

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1965



NEW PASSENGER STATION IN MILWAUKEE . . . see page 4

THE
MILWAUKEE ROAD
MAGAZINE

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MARIE HOTTON

Editor

**PUBLIC RELATIONS
DEPARTMENT**

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Briefly Noted News

RAILROAD CAPITAL OUTLAYS IN 1965 will reach \$1.62 billion—15 per cent higher than last year's \$1.41 billion, according to the latest survey conducted in August by the Commerce Department and the Securities and Exchange Commission. The revised estimate is \$10 million below the agencies' survey in May. Seasonally adjusted at annual rates, the outlays were reported at \$1.75 billion for the first quarter, \$1.55 billion for the second and third quarters, and \$1.65 billion for the fourth quarter.

THE "GOLDEN SPIKE" BILL signed into law recently by President Johnson authorizes the expansion of Utah's seven-acre Golden Spike National Historic Site into a 2,176-acre site marking completion of the nation's first transcontinental rail line. The legislation also provides for improvement of tourist facilities for the 1969 centennial celebration of the driving of the Golden Spike.

THE FIRST DIRECT COAST TO COAST MAIL RUNS for preferential mail originated at Oakland, Calif., on Sept. 8 and in New York City on Sept. 13. The shipments, operating on a 30-day trial basis, are routed over the Pennsylvania, Milwaukee Road, Union Pacific and Southern Pacific lines. The movement without intermediate handling was made possible by improved switching of cars at Chicago's Union Station. Most surface transcontinental mail shipments now involve transferring mail by truck from one train to another in Chicago.

PIGGYBACK TRAFFIC HIT AN ALL-TIME HIGH on 62 U. S. railroad systems in the week ended Sept. 4, mounting to 22,727 cars carrying revenue highway trailers or containers. The total, up 3,484 cars, or 18.1 per cent, above the comparable 1964 week, topped by 1,606 cars the previous record set in the week ended July 3. The new high brought cumulative piggyback loadings in the first 36 weeks of 1965 to an increase of 14.9 per cent above the same 1964 period.

UNIT TRAINS, already a major factor in coal movement, are beginning to have a large impact upon the logistics of the steel industry, Forbes magazine commented recently. Traditionally, steel mills have been located with access to water transport, but now the unit train is making inland locations more competitive, the magazine pointed out. The change played an important part in Jones & Laughlin's recent decision to build a \$600 million fully integrated steel plant at Hennepin, Ill. Aside from the location on the Illinois River, the company will depend heavily on rail carriage from its ore mines in Michigan and Minnesota, and its furnaces at Pittsburgh and Aliquippa, Pa., the magazine reported. The Hennepin plant will be served by The Milwaukee Road and the New York Central.

EXPO 67, the world exhibition to be held in Montreal, will be larger than the 1958 Brussels exhibition. Already 52 nations have agreed to take a pavilion, whereas only 45 were represented at Brussels. Activities will center around a complex of islands, largely man made, in the St. Lawrence River. Recent surveys indicate that about 10 million people will attend, of which more than 50 per cent will be from the United States.

J. D. Shea Named to National Defense Executive Reserve Post

J. D. SHEA, general superintendent with headquarters in Milwaukee, has been designated by the Secretary of Commerce as a member of the Department of Commerce National Defense Executive



J. D. Shea

Reserve. He will serve a three-year term.

The Executive Reserve is composed of selected leaders drawn from the various segments of the national economy who participate in the department's emergency readiness responsibilities as a public service. Mr. Shea has been assigned to the Office of Emergency Transportation unit, which is responsible for the coordination and control of the use of the nation's civil transportation resources in support of the national need.

Chicago Secretary Receives Radio "Girl Friday" Salute

RADIO listeners tuned to station WMAQ on Sept. 3 heard Lucille Williams, secretary to the Road's general freight claim agent, named "Girl Friday" of the day for the Chicagoland area. In addition to being saluted on several news programs carried over the National Broadcasting Company network, she received an orchid corsage. The office force, alerted to the station's intention, presented her with a large cake deco-



Lucille Williams receives the orchid corsage which accompanied the "Girl Friday" salute, with W. A. Stewart, assistant general freight claim agent, doing the honors.

rated appropriately for "her day".

Miss Williams joined the department in 1943 as a typist-dictaphone operator and in 1946 was advanced to secretary to assistant freight claim agent. She has served as secretary to the department head since 1948. In connection with her work, she is active in Elmwood Park Chapter of the National Secretaries Association, International.

Buffeteria Meals Introduced On Morning Hiawathas

BUFFETERIA dining car service was inaugurated on the Morning Hiawathas Sept. 13, featuring high quality meals and food items at prices lower than the conventional dining car rate. The service is continuous throughout the entire trip of the Chicago and Twin Cities trains.

Travelers may enjoy their meals in the comfort of the Buffeteria Car or take



snacks to their coach seats. All serving items—plates, cups and other eating utensils—are disposable, thus insuring complete sanitation.

Buffeteria service, developed originally by our company to accommodate large travel movements, was introduced on the Hiawathas to create more dining car business by offering freshly prepared food at prices attractive to family groups and economy minded travelers. Typical of the meals served is the \$1.35 breakfast, which consists of a choice of juices, eggs as ordered, with bacon, toast and jelly, and coffee, tea or milk. A typical luncheon, priced at \$1.75, features chopped sirloin steak or fried chicken, french fried potatoes and string beans, a roll, and a choice of beverage. Fish entrees are available on Friday.

Various snacks, including sandwiches, are also available, together with beer and soft drinks. Cocktails and mixed drinks are continuing to be served in the lounge section of the trains' Super Dome car.

Road Given Fourth Consecutive "Golden Spike" Safety Award



The award plaque is displayed by Vice President-Operation F. G. McGinn (left) and A. W. Shea, who, as superintendent of safety, accepted it for the railroad.

THE Milwaukee Road was one of the 18 United States and Canadian railroads named recently by the National Safety Council to receive its 12th annual Public Safety Activities Awards to railroads. The citations, known as the Golden Spike awards, are conferred for outstanding public safety service.

They recognize such varied activities by railroads as participation by their personnel in community safety affairs, off-the-job safety programs for employees, cooperation with local safety councils and civic groups, and attention to public safety in advertising and public information work. Recipients for the year 1964 were selected by a committee of three independent safety experts, the judges being Gerald O'Connell, assistant to the director of the Northwestern University Traffic Institute, Q. W. Goode, supervisor of safety for the International Harvester Company, and Ross G. Wilcox, executive secretary of the Safe Winter Driving League.

The current award is the fourth consecutive recognition of the Milwaukee's comprehensive safety program, in addition to those presented in previous years. In congratulating the railroad for its promotional efforts, President Howard Pyle of the National Safety Council said, "Your organization merits high praise for its fine service to the welfare of the public, and of your employees on and off the job."

People seldom think alike—until it comes to buying wedding presents.

Fanfare Witnessed

DEDICATION

The dedication of our road's handsome new passenger station in Milwaukee was approaching the climax. "... And now," said President Quinn, "with only this ribbon between us and our first look at the interior, let us see what we can do with these shears."

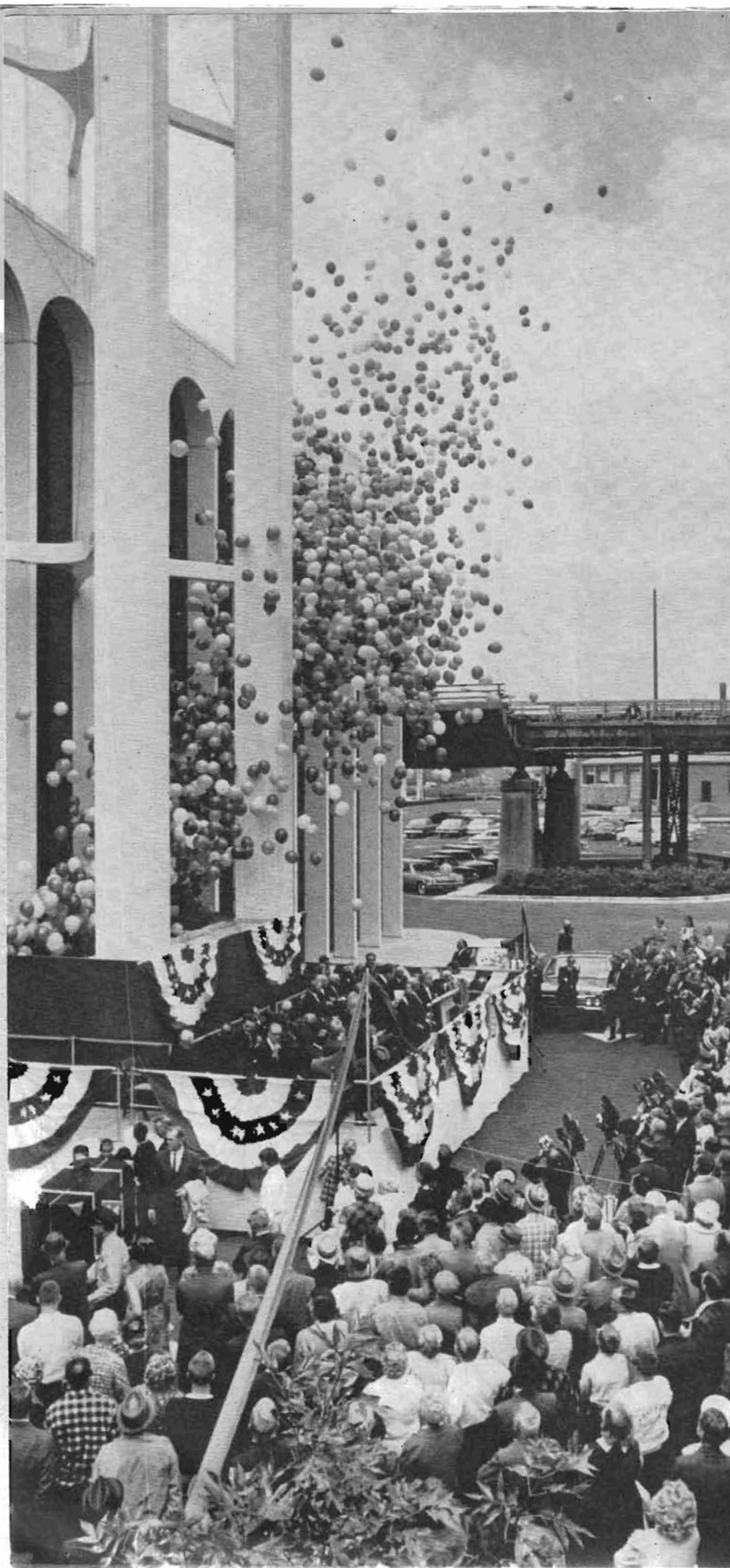
As the ribbon parted, the atmosphere resounded with a salvo of diesel horns, a martial salute from a brass band, and the musical chimes of the bell tower arching high above the building. Simultaneously, 3,000 balloons jetted upward and, hovering momentarily above the spectators, sped away in a rainbow-colored cloud.

The fanfare thus marking the formal dedication of the station on the morning of Aug. 3 was witnessed from the speaker's platform by national, state and local dignitaries and a large group of Milwaukee's civic leaders. Altogether, a crowd of approximately 1,000 onlookers attended the ceremony, which included addresses by Mayor Henry W. Maier of Milwaukee and Deputy Assistant Postmaster General Amos Coffman of Washington, D.C.

Following the symbolic ribbon cutting, the building was made available for public inspection at an open house. Mr. Quinn, who delivered the dedicatory address, was host at the public showing and later at a luncheon for the dignitaries in the Milwaukee Athletic Club.

The new station at the intersection of West St. Paul Avenue and North 5th Street, made necessary by the expansion of Milwaukee's freeway system, is our road's major contribution to the multi-million dollar redevelopment program in the central city, which includes street

Climaxing the dedication ceremonies, 3,000 balloons are released from behind the speaker's platform. Simultaneously, the air resounded with diesel horns, band music and carillon chimes.



by 1,000 Marks Historic Occasion in Milwaukee



OF OUR NEW PASSENGER STATION

clearance and a new \$20 million post office. The road's participation in the program, on which structural work began in November of 1963, has required up to now the following projects:

- Demolishing the facilities of the Fowler Street freight yard to free land for the construction of the station and the post office on the adjacent site.
- Building the new freight house complex at Reed Street Yard at a cost of \$1 million to replace the demolished facilities.
- Erecting the new passenger terminal and vacating the Union Station on West Everett Street, a Milwaukee landmark since 1886.
- Removing the train shed and connecting track at the old station to clear the way for expressway construction and improvements in the surface street system.

The dedication of the new station was carried out in a style befitting an event of historical significance to both the railroad and the city. The facade, framed attractively by sweeping black-topped driveways and landscaped approaches, was decorated with swags of red, white and blue bunting, and Steve Swedish's band—the members wearing engineer's caps—entertained with background music. In the crowd of spectators, quite a number were members of Milwaukee Road families.

Speaking at the official ceremonies, Mayor Maier referred to the building and its location as "a jewel in a rough setting." "Milwaukee is justly proud of the confidence the Milwaukee Road has shown in its transportation future," he declared, "and the Road is to be complimented on constructing a beautiful gateway to our city. This is far more than just the dedication of a railroad station—it is the rededication of the Milwaukee Idea."

In that connection, Mayor Maier



President William J. Quinn officiates at the ribbon cutting ceremony, together with Mayor Henry W. Maier of Milwaukee and Amos Coffman, deputy assistant postmaster general of Washington, D. C. (left and right).

called for a bold plan to revitalize the area north of the station and the post office, including the acquisition of land for a possible plaza. He said that the special committee of his economic growth council which has followed the progress of the station-post office complex would be charged with studying the multi-block area, with an eye to declaring it a complete redevelopment project.

Mr. Coffman, who played an important role in the selection of the post of-

fice site, spoke briefly about the building now under construction just east of the station. He said work was progressing on schedule, "and I hope that 18 months from now we will be standing on a similar platform to dedicate the second largest post office in the country. It is a genuine pleasure to watch the spirit of Milwaukee in evidence."

Mr. Quinn, remarking in his dedication speech that the ground breaking had taken place exactly a year before,



Television and radio technicians set up equipment in front of the speaker's platform to record the dedication ceremonies.



Paying close attention to the band concert at the open house are Danny and Susan Baldewicz, grandchildren of H. H. Pardun, retired Milwaukee Shops fire patrolman.

lacking one day, said, "The real significance of this event is not just that a new railroad passenger station is being dedicated, but that it stands as proof that the broad improvement plan for the central section of Milwaukee is *real*, that it will reach fruition, and that this historic city will soon be even more attractive."

Noting that since the Milwaukee Road began operations in the city 115 years ago it has built and dedicated other passenger terminals—the first only a few blocks from the new one—he said, "Each was right for its time and for the purpose it was to serve. That would seem to be especially true of this

Guests at the open house inspect the train shed facilities. Refreshment tables are in the background, partially obscured.



beautiful station, and I hope the people of Milwaukee will look upon it as an asset in itself and the keystone in the construction and beautification to follow."

Along those lines, Mr. Quinn called to attention the important savings in expressway construction made possible by the removal of the connecting trackage and other installations at the old station, compared to doing the job without transferring the railroad facilities. He announced that the station will be razed also, thereby freeing the three-square block area on which it stands for redevelopment.

After the speeches, Mr. Quinn, Mayor Maier and Mr. Coffman, each wielding an oversize shears, officiated at the ribbon-cutting that triggered the musical salute and the release of the cloud of colored balloons above the porte-cochere and up through the bell tower. Each balloon carried a tag commemorating the occasion. At the conclusion of the spectacle the band struck up a march and escorted the crowd into the station, while the electronic carillon in the tower began to ring with a program of light musical selections.

During the open house the band continued to play while coffee and doughnuts were dispensed from a stand resembling the rear platform of an observation car. The overflow crowd, made comfortable at tables and chairs arranged on one of the train platforms, was assisted by several attractively costumed hostesses. As a memento of the occasion, the guests received ash trays imprinted with an appropriate message.

The facilities were placed in full operation the next morning with the departure of No. 24 for Chicago at 7:45 A.M., minutes after the last train into the old station, No. 12 from Watertown and



The waiting room as it appeared while being readied for the public showing under the direction of W. M. Cameron, chief carpenter of the Milwaukee Terminals (center). The restaurant is behind the camera position.

Wauwatosa, discharged its passengers. The closing of that station and shift of operations attracted many rail buffs and sightseers, with almost 400 turning out to greet the first train to arrive in the new terminal—No. 27 from Chicago at 10:15 A.M.

The new building, tastefully combining beauty with utility, has been the subject of much comment, not only as one of very few major passenger terminals built in recent years, but as an exciting departure from the usual concept of structures of its type. Directed by B. J. Ornburn, assistant chief engineer-structures, who is in charge of coordinating the Road's "Project Milwaukee", it was designed by the firm of Howard, Needles, Tammen & Bergendoff, with Donald L. Grieb & Associates as consultants and K. E. Hornung, the railroad's

architect, responsible for layout and planning, and built by the Pfeifer Construction Company. Railroad forces designed and detailed the layout of the train shed, umbrella canopy, service and express buildings, train servicing equipment and related facilities, and supervised all construction work.

The basic plan consists of an 80 x 254-foot three story steel framework structure with a penthouse for mechanical equipment, resting on a timber pile foundation. The train shed, which adjoins on the south, is 120 x 400 feet, with a 24 x 410-foot umbrella shed extending west beyond the Sixth Street viaduct.

The striking design, which has been described as a modern version of Renaissance architecture, features a facade of precast concrete arches framing re-

ON THE SIDELINES

BUOYANT COURIERS

News of the dedication of the new station, as carried aloft by 3,000 tagged balloons released at the ceremonies, traveled fast. A farm couple living on a rural route near Auburn, Ind., reported that a cluster of five landed in one of their fields on the afternoon of Aug. 3. Sped by a strong southeast wind, they had covered the distance from Milwaukee to a point about 25 miles north of Fort Wayne in approximately four hours.

TELEVISION COVERAGE

The dedication of the new passenger station was carried to a large television audience via WTMJ-TV in Milwaukee and the National Broadcasting Company network. The NBC coverage, screened for some 80 stations which subscribe to its news service program, showed President Quinn addressing the crowd of 1,000 spectators, the ribbon cutting ceremony, and the scene in the train shed as the first train arrived. It was accompanied by narration regarding the station and train passengers, and other commentary.

LAST AND ALSO FIRST

R. T. White, traffic manager of the Wisconsin Region at Milwaukee, went the full route on Aug. 3. Rising early, he boarded the "Cannonball" (No. 12), the commuter train from Watertown, Wis., at Elm Grove and arrived in Milwaukee just in time to catch No. 24 as it left for Chicago at 7:45. He got off at Glenview, Ill., boarded No. 27 northbound, and was back in Milwaukee at 10:15. The score added up to riding the last train into the old passenger station and the first trains to leave and enter the new one.



The area at the south end of the station adjacent to the train shed through which travelers pass to board and leave trains.

cessed panels of brown glazed brick in which are set vertical window openings of bronze-tinted glass. The tower section, rising 96 feet above ground level, is made of steel painted white to harmonize with the concrete arches. It is equipped with an electronic carillon which will sound Westminster chimes each quarter hour and also play carillon selections at set times during the day. On the south elevation are two gridded screen walls

President William J. Quinn greets Carl Penner, secretary of the Greater Milwaukee Committee, at the civic luncheon. Mr. Penner, who was a special guest at the dedication ceremonies, also attended the dedication of the old Union Station in 1886.



The ticket sales area as it appeared at the dedication of the station, showing back-of-the-counter arrangements for serving the public. Personnel are distributing souvenir ash trays to guests at the open house.

A view of the waiting room, showing the baggage area at the right and ticket windows in the middle distance.





Scene as the first train into the new terminal arrived on the morning of Aug. 4. At right is one of four ramps connecting with the tunnel through which passengers have access to the station.

of precast concrete sections designed to bar trespassing on the tracks while allowing free air circulation for the operation of trains.

The first floor contains all of the general facilities for public service, including a 50 x 124-foot lobby and waiting room; a restaurant, 34 x 75 feet; ticket sales and baggage areas; tiled rest rooms; and the office of the passenger

traffic department. The floors above are devoted to offices for other railroad personnel formerly housed in the old station, rest rooms, and some rental space.

Incorporated in the design are stairways and automatic elevators at the north and south ends of the building; air conditioning throughout—heated, cooled, humidified and dehumidified as required through a mechanical ventila-

tion system; a pedestrian tunnel providing access to train platforms without crossing the tracks; and a parking area that will ultimately accommodate about 175 automobiles.

The station is served by five tracks. These, plus two stub tracks for handling mail, will extend beneath the post office when it is completed in the fall of 1967. Until that time the mail handling building just east of the old depot will remain in operation.

As a notable "first" in the city's renaissance, the dedication of the structure drew many civic plaudits. Typical of the pervading enthusiasm was the following statement made by the Industries Committee of the Association of Commerce:

"August 3 is an auspicious day for Metropolitan Milwaukee. The formal opening of the new Milwaukee Road depot is not only a testimony to the new progressive spirit of Milwaukee, but an important factor contributing to that spirit. The Industries Committee pays tribute to the Milwaukee Road for its farsightedness in establishing this wonderful rail facility in our community, and hopes that the new depot will contribute to many profitable years of operation here."

APPOINTMENTS

Traffic Department

Effective July 16, 1965:

W. S. McKee, freight traffic manager-rates and divisions, is appointed assistant general freight traffic manager-rates and divisions, Chicago.

F. J. Swierenga, assistant freight traffic manager-rates and divisions, is appointed freight traffic manager-rates and divisions, Chicago.

J. T. Burke, special rate officer, is appointed assistant general freight agent, Chicago.

J. H. Schmitt, special rate officer, is appointed assistant general freight agent, Chicago.

Effective Aug. 1, 1965:

V. E. Straus, freight traffic manager-sales and service, is appointed freight traffic manager-special duties, Chicago.

D. M. Wiseman, traffic manager at New York City, is appointed freight traffic manager-sales and service, Chicago.

G. F. Quinlan, assistant traffic manager South East Region, St. Louis, is appointed traffic manager with head-

quarters in St. Louis. The position of assistant traffic manager is abolished.

G. V. Valley, general agent in New York City, is appointed assistant traffic manager, New York City. The position of general agent is abolished.

E. S. Rogers, general agent, Pittsburgh, Pa., is appointed traffic manager with office at New York City. The position of general agent is abolished.

D. A. Keller, assistant traffic manager, Chicago, is appointed assistant traffic manager at Pittsburgh.

Effective Sept. 1, 1965:

P. J. Cullen, general freight traffic manager, Seattle, is appointed general freight traffic manager-special duties with headquarters in Chicago, following the death of H. J. McKenna. The position of general freight traffic manager, Seattle, is abolished.

Operating Department

Effective Aug. 1, 1965:

G. W. Riley, assistant superintendent of the La Crosse Division, is appointed assistant superintendent of the D&I Di-

vision with headquarters at Dubuque, following the retirement of R. J. Dimmitt.

G. A. Chamberlain, assistant superintendent of the D&I Division, is appointed assistant superintendent of the La Crosse Division with headquarters at Portage, Wis.

N. D. Owen, assistant superintendent of the La Crosse Division, is appointed assistant superintendent of the D&I Division with headquarters at Savanna.

J. R. Werner, former assistant superintendent of the D&I Division most recently on special assignment, is appointed assistant superintendent of the La Crosse Division with headquarters at La Crosse.

P. Bridenstine, assistant superintendent of the Iowa Division, Perry, is appointed assistant superintendent of the Aberdeen Division with headquarters at Mobridge, S. D.

J. F. Elder, assistant superintendent of the Iowa Division, Marion, is appointed assistant superintendent of the Iowa Division with headquarters at Perry.

C. D. Anderson, former assistant superintendent transportation most recently on special assignment, is appointed assistant superintendent of the Iowa Division at Marion.

(Continued on page 10)

R. L. Tewell, former trainmaster of the Twin City Terminals most recently on special assignment, is appointed assistant superintendent of the Milwaukee Terminal Division with headquarters in Milwaukee.

W. F. McCann, assistant trainmaster of the Milwaukee Terminal Division, is appointed assistant trainmaster of the IM&D Division with headquarters at Austin, Minn.

Effective Sept. 16, 1965:

A. W. Shea, superintendent of safety, is appointed special representative of vice president-operation with headquarters in Chicago.

G. J. Barry, superintendent of the Iowa Division, is appointed superintendent of safety with headquarters in Chicago.

A. C. Novak, superintendent of the D&I Division, is appointed superintendent of the Iowa Division with headquarters at Perry.

J. W. Stuckey, superintendent of the Indiana Harbor Belt Railroad, is appointed superintendent of the D&I Division with headquarters at Savanna, Ill.

B. J. McCanna, superintendent of the Kansas City Joint Agency, is assigned to the Indiana Harbor Belt Railroad as superintendent.

S. O. Jones, former assistant superintendent of the Milwaukee Division most recently on special assignment, is appointed superintendent of the Kansas City Joint Agency with headquarters in Kansas City.

R. H. Love, former superintendent of the Aberdeen Division most recently on

special assignment, is appointed superintendent of the Milwaukee Terminal Division with headquarters in Milwaukee, following the retirement of J. J. Domrowski.

F. J. Kuklinski, superintendent of the Aberdeen Division, is appointed assistant to assistant general manager with headquarters in Chicago.

F. A. Barton, acting superintendent of the Milwaukee Division, is appointed superintendent of the Aberdeen Division with headquarters at Aberdeen, S. D.

F. H. Ryan, superintendent of the La Crosse Division, is appointed superintendent of the Milwaukee Division with headquarters in Milwaukee.

M. T. Sevedge, superintendent of the Rocky Mountain Division, is appointed superintendent of the La Crosse Division with headquarters at La Crosse.

W. F. Plattenberger, former assistant superintendent of the Coast Division most recently on special assignment, is appointed superintendent of the Rocky Mountain Division.

Law Department

Effective Aug. 15, 1965:

E. J. Richardson, assistant general solicitor, is appointed general attorney with headquarters in Chicago.

Engineering Department

Effective Aug. 1, 1965:

G. M. Hill, assistant engineer-signals, is appointed signal engineer following the retirement of P. H. Linderoth.

Finance and Accounting Department

Effective Sept. 1, 1965:

E. H. Nank, assistant auditor of joint facility accounts, is appointed assistant auditor of capital expenditures.

G. E. Stickler, assistant auditor of investment, is appointed assistant auditor of joint facility accounts.

J. G. Kirchen, assistant engineer-budget, is appointed assistant auditor of investment.

M. W. Bonnom, assistant engineer valuation and tax bureau, is appointed assistant engineer-budget.

Milwaukee Motor Transportation Company

Effective Sept. 1, 1965:

G. A. Bethke, manager of the St. Paul Terminal, is appointed assistant manager of Chicago Terminal operations with headquarters at Bensenville Piggyback Park.

T. S. Hartnett, manager of the Kansas City Terminal, is appointed terminal manager at St. Paul-Minneapolis.

W. T. Lashure, assistant terminal manager, Bensenville, is appointed terminal manager at Kansas City.

Which Mr. Johnson, Please?



Know your Mr. Johnson: Floyd G., city freight and passenger agent, Robert L., division freight and passenger agent, and Edwin L., traveling freight and passenger agent (left to right).

When the telephone operator at the White House gets a call for Mr. Johnson, she can be reasonably certain who the caller has in mind.

Not so at our Sioux City traffic office. Says Sophia McKillip, Girl Friday to the fore, "Naturally, they all ask the same question: 'Is Mr. Johnson in?'"

Which Mr. Johnson? Robert, division freight and passenger agent? Edwin, the traveling freight and passenger agent? Or Floyd, city freight and passenger agent? If the caller is a girl, Sophia switches her to Floyd—he's a bachelor.

To fill you in on "the name's the same" club, Ed is the senior member, having been assigned to the Sioux City office in 1945. Bob arrived on the scene in 1962, coming from Chicago, where he had been assistant to freight traffic manager, and Floyd joined this spring, following his promotion from chief clerk at Omaha headquarters.

Callers, given a choice of three Johnsons, are sometimes uncertain of their initials or titles. This makes little difference, however, since any one will eagerly accept business. And incidentally, Ed and Bob have the same middle name—Lloyd.



President William J. Quinn pictured on the speaker's platform with Vice President Hubert H. Humphrey, who read to the assembled members of the National Federation of Business and Professional Women's Clubs a message of congratulation from the White House for their "outstanding accomplishments toward improving the status of women in America and the quality of American life."

"... Or Forever Hold Our Silence"

President Quinn Sounds An Alert to Changes at Work in Our Society

the decline of our democratic way of life and our free enterprise system than could the diplomatic and military efforts of our enemies.

"Fortunately, such passivity is not characteristic of America or Americans, and certainly not American business and professional people, and most particularly not of America's women, when moral and idealistic issues are involved."

Remarking that he likes to feel the railroad industry is a typical illustration of realistic response to change, Mr. Quinn called to attention the technological revolution that has taken place in the industry during the post-war years, and the fact that the railroads have spent more than a billion dollars a year on plant and equipment to serve today's changing economy.

"But I am not here to deliver a lecture on railroading," he added. "Let me say just this: that it is only through continuous renewal such as the railroad industry has experienced that a business or an organization can remain vital.

"Referring again to our attitude toward change, do we have any standards or principles by which to test and evaluate these problems confronting us, or is our only alternative one of helpless drift?"

There are two classic sets of principles available in the world today to test how well innovations in science, technology and other fields are being used by man, and for man in our times, Mr. Quinn said, namely those of East and West—material and spiritual, Communitistic and Democratic.

"The Communist viewpoint on the nature and destiny of man is forthright and clear cut," he said. "They view man as a simple material reality with no

ALTHOUGH the first principle of a free society is the right of free discussion, words become meaningless unless action is taken to keep them alive, President William J. Quinn reminded 4,000 of the country's leading businesswomen in an address in Washington, D. C., on July 29.

As the principal speaker at the banquet climaxing the annual convention of the National Federation of Business and Professional Women's Clubs, Mr. Quinn pointed out that our country's most significant social advances were originated by people who labored to support their beliefs before the underlying ideas were acted upon to become laws.

"And whether or not those involved were aware of it, this labor was motivated by the ideals, traditions and moral standards of our American heritage," he stated.

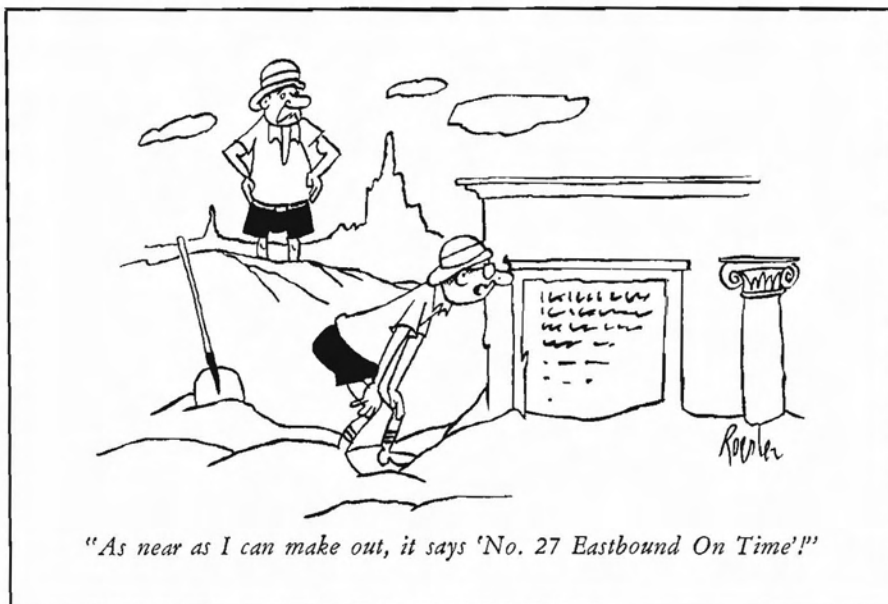
The address, given over closed circuit television in the ballroom of the Sheraton Park Hotel, touched on the rapid and fundamental changes taking place throughout the world, and the direction in which the striving for progress may lead. Rather than discussing changes as such, Mr. Quinn dealt with attitudes toward change, and what organizations such as knowledgeable groups of women can do, if they choose, about the problems presented by them.

"In at least one sense we can be thankful for the kind of age we live in," he said, "because historically, centuries without change were most often centuries of stagnation. However, will the changes that characterize our age be a force for good or for evil? It would be foolhardy to prophesy at this moment, but I think we all know that the principal struggle going on in the world today is to determine which philosophy and culture, the East's or the West's, will be imprinted through this change on mankind."

Among issues of global concern, Mr. Quinn noted the impact on our times of scientific and technological innovations, the threat of nuclear destruction, the Viet Nam situation, and the new nations emerging in Asia and Africa. At home, he cited the problems of national defense, of civil rights, juvenile revolt, moral apathy, and inflation and deflation, to name a few.

"When we try to face up to these new and hard realities, there is a temptation on the part of some to succumb to a feeling of futility or helplessness," he said. "The reasoning is that things are so complex as to be beyond our comprehension—and so an attitude of passive resignation is adopted.

"I suggest that if this attitude were to be adopted by any material part of our American people, it would do more for



destiny beyond time . . . bereft of innate spiritual dignity and, therefore, a creature of the state with no inherent or inalienable rights. In their view, there is no question of a Creator or Divine Providence, no eternal destiny, nothing beyond matter and, therefore, the task of science and technology for them is quite simple: to create an earthly paradise by whatever procedures the state determines, without personal freedom or choice on the part of the scientist or engineer.

"The Democratic answer to this question is far different. The American Revolution launched the proposition that all men are endowed by their Creator with certain inalienable rights—life, liberty and the pursuit of happiness; the vision of a free society of free men who see in freedom the opportunity to ennoble mankind everywhere. These statements presuppose that man is spirit as well as matter; that we have an eternal as well as temporal destiny; that we are captains of our destinies, not creatures of the state."

Quoting Professor John Hallowell of Duke University on the moral foundation of democracy, Mr. Quinn summed up his conclusions in these few words: that moral dimensions are historically, philosophically and theologically discernable, but often taken for granted, except in time of crisis, when we come running to them to justify a cause, to inspire heroism, to bolster courage, or to convince ourselves that the battle is really worth fighting.

Posing a few questions about attitudes toward change, Mr. Quinn asked if, in our eagerness to embrace material-

istic advantages, we have lost our perspective. Enlarging on the subject, he asked, "Have we let the sheer size of some of the social problems created by change dwarf our sense of responsibility? Have we set aside humane values for fear of involvement? Shelved our ingrained principles of morality and equity for lack of courage to stand up and be counted? Turned off our conscience for the easier course of neutrality? Finally, have we become shockproof to the abandonment of changeless moral principles?"

Notes Growing Indifference

"It is not my purpose to paint a wholly dark picture of that which lies ahead," he remarked, "but I do sense in present-day society a kind of turning away from principles which free and moral men can never ignore. In today's demands on our time and intelligence, we are beginning to see the growth of what might be called 'defensive indifference'.

"In other words, if we can't cope with it, let's pretend it isn't there."

Pinpointing as one of society's greatest problems the "erosion of authority" and the attendant aggrandizement of the individual ego, Mr. Quinn said, "Shifts such as these in our national character are not enough to send me forth declaring that the sky is falling, but they do concern me, and it is largely because of this concern that I hope we will always be able to hear the strong, responsible voice of our business and professional leaders sounding unmistakably through the confusion of modern living."

Mr. Quinn told the assemblage that the National Federation of Business and Professional Women's Clubs can be an insistent voice for good in solutions found to national problems. "You touch every facet of our society and our economy," he pointed out, "our schools, our courts, our business establishments, our hospitals and institutions, our homes and, most significantly, our children. You have the sensitivity, the special capacities and the motivation to protect and better the things we love about America."

He suggested that the group use its organizational skill and platform so that "through your influence, thousands of our less concerned citizens can be motivated out of their apathy and selfishness, even their ignorance, about problems begging for human understanding and action."

It is well worth noting, Mr. Quinn added, that even as we view with alarm threats to our system at home, Russia is experimenting more and more with capitalistic free enterprise as a means of overcoming failures in its totalitarian structure.

"What a travesty of our American ideals it would be if we were to let this precious heritage slip from our grasp at the very time the enemies of our system are proving its worth," he remarked.

In conclusion he said, "I earnestly believe that great issues and problems, no matter how perplexing they may appear on the surface, can be shaped for the good of our country and for the good of man. We have inherited the means by which to do this—our basic principles of equity, morality and our cultural traditions. And so I say, we have no choice but to put our principles to work."

"Let the voice of wisdom, the voice of experience, mature judgment and responsibility be heard loud and clear . . . We must speak now, or forever hold our silence."

The Challenge of Change

Change reaches every aspect of living—knowledge, ideals, skills, material things, patterns of living, values, associations, and the like. How obvious it is, then, that individuals must ever continue to learn if they are to maintain that degree of flexibility and possess the competencies which the modern world requires of people. This is not only the meaning but the challenge of change.—Herold Hunt, Professor of Education, Harvard University.

Studying Data Processing at TV COLLEGE

"Good evening, ladies and gentlemen. Welcome to the sixth in your series of data processing lessons," said the image on the television screen. "Tonight we are interested in the principles and machines that do the type of task known as collating — a task somewhat similar to sorting. Now, here I have two decks of punched cards . . ."

As the camera closed in on the instructor, tuned in at home were 26 Milwaukee Road employees who live in the Chicago area — 20 members of the finance and accounting department force and six from the law department staff. The group consists of individuals who, taking advantage of the home study classes provided by the Chicago Board of Education, signed up this fall for a course in data processing because of its relationship to their work.

The Teleclass, conducted by the Chicago City Junior College, is broadcast twice weekly over WTTW, educational Channel 11. Every Wednesday and Friday evening the students have front row seats while the team of Dr. Peter Abrams and Walter Corvine — Pete and Wally



Employees who signed up for the television training program pose following the start of the course on Sept. 10. Five members of the group are absent, due to work assignments.

to their television audience — discuss a new step in recording data and the manner in which it is processed for use in decision-making.

The course is presented in 30 telecasts designed to convey a general knowledge of the field — fundamentals, equipment, programming and applications. Classroom lectures are supplemented by

demonstrations employing equipment and installations that give the pupil a feeling of intimacy with the operation. Emphasis is placed on the "what" and "why" of the machines and their components, rather than on descriptions of "how to do it." Thus the course does not require a background in machine operations or mathematics beyond the usual competence in basic algebra.

The teaching technique calls for text book reading and following the sessions with the aid of a study guide. After each telecast the student is expected to review the session, answer questions, and solve problems brought out in the presentation. The telecasts are intended also to stimulate creative thinking and research in text outside the source prescribed.

As applications of electronic data processing continue to increase, a familiarity with basic computer concepts is a definite advantage to many employees who deal with information handled statistically. The group enrolled in the television course did so voluntarily as a means of improving their ability on their particular assignments and broadening their understanding of its possibilities.



P. S. Patterson, assistant chief statistician, watching a Telecast with his study guide in front of him, takes notes for reviewing the session.



J. A. Jakubec, assistant to vice president-operation, briefs the Japanese Railway Workers National Team on the Milwaukee's operating practices prior to their tour of the Chicago Terminal facilities. Pictured (from left) are: E. J. Huart, traveling engineer; Fujikazu Ibaragi, president of the Keihan Railway Workers Union; Teiji Akimoto, secretary and executive committee member of the National Railway Workers Union; Lawrence Nagayama, interpreter; Mr. Jakubec; Hiroshi Suzuki (leader), executive committee member of the National Railway Locomotive Engineers' Union; K. L. Clark, principal assistant engineer; and Alfred W. Bonanno, escort officer from the U.S. Department of Labor.

Japanese Railway Worker Representatives Study Road's Chicago Operations

IN connection with the Cultural Exchange Program of the U.S. Department of State, our railroad was the host on July 20 to three officers of Japanese railway workers unions who were visiting this country to observe railroad operations and inform themselves on labor organization affairs. Their specific interest in the Milwaukee was the use of bilevel passenger coaches for suburban service and inspecting the automatic classification yard at Bensenville, Ill.

Escorted by K. L. Clark, principal assistant engineer, and E. J. Huart, traveling engineer for the Chicago Terminals, the three-man team spent considerable time inspecting these facilities, as well as the diesel house and one-spot car repair system at Bensenville Yard. The delegation expressed great interest in all phases of their tour of the property, conveying their impressions through an interpreter provided by the Department of State.

Since Japan's postwar resurgence, the Japanese railroads have undertaken a considerable amount of new line construction, improvement in commuter services, modernization of rolling stock, and electrification and dieselization. Hampered by a poorly developed highway system, the country depends heavily on its 16,000-mile railway network for the movement of freight and passengers. In recent years economic growth has been so rapid that transpor-

tation has created severe bottlenecks, one of the most serious problems being commuter service in the large urban areas.

The Japanese National Railway (JNR), which owns about 80 per cent of the country's total trackage, accounts for approximately half the passenger miles and close to half the freight mileage for all modes of transportation. In addition to the JNR, there are some 25 privately owned railways, of which 15 handle about one-fourth of all passenger miles, but a negligible percentage of freight mileage. The JNR, employing about 420,000 people, is probably the largest single enterprise in the country.

The visit of the Japanese railmen to the United States was at the invitation of the Railway Labor Executives' Association and the American Federation of Labor and Congress of Industrial Organizations. Their itinerary, covering a 45-day stay, included stopovers at most of the major railroad centers.

The doors were about to close on an elevator crowded with business executives when an inebriated, unkempt individual pushed his way in. The car was so packed that he couldn't turn around to face the door, and as it ascended the other passengers stared at the bleary-eyed one with growing embarrassment. Finally the intruder cleared his throat: "Gentlemen," he remarked, "I expect you wonder why I called this meeting."

Harold J. McKenna

HAROLD J. McKENNA, general freight traffic manager in charge of special duties for the company, died in St. Francis Hospital, Evanston, Ill., on Aug. 23. His death at the age of 59 followed a brief illness.

Mr. McKenna was a native of St. Paul who started his career in Minneapolis with the Soo Line, by which he was employed from 1922 until 1959, when he came to the Milwaukee as freight traffic manager-rates and divisions. He later served as assistant to vice president-traffic, and in May of 1961 became assistant general freight traffic manager-rates and divisions. He was appointed general freight traffic manager-rates and divisions in May, 1963, and in that capacity had been assigned to special duties in October, 1964.

Surviving Mr. McKenna are his wife, Edith, at their home in Evanston; two sons, Richard J. and Edward C., both of Minneapolis; his mother, Mary, of Minneapolis; a brother, Dr. John F. of Miami, Fla.; and two sisters, Mrs. Walter Koehler of Mesa, Calif., and Mrs. Harold G. Swaggert of Minneapolis. Funeral services were held at St. Austin's Catholic Church in Minneapolis, with burial there in Gethsemane Cemetery.

Edwin R. Morrison

EDWIN REES MORRISON, solicitor for Missouri, died in Kansas City on July 27 at the age of 86. In May of this year he had celebrated the 40th year of representing the railroad in its legal affairs in that state.

Mr. Morrison, a native of Springfield, Ill., was graduated from the University of Nebraska in 1898 with a degree in engineering and, after serving as a lieutenant in the Spanish-American War, returned to receive a law degree in 1901. He moved the same year to Kansas City where, in 1911, he organized the law firm now known as Morrison, Hecker, Cozad & Morrison.

Mr. Morrison was a former president of the Kansas City Bar Association, and a member of the American Bar Association, the Missouri Bar and the Lawyers Association of Kansas City; also of the Association of Life Insurance Counsel, the American Life convention legal section, and a fellow in the American Bar Foundation.

He leaves two daughters, Mrs. Elizabeth Taylor and Mrs. Louise Sloan, and a son, John A., all of Kansas City, and six grandchildren. Funeral and burial services were held in Kansas City.

The Milwaukee Road Magazine



Hello, I'm Your Boss

"I want my children to get the best food, carefully prepared, carefully transported."



Mrs. Typical American Consumer appreciates the value of trainmen who handle freight with care.

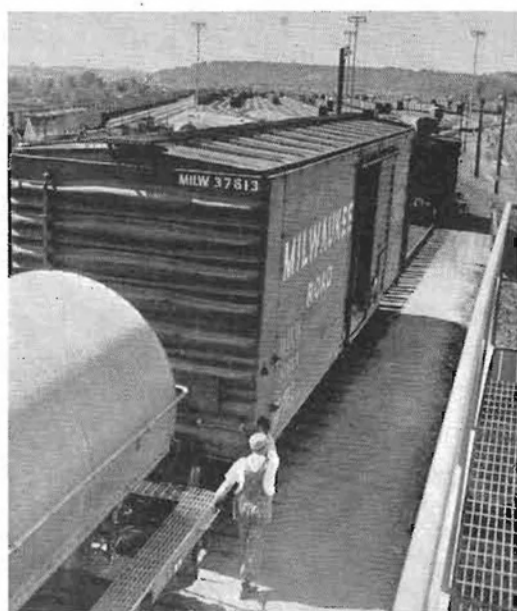
"You say you never saw me before? Never heard of me? It doesn't matter. I'm Mrs. Typical American Consumer, and I'm your Boss.

"Let me explain.

"When I go shopping—in a supermarket, for example—I refuse to buy items that look banged-up. The manager is stuck with them. Let's suppose those items were damaged on your railroad. When the manager places his next order, who do you think is going to haul it? Not you. Somebody who's more careful, that's who.

"You see, I really am your Boss. You've got to please me—Mrs. Typical American Consumer—or you're a dead duck.

"So please, Mr. Railroad Man, handle your carloads of freight as carefully as you can. I want to be able to buy things that look fresh and new and undamaged. And, I might add, I want you to keep getting lots of business on your railroad."



Wolverine and Kingsberry Homes Plants Go Up on Iowa Service Sites



An artist's rendering of the new Wolverine Shoe and Tanning Corporation plant being constructed at Muscatine, Ia.

A COORDINATION of effort between community development groups, business interests and the Iowa Development Commission involving services provided through our real estate and industrial development department resulted in two major industries recently selecting locations on our lines at Sigourney and Muscatine, Ia., for the expansion of their operations.

As announced by Governor Harold Hughes of Iowa at a news conference on July 2, the Kingsberry Homes Corporation of Chamblee, Ga., a subsidiary of the Boise Cascade Corporation of Boise, Ida., had completed plans to build a prefabricated home manufacturing plant in Sigourney at a cost of \$1,200,000.

The new industry at Muscatine, announced at a civic luncheon on Aug. 26, is the Wolverine Shoe and Tanning Corporation of Rockford, Mich., manufacturer of Hush Puppies shoes and other pigskin products in this country and abroad, which has started construction on a large pigskin tannery in "The Island" section of the city.

The selection of the sites followed extensive investigations by the two companies to be certain that the areas provided the advantages and facilities required for their present and future needs, including public utilities, qualified labor forces, and immediate access to transportation. Both industries will be served exclusively by Milwaukee Road spur tracks.

The Kingsberry Homes plant is now going up on a 40-acre tract adjoining the railroad, in an area north of Sigour-

ney which has been zoned and improved for industrial use. The target date for the completion is Dec. 15. Estimates for production anticipate it will eventually equal that of the parent company's Southeastern operations, which provide employment for some 600 people directly, and about 200 indirectly. Overall, the Boise Cascade Corporation has approximately 15,000 employees and sales of more than \$360 million per year.

The Wolverine tannery, a 98,600 square foot brick and concrete building, is being erected on a 28-acre site adjacent to Muscatine's municipal sewage-treatment plant. It is designed to perform the complete process of converting raw pigskin to leather for Hush Puppies brand products, which include casual shoes for men, women and children, golf shoes, and men's hats. The raw pigskin will be unloaded from rail cars at one side of the building into a cold storage unit of 1 million pounds capacity. After tanning, coloring and finishing, the skin will emerge as leather to be loaded for shipping at the opposite side of the building.

Automation in the feeding of chemicals into tanning mills and in coloring processes will be among the many production efficiencies. Major equipment will include 11 tanning mills, six drying mills and eight coloring mills. The facilities will double Wolverine's present pigskin tanning capacity, with processing scheduled to reach 700,000 square feet of leather a week. Operations will begin about January, 1967 and expand by stages to provide jobs for about 200 people when full capacity is attained.

Factors favorable for locating at Muscatine include transportation to Wolverine's four Hush Puppies shoe factories in Michigan and other factories for the company's products. Since Hush Puppies were introduced in 1958, Wolverine's net sales have grown from about \$11½ million to more than \$48 million in 1964. Last year the company shipped 7.6 million pairs in this country, and licensees in other countries made more than 4 million pairs from leather supplied by Wolverine.

Need Age Proof for Retirement? Ask the U.S. Census Bureau

IN making plans for your retirement, do you find it necessary to obtain a copy of your birth certificate, or equally authentic proof of your age? About 20 million Americans do not have such legal proof.

Some pension plans do not require official proof of age, but some union plans do, and government agencies, including the Railroad Retirement Board, certainly do. Also, most pension plans have provisions for dependents, in case of the beneficiary's death, and legal proof of age is needed to qualify for these benefits.

If your birth and the births of your wife and children have been recorded in your State Office of Vital Statistics, you may obtain a copy of those birth certificates there upon request. But if they have not been registered, the United States Bureau of the Census may be able to help you.

The Bureau has a special service office where searches are made in the records of the Decennial Censuses from 1900 through 1960. If a person was living in the United States on the date when the census was taken in any of those census years, he will have been recorded, together with his age, birthplace (except in the 1960 census), and relationship to the head of the household in which he was enumerated. This information will establish legal age and will be accepted as evidence by every State in issuing a "delayed" birth certificate.

Persons needing proof of birth for pension or other purposes may write to the Personal Census Service Branch, Bureau of the Census, Pittsburgh, Kansas, for an application form. A fee of \$3 is charged for a search of not more than two censuses for one person and for one copy of the information found in the earliest census. Additional copies cost \$1.

A search may take from 4 to 6 weeks, depending on the backlog of requests, but an expedited search, taking usually 10 days to 2 weeks, can be made for \$4.

The Milwaukee Road Magazine



What Railroad Employees Should Know

about "Medicare" insurance and
the effect of recently enacted
legislation on benefits of the
railroad retirement program

The recently enacted social security amendments created a system of health insurance for virtually all older Americans, including railroad employees and beneficiaries of the railroad retirement system. The questions and answers following, prepared by the Railroad Retirement Board, explain how the provisions of the amendments and other changes in the laws will affect railroad people and their families.

Q. Are railroad employees and their families covered by the new health insurance programs?

A. Everyone who has reached age 65 and is receiving a monthly benefit of any type (retirement, spouse or survivor) from the railroad retirement system is eligible. Also eligible are railroad employees aged 65 and over who have not retired, as well as their wives and other members of their families who are 65 and over.

Q. What type of protection do the programs provide?

A. Two programs for aged persons were established. One is a hospital insurance plan that will pay most of the costs of hospital and related care. The other is a voluntary medical insurance plan that will pay a substantial part of doctor bills and certain other medical expenses.

Q. Do aged persons have to pay for the hospital and medical insurance?

A. They will not have to pay for the hospital insurance. This program will be financed by special taxes on workers and their employers. If an aged person enrolls in the voluntary medical insurance plan, however, he will pay a monthly premium of \$3 for the additional protection, to which the Federal Gov-

ernment will contribute a matching amount.

Q. When do the programs go into effect?

A. Both the hospital and medical insurance plans will begin on July 1, 1966.

Q. How can aged persons receiving monthly railroad retirement benefits participate in the programs?

A. They will automatically participate in the hospital program, and they will be mailed a form on which they can apply for the voluntary medical insurance coverage. If a beneficiary enrolls in the medical insurance plan, the premiums will be deducted from his monthly benefit checks.

Q. How can aged persons who have not yet retired participate in the programs?

A. They can obtain information about participating at any Railroad Retirement Board office beginning Sept. 1, 1965. Proof of age will be required along with an application.

Q. Is there a time limit for enrolling in the programs?

A. There are time limits for enrolling in the medical insurance plan, but not for joining the hospital insurance plan. Persons born before Jan. 2, 1901 can enroll in the medical insurance plan

in an initial enrollment period running from Sept. 1, 1965 through Mar. 31, 1966. For persons born after Jan. 1, 1901, there is a 7-month initial enrollment period that begins 3 months before the month in which the person reaches age 65.

Q. If a person does not join in his initial enrollment period, can he do so later?

A. There will be other enrollment periods. However, a person cannot enroll more than 3 years after the end of the first period in which he could have enrolled. Those who join in a later period will pay higher premiums and will have a longer wait before coverage begins than if they had enrolled in the initial period.

Q. When will employees begin to pay hospital insurance taxes?

A. Employee and employer contributions to support this program will begin in 1966. The tax rate for each is scheduled to rise gradually from 0.35 per cent in that year to 0.8 per cent in 1987 and later years.

Q. Where can railroad people obtain more information about health insurance benefits?

A. Persons who are receiving railroad retirement benefits will receive literature in the mail describing the programs, and are asked not to write to the Railroad Retirement Board about them at this time. Persons who have not yet retired can obtain information at any Railroad Retirement Board office beginning Sept. 1, 1965.

Q. Did the legislation make any other

changes that will affect persons covered by the railroad retirement system?

A. Yes. Many persons on the Railroad Retirement Board's rolls will receive higher benefits, a large number of others on the rolls will receive increases in social security benefits to which they are simultaneously entitled, and some beneficiaries will receive increases in both types of benefits. The amendments also liberalized the conditions for the payment of benefits to survivors of railroad employees and, in effect, established a new railroad retirement tax schedule.

Q. *Which railroad retirement beneficiaries will receive increases in their annuities?*

A. Most survivors of deceased employees and a majority of the wives of retired employees will receive higher annuities. The higher wives' annuities will reflect a change in the maximum amount that can be paid to the wife of a retired employee. The limit has been raised from \$69.90 to \$74.80 a month, and will go up in the future. The other increases, some of which will go to retired employees and wives, will be based on a special guaranty in the Railroad Retirement Act which assures railroad employees and their families that their monthly benefits will not be less than 110 per cent of the amount, or of the additional amount, they would receive if railroad work had been covered by the social security system.

Not all wives will receive an increase, because a wife's annuity still cannot be more than one-half of her husband's annuity. Other beneficiaries whose annuities will not be raised are those already receiving higher benefits under the regular railroad retirement formulas than the special guarantee provides.

Q. *How much will the railroad retirement annuities described in the question preceding be increased, and when will the new rates go into effect?*

A. The increases will generally range up to 7 per cent, and the new rates are retroactive to January 1965. The Board planned to make these adjustments as early as possible, in most cases, in the Sept. 1, 1965 check.

Q. *Will a person who is entitled to a higher annuity have to apply for the increase?*

A. No. Unless a beneficiary is asked to furnish special information, the adjustment in the annuity he is receiving from the Board will be made automatically.

Q. *How have conditions for the payment of survivor annuities been liberalized?*

A. Under the amended law, most

survivors who now lose benefits because of working will have smaller amounts deducted from their benefits. A survivor beneficiary who is under age 72 will lose only \$1 in benefits for each \$2 he earns between \$1,500 and \$2,700 in a year. For each \$1 he earns above \$2,700 he may lose \$1 in benefits. Previously, the deductions began when earnings exceeded \$1,200 a year, and dollar-for-dollar deductions began at \$1,700.

A survivor annuitant will not lose benefits for months in which he earned \$125 or less in nonrailroad work or, if he is self-employed, for months in which he did not perform substantial work. The new rules will be effective in 1966.

Other amendments to the Railroad Retirement Act and the Railroad Retirement Tax Act signed into law by President Johnson on Sept. 29 make the following specific changes:

(1) The maximum amount of earnings taxable and creditable towards benefits is increased from \$450 to \$550

monthly, effective Jan. 1, 1966.

(2) The tax rate on railroad employees and employers alike has been cut by 1 per cent for the remainder of 1965 and by smaller amounts for the years 1966 through 1968. Under the new tax schedule, the rate will drop from 8½ per cent to 7½ per cent for the remainder of 1965 and then will rise in stages to 9.35 per cent beginning in 1973. These rates are exclusive of the hospital insurance tax rate established to provide for "medicare."

(3) Reductions will no longer be made in the monthly benefits payable to wives of retired railroad employees because of concurrent entitlement to social security or railroad retirement benefits. Some wives who never filed applications for benefits because of the reduction provision may now begin to draw benefits if they file for them.

(4) Cash tips received by employees in work covered by the Railroad Retirement Act are now generally taxable and creditable as compensation when reported by employees to employers.

Art Murawska, "Wizard of River Grove"

SINCE Arthur L. Murawska retired several years ago from piloting locomotives at Bensenville Yard, his River Drive Peony Garden, a showplace at River Grove, Ill., has had his undivided attention. In the course of a lifetime interest in floriculture he has been honored both in this country and abroad as the breeder of more than two dozen original peonies and iris.

As a vegetable gardener, Art is also somewhat of a wizard. Just recently two

of his prize cabbages on display in the window of the River Grove barbershop were a nine day wonder.

The secret of his success? A special seed developed at the University of Minnesota that is reputed to produce the largest cabbage in the world, plus liberal doses of vitamins. The seedlings come from a dealer at Addison, Ill., and are nurtured with a fertilizer containing a high concentration of Alaskan fish oil. The result, in some instances, is a head that will measure four feet "leaf to leaf" and tip the scale at 20 pounds. "Good for sauerkraut and corned beef and cabbage," says Art, who likes both.

That statement will be borne out by Art's railroad friends who were guests at the corned beef and cabbage fest he held this summer in his back yard. He also stood treat to a chicken and sweet corn fest for some who are partial to corn-on-the-cob.

The sweet corn in which Art specializes is an unusually succulent type known as Aunt Mary's Corn. The his-

(Continued at right, below)



Art Murawska (right) presents one of his prize cabbages to Stanley F. Boyle, car record clerk at the Galewood freight office and mayor of River Grove, Ill. The head displayed by Art weighs about 18 pounds.

The Night Train to Nowhere

A FOUR car train that serves as a motel is a prime tourist attraction at Sioux Falls, S. D. Resting on rails beside a main highway, it draws small conventions, sales meetings, family parties, and pheasant hunters in season.

The owner, Verl Thompson, got the idea while traveling with his family. Their car was in an accident, and they completed the trip by train. "The kids," he says, "had a ball."

The train-motel consists of three Pullman cars and a lounge-office unit. The cars are air conditioned and have 20 compartments accommodating 62 beds in all. Rates range from \$5 for a single to a 5-bed drawing room at \$12.85. It is staffed by a maid, who keeps the quarters tidy, and a manager who doubles as the conductor.

Part of its appeal, particularly for youngsters, is a simulated train ride. Promptly at three o'clock, the manager puts on his conductor's cap and plugs in

a realistic tape recording of the sounds of a train moving over a mountain range. Piped throughout the train, it has made more than one guest cling to the handrails under the impression the train was actually roaring down the track.

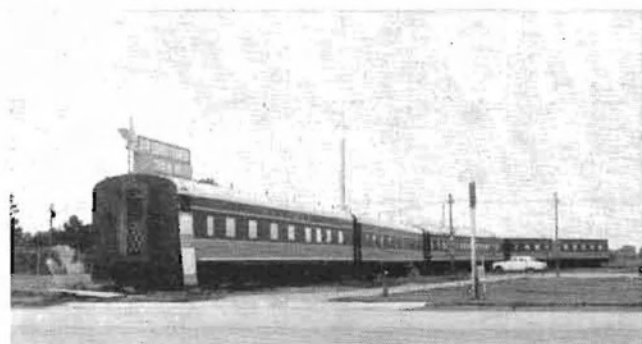
The cars, when purchased by Thompson, were on a spur a few miles from their present site. Moving them across a heavily traveled highway was insured by Lloyds of London, and a house moving company worked for three months to get them in place.

The "traintel" is in its fourth season, which starts May 1 and closes Nov. 1. An adjacent tourist park helps attract business, since many youngsters, seeing it from the tents and trailers, are intrigued by the idea of taking a "ride". The result is that the whole family spends a night sleeping aboard. All of the features are authentic, with one exception—it is probably the only train in existence equipped with a coin telephone.



Sign with room rates invites tourists to "sleep tonight on the world's first train motel".

Motel manager, wearing his conductor's cap, plugs in the sound effects system.



South Dakota tourists get this view of the train motel as they approach it on the highway.



(Continued from page 18)

tory of the seed goes back 200 years, he says, and became available only when "Aunt Mary", an elderly lady in Ohio, was persuaded by a commercial grower to part with it in return for lifting her mortgage. It is unique in that it does not ripen on the stalk. The surplus of his bumper crop goes into the deep freeze and keeps the Murawskas in fresh sweet corn all through the winter and spring.

Although Art is primarily a hobby gardener, he does a sideline business that attracts many interested growers to River Drive Peony Garden. In the past, some of his prize specimens have sold for attractive prices. His most notable floral specimen, a large white iris named Juneau, drew the record price of \$1,000.

The best safety device is about nine inches above the shoulders.

September-October, 1965

Leon H. Robbins

LEON H. ROBBINS, former commissioner of agricultural and mineral development who retired in 1951, died Sept. 11 at the Fairhaven Home, Whitewater, Wis., where he and the late Mrs. Robbins had lived the last several years. Funeral services were held in Pardeeville, Wis. Surviving 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.; a brother and 10 grandchildren.

Mr. Robbins, a graduate of the University of Minnesota with a degree in agricultural economics, started his career as a teacher in that field and served subsequently as editor of the Wisconsin Agriculturist and an extension agent on the staff of Michigan State College. He

came to the railroad in 1931 as agricultural agent in Chicago, advanced to assistant commissioner of the agricultural and mineral development department in 1943, and became commissioner in 1948. Upon retiring, he moved to Pardeeville where he operated an 80-acre farm.

In recent years Mr. Robbins had been active as an organizer of farm bureau services and of the Pardeeville Industrial Development Corporation, an outgrowth of his efforts to help stabilize the local economy. The development corporation has been cited as an example of a small town's success in attracting new industry in order to provide employment for young people of the community.

It takes about 50 seconds for a train to pass over a crossing—whether your car is on it or not.

RETIREMENTS

The following employees' applications for retirement were recorded during May-June-July-August 1965

General Office & System Employees

Budzien, Rosalyn J. Asst. Bureau Head..Chicago, Ill.
Christensen, Margaret N. Secretary.. "
Corless, Ella A. Bill & Voucher Clerk.. "
Gautchier, J. L. Asst. Bureau Head.. "
Germain, Hortense B. Asst. Bureau Head.. "
Gibson, L. W. I.B.M. Operator.. "
Hanson, Mabel I. Head Typist.. "
Jensen, W. R. Asst. Engineer.. "
Liddell, R. L. Porter.. "
Linderth, P. H. Signal Engineer.. "
Manion, W. R. Supv. Pass. Trains.. "
Payne, C. A. Asst. Bureau Head.. "
Ritter, J. S. Internal Auditor.. "
Smith, D. Waiter.. "
White, Marie M. Clerk.. "

Chicago Terminals

Bethel, F. W. Pipe Fitter.. Bensenville, Ill.
Biernat, J. J. Car Inspector.. Chicago, "
Blackley, G. B. Demurrage Clerk.. "
Cox, Thelma Coach Cleaner.. "
Emerick, R. A. Timekeeper.. "
Flood, J. J. Caller.. "
Graney, J. A. Check Clerk.. Galewood, "
Harrison, D. C. Engineer.. Chicago, "
Koch, A. Yardmaster.. Galewood, "
Lemke, W. A. Clerk.. Chicago, "
Long, R. V. Machinist.. Bensenville, "
Lyons, J. P. Chief Clerk.. Chicago, "
Martinez, J. G. Lampman.. Galewood, "
Mealon, D. M. Carpenter.. Chicago, "
Monterde, A. Demurrage Clerk.. "
Nauheimer, Mathilde F. Demurrage Clerk.. "
Nebel, W. F. Switchman.. Galewood, "
Roach, W. J. Supv. Car Records.. Chicago, "
Sullivan, B. J. Electrician.. "
Swerin, B. T. Frt. Handler.. "

Aberdeen Division

Chadwick, A. Carpenter.. Hettinger, N. D.
Heidman, F. J. Fireman.. Minneapolis, Minn.
Kapfenstein, J. Sec. Laborer.. Java, S. D.
Kurtzbein, A. R. Brakeman.. Montevideo, Minn.
Thorne, M. E. Train Baggage Man.. Minneapolis, "
Wisch, W. J. Sec. Foreman.. Glencoe, "

Coast Division

Beane, R. Engineer.. Tacoma, Wash.
Dilley, O. C. Sec. Laborer.. Spokane, "
Duncan, D. D. Clerk.. Seattle, "
Dunsmore, J. A. Conductor.. Tacoma, "
Durkee, G. M. Asst. Chief Operator.. Plummer, Ida.
Goudy, W. Asst. Mgr. Material.. Tacoma, Wash.
Jennings, W. Counterman.. "
Jensen, A. M. Mach. Helper.. "
Kinney, Jan L. Clerk.. Everett, "
Kuyper, M. R. Carman.. Tacoma, "
Lowry, G. F. Brakeman.. St. Maries, Ida.
Maycumber, R. Electrician.. Tacoma, Wash.
Salvador, V. A. Ext. Gang Laborer.. "

Smith, Mary K. Secretary.. Spokane, "
Tusler, C. H. Civil Engineer.. Seattle, "

Dubuque & Illinois Division

Atkin, F. W. Rate Clerk.. Kansas City, Mo.
Bates, C. E. Carman.. Savanna, Ill.
Bertelson, A. Agent.. Mabel, Minn.
Campe, S. Chief Clerk.. Elgin, Ill.
Clary, E. Engineer.. Ottumwa, Ia.
Dimmitt, R. J. Asst. Superintendent.. Dubuque, "
Gablin, O. L. Telegrapher.. Ebner, Ill.
Garcia, M. Sec. Laborer.. Savanna, "
Grimes, L. J. Engineer.. "
Haberbush, A. A. Engineer.. "
Jager, C. H. Mach. Helper.. Davenport, Ia.
Johnson, H. G. Asst. Div. Engineer.. Ottumwa, "
Kelly, J. Brakeman.. Elgin, Ill.
Killeen, R. L. Brakeman.. Dubuque, Ia.
Loughran, T. M. Engineer.. Elgin, Ill.
Potter, D. S. Engineer.. Chicago, "
Williams, J. F. Sec. Laborer.. Liberty, Mo.

Iowa Division

Ackermann, L. F. Sec. Laborer.. Delmar, Ia.
Bargenquast, J. F. B&B Carpenter.. Marion, "
Bates, E. Roadmaster.. "
Brennan, H. R. Conductor.. Savanna, Ill.
Chavez, J. Sec. Laborer.. Cedar Rapids, Ia.
Fish, C. R. Engine Watchman.. Perry, "
Harvey, F. Agent.. Bayard, "
Hellmers, J. P. Sec. Laborer.. Spencer, "
Lacina, E. J. Sec. Laborer.. Tama, "
Lohman, H. G. Foreman.. Manilla, "
Martin, L. N. Engineer.. Marion, "
Mastin, A. L. Flagman.. Cedar Rapids, "
McDonald, J. A. Agent.. Lost Nation, "
McReynolds, J. E. Conductor.. Des Moines, "
Rasmussen, W. D. Conductor.. Savanna, Ill.
Rutherford, R. U. Clerk.. Manilla, Ia.
Steier, A. J. Sec. Foreman.. Madrid, "
Tomer, G. C. Engineer.. Perry, "
Underwood, F. L. Sec. Foreman.. Marion, "

Iowa, Minnesota & Dakota Division

Ellis, C. C. Sec. Foreman.. Mitchell, S. D.
Erichson, E. J. Yard Clerk.. Sioux Falls, "
Fratus, J. R. Carpenter.. Bellevue, Ia.
Gudmundson, S. D. Sec. Laborer.. Madison, S. D.
Kellogg, R. W. Engineer.. Sioux City, Ia.
King, W. H. Sec. Foreman.. Emmetsburg, "
Lagan, W. Asst. Agent.. Sioux City, "
Reichow, L. F. Sec. Foreman.. Conover, "
Van Den Hemel, A. A. Laborer.. Madison, S. D.

La Crosse Division

Benster, J. Engineer.. St. Paul, Minn.
Brown, D. D. Carman.. La Crosse, Wis.
Dahlir, T. A. Engineer.. St. Paul, Minn.
Daniels, R. E. Engineer.. "
Davis, H. M. Dispatcher.. La Crosse, Wis.
Dey, B. H. Div. Lineman.. "
Gamble, R. A. Asst. Sec. Foreman.. Mauston, "
Harms, A. C. Crossing Flagman.. Eau Claire, "
Johnson, T. A. Sec. Laborer.. Wisconsin Dells, "
Kroll, L. E. Agent-Operator.. Wisconsin Rapids, "
Larson, J. A. Engineer.. Minneapolis, Minn.
Reuter, J. R. Flagman.. Madison, Wis.
Singer, J. W. Agent.. Brokaw, "

Horatio Greenleaf Selby Turns the Century Mark

HORATIO GREENLEAF SELBY, a veteran of 57 years of service who retired in 1937, observed his 100th birthday in Seattle on Aug. 9. At the Arden Nursing Home, where he now lives, the occasion was celebrated with a party attended by members of his family, including some from distant points.

Mr. Selby was the first operator for Postal Telegraph, qualifying at the age of 14, and was hired by the Milwaukee in 1880 when our own telegraph system was being established. During his long career he had filled many positions in predecessor and subsidiary companies of the road, including those of manager of the Duluth, St. Cloud, Glencoe and Mankato Railway, superintendent of the Bellingham and Northern Railroad, manager of the Continental Telegraph Company, and special assistant to general manager in Seattle.

At the century mark, his immediate family consists of two sons, six grandchildren and 13 great-grandchildren.

Sohlo, S. O. Engineer.. St. Paul, Minn.
Springer, F. R. Asst. Time Revisor.. La Crosse, Wis.
Stewart, C. F. Brakeman.. St. Paul, Minn.
Wedel, O. W. Mach. Operator.. Madison, Wis.
Weise, J. G. Station Agent.. Wauwatosa, "
Whaley, J. E. Agent.. Port Edwards, "

Milwaukee Division

Bartman, L. Conductor.. Milwaukee, Wis.
Bohner, J. A. Engineer.. Fox Lake, Ill.
Burke, A. W. Engineer.. Milwaukee, Wis.
Hans, H. H. Warehouse Foreman.. Rockford, Ill.
Kempster, P. P. Welder Foreman.. Sturtevant, Wis.
Kilgren, J. P. Switchman.. Channing, Mich.
Knuth, H. F. Engineer.. Milwaukee, Wis.
Scott, Sr., W. V. Conductor.. Fox Lake, Ill.
Smith, P. H. Chief Clerk.. Beloit, Wis.
Swan, C. A. Agent.. Marinette, "
Tobin, C. P. Conductor.. Channing, Mich.
Wellhouse, G. Sec. Laborer.. Ripon, Wis.

Milwaukee Terminals & Shops

Abitz, E. A. Carman.. Milwaukee, Wis.
Artz, V. O. Signalman.. "
Benrud, H. E. Blacksmith Helper.. "
Blank, Betty M. Switchboard Oper.. "
Capion, E. E. Engineer.. "
Collins, R. T. Machinist.. "
Detienne, G. H. Crossing Watchman.. "
Fenner, R. W. Welder.. "
Fischer, G. P. Blacksmith Helper.. "
Foug, F. C. City Pass. Agt.. "
Friedrich, M. C. Clerk.. "
Gaulke, C. H. Yard Clerk.. "
Givens, E. Janitor.. "
Greene, G. A. Janitor.. "
Grisaff, J. Carman.. "
Gurrath, H. C. Electrician.. "
Hiller, F. E. Carman.. "
Jaekel, L. T. Baggage Checker.. "
Jofdens, H. W. Crossing Watchman.. "
Jung, A. G. Material Inspector.. "
Lambroff, T. Carman.. "
Lee, C. Supplyman.. "
Leib, C. Blacksmith Helper.. "
Markert, W. D. Switchman.. "
McCutchan, H. F. Engineer.. "
Montgomery, L. Yard Conductor.. "
Myers, F. J. Mach. Helper.. "
Odekirk, R. O. Trainmaster.. "
Olson, A. A. Welder.. "
O'Malley, F. J. Operator.. North Milwaukee, "
Praeger, R. W. Carman.. Milwaukee, "
Reich, C. A. Crossing Watchman.. "
Rhodes, R. H. Switchtender.. "
Schwab, A. C. Clerk.. "
Shaw, L. Switchman.. "
Sotiriou, A. Carman.. "
Tayek, S. W. Pipefitter.. "
Zych, F. G. Carman.. "

Rocky Mountain Division

Ailey, J. R. Sec. Laborer.. Ringling, Mont.
Hodgson, J. O. Carman.. Miles City, "
Hogan, E. H. Engineer.. "
King, T. W. Carman.. "
Lang, T. E. Yard Conductor.. Deer Lodge, "
Miller, E. W. Engineer.. Mobridge, S. D.
Owens, F. W. Conductor.. Albion, Mont.
Townsend, O. M. Mach. Helper.. Deer Lodge, "
Wade, R. J. Engineer.. Three Forks, "
Warn, L. M. Lift-Truck Operator.. Deer Lodge, "
Wilson, G. R. Telegrapher.. Miles City, "
Zeller, J. J. Brakeman.. Mobridge, S. D.

Terre Haute Division

Austin, A. H. Chief Clerk.. Terre Haute, Ind.
Fielder, J. R. Sec. Foreman.. Cheneyville, Ill.
Greig, N. Switchman.. Terre Haute, Ind.
Mullen, J. H. Engineer.. "

Twin City Terminals

Annew, H. J. Mail Sorter.. St. Paul, Minn.
Elam, O. Yardmaster.. "
Johnson, J. E. Laborer.. Minneapolis, "
Lang, M. A. Mach. Helper.. St. Paul, "
McGraw, R. Yard Clerk.. "
Morgan, W. A. Conductor.. "
Nelson, A. C. Machinist.. "
Sadovy, P. Coach Cleaner.. Minneapolis, "
Wilson, J. H. Pipefitter.. St. Paul, "

Terre Haute Division

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

Jesse L. Warrick, retired engineer, passed away at his home in Terre Haute July 12. He retired in October 1964 after 47 years service. Three sons survive, Robert of Terre Haute, Vernon of Mt. Lake Terrace, Wash., and Darrell of Shelbyville, Ind., also two sisters. Mr. Warrick was a member of Terre Haute Masonic Lodge No. 86, American Legion Post 104, and Vigo County Old Timers Social Club.

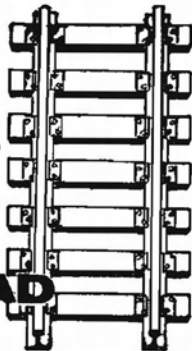
Fireman O. O. Page is the proud grandfather of a girl born to his son Larry and wife July 25. Larry is stationed at Charleston, S.C., in the U.S. Naval Marine Division.

George J. Scholl, car distributor on the division, retired Sept. 1 with 47 years service. His friends and co-workers honored him at a retirement party in Ambronsini's Restaurant, Terre Haute, Sept. 2.



OUR ENGINEERING DEPARTMENT GOLFERS and several guests who played in the annual tournament of the Maintenance of Way Club of Chicago held recently at the Woodridge Golf Club in Lisle, Ill. The railroad members of the group are, standing from left: H. C. Mintee, principal assistant engineer-structures; B. J. Ornburn, assistant chief engineer-structures; K. L. Clark, principal assistant engineer-track (wearing cap); J. W. Stuckey, superintendent of the Indiana Harbor Belt railroad; C. W. Capron, chief clerk to communications engineer (rear); V. E. Glosup, assistant vice president-operation, chief engineer; R. E. Stuckey, general superintendent signals and communications lines (rear); N. E. Smith, bridge engineer (rear); W. E. Fuhr, assistant chief engineer-signals and communications; R. G. Simmons, general roadmaster; J. S. Kopec, assistant engineer; C. V. Lund, assistant to chief engineer; B. J. Worley, engineer maintenance of way; and in the foreground (right) L. E. Harrison, supervisor of work equipment.

ABOUT PEOPLE OF THE RAILROAD



Rocky Mountain Division

HARLOWTON—GREAT FALLS
E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Former Traveling Engineer Charles Williams of Harlowton suffered a stroke June 30 and at this writing is recovering in Wheatland Memorial Hospital at Harlowton, where he would be happy to hear from his railroad friends.

Diana, daughter of Carman Lee Walker, was married recently to Dale Longfellow of Lewistown in St. Joseph's Church, Harlowton. The couple will live in Shelby, Mont.

Those who have not visited Harlowton recently will find many changes. The city has been updated with new curbs on Highway 12 and on Main Street and the streets joining Main. A new and wider blacktop road is under way near the east end of town, and the city streets mentioned above will also get new blacktop.

Additional IBM machines have been installed in the Harlowton yard office.

Barney Grinvoll of the freight department is making an extended tour in Denmark and Norway, visiting relatives and friends. He has been keeping the home folks abreast of his travels by weekly letters addressed to the editor of the Times and published therein.

Elsie, daughter of Foreman E. H. Mielke, was assistant life guard and instructor of water safety at the Harlowton pool this summer.

Alma, daughter of William Crews, stationary fireman at the roundhouse, and valedictorian of her high school graduating class this year, has been awarded a \$2,100 scholarship from the University of Chicago. She will take pre-medical training there.

Jeanette, daughter of Agent E. W. Stewart at Two Dot, was the 1965 salutatorian at Harlowton High School.

Warfield Munce, retired substation operator at Two Dot, Mont., was elected mayor of Harlowton in April. He is in good health and he and his wife are taking their new place in civic life in stride.

Wheat harvest was heavy on the North Montana line and extra cars and locomotives were used to expedite movement. It won't be long before stock movement starts, a reminder that winter cannot be far away.

A notice has been received from Great Falls of the death of James L. Randolph, retired lineman and signalman, on Aug. 6 at the age of 81. Mr. Randolph was a native of Butte who started with the Road in 1910 and retired in 1957, having served for the most part on the line between Alberton and Avery. In addition, he had worked for the U. S. Department of Commerce as a weather reporter at Roland, Ida., where the Randolphs lived for many years. Mr. Randolph was a 40-year member of the International Brotherhood of Railroad Signal-

men and a 32nd Degree Mason of the St. Maries Lodge. His wife, Ruth, who died in 1955, was at one time an operator at Bryson. He is survived by his stepdaughter, Lillian Traver of Great Falls, formerly an operator at Warden and Lind, Wash.

EAST END

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

Retired Conductor Charles S. Brown, 84, passed away in a Miles City hospital recently after a brief illness. He was born in Chicago and came to Miles City in 1907 where he was employed until his retirement. Survivors include his widow Elsie and two nephews. Funeral services were held in Graves Funeral Home and Masonic graveside services were conducted by Yellowstone Lodge No. 26, AF&AM, in Custer County Cemetery.

Anton Scharf, 78, retired powerhouse engineer, died recently in a Miles City hospital. Mr. Scharf was born in Diex, Austria, and came to this country as a young man, moving to Miles City in 1922 where he worked for the Road until his retirement in 1959. His wife, Catherine, survives him, also three sons and two daughters. Services were held in the Sacred Heart Church and interment was in Calvary Cemetery.

Arnold Running was among those honored at the annual volunteer recognition dinner and program at Miles City V. A. Hospital. His award was for 1,000 hours of volunteer service given to the hospital.



WORKING FOR RAILROAD MERIT BADGES, Boy Scouts of Troop 31, Glendale Heights, Ill., are shown arriving in Chicago recently from Roselle, Ill., aboard one of our suburban trains for a guided tour of the Union Station. Escorting them are City Freight Agent W. L. Beck (left), whose son belongs to the troop, and Donald Horsley, neighborhood commissioner for Du Page Area Council. Mr. Beck works with the troop as chairman of the adult committee and a merit badge counselor.

Connie P. Clellen, 70, retired section foreman, died at his home in Lavina, Mont., of a heart attack in June. Mr. Clellen was born in Champaign, Ill. He served in the Army in World War I, and later worked with the maintenance of way forces at a number of places until his appointment as section foreman at Lavina in 1945, where he served until his retirement in 1957. Survivors include his widow, Laura, two daughters, a son and several grandchildren. Funeral services were held in the Lavina Methodist Church with burial in Custer National Battlefield Cemetery.

Mr. and Mrs. Sten Stordahl were honored on their 50th wedding anniversary July 4 at a reception arranged by their son and daughter at the First Lutheran Church. More than 100 friends and relatives attended. Mr. Stordahl was a mechanic at the Miles City shop for 45 years before his retirement in 1954.

Word has been received of the death of Stephen A. Whitford Sr., 90, in California in July. He will be remembered by old timers as a dispatcher on the Musselshell Division.

Mr. and Mrs. Melvin Timberman celebrated their 25th wedding anniversary recently by renewal of their vows in a double ring ceremony at the Methodist Episcopal Church in Miles City. They were entertained at a steak dinner in the Red Rock Bunkhouse Room by their children. Later, they took a trip to Wyoming and to St. Paul.

J. R. Bagley, formerly a brakeman at Miles City, now serving with the Marines in Viet Nam, was recently promoted to Lance Corporal.

Jeffrey E. Roberts, son of Mr. and Mrs. Dwight Roberts, has passed the examination for certified public accountant, it was announced by the American Institute of CPAs.

Linda Friedt, daughter of Mr. and Mrs. S. V. Friedt, was a contestant in the recent State Cow Belles Cook-off in Billings, Mont.

Gary Norton, his wife Shari and son, who had been visiting his parents, Mr. and Mrs. William Norton in Miles City, left Aug. 26 for Coronado Naval Base at Coronado, Calif. Corporal Norton, USMC, is a gunnery instructor at the base. He has just re-enlisted and plans to make the service his career.

Nels Hamre, 81, retired section foreman, died Aug. 20 in a Billings, Mont., nursing home where he had been a patient for some time. He was born in Roydal, Norway, and came to the U.S. in 1901, settling in Montana the same year. He worked for the Road at a number of locations before becoming section foreman at Miles City Yard in 1929 from which position he retired in 1951. His widow Bertha, two sons, two daughters, seven grandchildren and three great grandchildren survive. Funeral services were held in Billings.

George Williams recently moved from Miles City to Bozeman, Mont., in order to be near his two daughters who

live there. Most of his 57 years residence in Miles City were spent working as a locomotive engineer for the Milwaukee. He spent a month in France visiting his son and family earlier this year and then visited relatives in England and Wales before returning home.

Funeral services were held Aug. 16 in the First Baptist Church for Mrs. Alfred Bensley, who died in a Miles City hospital following a long illness. Interment was in Custer County Cemetery.

Word has reached us that Mr. and Mrs. George Bennett, who now live in Glendale, Calif., observed their 65th wedding anniversary there at a party in the home of their son and daughter-in-law, Dr. and Mrs. R. A. Bennett. They were married in 1900 in Austin, Minn. Mr. Bennett had more than 50 years of service with the road, including 25 years as passenger engineer between Miles City and Harlowton. He is a life member of the Masons and she is past matron of the Eastern Star.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Retired Conductor Ed Bailey of Milwaukee passed away of a heart attack Aug. 26, and was buried in Holy Cross Cemetery.

Promotion examinations were held recently and resulted in Bob Brunt and Joe Dahlstrom becoming conductors and Charles Wieland passing satisfactorily for promotion to engineer.

From Hazel Whitty at Horicon, Wis., we hear that Mary Kathryn Weiland, daughter of Roadmaster W. F. Weiland, was married there on Aug. 21 to Sigmund G. Eigner of Milwaukee. Attendants at the service in St. Malachy's Church included the Weilands' sons, Charles, Paul and Dale, and Dale's wife. Brunch was served afterward at the Weiland home, and a reception for approximately 300 guests was held at the American Legion Building in Beaver Dam. The young couple are both in their senior year at Wisconsin State University-Oshkosh.

Conductor John Haddock of McHenry, Ill., retired on Aug. 31, rounding out 48 years of service. He advises there is some fishing to be done, and work about the home to be caught up which will keep him busy for some time. He also plans to spend more time on his favorite hobby, oil painting. Born in Milwaukee, John began his service there as a machinist in 1917 and became a conductor in 1929. He worked for some years on the cross-country trains, including the Hiawathas, before switching to suburban service in 1954. His last trip on the 5:43 Chicago-to-Fox Lake run occasioned many good wishes from the passengers and was covered by the Chicago press. The Haddocks will continue to live in McHenry while spend-



PIN-UP GIRL featured on posters and other promotional material for the 1965 United Fund Drive in Milwaukee County is Rebecca Beaudry, 2-year-old granddaughter of Joseph A. Kolanda, electrical foreman at our Milwaukee Shops. This is the pose which was selected as symbolizing the appeal for contributions to the health, community and welfare services supported by the drive. (Walter Sheffer photo)



TOP PLAYER of the Milwaukee Road Twilight Golf League in Chicago for the season ending Aug. 12 was Dick Superson, joint facility examiner, shown (left) receiving the winner's trophy from league president Charles Morris, internal auditor, as Charles Belter, bureau head of the Fullerton Avenue record room and secretary of the league (right), stands by. He was also high point man in 1963, while Morris won the trophy for 1964.

A LONG AND INTERESTING CAREER

came to an end Sept. 1 when Conductor Bill Pounders (with cigar) retired from the "bean job" at Galewood Yard. Shown with him are, from top, Engineer William Fritz, Paul Steinhofel, who became conductor when Bill retired, and Switchman Harry Wise. Bill started in 1912 as a brakeman on the T&P in Texas and worked for several other lines before coming to the Milwaukee in 1918 on what was then the SC&D Division. He transferred to the Chicago Terminal in 1925. He and his wife Katherine will continue to live in Chicago, where they have two married daughters.

CUSTODIANS OF "OLD 1004". The Baldwin steam locomotive our road donated to the Mower County (Minn.) Pioneer and Historical Society several years ago, which is now displayed at the county fairgrounds in Austin, is kept in top shape by retired railroad men living in the area. Those pictured are (from left) Edward Jahren, retired conductor, W. J. Sucha, retired engineer, M. E. Crosby, retired switchman, and Gus Mohs, retired engineer.



A 45-YEAR VETERAN, T. S. Gajewski, manager of electric accounting machine operations (right), receives his Silver Pass with the congratulations of G. A. Kellow, director of data processing. The occasion was observed with an office party at which Ted received numerous gifts. All of his service has been on positions in the Fullerton Avenue accounting center in Chicago, including that of supervisor of machine accounting before being appointed manager of operations in 1961.



FIRST STICKER designed to "boost Milwaukee and its greatness" went to Curtis Fennell, conductor on the Milwaukee Division. The stickers are issued at the public service counter of The Milwaukee Journal, and are also available through Milwaukee industrial plants to be applied to crates containing Milwaukee-manufactured products shipped from the city. (Milwaukee Journal photo)



TOPS IN TENNIS. Roger Wilhelm, secretary to assistant general manager at Seattle, displays the trophy presented to him recently as the Bellevue City singles tennis champion. He and his partner also won the mixed doubles tournament of the Phantom Lake Tennis Club, of which he is the reigning men's singles and doubles champion.

Kiwanis' "Little Miss Peanut of 1965"

Keen-eyed judges of contests sponsored by the Chicagoland Kiwanians to select "Kiwanis Little Miss Peanut" for 1965 were won over by the sunny smile and personality of Nancy Ann Schultz, the daughter of Conductor Walter Schultz of the Milwaukee Division.

As queen of the Kiwanis 15th annual fund raising drive, the diminutive seven year old charmer was featured in a month-long round of public appearances that culminated in the Kiwanis Kids Day peanut sale Sept. 24. More than 10,000 volunteer peanut vendors representing 106 area Kiwanis clubs participated in this sale, which had a goal of \$300,000. The money collected is used for youth programs, with emphasis on those for the handicapped and underprivileged.

Nancy Ann has blonde hair and blue eyes, weighs 50 pounds and is 42 inches high. She is in the second grade at Edgebrook Grammar School in McHenry, Ill., and her hobbies are bike riding and singing. Along with her peanut crown she received a dozen prizes valued at more than \$1,000.



ing a few months each winter in Florida. Their immediate plan was to take a leisurely automobile trip through the West.

Paul Smith, chief clerk to Agent A. E. Swanson at Beloit, retired on Aug. 13 after 53 years of service. He started railroading on the C&NW at Kenosha in 1906, came to work for us in Beloit in 1912, served in World War I, and upon returning from military service went to Racine. He had worked at Beloit since 1922.

SECOND DISTRICT

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

We are sorry to report the following deaths:

John Qiejeski, 80, retired section laborer, passed away June 14. He ended 36 years service with his retirement Jan. 22, 1953.

Mrs. Tony Kenney died recently. She is survived by her husband, former agent at Plymouth, Wis., and Iron Mountain, Mich., and two daughters.

Mrs. Fred H. (Mamie) Krug, widow of former yard clerk at Green Bay, passed away recently. She is survived by one daughter.

We have just heard that Retired Conductor William W. Wentela of Channing, Mich., died suddenly of a heart attack Apr. 10. He is survived by a son, William W. Wentela Jr., agent at Pembine, Wis., and a daughter Betty, wife of Train Dispatcher Robert J. Tobin of Milwaukee, and eight grandchildren.

Mr. and Mrs. Steve Heup of Menasha observed their 50th wedding anniversary on Aug. 18 with a family dinner at the Hotel Menasha and an open house the day following in the

Sabre Room at Sabre Lanes. The popular couple were married in Menasha on Aug. 18, 1915, at St. Patrick Catholic Church. Mr. Heup retired as yard clerk at that point in 1963, after 51 years of service.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT—CAR DEPARTMENT

Richard D. Andrews, Correspondent

Freight Shop Foreman Carl Szafranek has returned to work after an absence of several months due to a leg injury.

The air brake shop held their picnic on Aug. 14. As usual, a good time was had by all including the wives and children who joined in the fun. This is now an annual event and I understand it does wonders for the esprit de corps. Foreman Bob Winter inaugurated the event when he took over the shop.

Carl Praeger, carman in the forge shop, retired after 47 years of service divided between the car and the forge shops.

Blacksmith Charles Leib ended 36 years service with his recent retirement.

New members of the Wise Owl Club are Frank Zych, carman in the freight shop, and Harvey Reusch, carman in the freight car shop. Both were saved from possible serious eye injury by wearing safety glasses.

Freight Shop Foreman Matt Plamenig has returned from a second honeymoon trip to Nassau and the Bahamas. He reports the weather was ideal and he and his wife had a most enjoyable vacation. The kids were left at home.

Carman Welder Frank Biesik

treated his father-in-law to a vacation trip to Las Vegas. Both men had a wonderful time.

Mr. and Mrs. Roy E. Malvitz announced the birth of a son, Ryan Edward, Aug. 22. Roy is a carman cutter in the freight car shop.

Kathy Ahls, daughter of Carman Don Ahls, recently left to return to school at La Crosse Teachers' College.

Things must be pretty quiet in the passenger car shop as the only news this reporter could get from Don Bartz was that his baby bunny rabbit died. Don is a welder in the carpenter shop.

Sympathy was extended to Tractor Driver Frank Malia upon the recent death of his father.

Dwight Reynolds, freight shop timekeeper, left the car department to accept the position of clerk in the diesel house.

Lloyd and Helen Brown recently became grandparents of a boy born Aug. 22. This was their seventh grandchild, two boys and five girls, and Lloyd met the occasion like an old "pro", passing out cigars on schedule. He is a welder in the tin shop.

La Crosse Division

EAST END

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



E. J. Hamele

At the 64th annual state convention of the Knights of Columbus held recently at Rhinelander, Engineer Eugene J. Hamele was honored with a Dr. C. W. Henney Medallion Award, one of six presented annually for distinguished service to Columbianism, community and church. The awards, which were established through Doctor Henney of Portage, Past Supreme Director and former State Deputy, are conferred on one member from each of the five dioceses in Wisconsin and one at large member. Mr. Hamele has served as Grand Knight of Portage Council No. 1637 of the Madison Council, in the Fourth Degree as Faithful Navigator and Faithful Admiral, and as District Deputy. On the La Crosse Division, he is chairman of the grievance committee of the BFL&E.

Jeffrey John was born July 15 to Brakeman and Mrs. John E. Lauth.

Retired Brakeman Albert (Blondie) Boeder, 84, passed away July 22 at Oconomowoc. Before retirement Mr. Boeder had a seniority date of Apr. 6, 1914.

Mrs. Mae Clendaniel, 69, passed away at Wisconsin Dells after a brief illness. She was the mother of Conductor Howard C. Clendaniel and is also survived by four grandchildren.

The Milwaukee Road Magazine

After an extended illness, Retired Conductor Jesse H. Pike, 70, died in Divine Savior Hospital, Portage. Mr. Pike held a seniority date of June 1, 1914 on the roster and was a Veteran of World War I.

Mr. and Mrs. Kenneth Sowle of Tomah created a stir in gardening circles this summer by growing the largest tomato plants in town—perhaps in the state. The vines, as big around as a man's thumb, towered more than 5½ feet, and the fruit was equally huge. Consulted about the secret of their success, they put it to good soil and regular use of commercial fertilizer. Mr. Sowle is a retired employe of the Tomah stores department.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse



Mrs. P. F. Muetze

Mrs. Paul F. Muetze of La Crosse was elected national eighth district committeewoman of the Disabled American Veterans Auxiliary at the recent meeting of that organization in New Orleans. Mrs.

Muetze is the widow of a La Crosse carman who worked for the Road almost 40 years before he retired in 1960.

Retired Conductor Henry (Chet) Valiquette, 78, passed away at his home Aug. 11. He is survived by his widow, Katherine, a daughter, Dorothy, and two sons, Robert and James. Robert is a switchman and James a conductor for the Milwaukee at La Crosse. Mr. Valiquette retired 10 years ago after long service. Burial was in the Catholic Cemetery at La Crosse.

Trainmaster N. D. Owen was transferred to Savanna, Ill., Aug. 1 as assistant superintendent and J. R. Werner was appointed assistant superintendent at La Crosse.

Susan Emily, daughter of Police Lt. and Mrs. Ray Wilhelm, was married Aug. 7 in the First Lutheran Church at Onalaska to Charles Tabbert. The newlyweds will live in Onalaska.

La Crosse Train Dispatcher Don Ott and wife announced the arrival of Joan Bernadette Aug. 14. Four brothers and three sisters were on the welcome committee at home in La Crescent, Minn.

Arnold Steen, 71, retired chief clerk from the freight house at La Crosse, scored his first hole-in-one in about 30 years of golf at the Pine Creek Course in La Crescent in August. Witnesses as he scored his ace on the 170 yard No. 7 were his grandson, David Steen, and Harold Amundson of La Crosse.

William A. Devine, 88, died Aug. 26 in La Crosse after a long illness. He is survived by six sons, Stuart of Onalaska, Wis., William S. of Florham Park, N.J., Bernard J. of Spokane, Wash.,

Carloadings

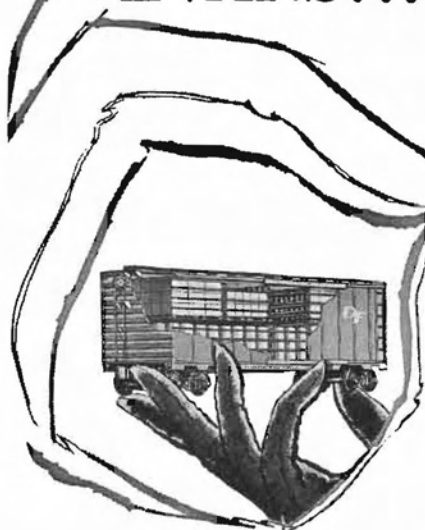


JANUARY-SEPTEMBER 1965 compared with same period in 1964

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		NINE MONTHS		INCREASE	
		1965	* 1964	1965	% of
				over 1964	increase
	INCREASED				
	in 1965 over 1964				
11.0%	Grain	66,390	56,212	+ 10,178	+ 18.1%
3.8	All Other Wood Products (Incl. Plywood)	20,974	18,417	+ 2,557	+ 13.9
3.3	Primary Iron or Steel Products	27,424	24,771	+ 2,653	+ 10.7
3.0	Motor Vehicles	11,466	9,123	+ 2,343	+ 25.7
2.9	Nonmetallic Minerals; Except Fuels	43,781	40,925	+ 2,856	+ 7.0
2.6	All Other Primary Metal Products	16,487	12,171	+ 4,316	+ 35.5
2.5	Pulp and Pulp Mill Products. All Other Chemicals or Allied Products	11,856	8,147	+ 3,709	+ 45.5
2.0	Freight Forwarder and Shipper Assn. Traffic	18,890	15,597	+ 3,293	+ 21.1
2.0	Malt Liquors	24,128	15,262	+ 8,866	+ 58.1
1.9	Primary Forest Products	17,891	16,042	+ 1,849	+ 11.5
1.9	Canned Fruits, Vegetables and Seafoods	40,819	36,261	+ 4,558	+ 12.6
1.8	Farm Machinery and Equipment	17,383	11,589	+ 5,794	+ 50.0
1.3	Fresh Fruits and Vegetables..	11,983	10,441	+ 1,542	+ 14.8
.8	Coke Oven or Blast Furnace Products	10,095	9,988	+ 107	+ 1.1
.6	Metallic Ores	6,902	6,147	+ 755	+ 12.3
.4	All Other Carload Traffic ...	5,430	2,959	+ 2,471	+ 83.5
4.2		38,254	35,440	+ 2,814	+ 7.9
46.0%		390,153	329,492	+60,661	+ 18.4%
	DECREASED				
	in 1965 under 1964				
11.0%	Lumber or Dimension Stock..	42,565	44,662	- 2,097	- 4.7%
5.4	All Other Paper or Allied Products	43,488	44,536	- 1,048	- 2.4
4.3	Stone, Clay or Glass Products	33,586	34,853	- 1,267	- 3.6
4.0	Meat (Fresh, Chilled or Frozen)	23,827	28,899	- 5,072	- 17.6
3.8	Coal	52,893	55,166	- 2,273	- 4.1
3.2	All Other Food (Incl. Sugar)	23,905	30,472	- 6,567	- 21.6
3.1	Grain Mill Products	41,694	43,327	- 1,633	- 3.8
2.7	All Other Transportation Equipment	25,967	26,056	- 89	- .3
2.4	Industrial Chemicals	11,055	15,319	- 4,264	- 27.8
2.4	Petroleum, Natural Gas or Gasoline	21,671	26,100	- 4,429	- 17.0
1.8	Waste or Scrap Materials ...	16,113	17,898	- 1,785	- 10.0
1.7	Fabricated Metal Products ..	11,842	13,278	- 1,436	- 10.8
1.4	All Other Machinery (Except Electrical)	7,035	8,282	- 1,247	- 15.1
1.3	Dairy Products	9,780	10,855	- 1,075	- 9.9
1.2	Electrical Machinery and Equipment	7,673	8,566	- 893	- 10.4
1.0	Potatoes (Other than Sweet)..	5,949	6,863	- 914	- 13.3
.9	Soybeans	7,372	7,708	- 336	- 4.4
.7	Beverages (Except Malt Liquors)	6,997	7,959	- 962	- 12.1
.7	Small Packaged Freight Shipments	13,487	20,607	- 7,120	- 34.6
.6	Livestock	3,796	6,595	- 2,799	- 42.4
.4	All Other Farm Products (Incl. Sugar Beets)	3,985	5,581	- 1,596	- 28.6
54.0%		414,680	463,582	-48,902	- 10.5%
100.0%		804,833	793,074	+11,759	+ 1.5%

*Total is actual. By commodities, estimated.

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Walter and Gregory of La Crosse, and John E. of Baytown, Tex., and three daughters, Mrs. Gertrude Bottcher and Mrs. Howard Fredricks of La Crosse, and Mrs. Henry Moran of Corpus Christi, Tex. Mr. Devine was a switchman for the Road for 49 years. Burial was in the Catholic Cemetery at La Crosse.



RETIRING AT LA CROSSE, Assistant Time Reviser Frank Springer finishes his last day on the job July 31. He had 34 years of service, during which he had filled the positions of yard clerk at Portage and La Crosse before becoming assistant time reviser in 1950.

WISCONSIN VALLEY

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

Mrs. Kenneth (Violet) Conklin, 52, who had been in ill health for several years, died at home July 4. Funeral services were held in St. Anne's Catholic Church and interment was in St. Joseph's Cemetery, Wausau. Mrs. Conklin was a member of our Lady of Fatima Council, the Knights of Columbus Women's Club and the Milwaukee Road Womens Club. Immediate survivors

are her husband, a Milwaukee Road engineer, and two daughters, Mildred at home and Mary in Panama City, Panama.

Retired Section Laborer Martin Johnson, 85, died July 28. Interment was at Merrill. His widow survives.

A recent gathering of the family and close friends of Mr. and Mrs. Albert Kasten marked the 54th anniversary of their wedding. Dinner and dancing were enjoyed at the Village Inn. Mr. Kasten, a pioneer in railroad development, worked for various railroads before settling in Wausau where he was employed as a carman for 34 years prior to retiring.

Miss Arlove Seppa and Robert W. Tetzlaff were married in Immaculate Conception Catholic Church at Wakefield July 17. Dinner for the bridal party and families was served at the VFW Clubhouse at Wakefield, and a reception, dinner and dance were held in the evening, also at the VFW Clubhouse. Robert, son of Clerk William Tetzlaff, is an accountant at Karcz Motor Company in Pulaski, Wis. Both bride and groom are graduates of the Badger-Green Bay Business College.

MADISON AREA

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

Mrs. Carl Knope, widow of engineer, was honored recently at a luncheon in recognition of her 50 years membership in the Brotherhood of Locomotive Engineers Auxiliary. The Auxiliary was organized in 1898 with 22 charter members. Through the years, Mrs. Knope has held the offices of president, vice president, secretary and treasurer, and guide.

Kathleen Cummings, daughter of Mrs. James B. Cummings, widow of a former employee in the Madison warehouse, is returning to Madison to assume the position of National Representative for the American Red

SERVICE PASSES AWARDED

Gold 50-Year Passes

Bridges, Thomas, boilermaker -----Elgin, Ill.
Dumke, George,
 boilermaker helper -----Milwaukee, Wis.
Greig, Neil, switchman -----Steger, Ill.
Kellogg, R. W., engineer -----Jefferson, S.D.
Moe, John W., machinist -----Minneapolis, Minn.
Peterson, J. W., engineer -----Lakeville, Minn.
Pritchard, Roy C., engineer -----Milwaukee, Wis.

Silver 45-Year Passes

Beltman, George C.,
 yard conductor -----Chicago, Ill.
Biewen, W. J., conductor -----Austin, Minn.
Blanchard, L. C., roadmaster --Minneapolis, Minn.
Caulfield, Frank M., clerk -----Chicago, Ill.
Coombs, Fred M., engineer -----Butte, Mont.
Costley, James R., engineer -----Escanaba, Mich.
Cunningham, W. D.,
 warehouse foreman -----Mitchell, S.D.
Goerner, Elmer, pipefitter -----Westchester, Ill.
Griller, J. E., general agent
 passenger department -----Minneapolis, Minn.
Henke, Max, car inspector -----Elgin, Ill.
Homelstad, L., machinist helper -----Chicago, Ill.
Irving, William, machinist -----Milwaukee, Wis.
Janschütz, V. J., boiler foreman -----Milwaukee, Wis.

Kelley, N. D., warehouse foreman --Sioux Falls, S.D.
Koch, Arthur, yardmaster -----Bensenville, Ill.
Krupinski, Edward, engineer -----Chicago, Ill.
Kuedde, Helen, typist -----Chicago, Ill.
Lahr, Vernon C., machinist -----McHenry, Ill.
Lambert, K. S., agent -----Marion, S.D.
Liebnow, Elmer H., clerk -----Milwaukee, Wis.
Long, E. E., roadmaster -----Austin, Minn.
Manning, C. P., cashier -----Mankato, Minn.
Marquardt, F. R., switchman -----Chicago, Ill.
Martinson, N. M., roadmaster -----Austin, Minn.
Merryman, Everett, R., carman --Sioux City, Ia.
Miner, R. R., agent -----Rock Valley, Ia.
Mullen, J. D., agent -----Wagner, S.D.
Nauheimer, Mathilde, demurrage clerk --Chicago, Ill.
Nebel, William F., switchman --Elmwood Park, Ill.
Nelson, Arthur H., machinist --Minneapolis, Minn.
Parsons, Irvin J.,
 assistant general foreman -----Chicago, Ill.
Provot, R. V., section laborer -----Doylestown, Wis.
Reed, J. D., engineer -----Ottumwa, Ia.
Schulze, R. W., agent -----Albert Lea, Minn.
Switzer, G. A.,
 locomotive engineer -----Lewistown, Mont.
Thibodeau, Medor A., carman -----Sioux City, Ia.
Torrence, Paul E., engineer -----Savanna, Ill.
Valko, George E., engineer -----Chicago, Ill.
Vick, Rudolph, engineer -----Wood Dale, Ill.
Zwicker, Otto, machinist -----Chicago, Ill.

The Milwaukee Road Magazine



RETIRING AFTER 50 YEARS OF SERVICE, Section Foreman Guy E. Tonsoger of Elko, Minn., displays the Gold Pass issued to him and his wife. Both enjoy traveling by train. "It's the only way to go," says Mr. Tonsoger, who started with the Road at Elko on Mar. 1, 1915 and was promoted to foreman three years later. During his half century of service he had never been injured or involved in an accident. The Tonsogers have two sons, Virgil of Elko and Gene of Seattle, and four grandchildren. (Dakota County Tribune photo)



REPRESENTING 213 YEARS OF SERVICE. These retired employees, pictured while visiting recently with Agent F. H. Bruha at Lanesboro, Minn., have service records that add up to 213 years. They are (from left) H. S. Hoff, formerly agent at Lanesboro, and E. O. Kehrberg, former roundhouse foreman at Austin, Minn., who retired with 50 years of service; E. L. Rowlee, former agent at Spring Valley, Minn., a 52-year veteran; and William Ott, former agent at Preston, Minn., who was with the road 61 years, 47 of them at Preston.

Cross serving the 23 Red Cross Chapters in Southwestern Wisconsin. Kathleen is a graduate of the University of Wisconsin. She has served in blood programs and disaster preparedness in Wichita, Kans., as well as in Kentucky. In the spring of 1964 she was sent to Louisiana to help hurricane victims, and last January served 60 families in Wichita who were affected by a plane crash in a residential area there which killed 35 persons.

Friends of Hugh R. Jones, former car department foreman at Madison, were saddened recently to learn of his death at Janesville after a long illness. Mr. Jones was a supervisor for the Road for 36 years and was a member of the Mechanical Foreman's Gymna Genu, a Welsh singing group. He is survived by his wife and a daughter, Mrs. Orville L. Roberts of Janesville.

Cashier E. W. Lueck of the regional office in Madison will appreciate receiving cards while he is a patient at Pinehurst Sanitarium, Janesville, Wis.

Milwaukee Terminals

DAVIES YARD

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

Sympathy was extended to Car Inspector Mike Vogelsang and family when Mrs. Vogelsang died a short time ago—also to Car Inspector Richard Webb, whose father passed away at Harrisburg, Ill.

Mrs. J. H. Dietz of La Crosse, Wis., widow of former car foreman, died Aug. 11. Many friends from the railroad attended her funeral.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

AGENCY: Roger Brandenburg, yard clerk at Reed Street, was married Aug. 14 in Ascension Lutheran Church to Judy A. Lyman, an employee of the Wisconsin Electric Company. A reception was held at Pleasant Valley Hall. The young couple will live in Milwaukee, and have planned a delayed honeymoon in the fall since original plans for a trip to Hawaii had to be postponed . . . Jerome Steinfeldt has been confined to Sinai Hospital for ear surgery . . . Mary McCormick has returned to work after a leave due to illness . . . John Brower is pinch hitting as chief yard clerk while regular clerk Earl Arndt and his wife take a leisurely month's vacation along the East Coast . . . Assistant Chief Clerk Joe Hoerl has doubled his vacation pleasures by taking a second trip to the Black Hills. The Hoerls' biggest thrill was their attendance at a performance of the Passion Play at Spearfish, S.D.

REGIONAL OFFICE: Margaret Hagberg, lead machine operator, has been assigned to the position of assistant cashier . . . Ron Davely, temporarily on revising, will assume her duties . . . Conrad Wencka, comptometer operator, was assigned the relief position vacated by Ron . . . Gordonna Stojanovic has been handling the duties of comptometer operator and revising . . . Comptometer Operator Betty Jo McLeod has left the service to spend more time at private enterprise. Being naturally endowed with many artistic talents, she will occupy her time with decorating the interiors of several apart-

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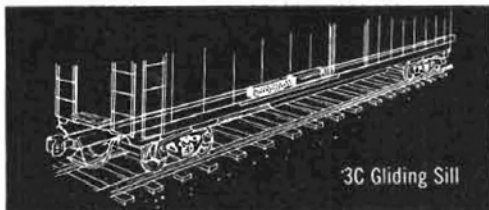
ments and furnishing them. The buildings represent investments made by Betty and her husband Bob, a recent graduate of the Milwaukee School of Engineering. She expects this will be a full time job for quite a while . . . Robert Deneseus, carload bill clerk, has left the Road and is moving to Mrs. Deneseus' home town, Washington, D.C., with his family. Bob would like to continue in a railroad career and is hoping to obtain employment with the B&O. Both

Betty and Bob were given a happy send-off by their office associates, and a gift . . . Sympathy was extended to the family of Bruno Kowalski, inbound revising clerk, on the death of his sister, Cornelia Topolosek, July 28 at Terre Haute, Ind. Her home was in Clinton, Ind. . . Mrs. J. Felix (Emma) Coerper, wife of retired cashier, died Aug. 21. Besides her husband she is survived by a son David of Fullerton, Calif., a stepson Frederick Coerper of Omaha, Neb.,

three grandchildren and a sister, Alma Burger of Wausau. Services were from the Ritter Funeral Home . . . Barbara McPhee, comptometer operator, is confined to Misericordia Hospital at this writing for blood transfusions and observation . . . Expense Clerk Susan Kissell has transferred to the agency at Oregon Street where she is assigned to C&O duties temporarily . . . Chief Outbound Revising Clerk Mahlon Gilbert enjoyed a western Canadian vacation, motoring to Winnipeg with his wife, son and daughter . . . It's back to school for a number of Regional young people, some of whom have been working full time and others part time. Mary Boyland will continue her studies at MIT while performing duties on relief position, revising, billing and expensing. Norman Lindstrom, vacation relief clerk who has been assigned to carload billing, will return to the University of Wisconsin to continue his studies, majoring in education. Maurice Ninham, relief bill and expense clerk, will continue studies on a part time basis while working toward a degree in Social Work. He expects to be graduated in June 1966 . . . The newcomer on the mail desk is Cliff Johannsen, a graduate of Whittall High School.

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AUSTIN-EAST END

R. D. True, Correspondent
Office of Superintendent

Conductor and Mrs. D. L. Brown were in attendance at the graduation of their son, Lt. Donald E. Brown, from the Air Force Academy at Colorado Springs, Colo., recently. Donald was on the Dean's Merit



Lt. D. E. Brown

List every semester. After graduation he took a six-weeks' leave, spent a few days with his parents and then left for a tour of Europe. Returning, he hitched a ride in jets and paid a surprise visit to his parents. Lieutenant Brown reported to Lubbock, Tex., for pilot training in September.

W. F. (Bill) McCann was recently added to our supervisory force as an assistant trainmaster. He has found a house and his wife and family have joined him.

Jim and Barbara Wagner recently returned from their honeymoon trip to Chicago and are now at home in Austin. Jim is the clerk in the roadmaster's office at Austin. He is also the son of a Milwaukee Road trainman at Sioux City.

Lloyd Severson, yard clerk at Austin, has acquired a new nickname—Grandpa-Grandpa. This came about when Kevin Richard and Keith Roger were born to Mr. and Mrs. Rich-



VETERAN AGENT RETIRES. J. F. "Blackie" McDonald, agent at Wabasha, Minn., pictured as he retired on Aug. 31 after a railroad career that dated from 1917. He started as a B&B painter, worked briefly as a section man and carpenter, and after studying telegraphy became an operator in 1920. He had served for the most part on the La Crosse Division, at Wabasha since 1944.

ard Hove, Lloyd's daughter, in Stewarville, Minn., Aug. 1.

John Newlin, time reviser at Austin, became a grandfather Aug. 17 when a baby girl was born to Mr. and Mrs. Allan Krejci, John's daughter. The Krejcis named her Laura LeAnne.

SIoux CITY AREA

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

Victor John, son of Storekeeper Donald L. Casey of Sioux City, Ia., was married Aug. 28 to Linda Jeanne Richer of Sioux City at Sacred Heart Catholic Church. The couple will live in Sioux City where Victor is employed by Albertson & Co., Inc.

TF&PA Ed L. Johnson and wife recently received word that their son, E. L. Johnson, who is with the Northern Pacific Railway, was appointed assistant to general freight agent-rates at Seattle, effective July 16.

A farewell party was held at Archie's Steak House, South Sioux City, Neb., Aug. 21 for Mr. and Mrs. J. E. Hornby, at which Jack was presented with some fishing equipment. Mr. Hornby was recently promoted from the position of ticket agent at Sioux City to that of claim adjuster in Chicago.

Sympathy was extended to the family of William Lagan, retired assistant agent, Sioux City, who recently died after a long illness. Funeral services were held in the Immaculate Conception Catholic Church and interment was in the Garden of Memories Cemetery at Yankton, S.D. Mr. Lagan was born Dec. 16, 1900 at Yankton and had worked for the Milwaukee from 1919 to his retirement in June of this year. His widow; a son, Lauren W. of Sioux City; a daughter, Mrs. Donald Slowey of Tampa, Fla.; two sisters and six grandchildren survive.

G. E. (Jerry) Riley, agent at Charter Oak, Ia., has taken the ticket agent position in Sioux City vacated by J. E. Hornby.

Retired Engineer Charles S. Sharrar, 81, died recently. He came to Sioux City 60 years ago and retired from the Road seven years ago. Survivors include a brother and two sisters.

Conductor Avery Lowery, 86, who retired in 1944, died Aug. 14 in a Sioux City nursing home.

Mr. and Mrs. L. W. Halvorstadt, MMTc terminal manager, Sioux City, proudly announced the arrival of adopted daughter Jana Marie Sept. 8. The baby was born Aug. 1. The Halvorstadts have another child, John, who is six years old.

Conductor W. T. Clark recently retired after 47 years service. The Clarks have purchased a house in Morning-side, Sioux City, and Mr. Clarks says he'll keep busy remodeling it.

Chicago General Offices

OPERATING DEPARTMENT

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

C. A. Nummendor, retired general superintendent of transportation, is reported to have returned to his home at Woodland, Wis., after undergoing surgery in St. Agnes Hospital, Fond du Lac, but was expected to return in September for further surgery.

Congratulations to Mr. and Mrs. Greg Williams on the arrival of their first child, a daughter, Jodie, Aug. 2. Greg is our traveling car agent, transportation department.

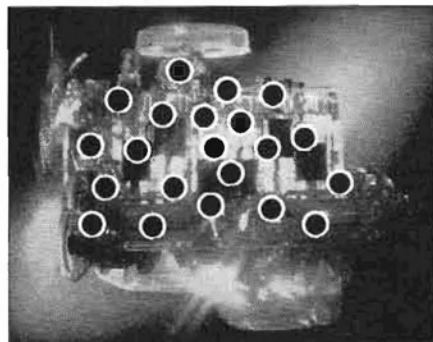
Twins, Sean Karl and Victoria Anne, were born May 8 to Mr. and Mrs. John D. Nall. John is no-bill clerk in Car-scope. Sean and Victoria are the Nalls' first children.

Mary Lou Burke, secretary in the office of general superintendent of transportation, spent her vacation in Ireland.

Robert Sohn, the son of V. P. Sohn, retired general superintendent of transportation, created Associated Press headlines at Athens, Greece, on Sept. 13 when he outlined his plan for a manned space flight to Mars and

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Venus in the 1980's. Robert, an aeronautical engineer at the Thompson Ramo Woolridge Space Technology Laboratories in Redondo Beach, Calif., described the project in a paper that was a highlight of the opening of the 16th congress of the International Astronautical Federation. He proposed that the flight use launching equipment and space ships already in development to construct a 400,000 pound ship, assembling it in outer space at an earth-orbiting platform after the components have been put into orbit in separate launches. He said the project would cost about \$20 billion, compared with \$100 billion for one based on entirely new launching systems and ships, and could be accomplished about 20 years sooner than if it were started from scratch.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Word has been received that William W. Johnson passed away in Seattle at the age of 87. Bill was an assistant engineer-mechanical in charge of the valuation of all rolling stock and shop equipment in the 20's. He left the Road in 1929.

Walter R. Baker, better known as Bob, was an assistant engineer in this office until 1946 at which time he left the Road. He has recently

moved from Chicago to "Leisure World" near Oakland, Calif.

Paul Isberner is on a leave of absence due to illness. He has our best wishes for a speedy recovery.

Clem Burd, who retired from this office, is in the Veterans Hospital at 333 East Huron Street, Chicago, at this writing. He certainly would like to hear from his railroad friends.

Martha Prestin, who retired from this office some time ago, was recently hospitalized. She is now convalescing at home.

FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Wedding bells rang for Tom Kelly, adjuster, and Mary Sue Moran on Aug. 21. Their honeymoon was spent in Nassau.

While on vacation in Florida, Ethel Haynes visited Sales Clerk Eileen Hermes who is on an extended sick leave, and Mary Lixvar (now Mrs. Bell), a former employee.

Jim Stevens, sales clerk, resigned Sept. 3 to enter Mayflower College. Jim plans to become a teacher.

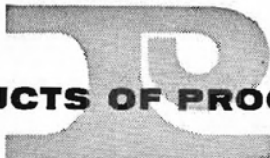
Ed Knapp was appointed traveling freight claim agent and Jake Mathiesen bureau head recently. Eugene Smuda and Ed Marciszewski were promoted to higher adjuster positions.

Floyd Walker, Steve Randall and Jack Metranga were recently welcomed as new employees.



TOPS in KOPS

As a graduate of KOPS (Keep Off Pounds Sensibly), Agnes Schubert, secretary to general agent passenger department, Chicago, is shown at Illinois State Recognition ceremonies in the Sherman Hotel for members of TOPS (Take Off Pounds Sensibly), Inc., who, having achieved normal weight, maintain it successfully. Starting her weight reduction program in February of 1963, Agnes slimmed in 13 months from 205 to 167 pounds. To achieve the status of KOP, a member must maintain the desired goal for at least three months, or revert to a TOP. At the graduation ceremonies, Agnes was honored in the one-year group of KOPS of Long Standing.



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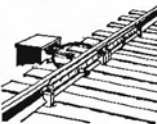


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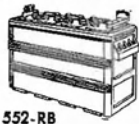
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552-RB

ENGINEERING DEPARTMENT

Contributed by Betty A. Naughton
Signals and Communications

Tillie Verdak, telephone operator, retired from the switchboard after 40 plus years of service starting at Galewood and ending in the Union Station offices. In addition to an open house where coffee and cake were served, a dinner in her honor was held at the Cafe Bohemia Sept. 15, at which her many friends presented her with folding money and wished her many, many years of enjoyable retirement. She's planning to take it easy and spoil her seven grandchildren.

Recently welcomed as new employees were Janice Morsi, stenographer in the signal department, and Leonard Smith, teletype operator, and Cynthia Sterner, student telegrapher, both of whom work in the Chicago CG telegraph office. Signal helpers recently employed are M. W. Giese, son of Maintainer Wayne Giese at Marquette, R. W. Sandborn, D. W. Reagles, W. J. Albright, K. W. Fales, J. H. Dixon, C. L. Maples, R. A. Nadeau, C. R. White, L. J. Stebbins, and M. L. Miller.

Assistant Engineer-Signals Art Pol-

The Milwaukee Road Magazine



Retiring after more than 40 years of service, Tillie Verdak, telephone operator on our switchboard in the Chicago Union Station, is wished "the best" by D. L. Wylie, communications engineer (right), and W. D. McGuire, system telephone supervisor. For details, please turn to the Chicago engineering department news.

lath's 20-year-old son, Alan, left Aug. 30 for three months basic training after which he will attend the motor mechanics school with the Army at Fort Knox, Ky.

Belated good wishes to George M. Durkee, relief chief operator at Plummer, Ida., who retired July 31.

Assistant Engineer-Signals Joe Aldern was promoted to the position of assistant signal engineer vacated by Gordon Hill, who recently was appointed signal engineer . . . Signal Inspector Mel McPherson was appointed to the position of assistant engineer-signals vacated by Mr. Aldern . . . Signalman Willie Anderson from Milwaukee Shops was appointed signal draftsman.

Dick Taylor, signal maintainer at Tomah, Wis., retired Sept. 10 after more than 47 years service with the signal department. A dinner was held in his honor at the Carlton Inn in Tomah Sept. 24, and he was presented with folding money from his many friends.

Linemen G. W. Herwig and L. N. Hallberg left during July to join the Armed Forces.

Signal Foreman Fred Brawley retired from the signal department Aug. 27 after more than 44 years service. A luncheon was held in a Brookfield, Wis., club attended by various maintainers and construction crew forces who presented Fred with a gift. He plans to do a lot of loafing at his home on the lake in Trebor, Wis., maybe do a little repair work on the roof and paint the house if he can squeeze time out from his fishing on the boat he's planning to buy.

Signal Engineer Gordon Hill's son Ronald, 22, received his B.A. from Southern Illinois Aug. 27, and was married to Pamela Mahood of West Chicago in St. Mary's Catholic Church Sept. 4. Pamela was graduated last spring from Northern Illinois University and is now teaching mathematics at Glen Ellyn Junior High School. Ron is employed by the Social Security Administration. The couple are living in Wheaton. Ron's brother, Vic, is continuing his education as a senior at Southern Illinois.

A party was held at Covics in Milwaukee Aug. 19 in honor of Signalman Vince Artz who retired from the shops Aug. 20 after 20 years service. About 60 of his friends were present and presented him a money gift which he says will be used for pleasure while continuing to live in Milwaukee.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Nile J. McGinley, head of the bill and voucher bureau, ended 45 years with the Road June 15 and was honored with an office party at which he was presented with a gift of money.

Charles A. (Cap) Payne retired July 15 after 48 years with the Road. He was honored at a large office party and received many personal gifts as well as money from his co-workers. Cap started his career with the Milwaukee as clerk and division accountant in the operating department at Madison, Wis., in September 1917. In April 1932 he moved to the position of head clerk in the accounting department at Milwaukee, where he remained until 1940 when he transferred to the Chicago offices. On Nov. 8, 1954 he assumed the position of assistant head in the bill and voucher bureau where he remained until retirement.



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RAILROAD REQUIREMENTS

Hortense Germain, assistant head of the shop timekeeping bureau, retired July 30 after 24 years service. At an office party held in her honor she received many personal gifts as well as money from her co-workers. She and her husband had planned to leave the following week for a trip through Europe but got only as far as New York where a strike of dock workers changed their plans. They were naturally disappointed, but now plan to try again in February of next year.

Lillian White of the keypunch section and Tim Winslow were married in the chapel of Trinity Church Aug. 14.

John Tabor of the paymaster's office celebrated his 40th anniversary with the Road Aug. 25. At a party given by his co-workers he was presented with two matched pieces of luggage (two brown paper shopping bags, one marked HIS and one HERS) which contained money.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

MMTC Driver Richard Cody and wife welcomed a baby girl Aug. 22 at Lakeview Hospital, Milwaukee. The young lady, who has been named Paula, is the Codys' third child. She has a big sister Carrie who is five and a brother Brian, four, at home.

D. J. Kinsfather, MMTC manager of Eastern Operations, entered Milwaukee Hospital Aug. 24 for observation, and later underwent surgery.

G. A. Bethke was transferred from the position of terminal manager at St. Paul to assistant manager, Chicago Terminal operations, Bensenville Piggy-back Park, effective Sept. 1.

T. S. Hartnett, formerly terminal manager at Kansas City, Mo., became terminal manager at St. Paul Sept. 1.

W. T. Lashure, assistant terminal manager at Bensenville, was promoted to terminal manager at Kansas City, Mo., Sept. 1.

Darlene McGlothlin, comptometer operator, became Mrs. Donald Nielsen July 17 at St. Pascal's Church, Chicago. A reception was held at the bride's home following the ceremony.



UP AND COMING MUSICIAN, Thomas Bye Jr., son of special rate officer in the Chicago freight traffic department, is already a practiced organist. Competing in the Illinois State Fair contest in August, he was awarded the second prize in his division of 11 year olds.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

There have been two retirement parties in this office recently . . . Margaret (Norris) Christensen, secretary to the auditor of equipment accounts, brought more than 40 years service to a close Aug. 13, and Helen Degner, per diem and record clerk, retired Sept. 17 after more than 48 years service in this office. The Christensens have a home in southern Illinois and plan to move there very soon. Many former employees came to join us in wishing Margaret and Helen long and happy retirement. They received many personal gifts as well as a money gift from co-workers and friends.

Helen Ewald has been ill for several months, but is gradually improving. We hope she will soon be back with us.

Sympathy was expressed to Elsie Graening whose husband died Sept. 14, and to the Nixon girls, Ruth, Angeline and Marie, whose mother passed away Sept. 20 at the age of 93. Elsie has

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MISSIONARIES TO AFRICA

Mr. and Mrs. Arnold Egeler posed for this family portrait before leaving the country on Aug. 16 for a second five-year term in Tanzania, where they will have charge of a boarding school for missionary children. Two of their children were born in Africa. Mrs. Egeler is the former Dorothy Lowrie, daughter of Assistant Engineer George H. Lowrie of the auditor of capital



expenditures force, who worked during summer vacations in the Chicago-Fullerton Avenue accounting department and the Union Station typing bureau before entering missionary service. She and her husband trained at the Moody Bible Institute in Chicago. She has an R.N. degree and her husband has a Master of Theology degree. They traveled to Africa via Germany where Mr. Egeler has relatives.

been retired since Jan. 4, 1964. The Nixons have been living in Hollywood, Calif., for some time.

Bernice Lenartz, who had scheduled two weeks vacation beginning Sept. 27, announced on the 24th that she would not be returning to the office, that she was retiring that day. Bernice joined our force in September 1939.

Viola Asa entered Alexian Brothers Hospital Sept. 22.

TRAFFIC DEPARTMENT

Betty McCoy, Correspondent



Joan Springer

Joan Carol, the daughter of H. A. Springer, assistant to vice president-traffic assigned to special duties in Chicago, was married recently to T. J. Goddard in St. James Episcopal Church, Birmingham, Mich. Marilyn Springer was her sister's maid of honor and William Goddard was best man for his brother. A reception at the Kingsley Inn followed the ceremony. Before coming to Chicago, Mr. Springer was general agent in Detroit.

Congratulations were extended to Robert Fleming, Thomas Bye and Charles Wilson on their recent promotions to special rate officers. Charles has been assigned to TOFC traffic, replacing Clark Jones who was assigned to special duties.

Fran and Joe Nowacki, of our freight department, became the parents of a boy on July 30. The baby, their first, has been named Joseph Edward Jr.

Bob Schiffouer, a former employee in our tariff compiling section, was married July 17 to Marty Roberts of Peru, Ind. They are now living in La Quinta, Calif., after honeymooning in San Francisco and Lake Tahoe, Calif.

Connie Phleger Napier, daughter of J. L. Phleger, assistant to assistant vice president-traffic, started teaching second grade at St. Philomena School in Peoria in September. She formerly attended Bradley University in Peoria, where her husband is now completing his senior year.

Sympathy was expressed to Wendell Schlechter whose mother died recently.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Grace Minor, Correspondent

AUDITOR OF FREIGHT ACCOUNTS OFFICE: Gladys Gritzman, suspense account clerk, local and interline balance bureau, was pleasantly surprised Aug. 21 when her co-workers served coffee and cake in celebration of her 40 years of service . . . B. Lacey and J. Martinez are new employees in the waybill filing bureau.

AUDITOR OF FREIGHT SETTLEMENTS OFFICE: John Jennings, percent clerk, and his wife Marie are the proud parents of Colleen, born June 29 in St. Joseph's Hospital. Colleen had a



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on his present sedentary life, but what the doctor says goes at the Quirk household of which Car Foreman Ronald is the head. Mike recently had a bout with rheumatic fever, but came out on top and if he continues to bounce back at his present rate he won't miss too much school.

Former Section Foreman Bill Wisch recently took a busman's holiday. He retired from the section at Glencoe Aug. 31 and the next day went to Chaska to watch his son Herb and forces performing their extra gang duties.

Tracy Ann arrived at the home of Engineer Phil McKeown in August. She has two brothers, Shawn and Riley.

Retired Engineer Steve Brophy recently underwent surgery in Minneapolis but is almost as good as new again. The performance had an international flavor in that a Filipino and a Japanese doctor were the two assistants. Steve feels he has done a lot to further their education.

Yardman Red Roder owns 15 Shetland ponies and this summer they are being put to good use. The Roder children have a huge vegetable garden and it is no uncommon sight to see a car drawn by two ponies and manned by two small towheads and their little sister selling vegetables to the townspeople in the residential areas. "Keeps 'em busy and out of mischief" says Pa Roder. Also builds up the "Little Roder" bank account.

D & I Division

Section Foreman Mike Z. Mercuri of Elgin retired on Sept. 1 after more than 51 years of service, all on the First District. He started in 1914 as a section laborer at Kirkland, and in 1917 was promoted to foreman on the CM&G branch line. In 1931 he exercised seniority on the main line to become junior foreman at Kirkland, and remained there until 1943, when he was advanced to the foreman position at Elgin. Since 1961 he had been in charge of the suburban territory between Elgin and Bensenville. Popular with his co-workers, he will be greatly missed. His future plans include some traveling to visit relatives and friends.



RETIRING ON THE COAST DIVISION, Mary K. Smith, stenographer to the assistant superintendent at Spokane, was honored recently by the office force at a cake-and-coffee party and presented with luggage. She had been with the Road since August, 1943.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

LAW DEPARTMENT: Sympathy was extended to Mabel Goldie and members of her family upon the recent passing of her brother, Louis Goldie, a former Milwaukee employe in Deer Lodge, Mont.

REAL ESTATE AND INDUSTRIAL DEPARTMENT: Word has been received that Pfc. Walter J. Zimmer, nephew of Mrs. Madge Dougherty, secretary in the real estate department, was accidentally shot and killed by a fellow Marine in the DaNang area of Viet-Nam. Private Zimmer joined the Marine Corps last September and arrived in Viet-Nam from Okinawa on July 6. His parents, Mr. and Mrs. Albert Zimmer, two brothers and two sisters, all of Seattle, survive.

REGIONAL DATA OFFICE: John Robben, former rate clerk, is now in General Manager Garelick's office. His successor is George Gravelle, former lead machine operator, and Stuart Bowler is the new lead machine operator . . . George Jurich and family

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	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of Insured Member	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for			
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
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The beneficiary is to beRelationship
POLICY FOR } Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
DEPENDENT }
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DEPENDENT } each for each of my dependent children listed below:
CHILDREN } Premium 50 cents a month for each child insured.
Amount of monthly premium for policy or policies on dependent children \$.....

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

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

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Signature of applicant

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mayer, the University of Illinois.

Harold Hanson returned to Galewood when his job was abolished at Division Street, and Brien Koenig is a new employee in the IBM department.

Switchman John Joseph Biernat closed out more than 47 years of service when he retired July 1. He was born in Wygoda, Poland, on June 18, 1895 and arrived in Chicago June 4, 1913, where he started work for the Milwaukee Apr. 4, 1918.

DIVISION STREET

Carolyn DiCicco, Correspondent

Richard Norcross, 86, retired freight handler, passed away in August at Oak Forest Hospital. His service spanned the years 1912 to 1945. Survivors are his widow and two sons. Private services were held.

BENSENVILLE

Delores Barton, Correspondent

Congratulations to Chief Carpenter Ed Tyckoson and wife Bea, steno in the engineering department at Bensenville, who became grandparents to Joyce Marie and John Alan, born June 26 to daughter Barbara Knapp and husband. Barbara was formerly employed in the industrial department, Chicago Union Station. The twins have a brother Jerry, four, and a sister Wendy, three.

Night Roundhouse Foreman Robert Jordan broke his leg at home July 2 and will be on leave until October; however, he is progressing nicely.

Evelyn Dillow, of the district master mechanic's force, won a "Honda" from the Elgin Motorcycle Shop which is run by Marilyn Fischer's husband. Marilyn is with the material service division at Bensenville.

Machinists Frank Karrigan and Rufus Long retired recently and Mr. Long moved to California.

Sympathy was extended to the family of Yard Clerk Benedict P. Spoo who passed away suddenly Aug. 11 at age 54. His widow, Lorraine, a son, Kenneth, and three grandchildren survive.

On Aug. 16, Sister Eugene Mary, daughter of District Master Mechanic E. J. Mueller, took her final vows in the Sisters of Mercy R.F.M. Queen of



MARRIED 50 YEARS, Mr. and Mrs. Laurence S. Dove observed their golden anniversary on June 29 at their home in Marion, Ia. They are pictured in the home in which they have lived since their marriage at Lost Nation, Ia., in 1915. Mr. Dove, who retired as a chief dispatcher in 1955, was with the Road for 48 years as an operator and dispatcher, all on the Iowa Division.

Martyrs Church, Chicago. She is teaching in Lake Forest this fall.

Switchman Cliff Sargent and Engineer Jim Rose have been welcomed back after long illnesses.

Trainmaster Vic Cheesebro is on the road to recovery at home after hospitalization for a heart attack Aug. 14.

Switchman William Nevell Sr. is in the Berwyn Hospital at this writing with what appears to have been a heart attack.

Sharon, daughter of General Superintendent Brown, replaced Bea Tyckoson in the engineering department while Bea was on leave. Sharon has now returned for her junior year at Loretto Heights College near Denver.

July 24 marked Yardmaster Art Koch's retirement. He started work as a switchman July 21, 1920 and was promoted to yardmaster July 8, 1942. The Kochs, who plan to remain in Bensenville, were recipients of a Silver Pass marking Art's 45 years service record.

Go first-class...go Phillips 66!





JOINING THE WISE OWL CLUB OF AMERICA, Harvey Ruesch, carpenter in the car department at Milwaukee Shops, is presented with his membership certificate by J. V. Sands, assistant shop superintendent. He earned it this spring when his prescription ground safety goggles prevented him from being injured by a chip that flew up from a pin he was hammering into a car door. The fact that the right lens shattered was mute testimony that they had prevented a possibly serious eye injury.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Retired Yard Conductor Jim Imbler and wife Ila recently visited their children in River Grove, Ill., and amended the report published in our last issue which said that GYM Vern Bradshaw and wife had escaped injury in the auto accident they had while on their way to Chicago. Brad lost some teeth and Mrs. Bradshaw required a number of stitches to close the cut in her head.

Chief Clerk Tony Martinek and family report a wonderful vacation in Colorado, and on arrival home were pleased to find a number of letters from son Tom who is in the Navy, telling more about his travels in the Orient. Number two son Jim was happy to get home and prepare for college.

GYM Glen Phillips and wife Evie bid goodbye to their second oldest daughter Johanna as she left for her third college year, and to their oldest son John, a yard clerk at Bensenville, who was leaving for his freshman year.

Summer vacations found David Stetz, son of Yardmaster Bill, Jim Jr., son of Trainmaster Jim Coward, and John Phillips, son of GYM Glen, all working at Bensenville yards, while planning for college. For the second summer Dennis Kirchoff worked as a PFI clerk at Bensenville. He is now attending Lawrence College.

Your correspondent and her husband, Joe Camp, should be having coffee with Annabelle Pugesek, wife of Bill and Rate Clerk Ted of Bensenville, at their hotel in Ogema, Wis., about the time this goes to print. It makes a nice stop on the way to the South Flambeau

River and Fifield, Wis. Annabelle was formerly a bill clerk in the Bensenville office.

Bensenville friends extended their best wishes to Union Station Telephone Operator Tillie Verdak upon her recent retirement.

Iowa Division

MIDDLE AND WEST

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

Agent H. G. Lee and wife of Webb had quite a busy time during his vacation in June. Their son Curtis, a graduate of the University of Iowa, was married to Bertha Zaidenberg of Chicago in the Pick Congress Hotel, Chicago, June 9. Curtis is employed by the American United Insurance Company of Indianapolis as an actuary. Three days later, daughter Linda was married to Leslie Alexander of Webb in the Methodist Church there. Mr. Alexander is a teacher and girls' basketball coach in the Gilmore City-Bradgate school at Gilmore, Ia. A college graduation, two wedding rehearsals and two weddings from June 4 to June 12 inclusive is a busy schedule, especially when you include the traveling involved from one town to another.

Fred Harvey, agent at Bayard, retired July 1 after more than 50 years service. His first work with the Road was as a section laborer. He then

moved up to station helper, agent at Dawson where he learned telegraphy, agent operator in 1917 working at several stations before going to Bayard in 1952. The Harveys have two sons employed as train dispatchers on the Milwaukee, Lloyd at Aberdeen, S.D., and Larry at Perry, Ia.

J. A. McDonald, agent at Lost Nation, retired July 1 after 47 years service. The Lost Nation agency was dualized with Delmar, and Mr. McDonald did not want to do the traveling between the two towns. A son, J. J. McDonald, is the agent at Manilla, Ia.

Traveling Engineer Ed Prindville and wife are proud grandparents of a

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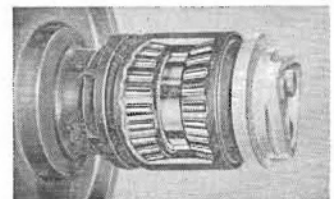
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TAPERED ROLLER
BEARINGS**



moved to Port Townsend where he is agent for the Port Townsend Railroad. Esther Ray filled his former position as rate clerk on outbound billing . . . The new machine operator recently welcomed is Barbara Holmes and the billing clerk is Julia Elston . . . Astri Juul returned from three months in Norway on Aug. 22 . . . Joyce Ask and her husband sailed from New York Aug. 17 to visit his parents in Norway. They will tour some European countries before returning to Seattle.

TRAFFIC DEPARTMENT: Harold Chivers, assistant chief clerk to the traffic manager, recently entertained his cousin, Norman Brody, who was en route home to Perth, Australia. At age 60 Mr. Brody is still active in the Western Australian Tennis Association and was just returning from the Wimbledon tennis matches in England

. . . W. F. Roark, retired TPA of the Seattle C.O., recently underwent surgery at Providence Hospital. At this writing he is recuperating nicely at home.

Mr. and Mrs. Evan Hall of Warden, Wash., were honored by approximately 70 persons at a farewell luncheon sponsored by the Chamber of Commerce before their departure on Aug. 4 to make their home in Santa Monica, Calif. Gifts presented to them included a lifetime membership in the Chamber of Commerce. The Halls had been residents of Warden for 15 years, during which time both had taken an active role in civic and community affairs. Mr. Hall, who retired in 1952 as agricultural agent with headquarters in Spokane, is well known on the Road's western lines as an agricultural adviser.



R. A. Emerick, timekeeper at the Galewood freight house (right), thanks his co-workers for their retirement gift at a dinner party held recently in his honor. With him are Agent F. H. Joynt (center), Assistant Agent H. P. Gallagher, and (same order) Mrs. Emerick, Mrs. Joynt and Mrs. Gallagher. For details, please see the Chicago Terminals news.

Chicago Terminals

GALEWOOD

Linda M. Kuchl, Correspondent

A wonderful time was had by all at the retirement party given at the Gay Spot June 29 in honor of Timekeeper Ray Emerick who retired from the Galewood freight house after 38 years' service. Ray was educated in New Ulm, Minn., and started working for the Road at Galewood in July 1927. He is a member of the Vets and the 13th Engineers. Mr. and Mrs. Emerick wasted no time, but packed their bags and moved to Florida, a long time wish now come true. You may write to them at Box 1812, Naples.

Get well wishes were extended to Clarence Henderson, car record department, who, while vacationing in Florida, broke his back in a jackknife dive.

Coffee and cake were served honoring G. B. Blakely upon his retirement. George began working for the Road at the age of 22 and had 43 years service when he retired. His first service was at the Elsmere Station and when it

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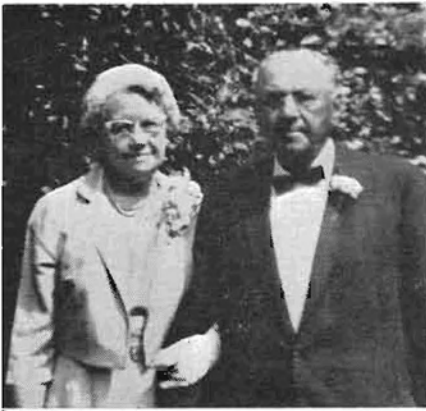
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Married Fifty Years

Edward C. Betzel, retired Chicago Terminals yardmaster, and his wife Agda celebrated their golden wedding anniversary on Aug. 19 with an open house at the Faith Evangelical Lutheran Church in Antioch, Ill., for about 100 of their relatives and friends. Among the guests were Mrs. Betzel's bridal attendant 50 years ago, who came from Davenport, Ia., her brother, who came from Cleveland, and Mr. Betzel's 84-year-old sister, the only other living member of his family. Of eight brothers and sisters who married, he is the fifth to celebrate the 50th anniversary.

Since Mr. Betzel retired in 1954 after more than 39 years of service, he and his wife have lived at Voltz Lake, Wis., near Antioch. They usually spend the winter months in El Paso, Tex. Before returning to Voltz Lake this year they were honored by relatives and friends in El Paso at a 50-year celebration dinner.

was closed he moved to the Galewood freight office. A well filled wallet was presented to George from his many friends and co-workers. For the present at least he may be addressed at 163 West Point Drive, West Point Hill Trailer Park, R.R. 1, Mattawan, Mich.

Another recent retiree is William J. Roach, car record supervisor, who ended 44 years service in July. Cake and coffee were served and he was presented with an AM-FM portable radio and a hand tooled wallet, the work of F. LaRue, well filled with greenbacks.

Archie Sinclair, former Galewood freight house employee who now lives in Florida, visited us recently and urged anyone visiting in Florida to stop in at his home 405 Vinson Avenue, Zephyrhills, near Tampa.

Sympathy was extended to R. W. Maloney, cashier at the Healy Station, whose brother died July 27; to William Greer, night stower, whose father recently passed away, and to Marie Riley, waybill stripper, on the death of her husband.

Harold Johnson of the Galewood freight house had a slight heart at-

tack some time ago but reports he is feeling much better and will be back at work soon.

Frank Dominick, assistant regional data manager, is back in his own office again after having relieved Mr. Pischt, regional data manager at Madison, Wis., for two weeks.

The Galewood freight office will be missing a lot of familiar faces now that summer vacation is over. Nancy Dikakau is returning to Washington State University, John Maier to Loyola, Joe Kahn to the University of Missouri, Tom Walla to Xavier University, Matt Sosnowski to George Washington University, Washington, D.C., Rich Berry to Northern Illinois University, Frank Scharl to Wright Junior College, and Kathleen Millard to Fenton High School, Bensenville. New college students are Bill Hepperle who will enter Lewis College at Lockport, Ill., John Merrill, Dartmouth at Hanover, N.H., and Howard Rosen-



IN RACING FORM, Vincent Skidmore, 11-year-old son of Agent Ken Skidmore of Stoughton, Wis., displays the prizes he won in the local Soap Box Derby—the trophy for best designed car and the second place award. He plans to compete again next year, as will his younger brother, Jeff.

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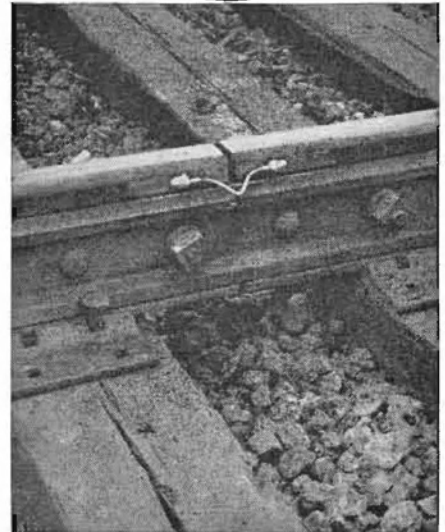
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son born to Mr. and Mrs. Ron Prindville of Elgin, Ill. The boy, named Kevin Michael, was born July 8. He has a sister, two year old Kimberly Susan.

Gene Heenan, 52, died July 26 at the Perry hospital. He had been in the employ of the Road since 1937, for a number of years in train service and most recently as yardmaster. Services were held in St. Patrick's Church and burial was in Violet Hill Cemetery. His wife Lois, a son Dick of Perry, and three daughters survive.

C. R. Wink, agent at Strawberry Point, passed away after being ill for some time. He retired July 1 because of ill health. Funeral services were held at Anamosa July 22. In 1937 Mr. Wink joined the Road as an agent-operator and worked several stations on the main line of the Iowa Division before going to the Calmar line.

James F. Elder, formerly assistant superintendent at Marion, was appointed to the assistant superintendent's position at Perry Aug. 1. The name is not new to Perry employes as H. A. Elder, an uncle of James, was division superintendent of the Iowa Division, and his father, Charles, was a Perry resident some years ago. James will be moving his wife and two children to Perry.

George Tomer, number one locomotive engineer on the division seniority list, retired after his July 24th trip.

Lana Lyons, daughter of Conductor Dean Lyons, was graduated from the nursing school of Broadlawns Hospital in Des Moines Aug. 13. She will remain there as a staff nurse in the emergency room.

Charles Prowse, who has been working as relief yardmaster at Perry for some time, was the senior applicant for the position of night yardmaster vacated by the death of Gene Heenan. Mr. Prowse had been on sick leave because of a heart ailment, but was expected to resume work on his new position in September.

Mr. and Mrs. Warren Bloomfield are parents of a girl born Aug. 18, and named Laura Lee. Warren is an agent on the Second District and Mrs. Bloomfield is from the office force in the division superintendent's office. The baby's grandfather, Mr. Galiher, is chief dispatcher at Perry.

Jane Anderson has joined the Milwaukee forces at Perry as stenographer to the superintendent, taking the position vacated by Dorothy Slater. Jane formerly worked for the Southern Utilities Company at Centerville, Ia.

Ivan Knodel, station agent at Jefferson the past several years, died suddenly Aug. 25. He had been agent at Cooper, Ia., for many years until the station there was closed. As a hobby he was an amateur radio operator and well known among the "hams" around the country. His interest in radio work was useful to the Road during wire failures when he and other "hams" would transmit communications between operators and dispatchers.



Junior Achievement Advisers Map Program

THESE are two of the luncheon groups at a get-together in Chicago on Sept. 22 at which employes who will serve as Junior Achievement advisers for the 1965-66 JA year discussed the program with company officers and were addressed by President William J. Quinn.

Pictured above are, from left: G. H. Fierke, agricultural agent; J. D. Lemke, market analyst; R. R. Wetzell, coal freight agent; Hazelle Anderson, payroll clerk for the traffic department; and F. G. McGinn, vice president-operation. Below, same order: E. C. Gourley, assistant engineer, auditor of capital expenditures office; J. R. Lawrence, pipe fitter, Western Avenue Yard; R. G. Moretti, special accountant; Gretchen Yoder, assistant bureau head, assistant auditor of expenditures office; L. J. Marino, head clerk to vice president finance and accounting; E. O. Schiewe, vice president and general counsel; and R. G. Wall, bureau head-payroll bureau.

Our railroad will again sponsor four Junior Achievement companies in Chicago.



Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Congratulations to Mr. and Mrs. Dick Thelen on the arrival of their new son, James Joseph, Aug. 5.

Joel Flaherty is in critical condition at this writing in Methodist Hospital, St. Louis Park, where he will be confined for some time. While diving at Lake Minnetonka he crushed seven vertebrae.

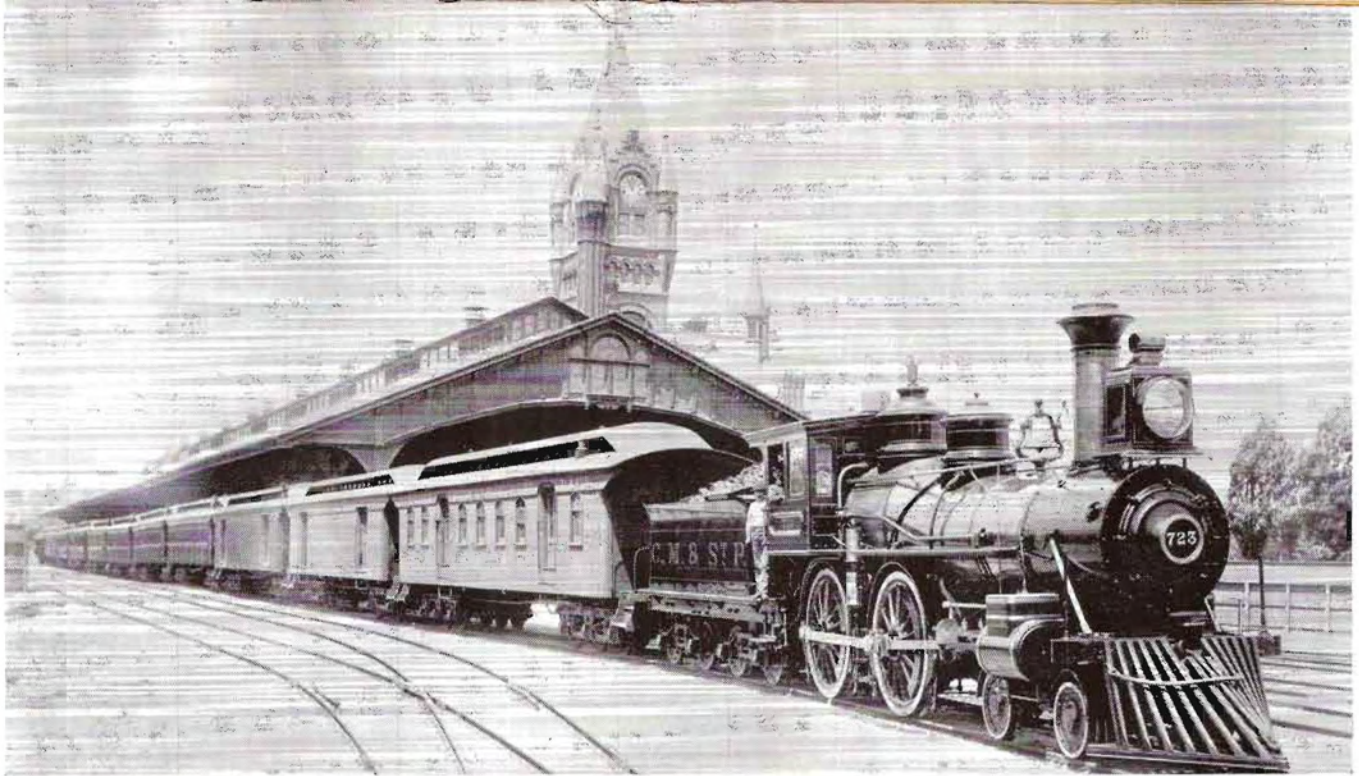
Lester Nyberg and Pat Flaherty, retired revising clerk and grain clerk respectively, were recent office visitors.

Rod Olson has been doing vacation

relief work in the regional data office while on vacation from the university, and Dan Engstrom was the new relief helper in the local freight office.

Bill Radke Jr. left recently for basic training at Fort Leonard Wood, Mo.

A. W. Wareham, who retired as regional data manager in February and is now executive secretary of the Minnesota Golf Association, has added to his duties. Recently he set up the course for play at Somerset and was on hand for rules interpretations. The PGA has some unhappy memories of touchy rules problems at former competitions and was so pleased with Wareham's work that it plans to have him on hand at most future events which it handles.



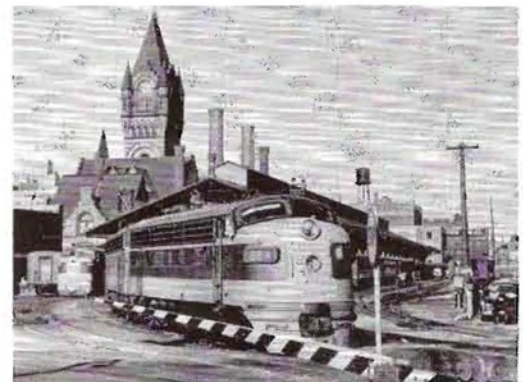
The Passing of a Picturesque Era 1886 — 1965

Take a look down memory lane at the familiar lines of the train shed adjacent to our old passenger station on West Everett Street in Milwaukee, which succumbed to the march of progress following the opening of the new station on Aug. 4 (see page 4). As of the evening of Sept. 24, all traces of the 79 year old structure had been removed to make way for expressway and street construction.

The view of demolition under way shows also the damage to the station caused by a three alarm fire early on the morning of Aug. 12 which gutted part of the interior. The flames destroyed many articles scheduled for salvage, and others that had been sought by collectors of railroadiana.



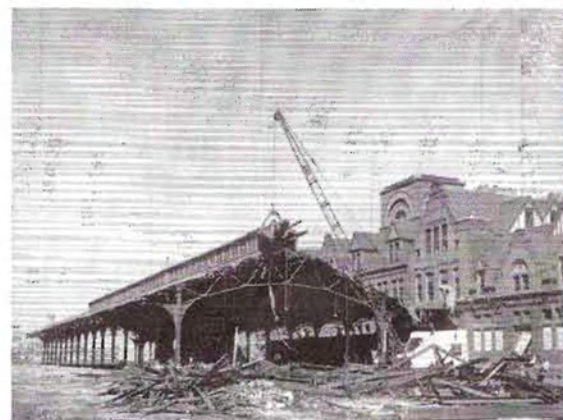
The year is 1889, the engine the most modern of its time, turned out by the Cook Locomotive Works.



A picture taken in 1952, showing the Afternoon Hiawatha pulling out of the train shed en route to the Twin Cities.

A once-familiar sight in late afternoon. Hissing steam are (left to right) the train from Chicago, an engine readying for the trip to Berlin and Ripon, another heading north to Green Bay, and the "Cannonball" commuter to Watertown.

The train shed begins to go down, clearing the way for important savings in expressway construction.



September-October, 1965

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WHAT'S NEW WITH OUR NEW REEFER FLEET. In connection with taking delivery this fall of a new fleet of 150 high capacity mechanical refrigerator cars ordered from the General American Transportation Corporation, our railroad held a series of training sessions to familiarize employes with changes in design and methods of servicing their special features. Classes were conducted in the yards at Bensenville, Savanna, Milwaukee, St. Paul, Deer Lodge, Tacoma and Othello, under the direction of the mechanical and of the claim prevention, refrigeration and merchandise service departments, working with Trane refrigeration and Western Engine Company technicians. Pictured is C. A. Borgh, assistant engineer train lighting, demonstrating the equipment at St. Paul Yard to, from left, Car Foreman A. J. Hamre, Electrician Apprentice Duane Christopherson, Car Foreman A. L. Parsons and Electrician Fred Wiltfang. The new cars, longer and of greater capacity than our earlier models, have an inside length of 50 feet and a cubic capacity of 4,088 cubic feet. Among changes incorporated in the line are larger power units for handling the increased capacity, and larger refrigeration compressors for faster cooling of the inside temperature. Other new features include improved insulation to prevent heat loss, two load dividers, 10-foot side doors for lift truck operations, and two 250-gallon fuel tanks to extend the hours of operation without refueling.

