago accounting department, being presented with a Silver Pass by F. H. Miller, auditor of expenditure, with R. G. Wall, head of the payroll bureau, standing by. An office party was held in her honor.

On Jan. 16 Evelyn Steele of the waybill filing bureau received a beautiful engagement ring from Earl Steffey. She left service Apr. 19 to prepare for the wedding. Prior to departure she was honored at an office party at which she was presented with a matched set of luggage and other personal gifts. The date of the wedding is still a secret.

Ted Dobosz, uncollected demurrage and claim clerk AFA, and Gale Zimmer were married Jan. 9 in St. Peter's Church, Skokie. A reception attended by about 300 was held at the Andrew House in Chicago. The couple honeymooned at Miami Beach, Fla. . . . Richard Boris of the waybill filing bureau claimed Barbara Gepparth as his bride in a ceremony at St. James Church Feb. 28. A reception at Little Venice Banquet Hall was attended by 120 guests. Lake Delton, Wis., was chosen for the honeymoon . . . Loren Baker of the local and interline balance bureau was married to Aileen Farnsworth in the Elston Avenue Methodist Church on Mar. 6. The ceremony was followed by a luncheon at El Centro Restaurant.

From our good friend Otto Reiner in sunny Florida we learn that Herb Mueller and his wife stopped in St. Petersburg to visit with former "working partners" after visiting Robert West and his wife at Miami Beach . . . Mae Schuler and her husband have returned to Florida after a stay in Chicago during frigid weather . . . Bernice Gerth of the estimate earnings bureau and her husband spent a week in New Orleans where they participated in the Mardi Gras celebration . . . Elsie Dreher of the station accounting bureau attended the district meeting of the Railway Business Women's Association at the Greenbrier in White Sulphur Springs, W. Va. About 700 members enjoyed the hospitality of the management and



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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	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for		Dependents of Insured Member	
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

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

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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.

The beneficiary is to beRelationshipAmount of monthly premium

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 \$800.00

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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a cocktail party and the President's Tea and were the recipients of an apron and potholder set imprinted with the C&O's famous kitten "Ches-sie" . . . Al Dinoffria, retired lead review clerk AFS, and his wife gave up a California vacation in order to attend the retirement party held Apr. 29 for H. C. Johnson, assistant comptroller . . . Ella Lauer, who recently returned to work after twice undergoing surgery, vacationed in Florida.

Blanche Debs, clerk in the statistical bureau, has returned to work following a sick leave . . . Emil Steiner, lead review clerk AFS, is convalescing at home following hospitalization . . . Patricia Lundgren of the local and interline balance bureau has returned from a leave of absence due to illness.

Dennis Schuette of the record bureau AFS is on military leave of absence.

Congratulations to Frank and Carol Seiser on the birth of their third son, Edward William, Mar. 5 at St. Anne's Hospital. Frank is a suspense claim investigator in the office of the AFS and Carol was a former keypunch operator in the office of AFA. Their other sons are Michael 2½ years and Robert 1½ years.

Sympathy was extended to William Kirscher, special accountant, office of director of revenue accounting, on the death of his father Feb. 22 . . . to Erna Hendrickson, formerly of the office of AFS, on the death of her mother Feb. 28 . . . to Helen Burke, clerk in the local and interline balance bureau, currently on leave of absence, on the death of her husband Mar. 10. Joseph Burke was city freight agent for the Milwaukee prior to his retirement . . . to James Harvey, bureau head, review bureau AFS, on the death of his brother Frank Mar. 31 . . . to the family of Anthony (Tony)

Naatz, retired bureau head keypunch bureau AFA, who passed away Apr. 8. Mr. Naatz was very active in the Pioneer Post of the American Legion, holding the office of adjutant at the time of his death. He spent many hours with the boys at Hines Hospital, entertaining them and working in their behalf . . . to the family of Gustave "Dick" Ewalt, retired review clerk AFA, who passed away Apr. 29 . . . to Carl Fristrom, lead review clerk AFS, on the death of his wife Apr. 30 . . . and to the family of Patrick Kirwan, retired traveling auditor. Mr. Kirwan was fatally injured May 1 when the roof of his home collapsed during a fire. Services and interment were held at Springfield, Ill.

G. Krieger, W. Meeker, R. Konopka, R. Wasilewski, W. Swerdon, F. Kajari and W. Anderson were welcomed as new employees in the waybill filing bureau AFA office.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

The Tom Galvins went to Colorado Springs recently to attend their daughter's wedding.

Harry Krumrei, Tim Martin, and Elmeare Martell, all retired from the auditor of passenger accounts office, came in to visit and bid H. C. Johnson a fond farewell.

Irene Buller and June Mathisen of the central computing bureau have been welcomed back to the fold. They were on leave because of illness.

Our globe trotting vacationers were Wanda Wlos who, with Hedwig Kohler, visited Las Vegas and California . . . Sophia Walker, who made her usual trip to Boca Raton, Fla., and visited Mr. and Mrs. Art Dryer and Florence Wiggen while there . . . Mary Distad of the central typing bureau and her husband toured Florida . . . and Ardell Westerberg visited points of interest in the South.

Marge Wagenknecht and Dolores Specht of the central computing and Ruby Dunaven of the central typing bureau are on leave because of illness. We wish them all a speedy recovery.

Sympathy was extended to Ray Hackell and family on the recent death of his brother.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

It is with deep regret we announce the death of Earl Kough who became suddenly ill and died Mar. 23. He retired in 1963 from the position of assistant civil engineer.

Congratulations to Leon Gawron on his marriage to Carol Ann Heine Apr. 24 in St. Mathias Catholic Church. A reception was held at the Lyons Ballroom and Acapulco was the spot chosen for the honeymoon. Prior to leaving the office for his wedding, Leon was honored at an office party and presented with several gifts.

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MARKING HIS 45th YEAR OF SERVICE, Joseph Bialas, lead review clerk in the auditor of freight settlements department, receives his Silver Pass. With him are J. Jacobson, assistant comptroller (left), and J. M. Conway, assistant to assistant comptroller. All of Mr. Bialas' service has been in the Chicago-Fullerton Avenue accounting center.

John Miesel was recently welcomed to our office. He came to us from the auditor of freight accounts office as replacement for Danny Crawford. . . . Robert Rinaldi is another newcomer. He was formerly with the office of freight settlements.

Congratulations to Walter Franz, Joe Johann, Rudy Spandau, and Jack Fraser on their recent promotions.

OPERATING DEPARTMENT

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

Dan Cupid struck twice within a few days in the office of general superintendent of transportation. Mary Jo Ulrey, secretary in the T.O.F.C. section, became engaged to Frank C. Vepley Jr. No date has been set for their wedding. Marsha Cygan, secretary and 32 report clerk, became engaged to Tony Stec. They plan to be married Nov. 6.

Marlin Schilling has been released from military service after two years and has returned to his former position as secretary to the general manager.

Gordon Johansen, I.C.C. clerk in the

safety department, underwent surgery in Chicago Wesley Memorial Hospital recently. At this writing he is recovering nicely.

John Slijepcevic, lead machine operator for the Carscope operation, died May 6 in Chicago Wesley Memorial Hospital following open heart surgery. He was 39 years old and had a service record of about 21 years. Survivors are his widow, mother and father, two brothers and one sister.

Tony Cursio, our lost and found clerk, had the shock of his life on May 4 when his name turned up as the winner of the fund-raising raffle sponsored by the Travelers Aid Society. The prize was a Ford Mustang. Tony has bought chances on the Travelers Aid raffle in the depot for years but, considering the odds, never expected to win. In fact, he had just bought a new family car two months before. He was mighty glad to get it though, because his son needed one to travel to his part time job and his studies at Elmhurst College.

Larry Love, file clerk in the general manager's office who entered military service in January, dropped in to say hello to his many friends while home on furlough. Larry is stationed at Fort Knox, Ky.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

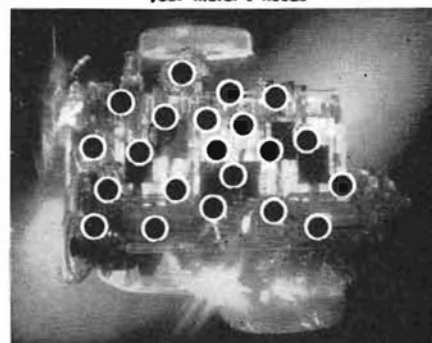
Marian Peterson, Correspondent
Office of Assistant Vice President

Placidio LaVe, MMTC driver at Billings, Mont., for 12 accident free years, was admitted to Billings Deaconess Hospital Apr. 4 with a coronary attack. He was expected to be hospitalized for about four weeks.

Arnold Calton, terminal manager at Sioux Falls, S.D., died Apr. 16 in the Sioux Valley Hospital at Sioux Falls after a long illness. From Apr. 1, 1960 until his employment at Sioux Falls he worked at the Great Falls and Rapid City terminals during the missile work. His wife Virginia and four children, Dennis, 17, Lois and Janet, 14, and Richard, 8, survive. Funeral

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services were held at Baraboo, Wis., and the pallbearers were R. R. Miskimins, D. J. Kinsfater, L. H. Tietz, P. J. Walsh from the MMTC Chicago general office, R. E. Macy from Rapid City, and W. H. Wilson from Spencer, Ia.

The South Dakota Coyote League bowling championship for the 1964-1965 season was won by the bowlers from Macy Trucking, Inc., a wholly owned subsidiary of The Milwaukee Motor Transportation Company. The team from Vermillion, S.D., made up

of Mike Farris, Mike Collins, Virgil Leithru, Victor Leithru, Roy Johnson and Jack DeVany have been bowling together for several years. They all carry averages in the 180's.

Mr. and Mrs. Howard Behnke of Portage are home from their Florida vacation. One of the highlights for Mrs. Behnke was when she volunteered for a boat ride with Flipper, the television star, as pilot. Mrs. Behnke sat in the boat while Flipper pulled it around the pool.

FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Tom Kelly, adjuster, and Mary Sue Moran, a teacher, announced their engagement Valentine's Day. Tom will relinquish his bachelorhood Aug. 21.

Ronald Brady has resigned his position to enter Southern Illinois College and complete work toward his degree in business administration.

William Kiesler has transferred from this department to the passenger department.

Houston Thaggard resigned to become an electronic analyst at Stewart Warner, Inc.

Sympathy was extended to Adjuster Charles LaRue whose brother, Dr. K. W. LaRue, passed away in Dallas, Tex. Doctor LaRue was at one time an employe of the freight claim department.

New employes in our office are Ercy Hendry and Joseph Thomas.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Mrs. James G. Campbell, 64, wife of the assistant division engineer of the Milwaukee Division who retired last year, died at their home in Milwaukee on Apr. 25. Surviving, in addition to her husband, are a son, James B., Rochester, N. Y., and a daughter, Mrs. Douglas Edwards, Tulsa, Okla. Mrs. Campbell, a physical education graduate of the University of Iowa, was a member of the Physiotherapy Association of Wisconsin and had served as chief therapist at the Milwaukee Curative Workshop adult rehabilitation center from 1942 to 1959. Mr. Campbell is now working for Walter H. Knapp of Wisconsin, Inc., an engineering firm.

Ed Burch, retired bridge engineer, and his wife moved recently from Midlothian, Ill., to Estill, S. C. (P. O. Box 303, zip 29918). They intend to make it their permanent home. Estill, located on the Seaboard Air Line Railroad, is about 50 miles from Savannah, Ga., 30 miles from ocean fishing, and 30 minutes from inland fishing.

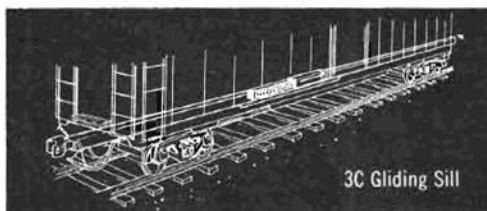
A notice was received here of the death on Mar. 26 of Albert Oertel, 76, retired scale inspector for the B&B department. Funeral services were held at St. Paul's Lutheran Church in Day, Fla., with interment in the parish cemetery. Mr. Oertel was well remembered in this department as a 47-year employe of the Road. Survivors include his son Albert Jr. of Brookfield, Wis., who is also a Milwaukee employe.

Contributed by Betty A. Naughton
Signals and Communications

Signal Engineer Phil Linderorth recently heard from Retired Supervisor S&C Morgan Nyberg in Tacoma. Although Morgan and his wife Alice planned on flying home to Sweden in May to visit and travel around Europe

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a bit, Morgan vowed he'd be in "Chi" for Phil's retirement party even if he'd have to relocate in Europe!

Mike Cunningham of Camp Douglas recently joined the ranks as a signal helper in Signal Foreman P. L. Tocke's crew . . . T. J. Panka from Prairie du Chien is in Signal Foreman F. S. Brawley's crew . . . and T. E. Wolfe from Wabasha, Minn., in Signal Foreman B. R. Lundberg's crew.

Signal Draftsman Eugene Leonard, who started with the Road in May 1949, recently accepted the position of Associate Editor for *Railway Signaling & Communications Magazine*, published by Simmons-Boardman Publishing Co. in Chicago.

The Milwaukee Road, one of those which sustained heavy damage in the not too long ago flooding of the Mississippi, has now finished mopping up the mud and debris which littered the property. It was a tremendous job to tackle. Engineering forces, bridge gangs, section men, operating crews, and supervisors alike, worked long, exhausting hours, carrying on-and-on to keep our railroad going. As Mr. Fuhr himself said, "Well done; we've got quite a team!"

Ken Akert, formerly signal maintainer at Tower B-12 in Franklin Park, Ill., joined our staff in June as a signal draftsman.

Sympathy was extended to System Telephone Supervisor W. D. (Mac) McGuire on the death of his father in Hannibal, Mo., at the age of 97.

General Supervisor-S&C Ray Stuckey's son, John, was graduated from Lake Park High in Medinah, Ill., in June and will be entering Upper Iowa University in Fayette this fall . . . Joanne Fuhr, daughter of Assistant Chief Engineer Walter Fuhr, was graduated from Lyons Township High and has been accepted at LaGrange Junior College . . . her sister Suzanna has completed her freshman year at Illinois Research Hospital and will continue working toward her degree in nursing . . . Mary, daughter of Communications Draftsman Don Ziemann, completed her grammar school education at St. Hugh's and will begin high school at Nazareth Academy in LaGrange this fall.

Sympathy was extended to the family of Leading Signalman F. J. Stolpa, whose brother Frank M. Stolpa died in April at his home in Winona, Minn. He is survived by his wife Florence and four young children.

"Chief" Erwin Kruk, signal draftsman, recently moved into his new home in Elgin, Ill., purchased from none other than "Whitey" Marta who is now our supervisor in Milwaukee.

If Assistant Engineer-Signals Gene Hubley has anything new mounted on his desk, like a trophy, it's probably because his team placed first in St. Monica's Men's Bowling League in Carpentersville, Ill.

Two of our retired telephone operators died recently, Ann Rose on Apr. 16 and Myra Wickstrand on Apr. 29, both in Chicago.

Retired Telegrapher from Chicago "CG" Relay, Harry Semmers, died Apr. 18 in Hines Hospital after being ill for many years.

Both Maintainer Floyd Riester at Wabasha and Maintainer F. J. Standish at Lanark have been ill for some time, and we're all looking forward to having them back at work soon.

Assistant Engineer-Chief Draftsman Hank Kruke was in Wesley Memorial Hospital for eye surgery in April. At this writing he is convalescing at home and we hope that soon he'll be fully recovered and back at work.

Belated congratulations to W. R. (Doc) Jurgerson, communications foreman, on the arrival of twin boys, James and Jerome, born Feb. 7 in Columbus, Wis. Doc and his wife Arlene have five other children ranging in age from 7 to 13 years.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Auditor of Expenditure F. H. Miller and his wife became grandparents for the first time when their son Roger and wife Susan presented them with grandson Jeffrey . . . W. C. Wilson, assistant auditor of expenditure, and wife welcomed their second grandson, Glenn, born to daughter Gail and her husband Jay . . . and Assistant Bureau Head C. A. (Cap) Payne, bill and voucher bureau, announced the arrival of a second grandchild, James Christopher, born to his son Stuart and wife.

Retired Clerk Ann Kennedy is now bowling again after 10 years of having neglected the sport. She recently bowled in the Women's State Bowling Tourney at Dallas and came within a few pins of winning a special award—the Billy Simon Trophy—which is given at each state tournament to the bowler over 60 who bowls the highest single game. Ann posted a game of 190, but was edged out by 65 year old



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Ethel Bradford who rolled a 196.

Sympathy was expressed to Josephine Fisk, assistant bureau head of the payroll bureau, on the death of her brother in San Francisco . . . to Betty Carroll, clerk in the audit section of the bill and voucher bureau, on the death of her mother . . . and to the family of Dorothy Sodman, retired clerk from the bill and voucher bureau, who passed away at her home in Elgin, Ill., after a long illness.

Emily McDyer, timekeeper in chief disbursement accountant's office, was appointed a delegate from the Metropolitan Business and Professional Women's Club of Chicago to their state convention in Springfield, Ill., May 13-16.

Sympathy was extended to Hortense Germain, assistant bureau head, shop timekeeping, on the death of her brother.

Aberdeen Division

EAST END

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

The snow banks have all melted, the rivers have reluctantly receded after racing merrily all over the country, and . . . although we thought they never would . . . things are returning to normal, including the blood pressure.

True friendship is often measured by unexpected thoughtfulness. Brake-man Charles Charter has a new regard for his friend, Brakeman Bruce Hudson. While Charlie was confined to the hospital recently, Bruce surprised him and his roommate with a couple of delicious T-bones, complete with baked potatoes, salad, and the works. When the nurse walked in with the

tray of regular hospital fare, she just backed right out of the room. Nobody was hungry!

E. L. Olson (Ole) is the new ticket agent at Aberdeen, and G. T. Behl has taken over the Norwood-Plato agency. O. E. Gouin is the new agent at Dumont.

And while the rest of us were battling blizzards, Engineers Bert Himle and Edgar Mohn and their wives were living it up in Arizona, California, Death Valley's Furnace Creek Ranch, and other places. They also visited Youngtown and saw all our former employees who have taken residence there.

Mrs. Jennie Osterwind, widow of George Osterwind, died in Los Angeles Jan. 23 . . . The mothers of Signal Maintainer Gib Harms, Conductor Floyd Lund and Engineer Jerry Brown, all passed away recently . . . Frank Brown, an engineer on the Milwaukee in its early days, died in Alberta, Canada, where he had a cattle ranch and was involved with the Calgary stampedes before his retirement.

Conductor Ray Gittens, returning fresh and rested from his annual winter vacation in Acapulco, Mexico, was whisked off to a hospital almost as soon as he set foot back in Minneapolis. An emergency appendectomy was performed, but Ray is already back at work.

Engineer Earl Dufresne and his wife are breathing easier since returning from a vacation trip to Florida. What was intended to be a pleasure trip turned out to be anything but. Their trailer was demolished in an accident. They bought a new one and a motorist hit that, shearing off one side. They saw some reckless driving, met with screaming ambulances on the way to accident scenes and all in all drew a deep breath of relief when they reached home safely.

Retired Engineer Charles Ross and wife recently celebrated 55 years of married life at their home in St. Petersburg, Fla.

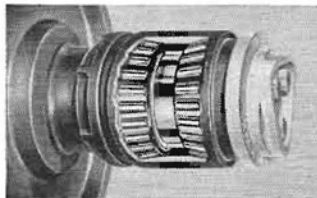
After undergoing major surgery, Agent Foster Beck is back in Wheaton feeling much better and just about ready to return to work.

Agent Virgil Parker and his wife, who have a small daughter Maria, recently opened their home to three foster daughters, ages 5, 7, and 8. Being the only man in a houseful of women, Agent Parker is standing up well.

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MARRIED 50 YEARS, John Scutoski, retired Chicago Terminals upholsterer, and his wife Anna observed their golden anniversary on May 22 in the American Legion Hall at Skokie, Ill., with family members, relatives and friends. They are the parents of four sons and a daughter and have 10 grandchildren. John retired in 1960 after 15 years of service.

Operator Lynn Van Horn took his wife and three boys on a 10-day trip to Texas during Easter vacation. They encountered 90-degree heat and came back with peeling skin, tales of flowers, green fields, Civil War country, and fishing.

Dale Gilhoi, the son of Agent Art Gilhoi of Granite, is doing all right for himself. He has been appointed tour conductor for a travel tours company of Chicago and at this writing is on a five-week tour of the Orient, then will come a trip around the world, followed by a trip to Africa — and then he goes to work!

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Switchmen W. F. Nebel, E. S. Hughes, L. A. Becker, F. Zbleske, F. R. Peterson, C. D. Sargent, and F. Pontiorio are still on the sick list at this writing. We hope they will soon return to good health and work . . . John Burianek, retired machinist from Bensenville roundhouse, is in Elmhurst Hospital recuperating from an emergency operation for appendicitis . . . Frank Karrigan, Rufus Long, and Curtis Anden are also on the sick list at this writing.

Retired Switchman Larry England, who ended 43 years of service in 1963, passed away recently.

Knut O. Kleven, assistant time revisor at Bensenville, was presented with a framed resolution expressing the sincere gratitude and appreciation of Itasca residents for his many years of dedicated service to their community. The presentation was made by

Wilbert Nottke, village president. Mr. Kleven was first elected justice of the peace on Apr. 4, 1933 and was commissioned by Governor Henry Horner. He has heard cases from all parts of Dupage County which includes Bensenville, Wood Dale, Elmhurst, Addison, Glen Dale Heights, and Roselle. He has lived in Itasca for 38 years, and has been in the superintendent's office at Bensenville since 1953. As a more personal, for-fun, gift he was given a fishing rod.

Time Revisor Robert D. McQuinn of the superintendent's office was presented the Holy Name Society "Man of the Year" Appreciation Award Mar. 20, by the Pastor of St. Monica's Church, Carpentersville, Ill. This award is presented annually to a man who is considered by his fellow parishioners to be outstanding in his dealings with his fellow men, and in his participation in parish activities. In addition to his church activities, Mr. McQuinn takes an active interest in the youth of the community, participating in the scouting program, PTA, and serving as chaperon at the Besinger Youth Center. He began his railroad career in 1928 and was chairman of Local 549 of the Brotherhood of Railway Clerks for 12 years. He is also a past president of this Local and a former vice chairman of The Milwaukee Railroad System Board BRC. He came to Bensenville in 1961 from the Galewood freight office.

Retired Master Mechanic Leo H. Koch died Mar. 14 at his home in Chicago, the result of a heart attack.

A party was held at Orchard Bungalow in Franklin Park on Apr. 3 in honor of Philip H. Schneck who retired Mar. 31. He started work for the Road on Sept. 23, 1922 and served his apprenticeship at Savanna, Ill., and Dubuque, Ia., after which he worked at Marquette and Ottumwa, Ia., before coming to Bensenville as a machinist on June 15, 1939. On Sept. 21, 1948 he was promoted to assistant foreman from which position he retired. There were 45 employees present at the party and he was presented with a watch.

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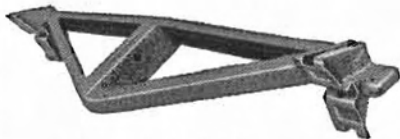
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GALEWOOD

Linda M. Kuchl, Correspondent

Congratulations were extended to Paul Nelson, revising clerk in the regional data office, and his wife on the birth of their daughter, Barbara Kristine, Apr. 7.

Fred LaRue, station accounts clerk, and Marie Riley, ticket stamper, are back at work after absence due to illness. Also back on the job at the Galewood freight house is Albert Garske, check clerk.

Carl Hokanson, caller, and Check Clerks Harold Woods and Joe Bucek are still ill at this writing.

Sympathy was extended to William Minihan, check clerk, on the death of his wife Apr. 18 . . . to Check Clerk Kenneth Hinz on the recent death of his mother . . . Nate Abrams of the regional data office, whose mother passed away May 10 . . . and the family of Check Clerk Harry Swanson of the Galewood freight house who recently died.

New faces around the Galewood freight office are those of Walter Ciesielski and Dennis Samelak in the IBM department, and Bill Clerk Frank Scharl.

Jim Knaack, formerly of Cragin Station, is now working in our car records department.

Assistant Agent W. R. Auch and family recently made a trip to Scotland, S. D., to help celebrate the 45th wedding anniversary of Mr. Auch's parents.

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SKOKIE, ILL.

Lois Ann Hamann, daughter of Water Hamann, general car supervisor, was recently elected to the National Honor Society by the student body and teachers at East Leyden High School, where she is a member of the senior class.



Lois Hamann



Paul Norris Jr.

Paul Norris Jr., son of Rate and Bill Clerk Paul Norris, ranked third among 10 National Merit Scholarship finalists at Maine West High School in a graduating class of more than 700. He competed after winning in the semifinals last fall.

Off Line Offices

TULSA, OKLA.

The Railroaders, sponsored by the Milwaukee Road, Missouri Pacific, Southern Railway and Southern Pacific, came out on top in the 1964-65 season of the Transportation Club of Tulsa Bowling League. General Agent Henry Sterba, who was on the winning team, also took ninth place, with a 679, in the annual Five State Traffic Club Bowling Tournament held in Oklahoma City in March.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent

ASSISTANT GENERAL MANAGER'S OFFICE: Roger Wilhelm, his wife, daughter Nancy, and son David are at home after an automobile trip to Los Angeles where they visited Disneyland. They returned via Las Vegas, Reno and Virginia City.

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As president of the first television enterprise in the Junior Achievement program, Carl Borgh Jr., son of the Road's assistant engineer of train lighting, received both an Executive Award and a \$50 Achiever Award at the close of JA activities in May. Operating under the sponsorship of WISN-TV in Milwaukee, JA TV-12, as his company was called, functioned as an advertising outlet for JA products. Carl is shown here conferring with Larry Coffell, WISN director, on the recording of a commercial. He plans to enter the University of Wisconsin at Whitewater this fall. (*Milwaukee Journal photo*)

GENERAL AGENT'S OFFICE: At this writing Seattle is still shuddering from one of the worst earthquakes in its history. The frightening tremor which occurred at 8:27 A.M. (P.D.T.) on Apr. 29 found many employees already at work, but not for long, especially in this office located in the Union Station. The building suffered a terrific amount of damage and was evacuated until engineers could check the actual condition of the structure. It was not until the following day that it was declared safe for General Agent J. T. Conlin and his force to reenter their office . . . Edna Mae Henderson, stenographer in the office, was home ill but don't think for one minute that Edna escaped the quake. We understand it was so heavy in her area that she was bounced out of bed!

LAW DEPARTMENT: Mary Alice Palmer, a secretary in the law department at Seattle for 30 years before she retired in 1941, was honored with a cake and coffee party on Apr. 16 to mark her 95th birthday the day following. The celebration was held at Ferncrest Sanitarium where Miss Palmer has been living the past year since giving up her hotel quarters. A picture of her cutting her birthday cake was featured in *The Seattle Times*.

REAL ESTATE AND INDUSTRIAL DEVELOPMENT DEPARTMENT: Our Draftsman Russell Segner is now the proud owner of a new house and mortgage. His lovely home is located

in an area known as "Camelot" south of Seattle . . . Washington's Birthday will have a special significance henceforth for Western Director J. F. Grier and wife since their fourth grandchild was born Feb. 22. The new baby is the son of Mr. and Mrs. J. C. Grier of Ada, Mich.

REGIONAL DATA OFFICE: Harold Emel, a member of the Naval Air Reserve, spent the period from Mar. 22 to Apr. 2 at Los Alamitos, Calif. Harold, who spent four years in the freight claim department and two years in the regional data office, was appointed commerce clerk in the gen-

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SUPERINTENDENT'S OFFICE:
Word has been received from Palm Springs, Calif., of the death on Feb. 27 of Miss Gertrude Deeny, 68, who retired in Seattle in 1950. Miss Deeny began her railroad career in Mason City, Ia., in 1916 where she was employed in the freight office. In 1945 she was transferred to Seattle where she worked in the superintendent's office. She was a member of the Brotherhood of Railway and Steamship Clerks, the Joyce Kilmer Club, and the Tabernacle Society of St. Joseph's Catholic Church. Surviving are four sisters and a brother.

TRAFFIC AND GENERAL

FREIGHT DEPARTMENT: Lynn O'Leary, secretary to the traffic manager, was initiated into the Women's Traffic and Transportation Club of Seattle at their March meeting . . . Walter Zahren, chief clerk in the rate department, spent one week's vacation at the ocean. Upon his return he found three new employees had joined his department — Tariff Clerk Richard Ball, Division Clerk James Hall, and Stenographer Helen Tate. In addition, the commerce desk had been vacated by Lloyd Stadum.

Word has been received of the death of Barney Smith in Spokane, Wash., Apr. 9. He was a retired steamfitter with over 50 years of railroading, most of it with the Milwaukee. At various times he was employed at Spirit Lake, Ida., and Othello and Spokane, Wash.

Terre Haute Division

Frances Pettus, Correspondent
Office of Trainmaster—Traveling Engineer
Terre Haute

Carl Michelini, brakeman on the Faithorn-Bensenville run, was notified recently that his son Walter, a captain in the Air Force, was named Instructor of the Month in his training command unit at James Connally AFB, Tex. The honor was conferred for "effective teaching techniques and exemplary devotion to duty". Captain Michelini's squadron supports the ATC mission of training airmen and officers in the skills required by the Aerospace force. He formerly attended the University of Hawaii.



Captain Michelini

Earl R. Stines, retired telegraph operator who resided at Dana, Ind., died Mar. 7 at the age of 71. Mr. Stines retired Oct. 30, 1959 after 45 years' service. He is survived by his widow, one daughter, a brother and a sister.

Retired Engineer J. Russell Bickel

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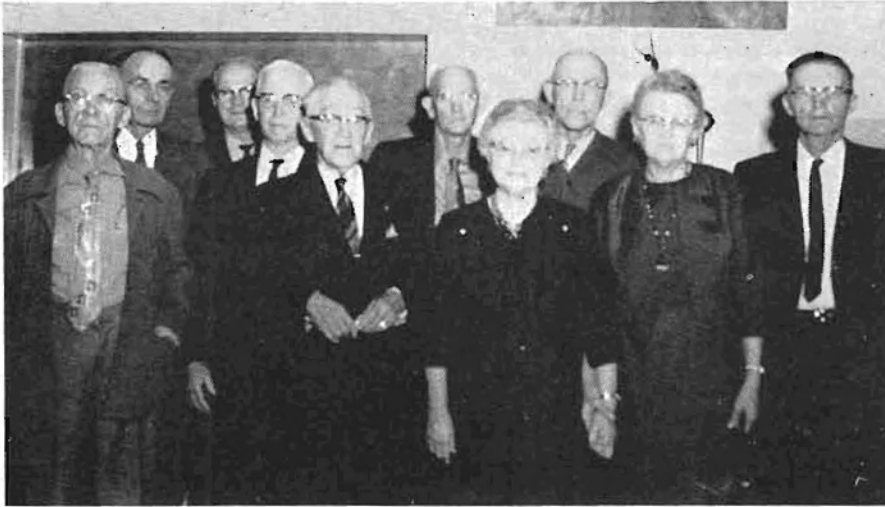
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THE WOMEN'S CLUB ENTERTAINS AT LEWISTOWN, MONT. These are some of the older members of the club who attended the annual dinner held recently in the Eagles Hall for Milwaukee Road families. From left: Ross Hubert and Joe Holecek, retired engineers; Dana Mathews, yard clerk; Elmer Earl, retired section foreman; C. K. Holton, retired conductor; Phil Baxter, retired engineer; Mrs. Mable Newberry Wolters, retired secretary; Graham Switzer, retired engineer; Mrs. Ann Reuther, retired clerk; and Freight Agent A. M. Peterson. (Lewistown Daily News photo)

died Mar. 16 at the age of 90. He had 27 years service when he retired in 1937.

Sympathy was extended to Engineer F. C. Metz on the death of his wife Jan. 4.

The office of the store department at Terre Haute was discontinued Apr. 15 and Division Storekeeper Joe Brennan moved to St. Paul, Minn. The car department at Terre Haute was discontinued at the same time and Car Foreman T. R. Anderson transferred to Latta, Ind.

Retired Engineer Earl C. Cook died Apr. 27. He retired in 1963 with 51 years service. Funeral services were held in Clinton and interment was in Sugar Grove Cemetery. Survivors are his widow Gladys, two sons, eight daughters, 19 grandchildren and nine great-grandchildren.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

The annual May luncheon of Savanna Chapter of the Women's Club was held May 10 in the parlors of the Presbyterian Church, with the United Presbyterian Women's group in charge. Fifty members attended. It was followed by social meeting in St. Paul's Parish House, with prizes for bridge, five hundred, canasta and bunco. The membership committee announced that it had succeeded in bringing its quota up to the mark at the appointed time.

John H. Fisher, retired car foreman, Savanna, and father of D. D. Fisher, superintendent car department, Milwaukee, passed away Apr. 2. Funeral services were held from St. John's Catholic Church in Savanna, and burial was at Sabula, Ia.

Iowa Division

MIDDLE AND WEST

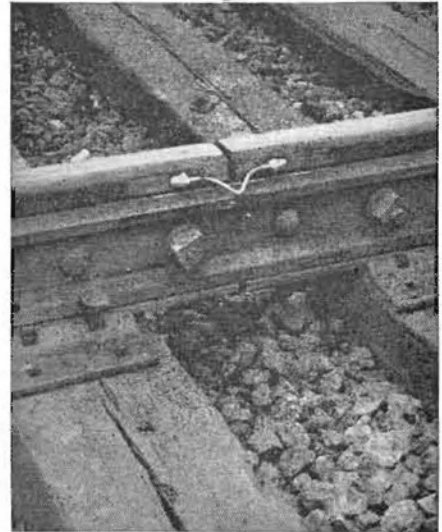
D. E. Lee, Correspondent
Agent, Woodward, Ia.

Mary L. Hayward, 94, died Mar. 1 at the O.E.S. Home in Boone, Ia. She was the mother of deceased Signal Maintainer Ernest Hayward of Perry, and the grandmother of Winston Hayward who works in the signal department of the Road.

Retired Telegraph Operator H. E. Merkle, 84, died Mar. 5 in Mercy Hospital in Des Moines where he had been 11 days after having been several weeks in the Perry hospital. Mr. Merkle was born in Bellevue, Ia., and had worked as telegrapher at many points on the Iowa Division, the most recent being as second operator at Manilla and side-table operator in the dispatcher's office at Perry.

Perry Yardmaster Jack Snyder was second place winner in an area contest of the Toastmasters at Creston Mar. 7.

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The title of his speech was "America's Best Travel Bargain" and it dealt with life's best buy on the sea of matrimony — a marriage license. Jack has been very active in the Perry Toastmasters for several years.

Gerald Hunter, former locomotive fireman, died in California Mar. 7. He retired some time ago because of ill health and for several years had worked as a painter. He was well known for his elaborate miniature railroad equipment which he was always happy to show.

Retired Assistant Division Engineer Stanley Thomas was hospitalized in McAllen, Tex., in March while on vacation there. He suffered a heart attack, but has been able to return to his mobile home at McAllen to recuperate. Mr. and Mrs. Thomas plan to spend a few more weeks in the South before returning to their Perry home.

Retired Freight Conductor Arley Needham was a patient for several weeks in a Des Moines hospital and later was moved to a Des Moines nursing home for care while recuperating.

Homer B. Rankin, 84, retired watchmaker, passed away in the Perry Hospital Apr. 11. Locomotive Engineers Charles and Harold Rankin who work out of Perry are his sons. Services were held in Perry and interment was at Bloomfield, Ia.

Retired Agent James V. Mullen of Madrid and his wife spent the past winter with their son Robert, agent at Monticello. Now the elder Mullens, both in their eighties, have decided to move to Monticello and have secured a home close to that of their son.

Harold Leintz retired recently after having been in train service as a conductor and brakeman since 1918. Prior to his train service date he had worked two or three years as an apprentice in the roundhouse. His last work was in passenger service where he was conductor on the second passenger train out of Omaha after the Milwaukee took over the operation of the "City" trains.

Locomotive Engineer W. D. Gardner, who received his 45 year Silver Pass recently, has retired and plans to remain in Perry, where he will continue with his sideline of writing insurance which he considers his hobby.

Mr. Gardner began working for the Road as a machinist's helper in the Perry roundhouse, then went to work as a locomotive fireman, and was later promoted to engineer. His last assignment was on the City of Los Angeles between Perry and Savanna.

Rocky Mountain Division

WEST END

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

We are happy to report that Carol Dickinson, the daughter of Conductor Eben Dickinson, was selected by the Three Rivers Chapter, order of the Eastern Star, for the 1965 edition of outstanding young women of America.



Carol Dickinson

This is an annual biographical compilation of young women between the ages of 21 and 35, sponsored by leaders of women's organizations. Selections are based on the nominee's contribution to her profession, her service to the community, and any professional, community or other recognition she has received. Miss Dickinson is a graduate of Rocky Mountain College in Billings, where she was president of the associated Women's Organization. She also served as state president of the organization. At one time she was worthy advisor of Three Forks Rainbow assembly and was given their highest honor—the grand cross of colors. She taught in the high school at Shelby, Mont., for one year, and was then named the outstanding professional woman of Toole County. Last summer she attended Montana State College working toward her master's degree. This year she is teaching at the Whitehall High School.

Trouble Shooter Foreman Tom Fairhurst was re-elected mayor of Three Forks. Bill Fairhurst, Edna Helton and Eugene Lamach were also successful in their bids for ward offices.

Mrs. Fern L. Martin who had recently been living with her daughter, the wife of Conductor Kenneth Lane, died recently.

At this writing, Signal Maintainer Frank Morrow is recovering from surgery performed Apr. 6 . . . Retired Engineers Al McGrath and Friend Eggleston are in the Bozeman Deaconess Hospital. Mr. Eggleston suffered a broken leg and Mr. McGrath is undergoing medical treatment.

(This is Mr. McKinnon's last contribution to the Magazine, which he has served as a correspondent for more than two decades. He retired on Apr. 19 before the age of 65, planning to take life easy after working on the railroad as a fireman and engineer since 1918. He and Mrs. McKinnon will continue to live in Three Forks, Mont.—Ed.)

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La Crosse Holds Its Own Against "Ol' Miss"

by Corinne Bauer
Switchboard Operator, La Crosse, Wis.

In the swath of destruction cut this spring by the Mississippi floodwaters (described elsewhere in the Magazine), La Crosse, Wis., was an embattled city for more than two weeks while five miles of hastily erected sand dikes sustained the pounding of the river at its deepest level in history. Before the water crested on Apr. 21—at 6 feet over flood stage—it had been declared the center of a nine-county disaster area. Mrs. Bauer, the Magazine's correspondent at La Crosse, describes here the sensation of living and working through the crisis.

The flood problem started to develop here on Palm Sunday, and we spent the day helping friends protect a new home they bought recently on French Island west of La Crosse, just across the bridge. Nailing heavy plastic sheets from the top of the windows to the bottom of the foundation and placing sandbags three to four rows high around the foundation walls made the approaching trouble seem very real.

Each day during the week following we watched the water inch its way upward. On Saturday we rowed a boat over the picket fence surrounding a summer cottage we have on French Island and found the water 3 inches below the floor. On Easter Sunday it was 6 inches above the floor; just an idea of how fast the water rose in 24 hours.

Our home in Onalaska just north of La Crosse is located at a three-road junction which was a vital passing point for sand trucks, both loaded and empty, going to and from the dike road on state highway 53. This was the only road open in and out of the city during the entire flood period. The National Guard used large 10-wheel trucks—and put to work every other available truck in the area, as well—to haul sand. Our normally quiet country home was in the front line of activity as trucks passed day and night.

To see people working together around

the clock, and doing everything possible to help each other, was a wonderful sight. Among others, our teens proved to everyone what they can do if the need is there—we certainly were proud of them. It was common to see a truck loaded with sandbags topped by about a dozen young people riding to the dike to help hold the water back. Barry Twite, the son of our file clerk at the depot, was one of many who worked on the dikes for more than 24 hours at a stretch.

Everyone from the north to the south side of the city, passing the dikes in the morning, hoped silently they would hold so they could get home again at night—as they did. However, emergency ambulances and fire trucks were placed at strategic points, in case the city should be divided by water, and emergency stations for other public services were set up at intersections, operating around the clock.

At the crest of the flood, our local TV station was destroyed by fire, and the next day communications were disrupted further when all telephones on the north side of the city were knocked out. Without telephone service or TV, it seemed like we were turning back to old times.

In anticipation of the flood, La Crosse Yard had been completely cleared of cars and the yard engines put on a high spot in front of the depot. It was the first time I ever saw the main doors of the depot locked and posted "Closed—Account Flood!" From the superintendent's office you could see the river, normally not in view, inching up about two blocks away.

I was born in this area and have lived here all of my life, and it was the only time "Ol' Miss" ever did a thing like this to us. Looking back, now that the dikes have been removed and the streets reopened, and the railroad is operating again it seems like a nightmare. I will never forget it.



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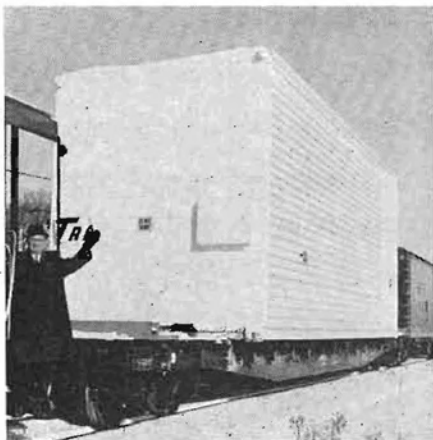
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UNUSUAL DIMENSION LOAD originated recently at La Crosse, Wis., was this massive Trane reverse cycle heat exchanger encased in a corrugated sheet metal "cold box". The unit measured 12 feet 6 inches in width and stood 18 feet 1 inch above the rail. Trane's packaging engineer, Al Bakkum (shown here) accompanied it part way to destination to study the movement of "first" shipments of this nature.

EAST END

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

Mr. and Mrs. Clifton H. McEldery, 85 and 84 years old respectively, observed their 60th wedding anniversary in January and a party honoring them was held at the Miles City Rest Home where they now live. They were married in Rochester, Minn., their native state, and came to Miles City in 1907. Mr. McEldery began working for the Road in 1908 and retired in 1943. For 33 of those years he was a wrecking crane operator. There are three McEldery sons.

Joseph G. Wolf, 73, retired conductor, died of a heart attack while fishing in the Harlowton area Jan. 21. He was born in Marshfield, Wis., and came to Miles City in the early 1900's where he was employed in train service until his retirement in 1959. Survivors include his widow, Hazel, a brother, two sisters, and a niece. Funeral services were held at the Stevenson Funeral Home under the direction of Custer American Legion Post. Burial with military rites was in Custer County Cemetery.

William T. (Tommy) Little, 74, retired switchman, died Feb. 14 in a Miles City hospital after a long illness. He was born in Beacher City, Ill., and the family later moved to Marmath, N.D., where he entered the employ of the Road. Later, he transferred to Miles City where he continued until retirement in 1959. His wife, Ella, a son, a daughter, and four sisters survive. Funeral services were held in the Baptist Tabernacle and interment was in Custer County Cemetery with American Legion Custer Post No. 5 conducting military rites.

Retired Section Laborer Gust Otto



MORE-THAN-A-MILLION DOLLAR MOVEMENT. A special 21-car train that originated on our road this spring is shown starting a 1,250-mile trip from Milwaukee carrying more than a million dollars worth of processing equipment manufactured by Allis-Chalmers for a cement plant being modernized at Ragland, Ala. The equipment, including a huge rotary kiln, grinding mills, motors and other components, was the largest load for a single project shipped by Allis-Chalmers from Milwaukee in nearly a decade. Eight railroads handled it over the circuitous clearance route—straight track mileage would be about 800 miles.

A RARE SIGHT. The North Coast Limited of the Burlington Lines passes our station at Glenview, Ill., during the recent "flood of the century" on the Mississippi. The Burlington route usually follows the river from the Twin Cities through La Crosse, Wis., and Dubuque, Ia.



Neiffer, 67, died in Hot Springs, Mont., Mar. 9 after a long illness. Mr. Neiffer was born at Scotland, S. D., and came with his parents to Crow Rock in 1917. He and his wife, Helen, farmed in that community until 1936 when the family moved to Miles City and Mr. Neiffer entered the employ of the railroad where he remained until retirement in 1962. Surviving are his widow, two sons, two daughters, four brothers, three sisters, and 12 grandchildren.

Word was received of the death of Mrs. William H. Kelley, 90, widow of conductor, at the home of her daughter in Mamaroneck, N. Y., in March.

James P. (Phil) Leahy, 70, retired roundhouse foreman, died Apr. 5 in a Miles City hospital after several months illness. He was born in Delaware, Ohio, and began work for the railroad as a young man. Mr. Leahy was roundhouse foreman at Miles City, Harlowton, Lewistown, and Mobridge, S. D., before retiring in 1950. He is survived by his widow, Bertha, a niece and a nephew.

Hiram C. Brisbine passed away Mar. 21 in the V. A. Hospital at Fort Harrison, Mont. He was freight and passenger agent at Miles City before moving to Great Falls where he worked in the traffic department office.

REVIVING the ROMANCE of the BIG TOP

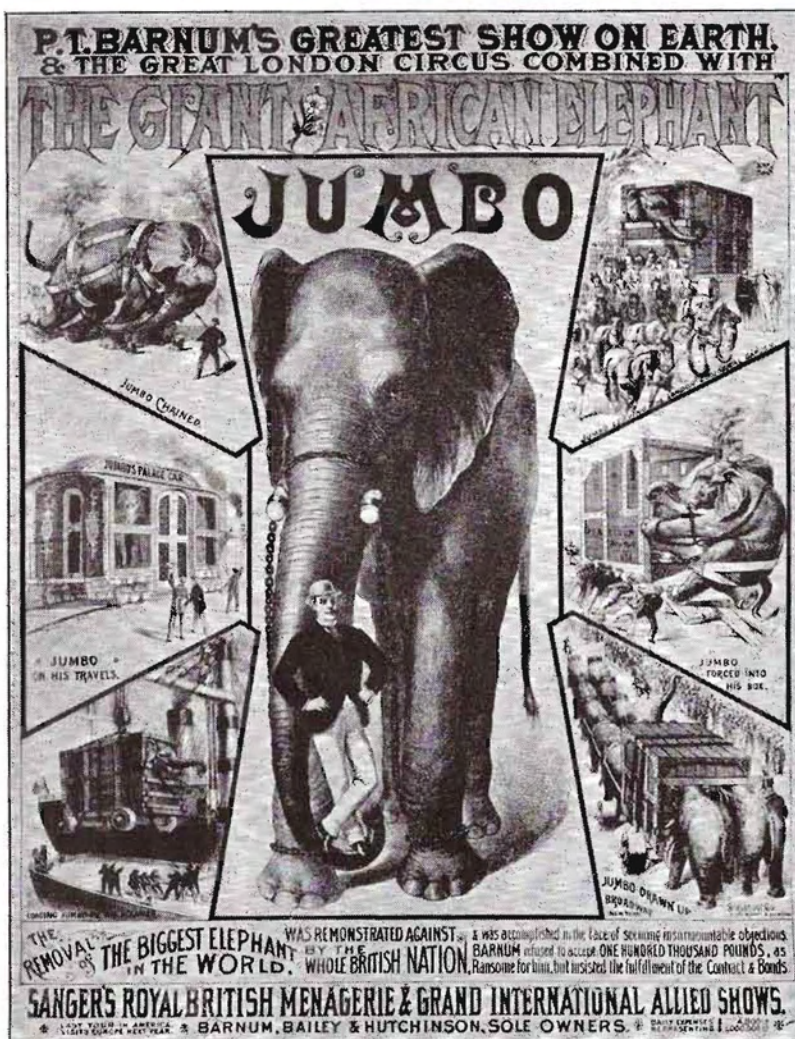
Drawing on talents long unused, craftsmen at Milwaukee Shops recently created a rear end drum sign for the Circus Parade Limited which will steam into Milwaukee for the Fourth of July circus parade sponsored annually by the Jos. Schlitz Brewing Co. The arrival of the train on July 1, bringing 40 old-time parade wagons from the Circus World Museum at Baraboo, Wis., will be a new feature this year of the traditional "Day in Milwaukee" holiday celebration.

The drum will be affixed in the well-remembered fashion to the observation platform of a vintage Pullman car at the rear of the train. The last of these once-conventional signs disappeared from our trains in 1949.



Ceremony at Milwaukee Shops showing Chief Mechanical Officer F. A. Upton (right) presenting the drum sign to C. P. "Chappy" Fox, director of the Circus World Museum (left), and Dae Shawl, director of public relations for the Jos. Schlitz Brewing Co.

RIGHT: Charles Rintelman, principal sign painter, is complimented on his craftsmanship by G. L. Wood, general superintendent car department (left), and G. J. Bilty, general foreman of the passenger car shop.



POOR JUMBO, NO MATCH FOR A TRAIN. The first circus train was P. T. Barnum's "Greatest Show on Earth", and the star exhibit, the mighty Jumbo, traveled in a private car. Jumbo, the most famous elephant that ever lived, stood 11 feet at the shoulder and weighed 6½ tons—and it killed him. On Sept. 15, 1885, at St. Thomas, Ontario, he was being led along the main line of the Grand Trunk Railway when a fast freight came down the track. Sheer bulk interfered with his escape from its path, and he was struck head on. In the collision, Jumbo suffered a fractured skull and the locomotive was derailed and badly damaged. His death was cabled all over the world. This lithograph, from the collection of C. P. Fox, was printed in 1882.



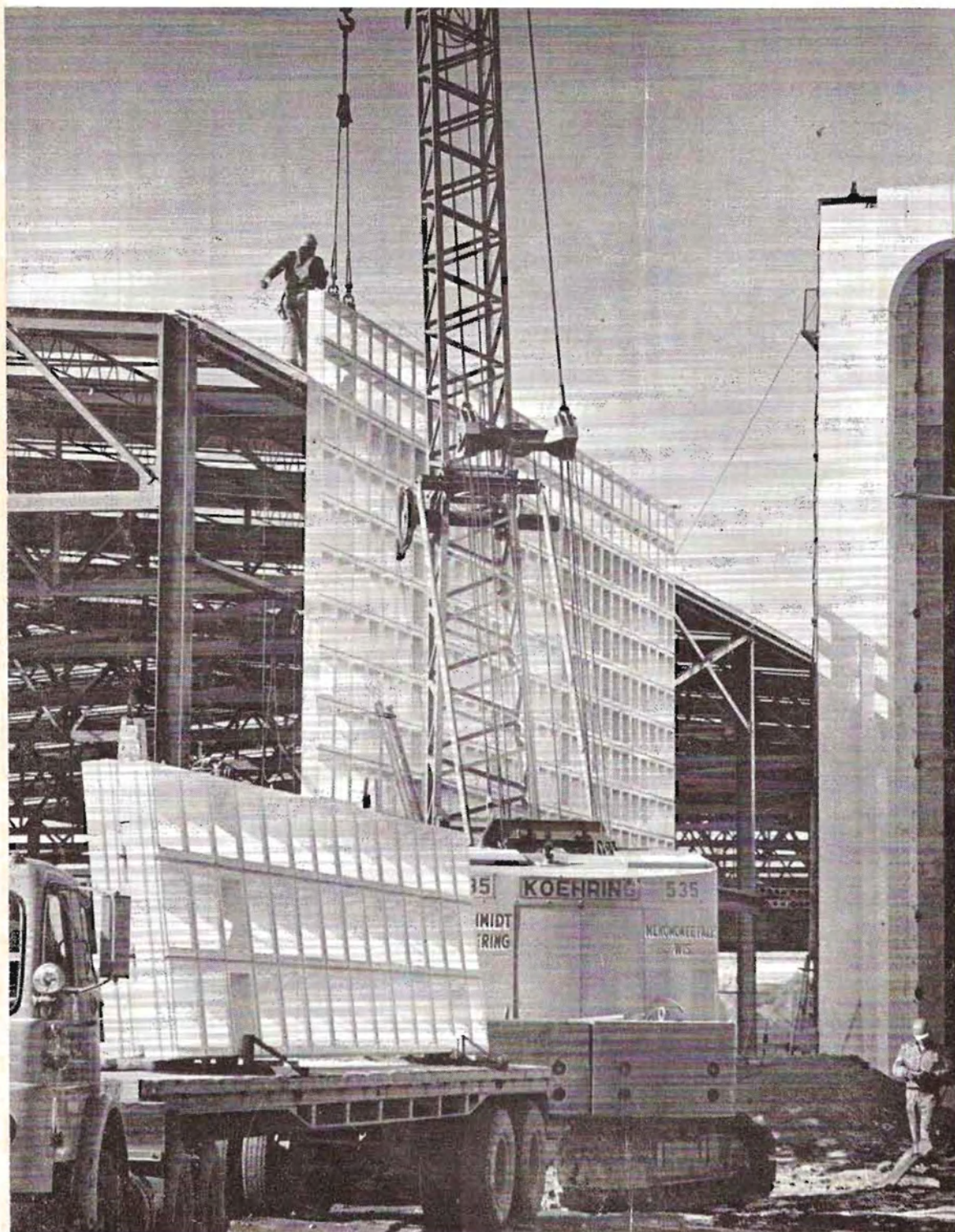
THE
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Constructing

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In Milwaukee

The Milwaukee Road's new million dollar depot now nearing completion in downtown Milwaukee, Wis., as it looked while taking shape early this spring. Here a prefabricated concrete section of exterior wall is being hoisted in place. (Milwaukee Journal photo)

THE
MILWAUKEE
ROAD