

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

may  
•  
june  
1966





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*Editor*

**PUBLIC RELATIONS  
DEPARTMENT**

Union Station—Chicago

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

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**National Transportation Week, 1966**

*In recognition of the fact that our country's far-flung transportation network gives Americans the greatest mobility ever enjoyed by any nation, the Congress in 1957 requested the President to proclaim annually the third Friday of May National Defense Transportation Day and the week in which it falls National Transportation Week, as a tribute to the men and women who move the goods vital to our national economy and security.*



Linda Pucci, Chicago engineering department secretary, publicizes National Transportation Week.

**SUNDAY TO SATURDAY—BY RAILROAD**

National Transportation Week, observed this year on May 15-21, can be viewed as a seven-day cross-section of the mountainous task American railroads perform each year. On the conservative assumption that Transportation Week this year equaled the average week's operations of last year, it found railroads from Sunday through Saturday . . .

- ★ Hauling 27 million tons of freight 13 billion ton-miles—the equivalent of moving *all* of America's 56 million family households 10 miles *each day*.
- ★ Handling a travel volume equal to speeding 105,000 people from New York to San Francisco.
- ★ Using for these monumental moving jobs 30,000 locomotive units with 44 million horsepower—the power capability of all the steam-electric generating plants in 30 states . . .
- ★ . . . And running a 1.8-million-car freight fleet—enough cars to form a solid train spanning the continent five times.
- ★ Employing nearly 700,000 persons and paying an average of \$161 for each employee's wages and benefits for the week.
- ★ Spending \$31 million for new rolling stock and better facilities, including \$25 million for new and improved cars and locomotives.
- ★ Purchasing \$29 million in fuel, materials and supplies—from wiping rags to steel bridges—from a broad cross-section of U. S. industry.
- ★ Paying \$10 million in taxes into local, state and federal treasuries.



The United States is the only nation which maintains a system of transport that is both privately owned and privately operated. Today transportation accounts for one in every five dollars in the American economy. In 1965, that amounted to \$120 billion—more than the entire Gross National Product of this nation in 1940.

## Gillick Scholarship Student Wins National Science Award

JOHN R. JOHANNES, a son of J. F. Johannes, inspector of stores at Milwaukee Shops, whose education at Marquette University's College of Liberal Arts has been financed in part by one of our company's J.



John Johannes

T. Gillick Scholarships, was one of 2,200 American students awarded a National Science Foundation fellowship for 1966-67. The fellowships have a basic stipend of \$2,400 for first year graduate study covering a 12-month period, plus tuition, fees and dependency allowances, and are renewable annually for further study.

Johannes, a political science major, will use his grant to enroll in a Ph. D. program at Harvard University. At Marquette he was president of Pi Mu Epsilon, mathematics honor society; vice president of the political science honor society; a member of the Political Union, and of Eta Sigma Phi, classics honor society.

## Western Electric Builds New Service Center at Kent, Wash.

THE growing list of major industries locating on our railroad was highlighted in the recent announcement that the Western Electric Company, the production and installation unit of the Bell Telephone System, is building a new service center adjacent to our right of way at Kent, Wash.

The plant is being erected on a 50-acre site purchased from the Milwaukee Land Company, the road's subsidiary agency, and the Union Pacific Railroad, in a transaction progressed through the real estate and industrial development department. The tract, located along the West Valley Highway at South 228th Street, is bounded on the east by the tracks of the Seattle-Tacoma main line.

Western Electric's plans call for a one-story steel-and-masonry structure 500 by 525 feet, providing some 275,000 square feet of shop, warehouse and office space—a building extending over an area comparable to five football fields. When fully equipped and stocked, it will represent an investment of about \$5 to \$6 million.

The structure will serve as a regional center for the manufacture, distribution and servicing of equipment used by Pacific Northwest Bell in its Washington, Oregon and Northern Idaho opera-

## Railroads Least Favored Transport Agency

*The editorial following, from the Mar. 16 Fargo Forum-Moorhead News, concerns "the great blizzard of 1966" which swept northeast from Utah early in March and obstructed traffic in a five-state area. Our railroad, like others that were hit, did its own snowplowing and ditch digging, whereas the facilities used by other agencies of transportation were opened up at the taxpayers' expense.*

Hardly anyone noticed it, but the early March blizzard which hit North Dakota and Minnesota once again showed how the railways are the least favored agency that make up our transportation system.

The trains kept running longer on the first and second day of the storm than did the airlines, the bus lines and the truckers, but the rails, too, had to bow to the fury of the blizzard when freight and passenger trains got stuck and huge drifts blocked main lines and branch lines.

Then the storm ended. The airlines were in operation the next day, but they never had to man a single plow. The city and Air Guard equipment put Fargo's municipal airport back in operation in record time, and city plows cleared the streets leading to the airport from downtown.

At the same time, the state Highway Department began clearing the highways. It rented additional equipment where necessary, and the trucks and buses were soon moving.

But did the railways get a single bit of help from any government agency? Not so you could notice it.

They had to call in mountain-type rotaries from Montana, and the ice-hard drifts were almost too much even for them. It took about a week to get the main lines open, and the branch lines, in many instances, will be plowed considerably longer.

The rails own their own right of way and have to keep it clear of snow. The trucks, buses and airlines couldn't even operate unless some government agency provided the highways, streets and airports.

The rails got their big subsidies from the government when they opened this country to the settlers; the settlers and their descendants have used the powers of government to build streets, highways, township roads and airports, and have used railways as a prime source of tax money to finance schools and municipal government.

No one feels a bit sorry for the rails when they have to use their own equipment and manpower to get back in operation after a blizzard, nor does anyone worry about the business revenues lost by blocked lines.

But if there were no railways, we would miss them.

We have no proposal to change the manner in which we treat the competing transportation agencies, but if you agree that rails seem to get the short end of the stick, then don't be so quick to condemn when they try to cut operating expenditures by dropping trains or consolidating manpower.

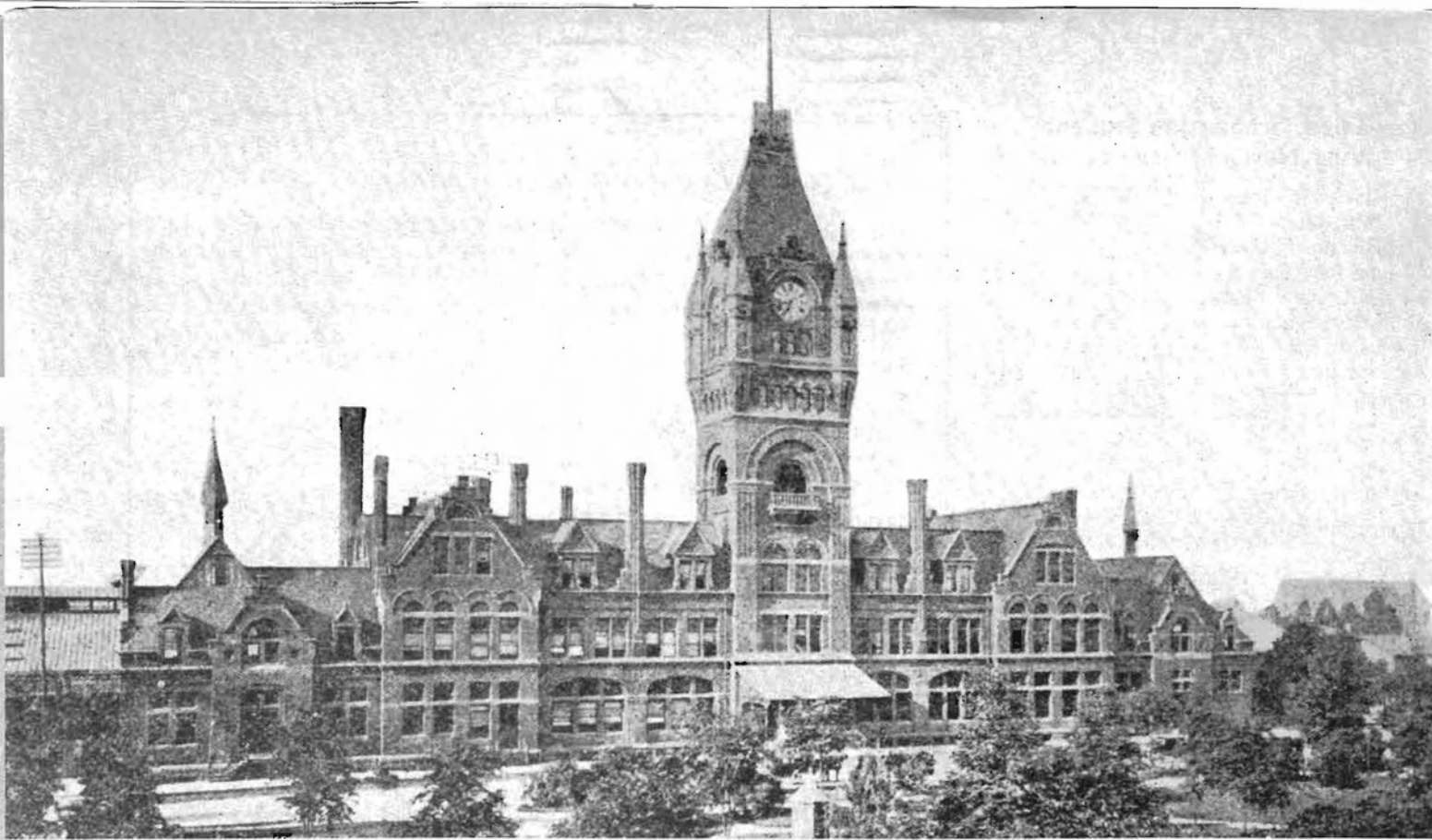


tions. Upon completion, it will become headquarters for more than 1,100 Western Electric employees—a 680-man force working in the field and 500 employed in manufacturing and servicing functions.

As part of its job for the Bell System,

Western Electric installs the equipment it manufactures. In the Pacific Northwest, one of its current commitments is the installation of the huge Pacific Northwest Bell switching center now in progress at Kent to serve the new Boeing Space Center.





The historic station on W. Everett Street as it appeared in 1889.

## A Milwaukee Landmark Fades Into History

1886-1966 A Look at Yesteryear

**O**ur historic passenger station in Milwaukee, slated for razing when the new station on W. St. Paul Avenue went into service last August, has disappeared from the downtown scene, a victim less of time than of progress.

A crew from the Mid-West Wrecking and Lumber Company of Milwaukee started the job in January, and by early spring nothing was left of its familiar facade save a few remnants of rubble. The block-long site on W. Everett Street has been leased temporarily for parking, pending the completion of redevelopment plans.

The announcement that the Road would demolish the 80-year-old structure released a flood of requests from rail fans, souvenir hunters and collectors with a taste for history, asking for mementos. And many stated exactly what they wanted. However, the problem of deciding who would get what was settled shortly after it was shuttered by a fire of undetermined origin that damaged the interior and many articles earmarked for salvage.

The actual demolition disclosed several unusual and surprising engineering features. According to the wrecking contractor, the building "stood like the Rock of Gibraltar." Many parts, he explained, were as sound as the day they went up. Before it fell completely to the wreckers' ball, the clock in the landmark tower and one of the four faces that escaped damage in the fire were turned over to the city. The clock, which still contains some of the original works, will be kept in storage until an appropriate place is found for it.

Thus faded into history the fourth downtown terminal constructed by our railroad since Milwaukee was incorporated into a city. The first, built in 1850 by our original predecessor company, the Milwaukee & Mississippi Railroad, was a small "gingerbread-ed" frame building located north of the Menomonee River just west of 2nd Street. This was also Milwaukee's first railroad station and, as its main shipping and receiving point, a place of great activity.

The next, known as the Chestnut

Street depot, was a three story brick building at Third Street and Juneau Avenue designed for stores and remodeled to serve the La Crosse and Milwaukee Railroad, another predecessor line. Its use as a depot began with the opening of that railroad in 1854 and continued until 1869.

The railroad's—and Milwaukee's—first railroad station.



The Milwaukee Road Magazine



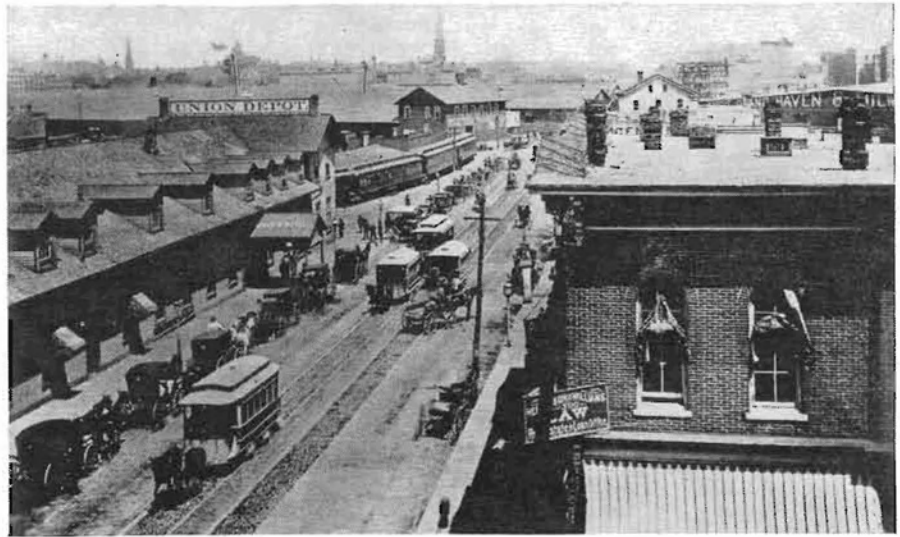
The Reed Street depot—known also as the Union Station—near what is now S. 2nd and W. Seeboth Streets, was the third. This building, erected in 1866 by the Chicago, Milwaukee and St. Paul Railway, boasted hotel facilities and became Milwaukee's principal "port of entry." In a day when most visitors arrived by train, it housed thousands of immigrants and many important travelers as well, including the Civil War generals Grant and Sherman. Once the hub of a busy and fashionable shopping district, it vanished from the city directory in 1886 with the opening of the red brick station on W. Everett Street.

The move to the new location, in compliance with the city's need for a more central depot, involved acquiring more than a mile of right of way and erecting a drawbridge over the Menomonee River. Newspapers gave the cost as being almost \$2 million. This figure included the terminal, a unique combination of the romantic period of German architecture and the Victorian vogue then flourishing. The plans were drawn up by T. E. Mix, a well known architect of that time, and executed under the supervision of the railroad's architect, J. T. W. Jennings.

The new terminal was hailed as one of the most imposing structures of its kind in the country. Massive granite columns flanked the arched portal, and the interior was notable for lavish ornamentation, including terrazzo floors, handsome stained glass fanlights, and wall paneling of terra cotta and oak. The outstanding architectural feature, the clock tower typical of all big terminals of the past, measured 180 feet from ground level to the tip of its ornate spire.

The clock itself was 11 feet 3 inches in diameter on the north and south sides, and 8 feet 9 inches on the east and west, with hands in proportion. Installed in the tower also was a huge copper bell that chimed the hours and half hours.

The grand opening on Sunday, Dec. 19, created a feeling of excitement in the city. On Saturday, 75 of Milwaukee's leading citizens were invited to a preview and a luncheon in the dining room of the hotel in the east end, at which John Plankinton, the financier, presided. Speeches were made by Mayor Emil Wallber, President Roswell Miller of the railroad, General Counsel John W. Gary, Chief Engineer D. J. Whittemore, General Passenger Agent A. V. H. Carpenter, General Manager A. J. Earling, the architect, the contractor, and several others. A page 1 newspaper story described the inauguration of service as follows:



"Old Union Depot" which was abandoned on Dec. 25, 1886. It was from here that the first Milwaukee Road passenger train from Milwaukee to Chicago departed in 1873.

"Interested crowds gathered around the new depot all day to admire the structure or to criticize the management, as their tastes dictate. At 5:45 (p.m.) when the first train pulled in, 4,000 or 5,000 people were on hand to welcome it, and they did so with cheers calculated to shake the nerves of a Bostonian who had never been west before, and supposed that Indians still formed the greater part of the population."

In the early years of this century, when life moved at a leisurely pace, the terminal was the scene of continuous bustle. Among travelers using its facilities, occasionally there would be celebrities—bigwigs from Washington, prizefighters, famous actors, opera stars, world-famed musicians and the like. At train time the block on W. Everett Street facing Marquette Park—then the 4th Ward Park—teemed with hacks vying

for business to the downtown hotels.

Thanks to soundly conceived construction and distinctive styling, the building required little renovating for many years. Then in 1938 a new steel and glass concourse was constructed on the track side, with five gates leading to the train shed. In 1940 the rest rooms were modernized, and the year following the lofty ceilings in the waiting rooms were lowered and new ticket counters were installed.

A general remodeling was carried out in 1943, which included replacing the canopy at the main entrance with a new marquee and the construction of an entirely new entrance faced with cut stone. This proved to be quite an engineering feat, since it involved removing the granite columns and replacing the supports of the tower with heavy shoring and large steel beams.

In the interior, the waiting room walls

The station as it appeared in recent years.







A view of the tower before it was lowered in 1953. The canopy dated from modernization work in 1943.

The tower is all that remains as the job of razing the station is completed.



were covered with fine plywood paneling fabricated by craftsmen at Milwaukee Shops, and all floors not already made of terrazzo were renewed with that material. At the same time the offices on the second floor were modernized, and the lighting system throughout the building was changed to fluorescent.

In 1948 the clock was electrified, and in 1953 the tower itself, having become structurally unsound, was dismantled brick by brick and streamlined to conform with the previous modernization. In the process it was lowered 80 feet, the spires and turrets were removed, and a new opening was created for the clock. The huge bell was already gone, having been donated to the government for scrap metal during World War II.

But in the end it all came down. With the shift of operations to the new station—a move made necessary by the city's multi-million dollar civic improvement program and plans for expressway and street system routing—overnight the once proud structure became merely an old building that had served its purpose



The demolition reveals nostalgic engineering features. Here wrecking crews are ripping into the south elevation.

well. The demolition drew few spectators, except for the final phase, the balling down of the landmark tower. An element of drama was injected as television cameras recorded this last fragment of its former splendor going the way of the irretrievable past.

## ROAD WELCOMES CHICAGO AND NORTH WESTERN TO NEW PASSENGER TERMINAL IN MILWAUKEE



An arrangement long sought by the city of Milwaukee became effective on Mar. 16 when the facilities of the Milwaukee Road's new passenger terminal were made available to the Chicago and North Western Railway. Starting that morning, all North Western trains operating between Chicago and northern Wisconsin and Michigan points were routed via the modern terminal at the intersection of W. St. Paul Avenue and N. 5th Street. The joint usage fulfilled a cherished goal of business and civic interests for a consolidated terminal in the downtown area convenient to the needs of the public.

The move coincided with the closing of the North Western's historic lakefront depot built in 1889, as the result of the sale of the land to Milwaukee County for development. The change-over involved new track con-

nections for the two roads on the north and south sides of the city and an addition to the Milwaukee's centralized traffic control system at North Milwaukee.

The new terminal, which replaced the Milwaukee's own historic station on W. Everett Street built in 1886, will be in service one year on Aug. 4. Combining beauty with utility, it is one of the city's outstanding public buildings. The architecture features precast concrete arches framing panels of glazed brick and, rising 96 feet from the ground, a bell tower equipped with an electronic carillon. Features attractive to travelers include complete air-conditioning, the spacious waiting room, fine restaurant, automatic elevators and doors, and the pedestrian tunnels connecting directly with the train platforms. It is the Milwaukee Road's fifth terminal in Milwaukee.



# Variety Abounds in Low Cost Travel "Specials"

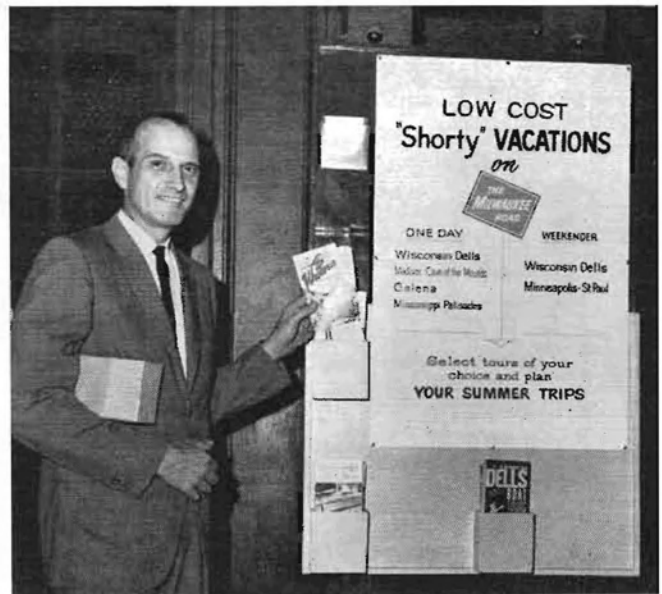
THE popularity of the one-day week-end excursions offered by our railroad, which has been growing each year, promises to move up another notch in the 1966 season.

A paddleboat cruise on the Mississippi, the scenic Dells of the Wisconsin, historic Galena, Ill., and Madison, Wis., and the Cave of the Mounds nearby are again on the agenda for these low-cost outings. The one-day "vacations" utilize the air-conditioned bi-level coaches operated on suburban runs north and west of Chicago which become available during the week end lull in commuter travel.

The season opened on May 29 with the Madison tour and will close on Oct. 9 with a choice of the Mississippi River cruise or sightseeing in Galena, both of which include a visit to the Mississippi Palisades. The tours will be available on many week ends throughout the summer and early fall as a pleasant, low pressure, low expense way to get away from home without having to face heavy highway traffic and hot weather driving.

A delightful and interesting, but low cost, chance for a week end of sightseeing is being offered also in complete two and three day package trips to Minneapolis, originating in Chicago, Milwaukee and Madison. These more leisurely tours feature a boat cruise on Lake Minnetonka, visits to the University of Minnesota campus, the state capital and Minnehaha Falls, and a motor tour of Minneapolis and St. Paul.

L. J. Barbeau, the road's advertising agent, inserts copies of our new travel literature describing the low cost one-day excursion tours in pockets of an advertising display adjacent to train gates in the Chicago Union Station.



Our passenger department has scheduled the tours for the week ends of June 17-19, July 15-17 (coinciding with the giant Aquatennial parade) and Aug. 12-14. The package rates include air-conditioned accommodations at the Leamington Hotel.

Early season bookings reflected an enthusiastic taste for travel via our Hiawatha route to the Wisconsin Dells-Lake Delton area, which has a new attraction this year in a 335-foot-high revolving Totem Tower. Our 1966 Dells tours include, in addition to one-day week end excursions, one-day educational tours for youth groups, and two, three, and seven-day low cost package tours. Starting Apr. 15, they could be taken any day in the week through Oct. 31.

The two, three and seven day tours offer a choice of accommodations at three resorts—the River Inn and the

Crandall Motor Inn near the downtown area, and the Chula Vista Resort in a scenic woodland area about three miles away. All have modern, comfortable rooms, swimming pools, air-conditioning, and excellent food. The attractive rates include the round trip rail fare, transfers, room with bath, breakfasts and dinners, full use of the facilities of the resort, and boat cruises along the Upper and Lower Dells.

In addition to tours of the Upper Midwest, our road is offering more than 38 tours of western vacation regions served by the fleet of "City" trains operated jointly with the Union Pacific. As a guide to tourists and travel counselors, special new travel literature has been issued describing the great variety of luxury and low cost vacation trips available via our Super Dome Hiawathas and the western "City" Streamliners.

Arriving at the Wisconsin Dells.



Paddleboat cruise on the Mississippi.







President William J. Quinn addresses the stockholders' meeting. Seated at his right and left are members of the company's board of directors.

## Highlights of the Stockholders' Annual Meeting

The annual meeting of our company's stockholders in Chicago on May 10 was significant for reports and announcements that came under the heading of good news.

Among the best news was that which concerned the favorable results of our operations for 1965, rising revenues in the first quarter of 1966, and prospects for as good a year, or better, than we just experienced.

In his formal remarks, President Quinn informed the stockholders that the trend of carloadings is continuing upward, with the result that first quarter earnings rose sharply from the 1965 level. Consolidated net income for the railroad and its wholly owned subsidiary companies reached \$3,537,203, he announced, an increase of more than \$4,600,000 compared with a year ago. Railroad operations alone netted earnings of \$2,875,279, he stated, the highest since 1947.

He said the results reflected, for the most part, increases among many of the same commodities that showed increases in 1965. General piggyback traffic, for example, rose more than 29 per cent, and grain traffic was up by more than 40 per cent.

Before passing on to other matters, he pointed out that last year's consolidated net income of \$9,496,310 represented an increase of more than 50 per cent over 1964, and that the net income for the railroad alone of \$7,262,884 was our best since 1958. "The Milwaukee Road is blessed with many loyal, efficient and hard-working employees," he said, "and in your behalf, I thank them for their efforts."

The meeting, held in the Union Station starting at noon, included a short film showing scenes of the severe March blizzard that halted traffic on the Aberdeen Division more than a week, and the conditions under which men worked to re-open the main line. The proceedings, concluding with lunch provided for the stockholders, lasted a good two hours.

Discussing the outlook now and for the future, Mr. Quinn said it would be a mistake to assume that there are not plenty of knotty problems ahead. Referring to one of the more serious, the nation-wide car shortage, he noted that during 1965 and thus far in 1966 our company has committed itself to acquire, by purchase or lease, new freight cars and locomotives costing approximately \$85 million. This figure includes the cost of our continuous car rebuilding program during the same time. By the end of 1966, the rebuilding program begun in 1963 will have put about 8,700 cars back into service, he announced.

Among indications of the potential for highly profitable traffic, he singled out for special mention that our railroad is one of only two which will serve the new \$600 million Jones & Laughlin steel plant to be constructed soon near Hennepin, Ill., and will also provide service for Western Electric's new Pacific Northwest distribution center now going up at Kent, Wash., on a 50-acre site bought from the Milwaukee Land Company and the Union Pacific Railroad.

As another development of major importance, he cited the traffic expected to accrue from the progress of irrigation

in the Columbia River Basin, in anticipation of which we have requested authority to build two additional branch lines to serve this fast-growing agricultural area.

He remarked, also, on changes in the pattern of grain movements which began last year, with the result that grain is moving in high volume and, significantly, with much less seasonal fluctuation than has been the case in the past. Observing that the change is very favorable to the Milwaukee, he said that present trends point to the continuation of this situation, one reason being the heavy demand for export grain, for shipment from ports on the Gulf of Mexico and the east and west coasts.

Beyond these commitments, he mentioned two others coming up—carrying grain from the Dakotas to the Northwest for shipment to Japan and the Philippines, and President Johnson's proposal to send 3.5 million tons of grain to India, large quantities of which will be moving out of Milwaukee Road territory. He said that similar movements, as part of the growing program now called Food for Freedom, will be of definite importance to the Milwaukee for a long time in the future.

Mr. Quinn then proceeded to comment on recent rulings in merger cases and our company's own consolidation plans. He said that the joint studies by the Milwaukee Road and Chicago and North Western committees of the operating, engineering, economic and legal details of the consolidation strongly confirm the anticipated benefits which unification would produce for investors,

*(Continued on page 10)*



*Among Those Present*  
**AT THE STOCKHOLDERS' MEETING and LUNCHEON**



May-June, 1966



## Annual Stockholders' Meeting

(Continued from page 8)

employees, shippers, and the public as a whole, and emphasize the merits of consolidation, such as greater efficiency of operation and improved profitability. He added that the benefits will be in excess of \$32 million annually, and that a joint application to the Interstate Commerce Commission for approval would be filed about June 1.

He observed that, normally, hearings on the application would be expected to start this fall and, barring unforeseen delays, be completed next spring. "It is my opinion," he stated, "that a Milwaukee-North Western consolidation has so long been considered to be a natural and desirable unification by shippers and the public that, procedurally, the case should move along expeditiously—again barring delays that cannot be foreseen."

With regard to the Commission's recent action in denying the Great Northern, Northern Pacific and the Burlington authority to merge, he pointed out that all of the commissioners who ruled on the case agreed that, if the merger were approved, certain conditions should be accorded the Milwaukee, including access to Portland, Ore., and a provision enabling it to compete on equal terms for long haul traffic west of the Twin Cities. Noting that this merger would have seriously affected our railroad, he observed that even if the Northern Lines obtain a reversal of the denial, the Milwaukee seems to be assured protection.

Commenting also that hearings on the opposing applications of the Union Pacific and the North Western to acquire the Rock Island Railroad were currently in progress, Mr. Quinn said our railroad has estimated its revenue loss from a Union Pacific-Rock Island merger at more than \$6 million annually, and has therefore intervened in support of the North Western.

It is our position, he added, that the acquisition of control by the North Western is a logical step to an eventual three-way merger of the Milwaukee, North Western and Rock Island.

"Such a merger would create a strong midwestern regional system of railroads," he stated. "Contrasted with such a strengthening effect would be the destructive effect which a Union Pacific-Rock Island merger would have on the Milwaukee, the North Western and other midwestern lines, and we will present the strongest case possible in support of our position."



Left to right: E. J. Stoll, vice president-real estate and industrial development; O. R. Anderson, traffic manager at Seattle; Richard Preston, secretary-assistant treasurer of the American Industrial Development Council, Inc., Boston; Denney Givens, managing director of the Seattle Area Industrial Council; and L. H. Dugan, vice president and western counsel of the railroad.

## Industrial Development Group Meets in Seattle

The Milwaukee Road had an active role in the 41st annual conference of the American Industrial Development Council, Inc., held in Seattle Apr. 17-20, which included the event pictured here—a social gathering hosted by the Road at the Space Needle. The guests were industrial development people located in Milwaukee Road territory. E. J. Stoll, vice president-real estate and industrial development, appeared on the program in a Stump the Experts discussion of "An Economy in Motion," and was elected a director of the council for a three-year term.



From left: Marcus E. Anderson, Industrial Development District, Port of Tacoma, and Mrs. Anderson; Richard C. Setterstrom, Montana Power Company; and Charles F. Willson, Continental Illinois National Bank and Trust Company, Chicago.



Left to right: Mrs. George Wimmer, wife of the manager of the Industrial Development Council of Sioux City; Robert Dorothy, manager of the DuBuque Industrial Bureau; William T. Diviney Jr., manager of the Iowa-Illinois Industrial Development Group (Rock Island); Robert J. Stapleton, manager of the Cordova (Ill.) Industrial Park (northern gas products); Harold L. Kirk, managing director of the Clinton (Ia.) Development Company; and George Wimmer.

# Once Again It's "King Coal"



by **W. F. Findley**  
**General Fuel Agent**

WOULD it surprise you to learn that coal is one of our railroad's most important sources of revenue? Are you aware of what our coal traffic contributes to a year's earnings?

Last year, for instance, we handled 75,964 carloads—more than 4,700,000 tons—for a revenue yield of almost \$7,500,000. And that's not bad for a commodity that most people consider to be about as old fashioned as buggy whips.

When the railroad industry switched almost overnight to diesel engines, the largest single market for coal went the way of the steam locomotive. Since the end of the second World War, however, coal mining and marketing have made tremendous strides. Following the loss of the locomotive fuel market, mining companies, with the cooperation of the United Mineworkers of America, invested tremendous sums of money in modern labor saving and cost cutting equipment. The result has been a strong comeback, and a bright outlook for one of America's basic industries.

The electric utility companies are now the largest consumers of coal in this country, and with the present growth factor of 8 per cent each year, will probably remain so for many years to come. You can't put coal in the buggy whip category when you consider that the competition for electric generation plants pits coal against nuclear power almost daily. Coal is the choice for the majority of the installations, and, according to the experts, will continue to be through the 1980's.

No one can deny the convenience of natural gas and other thermostatically controlled fuels for domestic heating, yet coal is competing effectively in the residential markets today as the generator of electric heat. It can be said, therefore, that if most of the electricity in this country is generated through steam produced by coal, then electric heat can be considered "coal by wire."

To illustrate the long-term attraction of coal for heating, both Chicago's Union Station, built almost 40 years ago, and its new multi-million dollar Federal office building opened just last year are heated by coal-burning boilers.

Today reasons are being found also to anticipate expanding into new markets. For example, scientists and engineers have just come up with a process to manufacture gasoline from coal in commercial quantities at a cost of only 11 cents per gallon, and one to manufacture natural gas from coal and lignite, the expectation being that a commercial process at a competitive cost may soon be available.

Coal is important to the railroad industry because it is the largest single commodity transported by the industry as a whole. On the other hand, the railroad industry is equally important to the coal industry because coal, in order to be utilized, requires transportation, and the cost of transportation can materially affect the sale of coal in competitive markets. Much of the coal industry's comeback and success in the last two decades can be attributed to the railroads' enlightened rate policies and

service innovations, such as unit trains.

One such unit train is that initiated by our railroad in January, 1965 for the Public Service Company of Indiana. This train now operates four days each week, carrying 6,800 tons of coal from mines located in the Linton District to the Wabash River Generating Station near Fayette, Ind. During 1965 it handled 1,300,000 tons, and when the annual period is completed this year the total will reach 1,500,000 tons.

This train will operate for a number of years, and in fact, the Public Service Company of Indiana late last year started constructing a new addition to the plant. When the new generating addition comes "on stream" early in 1968, coal consumption will increase substantially. It is expected that the train will then operate six days a week, carrying more than 2,100,000 tons each year.

Did anyone mention buggy whips?

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## Travelers to Handle Railroad Medicare Insurance Claims

THE Railroad Retirement Board has announced the appointment of the Travelers Insurance Company of Hartford, Conn., as the sole intermediary for handling claims of railroad people who are or will be enrolled for the medical service part of Medicare — the part which pays various expenses not covered in the basic program. The arrangement applies to all qualified railroad employes and members of their families, as well as railroad retirement pensioners. The appointment was made under powers delegated to the Board by the U. S. Department of Health, Education and Welfare (HEW), and in accordance to a joint recommendation by railway management and labor.

Travelers Insurance was selected because of its wide experience in handling a variety of insurance programs for the majority of railroad workers in the nation over a number of years. The company will administer the program through a network of offices throughout the country.

Under the arrangement, Travelers will be responsible to the Railroad Retirement Board for the discharge of this function in accordance with the standards established by HEW. The powers of the Board in the administration of Medicare, as authorized by law or delegated by HEW, include also the authority to collect premiums which nonretired enrollees pay in cash for the voluntary medical insurance.



# The Credit Union Story



*“Not for profit, not for charity, but for service”*

More than 100 years ago, the mayor of a small village in Germany organized a society to help his townspeople surmount poverty and exploitation by unscrupulous money lenders. Disturbed by their plight, he reasoned that they could pool their meager savings and lend them to each other at a low rate of interest. The borrower's character would be the primary security.

This practical concept of brotherhood started a movement that eventually formed the guidepost for credit unions that today operate in more than 60 countries around the world. Our country alone has over 10,000, of which more than two-thirds serve employe groups. Their accumulated assets total nearly \$5 billion.

In this country the movement was pioneered by Edward Filene, the Boston merchant and philanthropist, who observed its practice in India in 1907 and saw a way to put buying power through low-cost credit in the hands of working people. Filene gave generously of his time, energy and fortune to encourage the movement and to campaign for legislation that led to the establishment of the Credit Union National Association (CUNA) and credit union leagues.

That, briefly, is the credit union story—“Not for profit, not for charity, but for service”—and a familiar one to the more than 5,000 Milwaukee Road people who are members of those at various locations on the railroad. Our employes now own and operate ten credit unions—three in Milwaukee, two in Chicago, and others at Savanna, Ill., Ottumwa, Ia., La Crosse, Wis., Miles City,



Arthur E. Schultz, boilermaker at Milwaukee Shops and current vice president of The Milwaukee Road Locomotive Department Credit Union, studies a report with the treasurer-manager, Mrs. June Kronka.

Mont., and Seattle, Wash. Still another is currently being organized at Cedar Rapids, Ia.

Most were established during the Depression of the '30s when people had very few extra dollars to save or to lend their fellow workers, but they thrived nevertheless. Today the volume of business handled by three requires the employment of a full time manager.

When people ask how a credit union operates and what is in it for them, this basically, is what they learn:

A credit union is a group of people who agree to save money together—savings are called “shares”—and make loans to each other at low interest. After expenses are paid and legal reserves set aside, the income is paid back in the form of dividends. The funds are protected by federal and state laws which require inspections of the books by government examiners, surety bonding, and substantial reserves against operational hazards.

The enterprise is supported by the income from invested capital and from interest on personal loans made for “provident or productive purposes.” Common reasons for borrowing include taxes, doctor bills, new cars, education, home equipment, weddings, family emergencies, and the like. Interest is

never more than 1 per cent per month on the unpaid balance.

The character of the borrower is the basic security, and although laws vary as to how much credit may be extended to a member, it is common for credit unions to lend \$500 on a borrower's signature, and more, with additional security. In some places they are permitted also to make real estate loans when surplus funds are available, at a fair rate of interest.

Besides all this, most credit unions carry loan protection and life insurance for their members, paying them out of earnings. These benefits are available through CUNA Mutual, the credit union affiliate, which was established specifically to provide an insurance program wholly oriented to credit union purposes and objectives. Here's an example of how these features could work:

Suppose a member has obtained a \$6,000 mortgage on his home and borrowed \$500 to buy a stove and refrigerator. His savings amount to \$4,800 and make him eligible for life insurance which, at his age and under the plan for his union, matches savings up to \$2,000 dollar for dollar. Should he die, the loans are automatically paid up (“the debt dies with the debtor”) and his widow or other beneficiary will re-

ceive, in addition to his savings, \$2,000 in insurance.

CUNA Mutual, incidentally, returns all income after expenses and reserves to its policyowners in the form of dividends.

The credit union story on our railroad is long and interesting but must be confined here to those that serve the greater number of employees. One of these is the Hiawatha Credit Union in Chicago, which maintains an office in the Fullerton-Southport office building to serve the employees there and some in the Union Station. The membership of approximately 875 includes many who signed up when it was chartered by the state in 1940.

The key factor in the growth and profitability of this union has been the enthusiasm of the employees who assumed the work of organization and subsequently the general management of its affairs. Except for the first years, it has had a salaried manager. That position has been filled since 1947 by Mrs. Geraldine (Gerry) Wimmer, whose personal interest extends to encouraging thrift habits and helping members who need good financial advice. The Hiawatha is a \$450,000 credit union and last year paid a 4 per cent dividend.

The first established on the railroad was The Milwaukee Road Credit Union, which serves Milwaukee Terminals employees and office people outside the shops area, as well as others on line who seek an affiliation. This story starts early on a Sunday morning in 1933 with a meeting in the lobby of the old passen-

Mrs. Geraldine (Gerry) Wimmer, as office manager of the Hiawatha Credit Union, handles accounts for 875 employees in Chicago.



May-June, 1966



Mrs. June Mayer, office manager of The Milwaukee Road Credit Union in Milwaukee, transacts business over the phone. The credit union was our railroad's first tenant in the modern new passenger station on W. St. Paul Avenue.

ger station, called by Paul R. Hoese, the night ticket clerk, who had heard about credit unions from his milkman. The articles of incorporation included the signatures of the assistant station agent, mail foreman, janitress, newsstand clerk, assistant wire chief, tractor operator and several mail and baggage handlers.

Mr. Hoese conducted some of the business during his lunch hour and the balance at home with the help of his wife and daughters. Eventually it warranted hiring part time help on pay days, and in 1949 a full time clerk.

Today the union has an office in the new passenger station on W. St. Paul Avenue, a membership of 1,030 and assets of more than \$497,000. The business is governed by a nine-member board of directors and requires a part time employe as well as manager. Mrs. Jane Mayer, who has been the office manager 15 years and until this year served also as treasurer, is one of its more important assets, both from the standpoint of friendly over-the-counter service and knowledge of the credit field.

(In passing it should be noted that Mr. Hoese, as the result of his activities in the credit union, was lost to railroading. He recently retired from the positions of managing director of the Wisconsin Credit Union League and treasurer-manager of the State Central Credit Union, the largest in the country.)

The Depression year of 1933 witnessed also the establishment of the Milwaukee Road Locomotive Department Credit Union, the largest, which now



Helen Dolinar, assistant treasurer of The Milwaukee Road Locomotive Department Credit Union (standing), goes over a financial statement with June Kronka.

serves 1,171 employees in the locomotive, car and data processing departments at Milwaukee Shops. Eleven of the 53 charter members still have accounts.

Business is conducted at an office in the roundhouse building under the supervision of Mrs. June Kronka, the daughter of an engineer-fireman in the Milwaukee Terminals, who was hired in 1956 to help the manager and elected treasurer-manager in 1963. The volume handled—close to 300 accounts on a pay day—calls for the full time employment of the assistant treasurer, Mrs. Helen Dolinar, and a part time clerk.

June's father having been a director,





Over-the-counter transaction between C. M. Paullin, ticket accountant for the passenger station in Milwaukee, and Mary Jane Westerman, part time employe of The Milwaukee Road Credit Union, as Mr. Paullin makes a savings deposit.

she was brought up, as she explains it "thinking true credit union philosophy—in terms of people helping people." In line with that philosophy, members are encouraged to bring the credit union their financial problems and are counseled on saving and borrowing habits. To increase its effectiveness as a service organization, June and Helen attend the meetings of the local credit union chapter and the Credit Union Management

Conferences at the University of Wisconsin.

Much of its current success is due to the efforts of an 11-member board of active and aggressive directors who continually "sell" credit union services during their lunch hour and wash up periods. Toward that end, in 1964 the directors undertook a direct mail promotion-education program under the guidance of the Wisconsin Credit Union

League. The results are reflected in the last financial statement, which shows assets totaling more than \$566,000.

### Progress of Young Credit Union

The Western Milwaukee Federal Credit Union in Seattle, formed in 1961, is added to this list for the reason that it demonstrates what can be accomplished when people work together for mutual betterment. A rapidly growing organization, it recently opened a business office in the Eyres Transfer Building across from our Stacy Street Yard and hired a part time manager experienced in credit union procedures. At the present time it has a membership of 335, including employes from Spokane west, and is working toward double that number.

An idea of the progress of this relatively young credit union may be gained from the fact that in 1965 assets rose from \$40,000 to almost \$100,000 and at the end of the year it declared a 4.8 per cent dividend. It is worthy of note, too, that by the end of the first quarter of this year the assets had mounted to \$130,000.

## COMMENTS FROM OUR CUSTOMERS

*"The most agreeable recompense which we can receive for things which we have done is to see them known, to have them applauded with praises which honor us."*  
—Molière



### A CREDIT TO THE RAILROAD

*(To. R. J. Casey, general agent, Milwaukee, regarding services performed by supervisory personnel for the writer while accompanying a dimension load of machinery moved from Milwaukee to Little Rock, Ark.)*

"It was indeed a pleasure to visit your office, and I want to thank you and the men in your organization for the many courtesies extended to me. I had a very enjoyable trip back to Little Rock, and my shipment arrived safe and sound.

"I would like to make special mention of the fine treatment I received between Milwaukee and Kansas City from men such as Mr. R. R. Brown, general superintendent in Bensenville, Ill., and Messrs. Benny Webber and Bob Crist for getting me out on my train to Savanna, Ill.; and in Savanna for the help given me by J. T. Gregerson, trainmaster, N. T. Owens, assistant superintendent, and Bill Gillman . . .

"I also want to thank J. C. Maloney, lieutenant of police in Ottumwa, Ia., and Mr. Tom Witt, assistant superintendent, for the cooperation shown me in their area . . . After

arriving in Kansas City, Mr. Darrell W. Matter, a brakeman on your line, took his time and drove me in his own car to my next leg on the Missouri Pacific railroad. There are many others whose names I did not get, but all, in my opinion, are a credit to the railroad."

*J. D. Wright*  
*Commonwealth Associates, Inc.*  
*Little Rock, Ark.*

### TRULY WONDERFUL TRIP

"This is to say thank you to the Milwaukee Road on behalf of the 130 Johnson School kindergarten children who recently took a train trip from Bensenville to Roselle. Although to some this might seem a short jaunt, to the children it was filled with wonder and excitement. It was a great first hand learning experience.

"As you know, kindergarten children en masse are usually frightening to the public, but not to your ticket agent nor to your conductors. The conductor with the pencils made a hit. The children gave him the title 'boss of the train,' and when he said 'Keep your

pencils down,' they followed instructions. It was a truly wonderful trip."

*Donna Nyzack and Dorothy Scott*  
*Kindergarten Teachers*  
*Bensenville Elementary Schools*  
*Bensenville, Ill.*

### THOROUGHLY ENJOYABLE, EDUCATIONAL

"Since our pre-school children rode your train from Minneapolis to St. Paul, we have been singing the praises of the Milwaukee Railroad. The kind attention of Mr. Engbretson [chief clerk to assistant general passenger agent, Minneapolis] to the details surrounding our trip and the courtesy and interest of other railroad employes made the day a high point in our year's program. It was a thoroughly enjoyable and at the same time educational experience."

*Louise Michaelson and Gail Davison*  
*Pre-school Teachers*  
*Drew Elementary School*  
*St. Paul, Minn.*

### A GOOD PUBLIC IMAGE

"I ride your suburban line between Morton Grove and Chicago daily, and have always found it a most pleasant way to start and end my working day.

"One night recently, while returning from the Union Station, I left my purse in the coach where I had sat and didn't discover what I had done until I reached the car parking lot. Less than 45 minutes after I arrived home the telephone rang and Mr.

*The Milwaukee Road Magazine*

Blakey, your conductor, was at the other end telling me not to worry; that he had my purse and would bring it to me . . .

"I was very much relieved after his call, and enjoyed the evening with my mind at ease. The honesty, reliability and thoughtfulness of this man are indeed a credit to the Milwaukee Road, not only because of my personal experience but because he is always most courteous and pleasant as he goes through the cars each day . . . He is the type of employe who creates a good railroad public image."

*Mrs. Robert F. Connolly*

*Niles, Ill.*

## V. S. Rawson Retires as General Agent in St. Louis



V. S. Rawson

THE retirement on June 1 of V. S. "Steve" Rawson, our general agent in St. Louis, was observed by fellow employes, shippers and other well wishers at farewell gatherings held in vari-

ous locations. The affairs included dinners in Fort Smith, Ark., and Nashville, Tenn., as well as in St. Louis.

A highlight of the St. Louis dinner, held Apr. 2 at the downtown Holiday Inn, was the surprise appearance of a Milwaukee Motor Transportation Company contingent from Chicago, consisting of P. L. Cowling, vice president and general manager, L. H. Hinrich, assistant to vice president, and E. A. Solvie, manager of piggyback service, together with their wives. Also present from out of town were R. N. Dosch, general agent at Aberdeen, S. D., and S. R. Graf, district freight sales manager in Chicago for the Indiana Harbor Belt Railroad, with Mrs. Dosch and Mrs. Graf.

He was honored also by many shippers and railroad friends at a large reception held Apr. 18 in the Mayfair Hotel. D. M. Wiseman, freight traffic manager-sales and service, Chicago, served as their spokesman in wishing him a long and happy retirement.

Mr. Rawson had been with our road 47 years, starting his career in the operating department, from which he transferred to the traffic department in 1929. In 1938 he was appointed chief clerk to the assistant freight traffic manager in Chicago, and in 1953 advanced to division freight and passenger agent at Davenport, Ia. He became division freight agent in Minneapolis in 1954, and had been our general agent in St. Louis since Mar. 1, 1961.

May-June, 1966



F. J. ("Bus") Beem and his wife, Mary, are the center of a group of well wishers at the office luncheon in their honor.

## F. J. "Bus" Beem Retires; Honored by Chicago Transportation Fraternity

FLOYD J. BEEM, assistant traffic manager of the Illinois Region, is now a permanent resident of Bradenton, Fla., having retired at the end of March. His departure from Chicago, his headquarters the last 18 years, occasioned a round of farewell tributes—a luncheon given by the immediate office force, a dinner held in Fred Harvey's Canterbury Room by his associates in the Union Station, and a reception at the Traffic Club of Chicago, where he was honored by some 300 of his friends in the transportation fraternity.

"Bus" Beem had been a member of that fraternity since 1922, starting in his native Kansas City as a clerk in our Liberty Street freight house. Advancing through various positions there, including that of city freight agent, he became successively special coal agent in Cincinnati, traveling freight agent working out of Kansas City, and general freight agent

in Atlanta. His transfer to Chicago in April, 1948 as assistant general agent was followed shortly by a promotion to general agent, in which capacity he served until being appointed assistant traffic manager for the Illinois Region in 1962.

Throughout his career "Bus" was active in many transportation groups. He is a former chairman of the Traffic Club of Chicago and has a wide acquaintance in the Chicago Transportation Club, the South Suburban and the Clearing-Cicero traffic clubs, and the Shrine Transportation Club, to name a few.

An active sportsman—his main interests are fishing and golf—"Bus" was anticipating the move to Florida's sunny climate. He and his wife, Mary, are building a home in Bradenton which will be finished by early summer. In the meantime they can be reached at 4011-16th Avenue West.

## LIFESAVING MATHEMATICS

ONE of the most frustrating driving experiences is to drop back to a safe following distance when cars cut in front of you. But dropping back is an important safety factor and costs you very little time, according to the National Safety Council.

Let's say you're traveling 20 mph and keeping the safe following distance of two vehicle lengths between you and the car ahead. During an eight-mile trip, assume that cars cut in front of you 64 times, and each time you drop back two car lengths, plus the length of the vehicle that cut in. If each vehicle is the average 17 feet, you must drop back 51 feet each time for a total of 3,264 feet. Yet, during the eight miles, you lose only one minute and 48 seconds, which is infinitesimal when measured against how much an accident will set you back.



# WHY I'M SOLD ON WEARING SAFETY SHOES

*protection pays, these men know, and tell . . .*

**E. J. MUELLER, District Master Mechanic, Western Avenue:** Having worn safety shoes for 30 years, I am happy to be able to say I have never sustained a toe injury, although I did have a potential while working as a machinist at Bensenville. The operator of a goose-neck crane ran into an S2 engine main rod, which turned over and hit my right foot. The leather toe was cut and the steel cap was flattened some, but there was no damage to my foot or toes. I was convinced then and there that the expenditure for safety shoes was well warranted, and have worn them ever since.

Thirty years ago safety shoes were clumsy in appearance, and we did experience some difficulty with them when working in the pits under an engine. But through the years they have been refined to the point where it is practically impossible to tell the difference between them and a regular street shoe.

Price-wise, I can't see how any man could possibly not avail himself of safety shoe protection, since any well constructed shoe will cost at least as much, and possibly more, than those we buy. How do you put a price on not having a toe injury and the related pain and discomfort?



Assistant Superintendent W. K. Peterson

District Master Mechanic E. J. Mueller



**H. P. GALLAGHER, Assistant Agent, Galewood District:** As foreman, general foreman and assistant agent in the freight house the last 29 years, each year I have realized, more and more, the importance of wearing safety shoes when you handle freight. I constantly encourage my men to wear them for their own protection—to think positively of their value in preventing injuries.

On many occasions I could mention, a man has been able to keep working steadily due to the mere fact that he had the good sense to wear his safety shoes off the job, too. An injury at home can be just as disabling as an injury at work.

**W. K. PETERSON, Assistant Superintendent, Galewood District:** Each spring, when the Shoemobile arrives in the Chicago Terminals, I buy a pair of safety shoes—that's been my practice for the last three years. They are the best shoes I have ever worn, and provide not only safety, but foot comfort.

As you know, an operating officer does a considerable amount of walking in railroad yards under conditions that are hard on ordinary shoes. Safety shoes are able to withstand that wear and tear, and have proved to be economical as well as neat in appearance.

Recently my two high school age sons were looking over the advertisement for safety shoes, with the result that they, too, became purchasers. It was a surprise to me to have teenagers become so enthusiastic about this type of footwear, and I know it will give them comfort, long wear and safety.

**ROGER WORCESTER, Stower, Galewood Freight House:** For the last five years, while working for the railroad and on my previous jobs, I have worn safety shoes. I also have the habit of wearing them to do odd jobs at home, such as moving furniture—anything that's heavy. For me, it has paid off.

While I was working in a factory, a hot roll steel bar about 10 inches around and 4 feet long rolled off a machine and fell on my left foot, bending the steel plate on the toe of my safety shoe. Had I not been wearing safety shoes, I would have been laid up with a broken foot. From my experience, I think safety shoes are wonderful, not only in respect to preventing injuries, but for comfort.



Agent F. H. Joynt presides at the drawing for an electric shoe polisher among men who bought safety shoes when the Shoemobile was in the Galewood District this spring. The winner, called out by Check Clerk Ernest Di Labio, was Stower Roger Worcester, right. Standing by is Assistant Agent H. P. Gallagher. All are quoted here on the advantages they see in wearing steel capped shoes.

**F. H. JOYNT, Agent, Galewood District:** Safety shoes were originally designed for the protection of employes in warehouses and heavy industry. Years ago men in these occupations suffered many foot injuries, and shoe manufacturers attempted to solve the problem with a steel capped shoe. But the cap was so long that it cut into the foot above the toes and men didn't want to wear them. Today, however, with their shorter toe cap and leather lining and padding, safety shoes are as comfortable as conventional shoes.

The same construction worked into lighter and dressier shoes has resulted in many people in less hazardous occupations taking advantage of their protective features. With the weight, styles and comfort now available, the wearing of safety shoes is unlimited.

**ERNEST DI LABIO, Check Clerk, Galewood Freight House:** I had worn safety shoes during my 18 years on the railroad summers only, until a near accident between my toes and a 250-pound cog iron. Breaking in with an extra pair of socks, I got used to them in winter, also. The cog landed on my right foot and cut the leather toe of my safety shoe, but never bent the steel at all; no bruises whatsoever. And since they've come out with low cut safety shoes, I have worn them off the job, too, and been proud of them.

# APPOINTMENTS

## Law Department

Effective May 1, 1966:

P. M. Hackbarth, attorney, is appointed assistant general solicitor with headquarters in Chicago.

## Traffic Department

Effective Apr. 1, 1966:

E. A. Welu is appointed assistant to freight traffic manager, Chicago.

E. W. Mastin is appointed special flour and grain agent, Minneapolis.

W. J. McKone is appointed city freight and passenger agent, New Orleans.

J. L. Flowers is appointed traveling freight and passenger agent, New Orleans.

L. R. Gates is appointed assistant to traffic manager, Seattle.

S. J. Monroe is appointed assistant to traffic manager, New York City.

Effective May 1, 1966:

V. Dunfee is appointed assistant traffic manager, Chicago.

G. F. Meintzer is appointed general agent, Chicago.

D. L. Crittenden is appointed assistant general agent, Milwaukee.

A. J. Dittmar is appointed general agent, Sioux City.

R. L. Johnson is appointed general agent, Denver.

R. J. Franzwa is appointed general agent, Houston.

R. H. Mau is appointed traveling freight agent, Milwaukee.

R. W. Neumann is appointed traveling freight agent, Minneapolis.

P. F. Hellman is appointed traveling freight and passenger agent, Indianapolis.

R. J. Tait is appointed traveling freight and passenger agent, Aberdeen, S. D.

J. J. Lancaster is appointed city freight agent, Chicago.

K. R. Hesterman is appointed city freight agent, Milwaukee.

D. S. Kinney is appointed city freight agent, Minneapolis.

R. O. Hansen is appointed assistant to traffic manager, Minneapolis.

W. V. Johnson is appointed district representative—rail highway sales, Seattle.

## Operating Department

Effective Apr. 1, 1966:

G. A. McCole is appointed assistant trainmaster, La Crosse Division, with headquarters at La Crosse.

Effective May 1, 1966:

A. J. O'Rourke is appointed acting

agent at Minneapolis.

R. G. Arntz is appointed agent at Dubuque, succeeding A. J. O'Rourke.

R. M. Gordon is appointed agent at Racine, Wis., succeeding R. G. Arntz.

D. N. Doumas is appointed agent at Terre Haute, succeeding R. M. Gordon.

S. F. Lee is appointed agent at Winona, Minn., succeeding D. N. Doumas.

T. J. Lloyd is appointed agent at Miles City, succeeding S. E. Lee.

The assistant trainmasters following are promoted to trainmaster:

E. H. Blanck, Milwaukee Terminals, with headquarters in Milwaukee.

N. G. Stuve, Twin City Terminals Duluth Division, with headquarters in St. Paul.

G. N. Mickelson, Chicago Terminals Terre Haute Division, with headquarters at Bensenville, Ill.

G. W. Johnson, Milwaukee Terminals, with headquarters in Milwaukee.

## Phil H. Linderoth

PHIL H. LINDEROTH, who retired as signal engineer on July 31, 1965, died unexpectedly on May 10, due to a heart seizure.

Mr. Linderoth, a native of Rockford, Ill., started his service with the Road in 1917 as a stenographer in the signal department office at Milwaukee. In 1922 he was assigned to a signal construction crew, and after two years in the field returned to Milwaukee as a draftsman. Subsequently he filled the positions there of signal estimate man, material inspec-

tor, estimate and signal valuation engineer, signal inspector, and office engineer. He was promoted to assistant engineer signal construction with headquarters in Chicago in 1953, and appointed signal engineer on Dec. 1, 1965.

Funeral services were conducted at Ascension Lutheran Church in Milwaukee, with interment there in Arlington Park Cemetery. He is survived by his wife, Florence, a daughter, Mrs. Phyllis Scheffler of New York, a son, Clifford, of Richland, Wash., and four grandchildren.

## Clarence B. Hanover

CLARENCE B. HANOVER, 66, retired assistant to chief purchasing officer, died Apr. 7 in Boca Raton, Fla., following a long illness. Services were held at St. Joseph's Church in Libertyville, Ill., his former home, with interment there in Ascension Cemetery.

Mr. Hanover, who had served our railroad for 42 years, was widely known among transportation and purchasing officials. Starting in 1919 in the stores department at Tomah, Wis., he was employed at other storekeeping points until 1938, when he became chief clerk to the purchasing agent in Chicago. Advancing through various positions, he was appointed purchasing agent in August, 1947 and served in that capacity until January, 1961, when he became assistant to chief purchasing officer. He retired in September of that year at his own request.

Surviving are his wife, Winnifred, a daughter, Mrs. Patrick J. McGowan of Boca Raton, and three grandsons.

"It is against the law to put salt on railroad tracks"



Quaint law? Certainly. But not for the era in which it was passed. It saved a lot of livestock in the old days. However, many regulations and restrictions governing railroads today are equally quaint, equally unnecessary, and equally geared to an era long past. They stifle price competition, hinder technological progress, and prevent the public from receiving the full benefits of the dynamic railroad service to which they are entitled. America needs a transport policy as modern as America itself. Congress can provide it.

ASSOCIATION OF AMERICAN RAILROADS



# RETIREMENTS

The following employes' applications for retirement were recorded during March-April 1966

## General Office & System Employes

Beem, F. K. Asst. Traffic Manager..Chicago, Ill.  
 Dougherty, Emily M. ....Clerk.. " "  
 Latunen, Ellen M. ....Secretary-Nurse.. " "  
 Lowrie, G. H. ....Asst. Engineer.. " "  
 Mangano, Mildred ....Invoice Clerk.. " "  
 Simmons, Ressie M. .... " "  
 Tate, J. ....Stenographer-Clerk.. " "  
 Votava, J. ....Waiter.. " "  
 Votava, J. ....Bureau Head.. " "

## Aberdeen Division

Hakanson, H. W. ....Fireman..Aberdeen, S. D.  
 Huddleston, J. E. .... " "  
 Klucas, W. ....Section Laborer..Eagle Butte, " "  
 Lund, F. N. ....Roundhouse Foreman..Mobridge, " "  
 Stuedeman, E. J. ....Conductor..Minneapolis, Minn.  
 B & B Carpenter..Aberdeen, S. D.

## Chicago Terminals

Corts, T. C. ....Asst. Car Foreman..Bensenville, Ill.  
 Evanoff, J. ....Caller..Galewood, " "  
 Gohr, H. W. ....Engineer..Chicago, " "  
 Gosch, D. C. ....Machinist Helper..Bensenville, " "  
 Kummers, E. ....Train Clerk..Chicago, " "  
 Lapinski, W. J. ....Claim Clerk.. " "  
 Lewis, Frances V. ....Car Cleaner.. " "  
 Pfitsch, W. A. ....Carman.. " "  
 Schneider, H. ....Assembler.. " "  
 Wealer, Bernice J. ....Clerk..Galewood, " "

## Coast Division

Christin, R. F. ....Engineer..Tacoma, Wash.  
 Crowley, G. D. ....Machinist.. " "  
 Ellis, S. C. ....Conductor..Malden, " "  
 Sorenson, H. L. ....Carman..Spokane, " "  
 Torkelson, O. A. .... " "  
 Weatherwax, L. L. ....Carman-Painter..Tacoma, " "  
 Carman-Machinist Helper.. " "

## Dubuque & Illinois Division

Blume, K. C. ....Flagman..Guttenburg, Iowa  
 Ferrell, F. W. ....Conductor..Ottumwa, " "  
 Grovdahl, S. G. ....Section Laborer..Calmar, " "  
 Lahey, Viola F. ....Clerk..Savanna, Ill.  
 Underwood, E. R. .... " "  
 Section Laborer..Ottumwa, Iowa

## Iowa Division

Bristol, R. F. ....Car Inspector..Cedar Rapids, Iowa  
 Buckley, S. E. ....Conductor..Perry, " "  
 Cairns, D. D. ....Custodian..Farlin, " "  
 Curtis, P. R. ....Assistant Foreman..Perry, " "  
 Eagle, F. L. ....Section Laborer..Tama, " "

## Iowa, Minnesota & Dakota Division

DuFrene, H. B. ....Stower..Sioux City, Iowa  
 Martinson, N. M. ....Roadmaster..Austin, Minn.  
 Williams, H. V. ....Section Laborer..Scenic, S. D.  
 Wilson, A. R. ....Agent..Mabel, Minn.

## La Crosse Division

Bloyer, F. A. ....Engineer..St. Paul, Minn.  
 Henry, C. O. ....Roadmaster..Red Wing, " "  
 Johnson, W. M. ....Machinist..Tomah, Wis.  
 Kallies, F. J. .... " "  
 Engine Watchman..New Lisbon, " "  
 Kohls, E. F. ....Section Foreman..Rio, " "  
 Pirkel, W. S. ....Engineer..St. Paul, Minn.  
 Roberts, F. J. ....Welder..Tomah, Wis.  
 Smith, E. T. ....Conductor..New Lisbon, " "  
 Steinmetz, A. P. ....Section Laborer..Tomah, " "  
 Thompson, A. T. ....Conductor..Milwaukee, " "

## Milwaukee Division

Obenauf, Helen M. ....Depot Cleaner..Fox Lake, Ill.  
 O'Halloran, D. F. ....Conductor..Milwaukee, Wis.

Kobeal, A. T. ....Agent-Operator..Horicon, Wis.  
 Kuhaupt, H. J. .... " "  
 Section Laborer..Beaver Dam, " "

## Milwaukee Terminals & Shops

Ash, A. H. ....Carman..Milwaukee, Wis.  
 Balistreri, J. ....Machinist.. " "  
 Boothroyd, M. W. ....Machinist.. " "  
 Bross, A. S. ....Chief Clerk.. " "  
 Churchill, E. ....Yard Conductor.. " "  
 Collins, G. ....Laborer.. " "  
 Davis, N. E. ....Machinist.. " "  
 Dreier, C. J. ....Electrician Helper.. " "  
 Freitag, J. H. .... " "  
 Lieutenant of Police.. " "  
 Gaido, A. P. .... " "  
 Crossing Watchman.. " "  
 Geisinger, W. H. ....Chief Clerk.. " "  
 Hemsey, J. M. .... " "  
 Supt. Air Brakes.. " "  
 Merrill, P. R. ....Machinist.. " "  
 Moore, W. ....Section Laborer.. " "  
 Norwick, H. P. ....Train Clerk.. " "  
 Schmeling, L. W. .... " "  
 Stationary Engineer.. " "  
 Siemanowski, A. F. ....Painter.. " "  
 Thiess, C. T. ....Carman Helper.. " "  
 Tollefsen, H. M. ....Engineer.. " "  
 Weeks, M. ....Ex-Gang Laborer.. " "  
 Wojciehowski, S. J. ....Leverman.. " "

## Off Line

Rawson, V. S. ....General Agent..St. Louis, Mo.  
 Ridenour, H. E. ....General Agent..Denver, Colo.

## Rocky Mountain Division

Heine, A. A. ....District Adjuster..Missoula, Mont.  
 Hodgson, A. W. .... " "  
 Chief Carpenter..Deer Lodge, " "  
 Redfern, F. C. .... " "  
 B & B Carpenter.. " "  
 Schefer, Elisabeth .... " "  
 Bunkhouse Custodian..Melstone, " "  
 St. Mars, A. P. .... " "  
 Machinist Helper..Deer Lodge, " "

## Terre Haute Division

Haseman, G. H. .... " "  
 Asst. Car Foreman..Jasonville, Ind.  
 Kent, E. G. ....Section Laborer..Latta, " "  
 Miller, O. E. ....Engineer..Jasonville, " "  
 Ray, B. M. ....Engineer..Terre Haute, " "  
 Sparks, E. F. ....Carman.. " "

## Twin City Terminals

Bonneville, A. E. ....Welder..St. Paul, Minn.  
 Erickson, A. M. ....Clerk.. " "  
 Erickson, S. ....Carman..Minneapolis, " "  
 Flaherty, J. M. ....Rate Clerk.. " "  
 Griller, J. E. ....General Agent..St. Paul, " "  
 Harding, J. E. ....Yardmaster..Minneapolis, " "  
 Hatzenbuehler, E. F. .... " "  
 Master Mechanic..St. Paul, " "  
 Hogan, T. J. ....Yardmaster..Minneapolis, " "  
 Holte, E. W. ....Stenographer-Clerk..St. Paul, " "  
 Marshall, I. R. ....Clerk..Minneapolis, " "  
 Peterson, L. A. .... " "  
 Commissary Clerk.. " "

## Hilmer M. Larson

HILMER M. LARSON, 71, who retired as assistant general passenger agent at Minneapolis in 1960, died there on Mar. 29. Funeral services were conducted in Minneapolis, with interment in Lakewood Cemetery.

Mr. Larson was a native of Bergen, Norway, who began his railroad career in 1914 as a stenographer in our St. Paul traffic office. Following Army service in France during the first World War, he became city passenger agent in Detroit, and in 1929 was advanced to traveling passenger agent with headquarters in St. Paul. He was promoted to general agent passenger department in Minneapolis in 1935, and continued in that position until 1946, when he was appointed assistant general passenger agent in that city.

Throughout his career Mr. Larson was very active in passenger traffic circles, having served as president of the St. Paul, Minneapolis, and Detroit passenger clubs, as well as of the Minneapolis Exchange Club. He was also a life member of the Skala Club, the international organization of transportation men. Survivors include a daughter, Mrs. June E. Larimer, a son, Charles I., four grandchildren and a sister.

## New Hard-Cover for the Railroad Bookshelf

**Western Trains**, chronicling in 72 pages the 20 years of motive power revolution that followed the end of World War II, is a noteworthy addition to railroad picture book collections. Every major railroad operating lines west of the Rocky Mountains is represented in the selection of 85 high quality illustrations. Text and photos by Dick Steinheimer and Donald Sims are augmented by contributions from other ranking railroad photographers in the West. (A Kalmbach publication distributed by Golden West Books, P. O. Box 8136, San Marino, Calif.—\$5.95)



# Where Are They Now?



Caryl Andrews



Jeanne Andrews

BACK in 1950, news emanating from Columbus, Wis., about the scholarly achievements of the daughters of Operator Neal B. Andrews led to a feature story in this magazine. All three, having won most of the honors available from the local schools, plus scholarships from the University of Wisconsin, were then training for careers in humanitarian fields, financed in part by self-created job opportunities.

Caryl, a Phi Beta Kappa at Wisconsin, had already earned a master's degree in history and was a student assistant instructor there while working toward a doctorate. Jeanne, who had graduated with honors from the university's Medical School—the first woman to win the

William J. Bleckwinn Award for clinical promise—was starting her internship at St. Luke's Hospital in Cleveland, while Janice, who had chosen nursing, had just received her RN degree from Chicago Wesley Memorial Hospital and begun working there with the intention of continuing her training.

Where are they now?

An inquiry directed to Mr. Andrews, who has since retired, disclosed that, 16 years later, all are well along the road to their long-range goals. Caryl is now a captain in the Salvation Army, currently teaching in the Army's school for officers in New York City, and also has charge of the school library, which she helped to set up. Toward the end of improving international understanding, she is under appointment for service in India.

Doctor Jeanne, he tells us, was recently certified by the American Board of Pediatrics—which makes her a specialist in that field—and has received the degree of Master of Public Health from Johns Hopkins University. She recently sailed for India to direct a Johns Hopkins' research project in the Division of

International Health School of Hygiene and Public Health.

And Janice, we hear, is now the wife of a Methodist minister, Rev. Willard A. Braker, living in Ottawa, Kans., and busy rearing five children—two boys and three girls. True to her calling, she recently responded to the urgent need for qualified nurses by taking a refresher course at Topeka in order to help out at the local hospital.

Janice and her husband, Rev. Willard A. Braker, and the children—Roger, Tommy, Jennifer, Kerrie Jean and Kathy (left to right).



## How You Can Help Speed Payment Of Claims for Sickness Benefits

WHEN illness strikes, railroad employees themselves can help to speed the payment of their claims for sickness benefits under the Railroad Unemployment Insurance Act, says the Railroad Retirement Board. Here are several points which the Board urges you to have in mind when filing for them:

(1) Keep the "Application for Sickness Benefits" (Form SI-1a) attached to the "Statement of Sickness" (Form SI-1b). These forms should not be separated for any reason.

(2) Read the instructions on the sickness application carefully before completing the form.

(3) Check over the completed application for accuracy of information, making sure that your name and social security number are printed clearly on *both* the application and statement of sickness.

(4) Have your doctor complete the "Statement of Sickness" promptly.

(5) Mail both completed forms to the Railroad Retirement Board within 7

days after becoming sick or injured. If you do not file within 7 days, enclose a note explaining the cause of the delay.

Under the usual procedure, a claim form will be mailed to you within a week after your application and statement of sickness are received by the Board. Thereafter, if you complete and return the claim form promptly, a new form will be mailed to you at 2-week intervals, depending on the duration of your sickness.

If you have any questions regarding the filing or completion of the application, be sure to get in touch with your nearest Railroad Retirement Board office. It is a good idea, also, to keep an application form on hand, just in case you should become sick. The forms can be obtained from railroad employers, labor organizations, and any Board office. Employees of our company can get them from their supervisors, or by writing direct to the paymaster at 2423 Southport Ave., Chicago, Ill. 60614.

**NEW SCALE MODEL RAIL EXHIBIT** depicting various developments in rolling stock in the United States and foreign countries during the past century has been opened at the Museum of Science and Industry in Chicago. One of the more interesting displays is a reproduction of the famous "Princess Elizabeth," the overnight luxury train that operated between London and Glasgow before the nationalization of the rail industry in Great Britain.





## Twin City Terminals

### TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Master Mechanic Ed F. Hatzenbuhler retired from service in the locomotive department on Apr. 1, at St. Paul. Mr. Hatzenbuhler was with the railroad for over 48 years, with service at Mitchell, S. D., Sioux City, Ia., Othello, Wash., and several other points beside St. Paul. Our best wishes went with him for a long and enjoyable retirement.

A warm welcome was extended to Ward A. Hisman, who came from Iron Mountain, Mich., and is now master mechanic at St. Paul.

Charles Buzicky, formerly with the locomotive department at St. Paul, has been promoted to foreman in the roundhouse at Aberdeen, S. D.

Dale Krider returned to St. Paul as assistant traveling engineer, and Al Smith, assistant traveling engineer at St. Paul, transferred to Milwaukee.

Myron Gibbs, stockman at Minneapolis coach yard material division, is a patient at Northwestern Hospital in Minneapolis at this writing.

Al D. Boulais, who formerly held the position of foreman at the Red Wing, Minn., car department, has transferred to St. Paul as assistant car foreman. Joseph Raley, from the Sioux City car department, is the new foreman at Red Wing.

Harold R. Hentges and Sam Erickson, both carmen, retired recently from the St. Paul car department.

Louis Lorang, carman at Minneapolis, suffered a serious automobile accident while en route to California for a vacation. Mrs. Lorang was killed when their car collided with another, and Mr. Lorang has been hospitalized in Laramie, Wyo., since the accident.

## I M & D Division

### SIoux CITY AREA

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

Congratulations to Robert L. Johnson, DF&PA, Sioux City, Ia., for being elected first vice president of the Sioux City Traffic Club, and to Floyd G. Johnson, CF&PA, elected to serve on the board of directors of the club for the 1966-67 term.

The Sioux City employes held a coffee party honoring James Clifford, who was appointed freight service inspector at Aberdeen.

Jim Krone has been appointed as demurrage clerk, replacing Jim Clifford.

Walter Smith, retired conductor, Sanborn, Ia., passed away at Sanborn in April. Walter lived there for over 50 years and celebrated his 50th wedding anniversary last August. Survivors include the widow, a daughter and two sons.

John J. M'Crane, 75, retired engineer, passed away in Arizona. Mr. M'Crane started working in 1906 and became an engineer in 1910. He was a member of the Brotherhood of Locomotive Engineers and at one time served as general chairman. Survivors include the widow, a daughter and nine grandchildren. Funeral services were held at Sioux City.

Louis M. Carlson, retired boiler-maker, died in Sioux City in April. He retired in 1955. Survivors include the widow, a son, two daughters and three grandchildren.

Retired Engineer George and Mrs. Gaskill, Sioux City, celebrated their golden wedding anniversary Apr. 3. Mr. Gaskill was an engineer for 40 years before he retired in 1953. He is

son, Tom, was selected on the All-State Invitational Catholic Basketball Team last month, and also on the All-State Class B first basketball team for the state of South Dakota.

Welcome to General Agent A. J. and Mrs. Dittmar, from Houston, Tex., to the Sioux City division freight and passenger agent's office, replacing Robert L. Johnson, who was transferred to Denver, Colo. Congratulations to Mr. Johnson upon his promotion to general agent at Denver.

Sympathy was extended to the family of Martin A. Dahl, 77, Sioux City, retired blacksmith. Survivors include a daughter and four grandchildren.

Sympathy to W. C. Bell, check clerk, Sioux City, whose mother passed away in Sioux City after a long illness.

### AUSTIN—EAST END

R. D. True, Correspondent  
Office of Superintendent

Two new faces have been added to the Milwaukee Road scene with A. F. Kuhlman joining our agent's force at Mason City, now working as bill clerk; and R. E. "Bob" Nelson working the statistician's position in the superintendent's office at Austin.

Fred Swank, son of Chief Clerk "Babe" Swank, surprised his parents recently by pulling up at the front door in a Jaguar after being stationed with the Army in North Carolina. Fred advised them that he had re-enlisted and would be stationed in Hannau, Germany, after a few days leave. He left the morning of May 1 for his new station.

C. A. Berg, retired chief dispatcher from Madison, was honored with an open house on the occasion of his 90th birthday on Apr. 3.

Albert L. Kirby, 82, a retired conductor, passed away in a Mason City hospital on Mar. 21. He is survived by his wife.

George F. Wendt, 81, retired engineer, passed away on Apr. 2 at a Mason City hospital.

Walter J. Cambern, 70, yardmaster at Austin, passed away on Apr. 21 after a lengthy illness. He is survived by his wife, son, step-daughter, brother and sister. "Boomer", as he was known in Austin, had over 50 years' service with the Milwaukee.

Maxwell W. Boothroyd, retired machinist, passed away at Milwaukee, Wis., on Apr. 25. He is survived by two sons, a daughter and a brother.

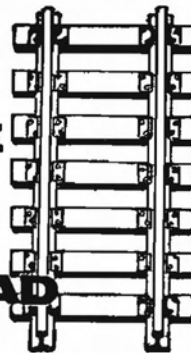
## Coast Division

### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

The eighth annual Coast singles bowling party was held at Hillside Lanes in Auburn on Mar. 19, with employes from many departments participating. Winners of the Dr. DePree Trophy in the men's division ended in a tie between H. H. Gravelle and A. L. Running. Also, this year there was a

## ABOUT PEOPLE OF THE RAILROAD



a member of the Brotherhood of Locomotive Engineers, the Masonic Order and the Consistory of Abu Bekr Shrine. Mrs. Gaskill is a past member of the Girls of '68 and a past president of the Auxiliary of the Brotherhood of Locomotive Engineers.

A. L. Kirby, 82, retired conductor died Mar. 21 in Mason City. He had lived in Mason City since 1903 and retired in 1952. He is survived by his wife, Magda.

Mrs. Margaret Lines, wife of Conductor Darrell D. Lines, passed away Apr. 22 in Sioux City. Survivors include her husband, a daughter and her parents.

Harold DuFrene, freight handler and warehouse worker, retired on Mar. 16 after 41 years of service. Good wishes were extended to him for a long and happy retirement.

Sympathy was extended to Operator John Hartley, Mason City, upon the sudden death of his wife, Madge, 57, who suffered a heart attack while driving to a hospital after her daughter had broken an ankle on March 25. Her husband, who was following in a car with the daughter, called an ambulance and Mrs. Hartley was taken to the hospital where she was pronounced dead upon arrival. The funeral was held in Mason City. She is survived by her husband, one daughter and three grandchildren.

Congratulations are again in order to Assistant Car Foreman and Mrs. Ambrose Mackey, Mitchell, S.D., whose

## The Fine Art of Making GI Coffee

A story has come out of our Chicago engineering department that may solve a problem for those people who are always learning from Mrs. Olson how to make a good cup of coffee.

It's told about Assistant Engineer Henry F. Lucas that when he was serving as a second lieutenant with a railroad battalion in France and Belgium during World War II, the single most condemned thing in his outfit was GI coffee. All of the coffee was pot-brewed—the kind where you throw the grounds into the water and wait for the water to come to a boil. If they drank it right then, the flavor was fairly palatable, but if it stood in the pot even just a short time, it tasted goshawful.

This circumstance intrigued Mr. Lucas and, deciding to make a study of the preparation of coffee, he assembled the necessary equipment and brewed a number of pots. Thus he learned that when a pot of boiling water is removed from the heating element it will continue to agitate as the result of the cold exterior working against it, and grounds will not settle until it simmers down. It wasn't hard to deduce that the prolonged agitation was extracting from the coffee grounds the undesirable flavors and oils that made it taste so extraordinarily bad. Insulation being indicated, he discovered that an Army blanket stopped the agitation neatly, and that the coffee was just as good an hour later as when it was first brewed.

Coffee being rationed then, however, Mr. Lucas didn't waste it. He experimented with sawdust.



Lt. Henry F. Lucas, at Charleroi, Belgium, in 1945, solves another GI problem with fly traps made in the local car shops.



**SILVER PASS SERVICE.** Marking his 45th year with our railroad, E. G. Warzala, machinist maintainer at Milwaukee Shops (left), receives a Silver Pass. Offering congratulations is District Master Mechanic H. W. Reinold.



**IN DAD'S FOOTSTEPS.** Two future railroaders, Blaine (3) and Bryan (5) Zook, pose in their new trainman's outfits. Dad is Glenn Zook, brakeman-switchman at Sioux City, Ia.

trophy added in the women's division, which was won by Marie Kinzner. Immediately following the meet, awards were made and the 61 bowlers in attendance also enjoyed refreshments at the lanes. Chairman this year was Dan Cartwright, chief car clerk. His only disappointment was that he missed seeing Renton win the championship at the city basketball tournament that same evening.

**LOCAL FREIGHT OFFICE:** Louis M. Weigand, retired assistant agent in Seattle, passed away on Apr. 6 after a short illness. Mr. Weigand was born 73 years ago in Grand Rapids, Mich., and came to Seattle in 1919. He was cashier for many years in the local freight office before becoming assistant agent, and retired in 1957. He was a member of St. John's Lodge No. 9, F&AM, and of the railroad clerks union. Survivors include a sister, Mrs. Theresa Hendry of Blue Lake, Calif.

**TRAFFIC and GENERAL FREIGHT DEPARTMENT:** The rate department welcomed its new stenographer, Nella Spiegelberg, in mid-March. Nella replaces Helen Tate, who transferred recently to the real estate and industrial development department.

**REGIONAL DATA OFFICE:** Ray Kester spent two weeks in April visiting his parents in Montana. . . . At this writing, Mildred Fetters is just be-

ginning her month-long vacation in Hawaii with Mr. and Mrs. John Agner. John retired six years ago as assistant to the traffic manager in Seattle.

Funeral services were held on Mar. 23 in Seattle for George L. Bills, 86, who passed away in a hospital after a year's illness. Born in California, Mr. Bills came to Seattle from Montana in 1913, began his career with the Road as passenger brakeman in 1914, retiring in 1956. He was a life member of the Elks at Miles City, Mont., and a member of the Brotherhood of Railway Trainmen. He is survived by his wife, Genevieve.

## Terre Haute Division

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

Mr. and Mrs. D. L. Burns celebrated their 50th wedding anniversary with an open house for friends and relatives on Apr. 17 at the Christian Church at Jasonville, Ind. Mr. Burns was employed by the Road as an operator at Faithorn in 1915, and was appointed agent at Kurtz, Ind., in 1922. He subsequently served as agent at Coalmont, Elnora, and Jasonville, retiring from Jasonville in 1959. Mr. and Mrs. Burns have two sons, Bill of Liberty, Ind., and Jack of Santa Ana,



**GETTING ACQUAINTED.** Becky Benton (left), a newcomer to the stenographic force of the traffic research department in Chicago, is welcomed by co-workers Jeanette Bergstrom (seated) and Judi Goblet. Becky picked up her first pay check on May 18.



## Police Lieutenant J. H. Freitag Retires in Milwaukee



At the luncheon in honor of Mr. and Mrs. Freitag, M. V. Cunningham, captain of police in Milwaukee, presents him with a miniature "retired lieutenant" badge.

OUR police department lost one of its veterans with the retirement on Apr. 30 of Lieutenant J. H. Freitag, a long-time member of the detail in Milwaukee. His co-workers there honored him and Mrs. Freitag at an office luncheon and presented them with a portable television set.

Mr. Freitag had almost 37 years of service in the Milwaukee area. He started on Sept. 15, 1929 as a special officer and was promoted in 1944 to sergeant of police, in which capacity he served until 1962, when he was appointed a lieutenant. He and his wife make their home in Cudahy, Wis.

Cal.; two daughters, Mrs. Marjorie McCain of Connersville, Ind., and Mrs. Evelyn Thomason of Indianapolis; ten grandchildren and one great-grandchild.

Albert H. Austin, retired chief clerk in the car department at Terre Haute, died Apr. 17. He retired in 1965 after 51 years of service. Surviving are the widow, Susie; three sons, Kenneth and Larry of Terre Haute and Robert of Jasonville (Kenneth and Robert are employed as carmen on the Terre Haute Division); ten daughters, all of Terre Haute; one brother and one sister; and 31 grandchildren.

Walter D. Lietzman, retired carman helper, passed away Apr. 8 at his home in Albuquerque, N. M. He retired in 1952 with 30 years of service in the car department. He is survived by the widow, Nellie; a daughter, Vera E. Mullins, Albuquerque; a granddaughter; and two great-granddaughters. Burial was in Terre Haute.

Clarence "Herb" Dietz recently died at the Vermillion County Hospital following an extended illness. He was former chief clerk at West Clinton, Ind., retiring in 1959 with 39 years service. He is survived by a sister,

Mrs. Leon Barth of Nashville, Ind., and a brother, Ray Dietz of Evansville. Burial was in Eugene Cemetery near Eugene, Ind.

Warren K. Griffith, former chief clerk in the Terre Haute freight house, died at Houston, Tex., Apr. 9. He left the railroad in 1930, going to New Orleans, La. He is survived by a daughter, Mrs. J. A. Kearn, Staten Island, N.Y.; a brother and a sister. Burial was in Terre Haute.

Mrs. Reed McGinnis, widow of the former locomotive engineer, passed away at St. Bernice Apr. 23.

D. N. Doumas was appointed agent at the Terre Haute freight house, replacing R. M. Gordon, who transferred to Racine, Wis.

Mr. Doumas, who was appointed agent on May 1, has been awarded a diploma by LaSalle Extension University of Chicago for successfully completing a course in traffic and transportation. Mr. Doumas was formerly agent at Winona, Minn., where he served as president and secretary of the Kiwanis Club, president of the Methodist Men's Club, and was a member of the Chamber of Commerce.

## Aberdeen Division

### EAST END

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

Conductor Charles Funk and his wife were honored guests Apr. 3 at a 25th wedding anniversary hosted by their son and daughter. Among the guests was a sister that Charlie hadn't seen for about 10 years.

It was 18 years ago that Hector High School first got the bug to send its seniors on a class trip to Chicago and New York. Now it's an accepted thing and all students in the Hector schools start working toward the trip as soon as they start first grade, with various money making projects. Agent Rudy Webber has sparked the trips over the years and is a most enthusiastic promoter.

Agent Jerry Beck of Ortonville reports that his third "German" grandchild has arrived. The Becks' daughter, Brunhild, lives in Germany and all three children have been born there.

After a long history of back trouble, Conductor Floyd Lund of the Farmington Line resigned and has taken the disability pension.

Traveling Engineer George Ryman of Austin stopped in during his vacation to see how his former co-workers were doing and to check on his various Ryman brothers who work on this division. Likewise, Roadmaster Ken Natzel called on us and the Natzel brothers while on a visit from Roundup, Mont. Ken has been ill since December but plans to be back at work shortly.

Hollis Anderson, just discharged from the Army, is back at his position as brakeman working out of Montevideo.

Car Foreman Joe Maier enjoyed a visit from his son, Joel, on leave from Camp Pendleton for a month.

John A. Felber, agent at St. Louis Park for the past 41 years, passed away Apr. 15. He had been employed by the Milwaukee for 57 years.

## Iowa Division

### MIDDLE AND WEST

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

C. A. Gregerson and his wife, of Mingo, Ia., are the parents of a son born Mar. 29 at a Nevada, Ia., hospital. The new arrival was named William Clarence. His father is a machine operator for track maintenance gang 0620, which operates on the Middle Division. The little one's grandfather is section foreman at Madrid.

Albert L. Fallein, 83, passed away Mar. 31, with funeral services in Perry and burial in the Violet Hill Cemetery. He was the father of Locomotive Engineer Bill Fallein.

A daughter was born Apr. 11 to Assistant Roadmaster and Mrs. E. W. Schaeuble of Manilla, Ia. Named Sandra Kay, she was born at St. Anthony's Hospital in Carroll, Ia. The father holds one of the newly created positions, and works the territory from Perry to Tama.

Funeral Mass was held Apr. 16 for

## Fay L. King

FAY LEROY KING, 70, retired master mechanic, died on Apr. 14 in the Savanna (Ill.) City Hospital, where he had been admitted in the morning. Funeral services were held in Sabula, Ia., his home since retiring. Surviving are his wife, Margaret, and three brothers; Wayne King, the orchestra conductor, Phoenix, Ariz., Chet of Clinton, Ia., and Lyle of Minneapolis.

Mr. King, a native of Savanna, began his career with the railroad there in 1912 as a machinist apprentice and later was air brake foreman and assistant general foreman in Dubuque. Subsequently he served as roundhouse foreman at Ottumwa and Milwaukee, master mechanic on various divisions, and shop superintendent in Minneapolis. He was master mechanic at Milwaukee Shops with jurisdiction over diesel locomotive maintenance from 1951 until he retired on Dec. 1, 1955.

Mr. King was an Army veteran of both world wars. In the first war he served overseas as a member of the Army band, and in World War II, commissioned a lieutenant colonel, with the 75th Railway Shops Battalion. In 1944, advanced to the rank of colonel, he controlled allocation of power and repairs to rolling stock, engine houses and shops in Belgium, Holland, France and Germany. Burial services were conducted with military rites.

Miss Emma Langdon, 82. The sister of Herbert Langdon of the Perry roundhouse force, she passed away at the Dallas County Hospital in Perry after being a patient there since Apr. 6. Burial was at Perry. Miss Langdon had been a teacher in the Perry schools for 32 years before retiring.

#### EAST END

Leola Gonsales, Correspondent  
Freight Office, Cedar Rapids

John Welden, 84, retired boiler-maker, died Apr. 16. A life-long resident of Cedar Rapids, he is survived by two sons, Walter and Jack, and by three daughters, Mrs. Joseph George, Mrs. Vernon Bittner and Julia Weldon, all of Cedar Rapids. His wife, Julia, died in 1960.

A daughter, Christal Lynn, was born last Dec. 18 to Mr. and Mrs. Jess Chavez. Mr. Chavez is assistant section foreman at Cedar Rapids.

#### D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

Hans Sorenson, 94, a retired car department employe of Savanna, passed away on Apr. 3 in a hospital in Decatur, Ill., the home of his daughter, Marie. Mr. Sorenson was foreman of the Savanna derrick for many years, and is the father of J. T. Hansen, retired superintendent of Tacoma. Surviving are the daughter, son and other relatives. Funeral services were at Savanna, with burial in the Township Cemetery.

Engineer Lynn Frederick of Lanark, Ill., passed away in the Freeport, Ill., Memorial Hospital on Apr. 6. Mr. Frederick started railroading as a fireman in 1951, was promoted to an engineer in 1958 and had been in active duty until about Apr. 1. Funeral services were at Lanark, with burial there. Surviving are his widow, daughter, son, grandson and four brothers, one of whom is Alyson Frederick of Savanna, a detector car operator.

G. W. Smith, retired pump repairer, passed away in the Savanna City Hospital on Mar. 14. He retired in 1945. Surviving is a sister.

Dewey R. Lahre, who retired two years ago from the store department at Savanna after 47 years of service, passed away in the Savanna City Hospital on Mar. 24, following a long illness. Funeral services were in Savanna with burial in the township cemetery. Surviving are his widow, two brothers and a sister.

Mrs. Carl Busick, wife of the retired agent, passed away Feb. 21 at Chillicothe, Mo., after a heart seizure. Services were held at Chillicothe with interment at Ludlow, Mo.

C. E. Hart, 70, chief yard clerk at Davenport until Jan. 23, died in Mercy Hospital Mar. 29, following a six week illness. Mr. Hart was with the Milwaukee from 1917 until this year. Surviv-

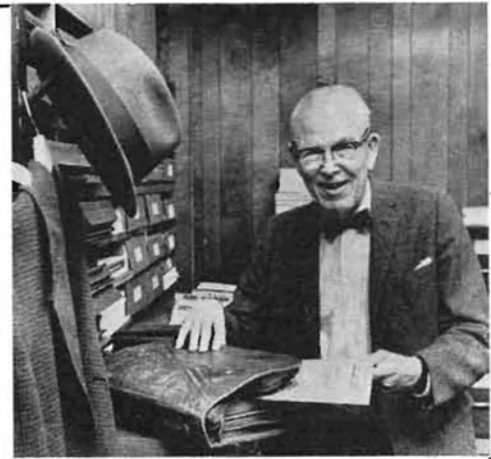
### R. H. Conrad Retires For the Second Time

While most people regard retirement as the years for taking life easy, R. H. Conrad, former division freight and passenger agent at Mason City, Ia., has retired a second time—and still intends to remain active in his work.

His latest retirement, just two days after his 75th birthday, was as traffic manager of the Mason City Chamber of Commerce. He had filled the position nearly 13 years.

Mr. Conrad is a native of Cedar Rapids, Ia., who started railroading with the Rock Island in 1910 and transferred to the Milwaukee Road in 1913. During the first World War he saw service in France, and after the war joined the traffic department in Des Moines. He became city freight agent in 1925, and in 1940 was appointed traveling freight and passenger agent at Mason City. He was promoted to division freight and passenger agent in 1945, and retired in 1952.

His job with the Chamber of Commerce consisted mainly of working with railroad and truck rates for Mason City businesses. "I was so busy that I hadn't given much thought to retiring again," he said, "but a bout of flu made me start thinking that maybe I should take a rest." Now that he's feeling fine again, he intends to continue working in the freight traffic field, although not full time.



R. H. Conrad packs his briefcase as he ends his work for the Mason City Chamber of Commerce. (Mason City Globe-Gazette photo)



A 50-YEAR SERVICE VETERAN, M. J. Barnish (left) is presented with a Gold Pass by W. F. Wieland, trainmaster on the Milwaukee Division. Barnish is the agent for the Cambria-Pardeeville agency.



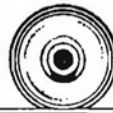
ELECTED PRESIDENT OF ABERDEEN (S. D.) JAYCEES, G. B. "Gary" Troske, secretary to general agent there (left), presents outgoing president Kenneth Vance with mementos for his services. The ceremony was a highlight of an installation banquet held recently at the Alonzo Ward Hotel. (Aberdeen American-News photo)



GOLD "LIFETIME" PASS recognizing 50 years of service is presented to Yard Conductor Ragnar E. Peterson, St. Paul, by N. H. McKegney, superintendent of the Twin City Terminals. He started in October, 1915 as a fireman on the former I&D Division and worked also as a machinist helper and blacksmith helper before transferring to the yard conductor position in December of 1924.



# here's how we're doing



First Quarter  
Ending March 31  
1966 | 1965

RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc. ....	\$61,507,446	\$55,674,196
PAID OUT IN WAGES		
.....	27,035,137	27,079,493
PER DOLLAR RECEIVED (cents) .....	44.0	48.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	2,676,270	2,555,854
PER DOLLAR RECEIVED (cents) .....	4.4	4.6
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest .....	28,920,760	27,647,522
PER DOLLAR RECEIVED (cents) .....	47.0	49.7
NET INCOME .....		
	\$2,875,279	
NET LOSS .....		
	—	\$1,608,673
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars .....	269,812	256,318
Increase 1966 over 1965 .....	+13,494	



**COMBINED SERVICE, 100 YEARS.** B. W. "Bernie" Schmidt, conductor on the City of Portland-Denver, and Leonard E. Myers, clerk at Savanna Yard (second from left), shown recently as they received their Gold Passes for 50 years of service. Presenting the passes are N. D. Owen, assistant superintendent of the D&M Division (right), and Trainmaster J. T. Gregerson.

ing are two daughters, a son and a brother. Burial was in Davenport.

Mrs. Julia Netta Johnson, mother of First District Engineer L. V. Johnson of Bensenville, celebrated her 90th birthday on Mar. 27 at the home of her son and daughter-in-law. She came to the Byron-Stillman Valley area at the age of three and lived there until 1942 when she moved to Rockford. Still in good health and active, she has lived with her son and his wife since 1960.

The annual May luncheon of Savanna Chapter of the Women's Club was held on the 9th in the parlors of the Presbyterian Church. Fifty members attended and were served by the United Presbyterian women's group. Mrs. Ralph Vannella, secretary-general, Chicago, was a guest, and gave a short talk. Floral displays were distributed as door prizes, after which the members resorted to the Episcopal parish house for cards, with prizes being awarded in bridge and canasta. The membership committee reported meeting the appointed date in achieving the chapter's quota, and a donation was made to the Cancer Fund and to the Red Cross drive.

Charles Everett Jordan, son of Division Engineer and Mrs. E. C. Jordan, Savanna, enlisted in the Air Force during April. His initial assignment was to Lackland Air Force Base at San Antonio, Tex., for six weeks of basic military training. After graduating from the Savanna High School, he had attended Bethel College at St. Paul, Minn., for the past three years.

Dwain D. Miller, 59, section foreman, died in University Hospital, Iowa City, Apr. 18. Funeral services were held in Sabula Methodist Church,

Sabula, Ia., with burial with Masonic rites at the grave. Surviving are his widow; two sons, Delbert and Robert of Savanna; mother, brother, and three sisters. His railroad service began as a section laborer in 1917. He was promoted to foreman in 1939.

## Milwaukee Shops

### OFFICE OF SHOP SUPERINTENDENT — CAR DEPARTMENT

Richard D. Andrews, Correspondent

Sympathy was extended to the families of Clifford Rammelt, woodmill and tinshop foreman; Edward McDermott, carman in the forge shop; Lloyd Brown, welder in the passenger shops; John Drinka, carman in the passenger shops; and Fred Jakobec, retired upholsterer; all passed away since the last issue of the Magazine. Also, to Leonard Switalski, welding instructor, whose father passed away.

Did you know that one of our foremen, who is too modest to have his name used, is practically a culinary genius? One of his recent accomplishments was a gourmet dinner of sauerbraten dumplings which was enjoyed by Archbishop William E. Cousins. (I was unable to find out if this was cooked on an electric stove.)

Don Tischer, blacksmith welder in the forge shop, recently became the proud papa of a baby boy.

I understand that Ambrose Sery's son volunteered for the Peace Corps. Ambrose, a millwright in the woodmill, is off sick at this writing.

A nuptial Mass uniting Patricia Ann Kocejka, keypunch operator, and Thomas John Ogden, grain clerk of the Agency, was said at Blessed Sacra-

ment Church May 7. Patricia is the daughter of Mrs. Myron Kocejka, and Thomas is the son of Herman E. Ogden, chief clerk to superintendent, Milwaukee Division. A buffet supper was served to the guests at Walker's Maple Grove, with a reception following.

Mrs. Lois Scott has announced the engagement of her daughter Cheryl, an employe of the test department, to Dennis Kekow, son of Mr. and Mrs. Franklin Kekow. Dennis is stationed with the regular Army at Vun-Tao, Vietnam, after enlisting in October, 1965. The young people are planning a spring wedding in '67.

Sympathy was extended to Albert Siemanowski, painter in the passenger shop, and his wife, whose son, Marine Pfc. David A. Siemanowski, died Mar. 26 of gunshot wounds suffered in front line fighting in Viet Nam. David, a 1964 graduate of Francis Jordan High School, worked in the upholstery shop before enlisting in the Marines last April. He had been in Viet Nam since November and was scheduled to serve there until this fall. Surviving, in addition to his parents, are six sisters. He was a nephew of Father Francis Siemanowski, Catholic chaplain of the Veterans Administration Hospital in Tomah.

### LOCOMOTIVE DEPARTMENT

Contributed by Martha Vander Velden

On Mar. 31 the employes of the locomotive and car departments gathered to bid farewell to Alex Bross, chief clerk to the assistant chief mechanical officer, who retired on Apr. 30 after 48 years of service. Refreshments were served, and Alex was presented with a gift from his co-workers, with A. W. Hallenberg, assistant chief mechanical officer, acting as master of ceremonies.

Alex started as a clerk in the dis-

trict master mechanic's office on Sept. 3, 1917, and on Oct. 1, 1918, became chief clerk to the district master mechanic. In December, 1921, he moved to Chicago, where he worked as a statistician and as supervisor-engine house operations in the general superintendent of motive power office. He moved back to Milwaukee in August, 1927, where he became chief clerk to assistant superintendent motive power. Later he held the positions of assistant chief clerk to superintendent motive power, chief clerk to general superintendent motive power, and since Sept. 16, 1962, that of chief clerk to assistant chief mechanical officer.

Alex and Mrs. Bross plan to make a leisurely trip west, visiting various locations in South Dakota, Colorado, Wyoming and Idaho; then on to Edmonton, Canada, and Seattle, Wash., before departing to other locations in the West.



Alex Bross, chief clerk to assistant chief mechanical officer (right), is presented with a retirement gift from his co-workers by A. W. Hallenberg, assistant chief mechanical officer, at an office party in his honor. For more about this, see the Milwaukee Shops news.

## Chicago Terminals

### GALEWOOD

Linda M. Kuchl, Correspondent

Mr. and Mrs. Joynt were recently surprised by a visit from their son Jack, a first lieutenant in the Air Force, who stopped off in Chicago while on his way to Virginia. Jack is stationed at Mountain Home, Ida.

Wally Pugeseck, slip bill clerk, has a new little grandson, Terry Michael, who was born on Apr. 5 to his son Larry and daughter-in-law Barbara.

Sympathy was extended to Alice Stasch, whose father, Sam Imburgia, passed away recently; to Judy Sottysik of the regional office, whose mother passed away in Superior, Wis.; and to Max and Joe Zielinski of the freight house, on the death of their brother Edwin on Mar. 20.

May-June, 1966

# Carloadings



## JANUARY-MAY 1966 compared with same period in 1965

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1966 over 1965	NUMBER OF CARLOADS			
		FIVE MONTHS		INCREASE	
		1966	1965	1966 over 1965	% of in. rise
10.3%	Grain .....	45,249	31,714	+ 13,535	+ 42.7%
9.9	Lumber or Dimension Stock...	24,998	21,744	+ 3,254	+ 15.0
5.9	All Other Paper or Allied Products .....	26,718	23,797	+ 2,921	+ 12.3
4.1	All Other Wood Products (incl. Plywood) .....	12,556	10,808	+ 1,748	+ 16.2
3.7	Coal .....	35,764	32,595	+ 3,169	+ 9.7
3.6	All Other Transportation Equipment .....	16,282	16,038	+ 244	+ 1.5
3.2	Meat (Fresh, Chilled or Frozen) .....	15,328	13,080	+ 2,248	+ 17.2
3.2	Stone, Clay or Glass Products...	16,079	15,190	+ 889	+ 5.9
3.0	Grain Mill Products .....	23,865	21,843	+ 2,022	+ 9.3
2.7	Industrial Chemicals .....	9,611	6,715	+ 2,896	+ 43.1
2.7	All Other Chemicals or Allied Products .....	13,104	12,338	+ 766	+ 6.2
2.5	Nonmetallic Minerals; Except Fuels .....	20,301	18,167	+ 2,134	+ 11.7
2.5	Pulp or Pulp Mill Products...	7,562	6,201	+ 1,361	+ 21.9
2.2	Waste or Scrap Materials .....	10,602	9,074	+ 1,528	+ 16.8
2.2	Freight Forwarder & Shipper Assn. Traffic .....	14,317	12,819	+ 1,498	+ 11.7
1.9	Canned Fruits, Vegetables and Seafoods .....	10,043	9,136	+ 907	+ 9.9
1.9	Fabricated Metal Products .....	7,417	6,340	+ 1,077	+ 17.0
1.6	All Other Machinery (Except Electrical) .....	4,630	4,158	+ 472	+ 11.4
1.5	Farm Machinery or Equipment. Electrical Machinery or Equipment .....	7,690	7,316	+ 374	+ 5.1
1.3	Equipment .....	5,037	3,810	+ 1,227	+ 32.2
1.0	Soybeans .....	5,332	4,081	+ 1,251	+ 30.7
.7	Beverages (Except Malt Liquors) .....	3,848	3,775	+ 73	+ 1.9
.7	Coke Oven or Blast Furnace Products .....	4,153	3,571	+ 582	+ 16.3
.4	Potatoes (Other Than Sweet) ..	2,884	2,128	+ 756	+ 35.5
.4	All Other Farm Products (incl. Sugar Beets) .....	2,602	2,260	+ 342	+ 15.1
4.1	All Other Carload Traffic.....	22,174	20,938	+ 1,236	+ 5.9
<b>77.2%</b>		<b>368,146</b>	<b>319,636</b>	<b>+48,510</b>	<b>+15.2%</b>

	loading of these commodities <b>DECREASED</b> in 1966 under 1965	FIVE MONTHS			
		DECREASE		DECREASE	
		1966	1965	1966 under 1965	% of decrease
4.1%	Primary Iron or Steel Products.	14,461	15,852	- 1,391	- 8.8%
4.1	Motor Vehicles .....	7,289	7,484	- 195	- 2.6
3.4	All Other Food Products (incl. Sugar) .....	12,899	13,527	- 628	- 4.6
2.8	All Other Primary Metal Products .....	8,009	9,539	- 1,530	- 16.0
1.9	Malt Liquors .....	9,207	9,524	- 317	- 3.3
1.9	Petroleum, Natural Gas or Gasoline .....	10,649	11,630	- 981	- 8.4
1.6	Primary Forest Products .....	18,405	18,804	- 399	- 2.1
1.2	Dairy Products .....	4,675	5,457	- 782	- 14.3
.7	Fresh Fruits and Vegetables...	3,516	4,270	- 754	- 17.7
.5	Metallic Ores .....	1,799	3,367	- 1,568	- 46.6
.3	Livestock .....	1,445	1,642	- 197	- 12.0
.3	Small Packaged Freight Shipments (LCL Mdse.) ...	207	8,635	- 8,428	- 97.6
<b>22.8%</b>		<b>92,561</b>	<b>109,731</b>	<b>-17,170</b>	<b>-15.6%</b>
<b>100.0%</b>	Total (Includes LCL Mdse.)	<b>460,707</b>	<b>429,367</b>	<b>+31,340</b>	<b>+ 7.3%</b>
	Total (Excludes LCL Mdse.)	<b>460,500</b>	<b>420,732</b>	<b>+39,768</b>	<b>+ 9.5%</b>



Sorry to report that Floyd Hall passed away. Mr. Hall was employed by the Milwaukee for 40 years as a clerk at Galewood.

Glad to see Grace Proctor and Irene Dumanowski back to work after recent illnesses, but would be three times as glad if Bill Dalton, clerk at Grayland, J. V. Joyce, switchman, at this writing in Illinois Masonic Hospital, and Ken Lehr, yardmaster at Western Avenue, would all get well quick.

Al Quinn recently joined the office force as a rate clerk. Also new in the office are Frank Hora, bill clerk, and Anna Vician of the regional data office, who is working as a keypunch operator.

Dorothy O'Hara, bill clerk, was married recently to Bill Clerk Jerry Crimmins. Dorothy is the daughter of Al O'Hara, yardmaster at Bensenville.

#### BENSENVILLE

Delores Barton, Correspondent

Harold Schuler, engineer in the Chicago Terminals district, started a "new life" on Apr. 17 and married Mrs. Olga L. Quiram. Our best wishes to both of them.

Engineer Nels J. Borgstrom, who recently received his 45 year pass, is home at this writing, convalescing from sickness.

Elizabeth LeBow, clerk in the district master mechanic's office, and her



**ROMPER ROOM GUEST**, Michael Azzi, 4, son of Foreman Henry Azzi of the Bensenville diesel shop, appeared for two weeks on the children's TV program broadcast in color from Channel 9 in Chicago. He is posed here with brother Raymond, 2, and Miss Beverly Marston of the Romper Room cast.

son, Marvin Brown, electrician helper at Bensenville, enjoyed a tour of Europe during April.

Engineer Leonard Wagner retired from service on Feb. 1.

At this writing I have information that Switchman Edwin S. Hughes is at the Homestead Nursing home, 14500

S. Manistee Street, Burnham, Ill., and may be visited between the hours of 9:00 a.m. and 9:00 p.m. daily. Perhaps some of his fellow workers would like to drop him a note or stop in and see him.

The engineering department recently welcomed Jane Quinn, steno-clerk from Mr. Crippen's office, and Melvin Leskinen, now working as an engineering aid.

Irene Scheele, former chief clerk, has taken a job in the engineering department in Chicago. Prior to leaving Bensenville, a luncheon was held at Ehlen's Green Tree Inn, at which she was presented with a hair dryer.

Engineer Bill Harriet left on Apr. 1 to take a job with the Clearing Industrial District. He was presented with a Polaroid camera.

#### DIVISION STREET

Carolyn DiCicco, Correspondent

Joseph A. Warner, yardmaster at Division Street, passed away Apr. 30 after a long illness. Funeral Mass was said at St. Hilary's Church, and interment was in All Saints Cemetery. He leaves his widow Margaret, daughter Marilyn Carrado and four grandchildren.

### La Crosse Division

#### EAST END

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

Roadmaster F. J. Herlehy had surgery in March and at this writing is convalescing very satisfactorily.

Raymond R. Rice, retired engineer, passed away suddenly at the age of 74 in his home at Portage. Survivors are his wife; two sons; one brother, Fay; five grandchildren and three great-grandchildren.

On Mar. 25, bowling in the Veterans League at Portage, Conductor C. E. Blake rolled a National Honor Count of 704. His games were 190, 236 and 278.

Conductor George W. Williams passed away at Tomah on Mar. 26 after an extended illness. Burial was at Osseo, Wis.

The sudden death on Apr. 6 of Darlene Guse, 45, wife of Traveling Engineer Robert C. Guse, was deeply felt by the friends she had made since living in Portage. She is survived by her husband; three sons and a daughter; her mother, Mrs. Emma Mattson of Sanborn, Ia.; and two brothers.

LaCrosse Division Engineer James G. Lawton was killed in an automobile accident on Interstate 90 at Johnson Creek turnoff on Apr. 22. He is survived by his wife and four children.

Conductor Ralph W. Becker, 55, Pardeeville, died in a Madison hospital following an eight month illness. He had been employed by the Road since 1943. Mr. Becker is survived by his wife and two daughters.

On Mar. 30, 11 couples who have

*The Milwaukee Road Magazine*



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**RETIRING AT MILWAUKEE SHOPS,** Harvey J. Klind, paint and upholsterer foreman (second from right), is here being congratulated on his last day of work by (from left) J. V. Sands, assistant shop superintendent, G. J. Bilty, general foreman, and J. Hansen, shop superintendent. He had 42 years' service.

been Portage friends of Car Clerk and Mrs. Kermit C. Cawley since military service and before, honored them with a group gathering and dinner at the Crestwood Inn. Mrs. Harlan Smith depicted the Cawleys' interests and occupation in a silver foil decoration including a small train and freight house office. The Cawleys are the tenth in the group of 12 couples to be honored on their 25th wedding anniversary.

#### WISCONSIN VALLEY

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

Car Foreman Ralph H. LePage is very proud and happy over the arrival of a baby boy, his first grandchild, born to Mr. and Mrs. Andy Kavajecz. Mrs. Kavajecz is the former Carol LePage.

Conductor Erdmond T. Smith, FBYM at New Lisbon for many years, ended 43 years in train service when he retired Mar. 10, deciding on a life of ease with plenty of time for fishing, hunting, and such other activities as he and Mrs. Smith may enjoy. Fellow employes presented him with a gift as an expression of their best wishes.

Clarence F. Sydow, clerk, Wausau, was recently appointed a national aide-camp of the VFW.

Michael R. McGinley, who worked as a brakeman on the Valley during school vacation periods, has been named to the dean's honor list at Stout State University, Menomonie, where he is a junior majoring in industrial

technology. He is the son of Clerk Franklin McGinley, Wausau.

Fireman Harold Green, 75, who retired in 1960, died at Merrill on Apr. 9 after a brief illness. Masonic funeral services were held, with burial in Merrill Memorial Park. His daughter, Mrs. Everett Tate, Fresno, Calif., is the immediate survivor.

Mrs. Lynda Singer, 62, wife of Retired Agent John W. Singer, died Apr. 10, following an illness of a week. She was a music teacher. Eastern Star services were conducted and interment was in Merrill Memorial Park.

Charles A. Betka, 79, retired machinist helper, died Mar. 6 following a long illness. Funeral services were held in St. Anne's Catholic Church and burial was in St. Michael's Cemetery, Wausau. His wife, two daughters and two sons survive.

Mrs. Louise Nowitzke, 65, widow of Machinist. L. Nowitzke, died Apr. 15. Funeral services were held in St. James Catholic Church, with burial in St. Michael's Cemetery.

Leonard B. Reardon, 46, suffered a fatal heart attack Apr. 1. He was chief clerk in the agent's office at Wisconsin Rapids. Funeral services and burial were at Tomah. Survivors are his wife, Phyllis, two sons, two daughters, his parents, a sister and a brother.

Engineer Theodore (Terry) Slomske, 59, who entered a hospital for a check up followed by surgery, passed away Apr. 12. He had been a Road employe for 41 years. Survivors in-

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clude his widow, Irene, and three children. Funeral services were held in Wausau. Burial was in Pine Grove Cemetery. Railroad employes who acted as pallbearers were Maurice Nelson, Paul Jensen, Thomas Callahan, Archie Schmieder and Frank Wisniewski.

#### FIRST DISTRICT

J. W. Loftin, Correspondent  
c/o Agent, Janesville, Wis.

Joseph Waggoner, 52, of Brodhead, Wis., a conductor on the Brodhead-New Glarus and Janesville-Mineral Point runs, passed away Mar. 15 in Mercy Hospital at Janesville after suffering a heart attack. Surviving are his wife, Lucille, a son, Marion, of Madison, two grandsons, three sisters and three brothers. Funeral services were held in Richland Center.

#### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

After 50 years of service with the Road, Roadmaster Clifford O. Henry was honored at a retirement party on Apr. 1 at the Veterans of Foreign Wars club rooms in Red Wing, Minn. F. H. Ryan, superintendent at Milwaukee, formerly from the La Crosse Division, was master of ceremonies. Mr. Henry was born at Lakeville,

Men who contributed to the Rocky Mountain Division's top standing in the 1965 safety contest shown with the President's Safety Trophy and the leather bound address-memorandum books presented to each employe on the division. From left are Section Men G. Marmorato and L. Hitchcock (partially hidden), Signal Maintainer F. G. Murray, Roadmaster Tom Prata, Lineman Ed Werner, Section Man Leon Sloane, and Section Foremen DeWilmay Guy and Mike Monaco.



Minn., and took his first job with the road as section laborer at Elko, Minn. In 1923 he was promoted to section foreman at Lonsdale; in 1927 to assistant extra gang foreman at Twin Brooks, S. D.; and in 1928 made general extra gang foreman. In 1937 he was made roadmaster at Red Wing, a position held until his retirement on Mar. 31.

Mrs. Paul Mahoney, 62, passed away at her home on Mar. 19 following a long illness. She is survived by her husband; a daughter, Mrs. Donald Wilson of Spring Lake, Mich.; a son,

Paul J., of La Crosse; a sister, Mrs. Clifford McCarthy of Oshkosh; and a brother, Harold Allender of Wausau. Burial was at La Crosse.

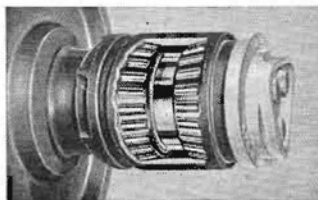
Charles A. Byrnes, 74, passed away in a hospital at La Crosse on Apr. 9. He retired after 30 years of service with the Road, many of them worked as a ticket agent. He is survived by his widow, Edna, a sister, Mrs. F. J. Crowley of La Crescent, Minn., and a brother, Edward, of Oakland, Calif. Burial was at La Crosse.

Sympathy was extended to Mrs. Dorothy Twite, file clerk at La Crosse, when her husband, Don, 51, passed away suddenly at La Crosse on Mar. 31. In addition to his widow, he is survived by a son, Barry; three sisters, Mrs. Clarence Olson of La Crosse, Mrs. Irvin Stillwell of Genoa and Mrs. Hazel Dingeldein of La Crosse; and two brothers, Luther and Carl, both of

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**PRIZE WINNING EIGHTH GRADE ARTIST.** Among 62 entries in the annual Helen Farnsworth Mears art contest held this spring by the Wausau (Wis.) Woman's Club, Mary Schneider of St. James Catholic School (left) was awarded the first prize in Class B for her rendering of "Birds in Paradise." Mary is the daughter of Storekeeper and Mrs. Archie Schneider. (Wausau Daily-Herald photo)



Retiring recently from service on the La Crosse Division, Roadmaster Clifford O. Henry is shown with his wife and family as the honored guest at a dinner party. From left are the couple's daughter, Mrs. Richard Nybo, granddaughter Sherry, daughter-in-law Kay and son Clinton. See the La Crosse Division news for details.

La Crosse. Burial was at Stoddard, Wis.

Ralph Hempstead, 81, passed away in a La Crosse hospital on Mar. 11. He was born in Clinton, Ia., and was master mechanic at La Crosse for many years before his retirement. He is survived by his widow, Delia; a daughter, Mrs. Marylouise Stroede of La Crosse, and a sister, Miss Maude Hempstead of Pasadena, Calif. Burial was in Clinton.

W. Earl Butterfield, 76, passed away in a local hospital on Apr. 18. Until his retirement in 1958 he had worked 52 years for the Road, many of them in the car department at La Crosse. He is survived by his widow, Johanna, a son, Rambert of Wheeling, Ill., and a brother, Jessie of Stoddard, Wis. Burial was in La Crosse.

Train Dispatcher Jim Leavitt returned to La Crosse from Dubuque, Ia., on May 1 to work as supervisor of crews and assignments.

As No. 263 was passing through Lake City on Apr. 13 with Engineer D. E. Kurtz and Conductor J. D. Murphy in charge, the crew noticed a fire in one of the Tennant & Hoyt greenhouses and radioed word of it to Operator E. A. Ramseier working the third trick at Red Wing 17 miles away. He

in turn telephoned the local operator, who roused Tennant & Hoyt's fire fighting brigade. The crew was saluted for sounding the alert, which was credited with reducing the fire loss substantially.

## Rocky Mountain Division

### WEST END

James F. Ranney, Correspondent  
Boardman, Three Forks

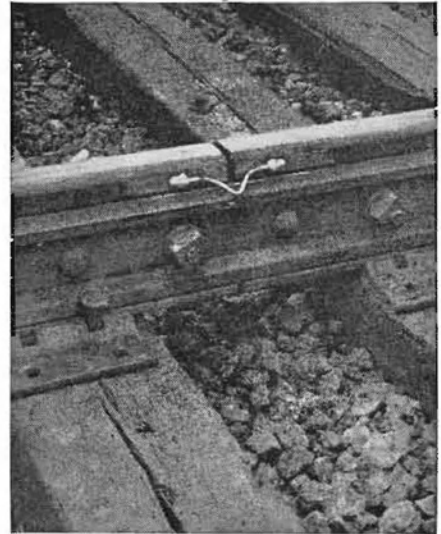
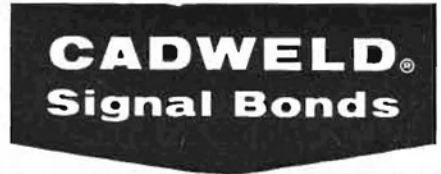
H. W. Spears, former roadmaster on the Rocky Mountain Division, passed away recently, and was buried in Missoula. Harry, as he was best known, was an old-time dedicated railroad man, and his death will be mourned by many.

Montana fishing took a big jump when Peck Bacon caught a 29-pound trout in Wade Lake, about 30 miles from Three Forks. This was the largest brown trout caught in the western hemisphere and second largest in the world. The fishing is fabulous in the Madison River, and well-known around the United States, so this big trout really put this area on the map.

The reminiscences of Retired Engineers E. V. Bennett and F. R. Eggleston about starting their railroad careers as callboys at Harlowton were the subject of a feature article in a recent edition of the *Montana Standard-Post*. They were hired in 1911 when Harlowton had no sidewalks, no street lights, and only one telephone—in the Graves Hotel. The boys who routed out train crews got plenty of exercise, and those on the night shift carried oil burning lanterns. The callboy not only knew every engineer, fireman, brakeman and conductor who worked out of his terminal, but also his favorite hangout on his layover.

As was the dream of most callboys, in 1913 both Bennett and Eggleston moved up to fireman. Bennett located in Three Forks that year, and has made his home here since. He retired in 1964. He is interested in wood-working, and he and his wife, Mildred, are avid gardeners.

Eggleston worked out of Lewistown until 1932, when he, too, moved to Three Forks. Since he retired in 1961, he and Mrs. Eggleston have spent some winter months in warmer climates, but Three Forks is their permanent home.



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**EAST END**

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

Martin Walsh usually makes a long visit to California during the winter to be with his relatives and to avoid the Montana winter weather. Unfortunately, he mis-timed his arrival this year and reached home in Miles City the day of the big blizzard of '66.

Herb Keithley, who was recently discharged from the Army upon completion of his service, wrote his parents, Mr. and Mrs. Harold Keithley, that one of the things he missed most while on Okinawa was snow. He returned home for a week's visit and then left for a position in Minneapolis. Enroute there his wish was fulfilled just outside of Glen Ullin, N.D., when the passenger train on which he was riding was stalled in the snow for four days in the March blizzard.

Silvester C. Clifton, 65, retired Ingomar section laborer, passed away Mar. 12 at Rosebud County Hospital in Forsyth, Mont. He was born in Scarborough, W. Va., and came to Ingomar in 1914 with his parents, who homesteaded there. He retired in 1962 and since had been living in Hysham, Mont. He is survived by his wife, five sons, three daughters, two brothers, three sisters and 24 grandchildren. Burial was in Forsyth.

Word has been received that Raymond Bauman of Steelville, Mo., grandson of Mr. and Mrs. Herb La-



**IN RECOGNITION OF 45 YEARS' SERVICE**, Section Foreman F. E. Hafemeister of Granville, Wis. (right), becomes the holder of a Silver Pass. Presenting it is Trainmaster W. F. Wieland.

throp of Miles City, won first place in the American Legion Auxiliary contest with his essay "What Does Being An American Mean To Me." Raymond is in the seventh grade.

J. Earl Burrows, 79, retired locomotive engineer, died unexpectedly at his birthplace in New Lisbon, Wis., Apr. 2, while he was there in his capacity as executor of the estate of his sister. Mr. Burrows came to Miles City many years ago and worked in engine service until his retirement in 1959. Surviving are two daughters, a brother and four grandchildren. His wife, Sadie, preceded him in death in 1964. Funeral services were held in Miles City.

**HARLOWTON—GREAT FALLS**

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Perry Milliron was killed in a four-car automobile accident east of San Diego. Mr. Milliron, 65, was a long-time Milwaukee Road electrical worker at Two Dot, Mont. He had worked at Morell until retiring last October.

Mrs. Allen Tovey, wife of the roundhouse foreman at Avery, Ida., passed away in a hospital in St. Maries, Ida., and was buried in Harlowton, Mont. She was a long-time member of the VFW and American Legion auxiliaries and a member of the Avery Milwaukee Womens' Club.

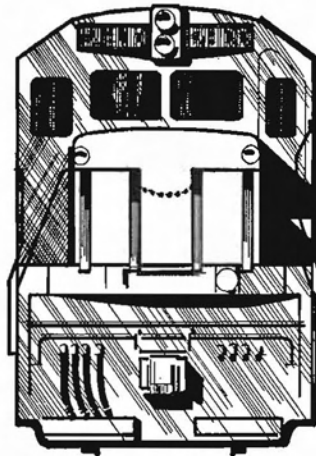
Robert Burrows and family have returned to Harlowton to finish his machinist apprenticeship and add to the number of recently hired employes at the Harlowton Shops.

Ernest W. Stevenson passed away in Wheatland Memorial Hospital in Harlowton at age 60. Mr. Stevenson had worked for the Milwaukee.

The shop forces have been increased and a number of locomotive units have been assigned to be maintained at the Harlowton Shops.

Twin boys of the Henry Munetas, born prematurely, did not live. Henry is a stationary fireman at the shops in Harlowton.

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## His Own "Rock Hound" Museum



Retired Passenger Conductor Gaylord Courtney with part of the extensive rock collection on display in his basement "museum." There are 22 such cases of specimens, all appropriately identified.

WHEN Conductor Gaylord Courtney retired from his run on the Challenger six years ago and started "rock collecting," he found it so fascinating that both he and his wife became devoted followers. The result is that today the basement of their home in Perry, Ia., resembles a small museum. Aside from "Gabe's" workshop for his cutting and polishing tools, displayed in 22 showcases are gem-like specimens from all over this country, and many other parts of the world, as well.

"Gabe" had approximately 50 years of service on the Iowa Division when he retired in 1960 — about 40 years in

freight service and the last 10 on passenger trains, including the first Chicago-to-Los Angeles Challenger operated jointly with the Union Pacific. Traveling since for pleasure, he and his wife have covered many thousands of miles on their "rock hound" searches.

"Gabe" fashions jewelry from some of the prettier stones, but it's not for sale because of the bookwork involved—he feels that this defeats the true purpose of a hobby. He's interested also in corresponding with other collectors (the Courtney address in Perry is 1319 - 7th Street) who would like to do some rock "swapping."

Notices were received recently of the death of the following active and retired employes, several of which occurred last year but may not be known generally.

Retired B&B Foreman James Barta passed away Dec. 31 in Great Falls at age 70. Jim was a native of Czechoslovakia who started his service in 1918 with the Harry Spears crew and had his own crew for many years on the Trans-Missouri, Rocky Mountain and Northern Montana divisions. He retired in 1962, since which time he had lived in Great Falls. His wife died in 1963.

Retired Section Foreman William Beghart, 92, passed away in October at Moscow, Ia. Bill started with the UP in 1891, moved to Montana in 1894, and joined the Milwaukee in 1910 as section foreman at Piedmont. In 1918 he transferred to Geraldine where he spent the remainder of his service until he retired in 1947.

Ario Wilcox, assistant section foreman at Lewistown, passed away Feb. 28. He was born at Mitchell, S. D., in 1904 and came to Montana in 1913. He attended the University of Montana at Lewistown and started with the Road on the North Montana Division in 1936.

Peter Marcoff, retired section foreman, passed away Mar. 16 in Columbus Hospital at Great Falls at age 72. Pete was born in Bulgaria and started his service on the Rocky Mountain Division. He retired at Fairfield, and had since ranched with a son near Stanford, Mont.

Mike Makieh, retired section foreman, passed away Jan. 16 in Fort

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Harrison Hospital at Helena. Mike, a native of Yugoslavia, joined the Milwaukee in 1913. During World War I he served with the AEF in France, and upon returning became section foreman at Coffee Creek. In 1923 he moved to Square Butte, and remained there until he retired in 1961.

**Chicago General Offices**

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Hortense Germain, retired assistant bureau head of shop timekeeping, and her husband were finally successful in making their trip abroad. They expect to spend six months and, from last reports, are enjoying every minute of it.

Annette (Richards) Prentiss, retired assistant bureau head of the material bureau, and her husband, Edward, retired engineer of bridges and structures for the Pennsylvania Railroad, purchased a six-room ranch-type home in Hendersonville, N. C., which is located between the Smoky and Blue Ridge Mountains with surroundings that are very scenic. Annette and Ed extend a welcome to their friends to pay them a visit. Their address is: 804 Maybank Drive, Hendersonville, N. C., 28739.

Congratulations were extended to

John and Rose Marie Dennison on the birth of a son, christened John Robert.

Joanne Kurth, secretary to L. S. Imbery, manager of data operations, has received a beautiful engagement ring from Richard Olson of the freight claim department. The wedding is scheduled for Aug. 20.

Sincere sympathy to the following: Anthony Reitenbach on the loss of his mother; Helen Klatecki on the loss of her sister; Dolores Tipescu on the loss of her mother; and Carol Nelson and Stella Schremba on the loss of their fathers.

**OFFICE OF AUDITOR OF EQUIPMENT  
ACCOUNTS**

Agnes Touhey, Correspondent

Joe Votava started working for the Milwaukee in 1919 as a messenger in the computing bureau and later that year transferred to the car accountant's office where he worked in various positions, becoming bureau head of the reclaim bureau in 1955, from which position he retired on Mar. 15. Mr. Votava's co-workers honored him with a retirement dinner at Zum Deutschen Eck on Mar. 14, and on the 15th had an office party for him with presentation of gifts. Mr. Votava takes with him the good wishes of all of us for a long and happy retirement.

Herbert Bahr, who worked in the reclaim bureau, became bureau head following the retirement of Mr. Votava.

Marie Streiber has been on leave for several weeks, following an automobile accident in which she received a sprained ankle. She says she can move about a little quicker at this writing, and we hope to see her soon.

Pross (Bobby) Roberta is on sick leave. We hear she is feeling much better and hope she soon will be well and back at her job.

On Apr. 11 we received notice of the death of Joseph P. Franz, who retired from this office in 1960.

More of our young men who have left for the armed forces are Ken Frederickson, Air Force; John O'Malley, Marines; Lloyd Hopkins and Tom Ziebell. Paul Bretz and Ronald Grethe have returned to work following their military service. John Wallin paid us a visit on Apr. 18—he was home on leave following boot training at Ft. Leonard Wood.

Carole Daletski and Kenneth Konczyk were married on Apr. 23 at St. Josephat's Church. The bride was presented with gifts at an office party on Apr. 21.

Word has been received that Karen Nahrstadt and her husband have adopted a baby boy. Karen worked in this office for several years prior to their moving to California in 1965.

If you see a young man getting about on crutches, that's our Art Kwiatkowski, who suffered a fractured heel and sprained ankle when he stepped out of an automobile on Apr. 23.

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



Betty Naughton, report clerk in the Chicago communications office, surrounded by a group of her Union Station co-workers before leaving the Road recently to become Mrs. Gene Garcia. From left: her sister Eileen, secretary to foreign freight agent; Marcia Siers, communications stenographer; Mary Mueller, secretary to signal engineer; Sharon Buczak, secretary to communications engineer; Emily Auriemma, engineering-structures stenographer; and Janice Morsi, signal department stenographer, who succeeded Betty as Magazine correspondent. For details, see the Chicago engineering department news.



#### ENGINEERING DEPARTMENT

Contributed by Janice M. Morsi  
Signals and Communications

Betty Naughton, former report clerk, has been handing out quite a few surprises lately. First, her engagement to Gene Garcia, wire chief at Savanna, and then, after being honored at a little get-together at the Gold Lion, resigning on Apr. 8 after more than 10 years of service. But the biggest surprise came the morning of Apr. 12 when we received a call telling us that she and Gene had gone and tied the knot the night before. Best wishes to Betty and Gene from their many friends on the Road.

"Welcome"—to Marcia Siers, who was awarded the position of stenographer in the communications department . . . Linda Flihr, assistant report clerk, who hails from Rock Rapids, Ia., and also best wishes on her recent engagement to Larry Weerheim of Rochester, Minn. . . Signal Helpers Larry LaBrune and Ralph Miller in Foreman Milt Vicks' crew . . . Groundmen Ron Rice and Bob Kayda in Lloyd Roundy's crew, and to Lineman Tim Byers in Doc Jurgenson's crew.

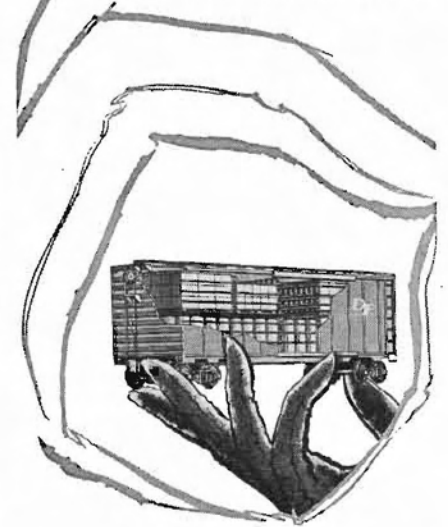
Sympathy was extended to the family of Signal Inspector Jack Holm, whose father passed away in March . . . Supervisor Joe Nolan, whose mother, Mary, 83, died in Milwaukee on Apr. 6 . . . Retired Assistant Engineer Bill Jensen, whose mother-in-law passed away. She had lived with the Jensens for many years and was well-known to many people on the Milwaukee. We also want to wish a get well to Bill's wife, Ruby, who was in the DuPage County Hospital but is now at home again . . . and retired chief operator at Butte Yard, George Foley, who is in St. James Community Hospital at this writing.

Assistant Chief Engineer Walt Fuhr was honored in April by being elected president of the Maintenance of Way Club of Chicago. J. S. Kopec, assistant engineer, is the club's secretary. This is one of the most progressive and fastest growing railroad clubs in the Chicago area.

We are all glad to see System Signalman-LE Lenny Lundberg back at work after a long leave of absence due to illness.

Hans Stoneberg, special signal maintainer, was appointed to a signal

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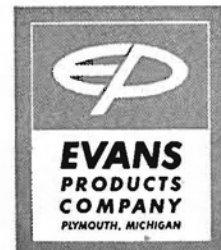
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draftsman position in the Chicago office . . . Jimmie Marchant was appointed to the job of assistant signalman in the Chicago Terminal area . . . Charles Carlisle appointed to a signal maintainer's position at Franksville.

District Lineman Jim Dickenson's daughter, Judy Ann, took that "big step" with Michael House on Jan. 22. The wedding took place in Missoula, Mont.

Teletype Operator Carol Kokla is the proud mother of Brian, born Feb. 19.

Patricia Kissel, daughter of Chief Clerk-S&C Al Kissel, also joined the railroad ranks, and started working in Mr. Torpin's office on Apr. 28.

Joe Capizzi, engineering accountant, whose many hobbies include keeping abreast of the activities of people in public life, has received a "thank you" note for the newspaper clippings he sent to the Duke of Edinburgh covering his visit to Chicago and several other midwest cities during his recent tour of this country. Joe, having read of Queen Elizabeth's interest in press accounts of the previous visit by Princess Margaret and the Earl of Snowdon,

had mailed him a collection of clippings which he had arranged in a book. In a note on Buckingham Palace stationery, the Duke's secretary wrote that he had been asked to thank Joe for his thoughtfulness. "His Royal Highness was delighted to receive them," he said.

### TREASURER'S OFFICE

Co-workers and friends of Mary von Colln learned with deep regret of her death on Apr. 26 at a convalescent home in Joliet, Ill., following a long illness. Services were held at the Church of the Divine Infant, Westchester, Ill., and burial was in Mt. Carmel Cemetery at Hillside. Mary had been with the Road since 1926, starting in the accounting department, from which she transferred to the treasurer's office two years later. She had served on various positions, including that of secretary to treasurer, and in recent years had been the clerk for bank accounts.

### AUDITOR OF FREIGHT SETTLEMENTS OFFICE

The wife of Mark Morgan, one of our comparatively new employes, gave birth on Mar. 29 to a bouncing boy who weighed in at the Chicago University Hospital at 10 pounds 10 ounces. The unusual is this: that about a year ago Phyllis had her first born—a boy, also—who came into the world at 10 pounds 3 ounces. We all wished Mark and Phyllis the best of luck and continued blessings for their fine family.

The week end of May 14-15 was a busy one for three fellow employes—Charles Abruzzi, Thomas Carras and Richard Hoehne, all of the Interline department. The arrival of three babies during one week end might not be a record, but we will claim it until we hear to the contrary.

The bundle of joy for Charles and wife La Vonne was a boy, David, their first child. Tom and his wife Frances welcomed Anita Marie, also their first gift from heaven, and Richard and wife Barbara announced the birth of their third, Rory John. He joined a brother, aged 4 and a 2-year-old sister.

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**FUN UNDER THE SUN.** Attending the 22nd annual luncheon meeting of the No Work-No Worry Club held recently at the Jack Tar Harrison Hotel in Clearwater, Fla., are, from left: Carl Dahnke, retired general passenger agent, Milwaukee; Kahn Williams, retired general agent, New Orleans; William Wallace, retired general passenger traffic manager, Chicago; and Ed Singleton, retired traveling freight and passenger agent, Philadelphia. The No Work-No Worry Club is composed of retired traffic representatives of railroads and industrial and commercial firms who winter in Florida or live there permanently.

**AUDITOR OF CAPITAL EXPENDITURES OFFICE**

Marion J. Frank, Correspondent

Congratulations are in order for Bill Freyberg, assistant engineer of equipment, on his promotion to assistant engineer in charge of the V.O.#3 Bureau.

Paulette Lipinski and Ken Tibor were married on Apr. 16 at St. Bonaventure's Church. An office party was given in her honor and a gift was presented along with a lot of good wishes. The happy couple went to California for their honeymoon.

Larry Hogan, who has retired, was given a bachelor's luncheon at the Svithiod Singing Club, preceding his marriage to Mrs. Marie Nye of Sarasota, Fla., on May 9. He will make his home in Florida.

George Lowrie, bureau head of V.O.

#3, retired on Mar. 31. An office party was given in his honor with a gift of money presented to him along with wishes for happy days to come. Mr. Lowrie's career with the Milwaukee started in the mechanical department in 1922. He then transferred to the auditor of capital expenditures office as an engineering accountant in 1925, and was made assistant engineer in 1934. He was head of V.O.#3 until his retirement.

Sympathy was expressed to Mrs. Christine Kell, formerly of this office and now retired, on the death of her brother, R. Remmers, who passed away on Mar. 28. He had worked for the Milwaukee for 22 years and, at his death, was employed by the Elgin National Watch Co.

**MILWAUKEE MOTOR TRANSPORTATION COMPANY**

Marion Petersen, Correspondent  
Office of Assistant Vice President

This seems to have been the Month of the Stork in the Chicago offices of the MMTTC.

Darlene and Don Nielsen welcomed a baby girl, Terry Elizabeth, on Easter Sunday. Darlene was an MMTTC comptometer operator before her retirement.

On Apr. 28, Joyce and John Ieron became parents of a baby girl, Julie Allison, at Louis Weiss Memorial Hospital. Julie had coal black hair at birth. Joyce was formerly secretary to Mr. Cowling.

Grace (Mrs. Samuel) Carlson, secretary to P. J. Walsh, supervisor of safety and personnel, left the MMTTC on Apr. 29 to await the birth of a baby in late August. The girls in the office had a baby shower for Grace, and she received several gifts which she said every new mother should have.

Edna Wallis, comptometer operator-clerk in the Chicago accounting office, is back on the job after an eight week visit in England to see her mother. She had a wonderful time, and, while she is glad to be back at work, hated to leave home again.

I'm also back at work after being home on a leave of absence to take care of my mother who broke a thigh



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bone, and would like to thank everyone for their good wishes and nice notes. I found many changes and quite a few new people. Among the new people in the Chicago office are Adele Vasquez, Grace Simandl, R. K. Baker, Betty Ziegler, Jerry Ferris and Glen Heath, who has joined the MMTC as chief clerk to vice president. Linda Spoerl and Colleen Kovac have joined the group at Fullerton Avenue.

R. C. (Dick) Walsh and D. Paul Kinsfather are batching it together in Milwaukee while Dick, who was re-

cently appointed assistant terminal manager at Milwaukee, is looking for a home for his family, and Don is attending Marquette University.

Congratulations to Vern and Loretta Singleton on their recent marriage. Vern is chief dispatcher at the Bensenville Flexi-Van strip. The Singletons are making their home in Worth, Ill.

The MMTC operations bowling team captured first place in the Rolling Meadows Handicap League. We're proud of them. This team was cap-

tained by Verne Hinrich, assisted by P. L. Cowling, E. A. Solvie, D. J. Miller, P. J. Malo, and C. E. Goldsmith.

We're glad to report that Alice (Mrs. P. J.) Walsh is well again after a stay in the hospital.

After 49 years of service with the Road and The Milwaukee Motor Transportation Company, Roy R. Miskimins, assistant vice president of the MMTC, has retired. A small gathering was held by the MMTC Chicago offices on May 3, at which he was presented with a Polaroid camera and an official retirement party was held on June 4. He and Mrs. Miskimins plan to continue living in Glenview, but will travel to Florida or Arizona in the winter. They plan to do quite a bit of traveling so Roy can continue his hobby of photography. He even plans to do some fishing.

#### OPERATING DEPARTMENT

Ashley Wilhite, Correspondent  
Office of Vice President-Operation

Miss Ressie M. Simmons, stenoclerk in the office of Secretary J. T. Taussig, retired Mar. 31 after approximately 23 years of service. She will make her home in Ft. Lauderdale, Fla., with her twin sister and brother-in-law, Mr. and Mrs. Arthur Atkins.

Mrs. Mary M. Mahoney, sister of Vice President F. G. McGinn, passed away Mar. 31 after a long illness at Farmington, Minn.

Miss Florence M. Walsh, secretary-treasurer of the Veterans Association, enjoyed a Caribbean cruise in March and visited the Virgin Islands and other interesting ports of call.

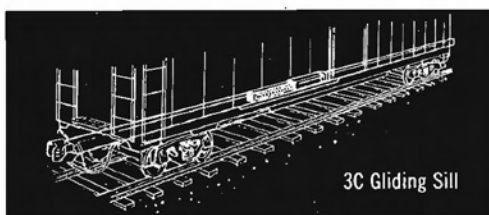
Mrs. Gerda F. Thor, mother of Retired Superintendent A. O. Thor, passed away on Mar. 29 at Minneapolis at the age of 96. She is survived by three daughters and a son.

Sympathy was extended to Larry Love of the general manager's office, who is presently in military service, upon the death of his father Apr. 6.

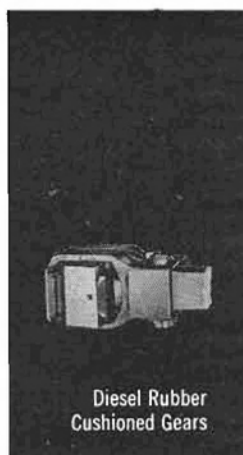
Mrs. Phyllis C. Svilar is the new stenoclerk in the office of Secretary J. T. Taussig, having transferred from the engineering department.

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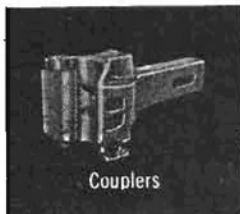
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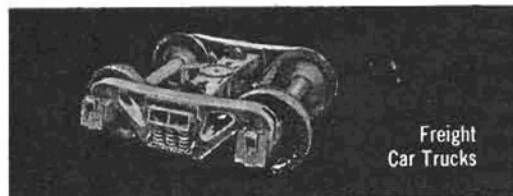
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Freight and Passenger Rubber Cushioned Gears



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**FOR THE NEWCOMER.** Joyce Bilty, secretary to mechanical engineer, is surprised with a gift from her co-workers in the Milwaukee Shops office as she goes on a maternity leave. Presenting it is L. P. Tarance, mechanical engineer.

The Milwaukee Road Magazine



Assistant Engineer G. H. Lowrie, head of the valuation order No. 3 bureau in the auditor of capital expenditures office (center), is presented with a retirement gift by E. H. Nank, auditor of capital expenditures, as M. W. Bonnom, assistant auditor valuation, looks on. Please see the Chicago general offices news.

Sympathy was extended to J. A. Jakubec, assistant to vice president-operation, whose brother, Arthur E. Jakubec, passed away in Minneapolis on Apr. 25.

Mary Jo Vepley, secretary to the assistant general superintendent transportation, was presented a gift at a luncheon given recently by her co-workers. At this writing she is happily awaiting the stork.

Glen N. Heath, office secretary in the president's office, was promoted to the new position of chief clerk in the office of vice president and general manager of the Milwaukee Motor Transportation Co. in the Union Station, commencing Apr. 16.

Marlin G. Schilling, secretary to the general manager, has taken the position of office secretary in the president's office.

J. C. Donahugh, secretary, who has been working with J. T. Hayes and the

Milwaukee-C&NW merger committee, is the new secretary to General Manager L. V. Anderson.

Miss Catherine C. Richland, secretary to Vice President and General Counsel E. O. Schiewe, retired Apr. 1. She is living with her sister in Des Plaines, Ill.

John Arensdorf, secretary to F. G. McGinn, and his wife spent a three-week vacation in California.

Miss E. M. Latunen, secretary to Chief Surgeon R. Householder at Chicago Wesley Memorial Hospital, retired Apr. 30. Miss Ruby T. East is the new secretary to Doctor Householder.

Sympathy was extended to Edward R. Kent, power desk in the general manager's office, upon the death of his father, Frank, Apr. 29 after a long illness. Frank retired some years ago as caller at Western Avenue.

#### TRAFFIC DEPARTMENT

Trudy Rogde, Correspondent

Cupid has really been busy lately. On Dec. 25, Joe DiJohn of the traffic research department became engaged to Pamela Rombout. Wedding bells will ring for this happy couple on Oct. 8.

Also, on Mar. 16 many smiles and congratulations were extended to Marie Hanlon and Danny Giurato, both of the general freight department, when they announced their engagement. Marie and Danny expected to say their vows on May 7.

April 29 was the big day for Cindy Daniels, who became engaged to Kenneth Figurell.

Cleo Airola was pleasantly surprised when she walked in the office on Mar. 31 and saw her son, Darwin, waiting for her on an unexpected visit. Darwin just completed three months of training in Hawaii and on Apr. 15 left for a six-month tour of duty in Viet Nam.

Betty McCoy, formerly of the gen-

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**HONORED ON ABERDEEN  
DIVISION.** W. F. Murphy  
(center), who retired recently as chief clerk at the Aberdeen roundhouse after 52 years of service, is presented with a Gold "lifetime" Pass by District Master Mechanic E. F. Hatzenbuhler. Others congratulating him are, from left, District Diesel Supervisor Emil Baeyen, Roundhouse Foreman William A. Rogers and Traveling Engineer E. F. Hatzenbuhler Jr.



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eral freight department, and her husband, Mike, became the proud parents of their first child, a girl, born on Apr. 16. The new addition has been named Elizabeth Karen.

On Apr. 26, Kitty Slattery was present at St. Mary of the Lake Seminary, Mundelein, Ill. for the ordination of her brother, Father Edward J. Slattery.

April 29 was a big day for Mrs. Fran Nowacki when a farewell dinner was held for her in the Gold Lion Restaurant by the girls of the office. Fran had worked for the Milwaukee for four years and now it's time for her to stay home and become a full-time mother.

Sympathy was extended to Danny Giurato and family on the death of his

father, Daniel F., on Apr. 26.

On May 8, Mothers Day, the stork paid a visit to the home of Beverly and Don Rappe when Beverly, of the general freight department, gave birth to their first child, a girl named Rachel Christine.

Mrs. James J. Burns, mother of M. P. Burns, assistant general passenger agent, passed away May 4 in Manassas, Va., at the age of 84. She is survived also by a daughter, Mrs. Margaret Lemmon of Manassas, three grandchildren and five great-grandchildren.

**OFFICE OF AUDITOR OF PASSENGER  
ACCOUNTS**

Bill Tidd, Correspondent

Wedding bells rang for Kathleen Svoboda and Raymond Wicklander Apr. 16 at St. Anastasia Church, Waukegan, Ill., followed by a reception at Columbus Memorial Hall. The newlyweds honeymooned in New Orleans.

Hazel Dillon picked California for her first plane trip. Bob and Ruth Rinaldi struck it rich in Las Vegas. Hedwig Kohler visited relatives in Phoenix, and Kitty McCants took her grandson to California to visit her brother.

Marie Rostan, Gertrude Walsh and Lucille Miller are back after leaves due to illness.

At this writing Marge Wagenknecht is on leave, due to an operation.

Sympathy was extended to Evelyn Mazier on the death of her mother, and to Ann Sundin on the death of her brother-in-law.

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Harry Yocum, Chicago, Illinois

James Meagher, Chicago, Illinois

Joe Congleton, Waterloo, Iowa

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to convey our appreciation  
of your friendliness and assistance  
the past forty years.

Here's Our Anniversary Special for

**EMPLOYEES of the MILWAUKEE ROAD**

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

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

**MONTHLY INCOME OF \$300.00**

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

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

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

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

**SPECIAL OPTIONS**

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

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

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

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

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

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

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

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

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

POLICY FOR  
DEPENDENT  
WIFE

The beneficiary is to be ..... Relationship ..... Amount of monthly premium \$.....

Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife  
Wife's name ..... Date of birth .....  
Amount of monthly premium for wife's policy \$.....  
(See rate above according to age)

POLICIES FOR  
DEPENDENT  
CHILDREN

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant



## FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Richard Olson, claim adjuster, and Joanne Kurth, secretary in the data processing department, announced their engagement Apr. 18. Dick and Joanne are making plans for an August wedding.

Adjuster Bill Ness and wife Jean announced the birth of Anthony, their second son, on Mar. 14.

Ronald Klish, file clerk, was married Apr. 23. He and his wife, Carol, spent their honeymoon at Miami and Fort Lauderdale, Fla.

Typist Lillian Synwolt became a grandmother on Mar. 21. Lillian is looking forward to babysitting with Daniel Jr.

Loretta Hilsher's daughter, Margaret, graduated from Alverno College, Milwaukee, Wis., on May 15 with a Bachelor of Arts degree. Margaret plans to enter the University of Chicago for her Master's degree.

Herman Grell and wife Lois visited Aileen Hermes, retired sales clerk, while on vacation in Tampa, Fla.

Andy Anderson, retired clerk, is hospitalized at this writing, recovering from an operation.

Sympathy was extended to Corneli-



Exchanging marriage vows at the Methodist Church in Wauwatosa, Wis., Apr. 9 are Nancy Hummer, daughter of R. A. Hummer, assistant superintendent of the Milwaukee Terminals, and Jay Merri-man, assistant chief clerk at Muskego Yard. For details, see the Milwaukee Terminals news.

us Buckley, whose mother passed away Apr. 12 in Macroom, Ireland.

Peter Drabe and Roger Priani were welcomed as new employes in the department.

## Milwaukee Terminals

### MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

A beautiful wedding was solemnized on Apr. 9 at Wauwatosa Methodist Church when Nancy Hummer, daughter of Assistant Superintendent and Mrs. R. A. Hummer, and Jay Merri-man were united in marriage. Best man was Cary Conrad, train clerk at Muskego, and Bruce Moffatt, train clerk, Muskego, was one of the ushers. Nancy, a 1965 graduate of the University of Wisconsin, is teaching 6th grade at Greendale Central School. The bridegroom attended Biltmore University at Ashville, Tenn., and Bryant Business College in Milwaukee. He is now an employe of our company, as assistant chief clerk at Muskego Yard. A reception at the "Seven Seas" at Nagawicka followed the ceremony, and the bride and groom then departed for a honeymoon at the Florida Keys. They reside in Greendale.

### DAVIES YARD

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

Michael J. Kampa, car foreman at Portage, is convalescing from an operation at this writing, and is expected to return to work shortly.

Since I have been promoted to chief clerk to superintendent of the car department, I am reluctantly turning over the Magazine correspondent's duties to Bruce Wille, secretary to district general car foreman. I know Bruce will do a good job of reporting the activities of the Milwaukee Terminal and Middle District car department, but in parting, I urge all employes to send him notes of newsworthy happenings.

The Milwaukee Journal recently published a "letter to the editor" which is quoted here for its fine commendation of E. R. (Ed) Gromacki, formerly stationmaster of our old passenger depot on West Everett Street who transferred to the same

## Off Line Offices

### CLEVELAND, OHIO

Orville Glass, traveling freight and passenger agent, acquired a new family member on Mar. 20 when his son Gary was married to Miss Phyllis Linder, daughter of the Morris Linders of Cleveland Heights, at the Host House in Orange. Gary attended Ohio State University, where he is now a graduate student in the School of Commerce. His bride is a graduate of the Ohio State University School of Social Work and is employed at the Franklin County Children's Services in Columbus.



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SKOKIE, ILL.

## Two More for the Golden Shoe Club



Section Man Frank Swan receives his Golden Shoe Club certificate with the congratulations of G. J. Barry, superintendent of safety. Present also are, from left, Section Foreman J. D. Frost, Trainmaster - Traveling Engineer Howard McGwin, Section Men O. J. Howard (rear), H. C. Olson and D. Granot, Assistant Foreman V. Farrar, and Section Man M. J. Hall.

THE importance of wearing the right shoe for the job was emphasized this spring when Frank Swan, section man at Lewistown, Mont., and Frank Toland, an electrician at the Bensenville roundhouse, were welcomed into the Golden Shoe Club.

Swan earned his membership when some grain door boards fell across his toes, crushing the steel cap of his safety shoes. "If it hadn't been for my toe protection, I certainly would have been hurt seriously," he states.

Toland's membership grew out of a near accident involving the removal of a fuel pump and motor assembly from a diesel engine. As the last supporting bolt came free, the assembly dropped and landed squarely on his right foot. He, too, went unharmed, however, thanks to wearing safety shoes.



Frank Toland, electrician at the Bensenville roundhouse (left), is congratulated on making the Golden Shoe Club by, from left, T. E. Hall, general foreman of the diesel shop, R. P. Drew, district master mechanic, Paul Ewert, machinist, and M. E. Stewart, district safety engineer.

position when we opened the new one on W. St. Paul Avenue.

"Just recently received a picture post card of the new railroad station in Milwaukee. I could hardly believe it, for it was just a little over a year ago that I had the pleasure of visiting your friendly city. The new structure is both striking and beautiful. However, I shall never forget the old Milwaukee Road station and its stationmaster, who welcomed us in such a warm and friendly manner. If you have maintained him and his service, then all is well with your brand new station."

### REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Carolyn Dombrowski enjoyed a Florida vacation, stopping at St. Petersburg and Tampa to visit friends and relatives with her mother and dad, J. J. Dombrowski, retired superintendent. They particularly enjoyed Busch Gardens and the glass-bottom

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200 River Towers Drive



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boat at Silver Springs. However, all was not fun and fanfare because, while there, they were visited by a tornado and Carolyn sprained an ankle. Plans for a train trip on the return were curtailed by an existing strike and the party was obliged to return by plane.

Barbara McPhee, comptometer operator, was the victim of a freak accident at home in which she broke her foot. She is managing to continue her duties at work while hobbling around with the aid of a cast.

#### AGENCY

On Apr. 2, friends and co-workers of Walter Geisinger, chief clerk, gathered to honor him at a retirement party at Kalt's Restaurant. Agent R. E. Chalifoux emceed the event, with Walter J. Hamann, general car supervisor, Galewood, presenting the testimonial. Mr. Geisinger began his railroad career in 1917 and ran the gamut from messenger to chief clerk, including service in demurrage, reconsigning, tracing and claims. His wife, Marie, sat proudly beside him at the speaker's table; it was just recently that the Geisingers celebrated their 40th wedding anniversary. Daughter Beverly also was present. Walter an-

nounced that he has a trailer home at Lake Tuckaway where he plans to do a little lake fishing, his pet hobby—that is, of course, when he isn't busy decorating his house in Milwaukee. His retirement Apr. 1 closed a big chapter in his life, close to 50 years.

John Brower, reconsigning clerk, and his family traveled to Seward, Neb., near Omaha, during Easter vacation to be guests of the administration at Concordia Seward College. This visit is intended to acquaint them with the school where their son, Michael, will be spending the next few years, starting with the fall term.

Mrs. Esther Millard has taken a 90-day leave of absence to take a trip to Europe to visit her son, Lt. Col. Robert J. Millard, a dentist at the 1st Army Base in Stuttgart, Germany. She will fly direct from Chicago to Stuttgart, where she will stay for two months. Upon her return, she will visit another son in the East, and attend a graduation at West Point.

Ray Henkel, car messenger, returned from a Florida vacation, well tanned as a proof of his visit there. Joseph M. Hoerl, assistant chief clerk, and Mrs. Hoerl departed for a Florida vacation and to spend some time in Nassau.

## Grandson of R. W. Reynolds, Former Officer, Graduates From Annapolis



Thomas Reynolds Jr.

THOMAS H. REYNOLDS JR., grandson of the late R. W. Reynolds, commissioner of agricultural and mineral development from 1929 until 1947, was graduated from the U.S. Naval Academy at Annapolis on June 9. His father, Lt. Col. Reynolds, is a graduate of Annapolis, also, who subsequently entered the Army and is now assistant engineer commissioner of the District of Columbia.

Tom Jr. attended various elementary schools in this country, and the Notre Dame International School for Boys in Rome while his father was assistant Army attache at the American embassy there. He competed for entrance to the Naval Academy during his final year at the Melbourne (Fla.) High School, when his father was assigned to Army engineering projects at Cape Canaveral, and was awarded his appointment by the late President Kennedy.

Tom Jr. attended various elementary schools in this country, and the Notre Dame International School for Boys in Rome while his father was assistant Army attache at the American embassy there. He competed for entrance to the Naval Academy during his final year at the Melbourne (Fla.) High School, when his father was assigned to Army engineering projects at Cape Canaveral, and was awarded his appointment by the late President Kennedy.

Upon being graduated, he will be assigned to the post of operations officer on the cruiser U.S.S. Newport News, flagship of the Second Fleet.

## SERVICE PASSES AWARDED

### Gold 50-Year Passes

Barnish, Milton, agent-----Pardeeville, Wis.  
 Basta, Frank, tinsmith-----Milwaukee, Wis.  
 Brown, L. E., chief clerk-----Janesville, Wis.  
 Cowle, C. I., agent (ret.)-----Aberdeen, S.D.  
 Curtis, L. S., engineer-----Milwaukee, Wis.  
 Dehmer, J. W., chief clerk (ret.)--St. Paul, Minn.  
 Flom, A. G.,  
 section foreman-----Iron Mountain, Mich.  
 Fredrickson, J. W., conductor-----Minneapolis, Minn.  
 Goodell, W. L., agent-----Tripp, S.D.  
 Hansen, A. F., conductor (ret.)---Sioux City, Ia.  
 Heckerth, G. E.,  
 conductor (ret.)-----Alberton, Mont.  
 Hemmes, Carl, engineer-----Sioux City, Ia.  
 Johnson, J. W., conductor-----Marion, Ia.  
 Larson, Albert, clerk-----Chicago, Ill.  
 Martin, James, engineer-----Wauwatosa, Wis.  
 McNabb, Edgar W., agent-----Seymour, Ia.  
 Meyers, L. E., yard clerk-----Savanna, Ill.  
 Miller, A. W., section foreman-----Mapleton, Ia.  
 Miller, R. H., section foreman-----Maquoketa, Ia.  
 Mills, T. K., conductor-----Aberdeen, S.D.  
 Murphy, W. H.,  
 roundhouse clerk-----Aberdeen, S.D.  
 Peterson, R. E.,  
 yard conductor-----Minneapolis, Minn.  
 Schmidt, B. W., conductor-----Savanna, Ill.  
 Schram, George, blacksmith-----Gleason, Wis.  
 Schuler, Harold, engineer-----Chicago, Ill.  
 Shipley, Willard, conductor-----Madison, Wis.  
 Speck, Elmer J., engineer-----Savanna, Ill.  
 Sullivan, P. L., section foreman-----Sanborn, Ia.  
 Velgersdyk, J., section foreman-----Hull, Ia.  
 Wingert, L. L., carman cutter-----Milwaukee, Wis.  
 Winn, L. H., conductor-----St. Paul, Minn.

### Silver 45-Year Passes

Adolphsen, D. Lucille, clerk-----Milwaukee, Wis.  
 Alexan, H. B., stenographer-----Chicago, Ill.  
 Anderson, O. R., traffic manager--Bellevue, Wash.  
 Ausprung, A. J., tractor operator--Milwaukee, Wis.  
 Baxman, J. A., car inspector-----Bartlett, Ill.  
 Berger, E. H., general yardmaster-----Elgin, Ill.  
 Boland, R. J., car distributor-----Chicago, Ill.  
 Borgstrom, Nels J., engineer-----Chicago, Ill.  
 Botsford, Burton R., conductor-----Kenosha, Wis.

Brown, L. K., machinist-----New Berlin, Wis.  
 Burlingame, M. R.,  
 switchtender-----Minneapolis, Minn.  
 Donovan, John E., conductor-----La Crosse, Wis.  
 Drew, H. R., ass't superintendent  
 motive power (ret.)-----Milwaukee, Wis.  
 Eisbrenner, R. H.,  
 blacksmith helper-----Milwaukee, Wis.  
 Ellerman, Leonard, engineer-----Oak Park, Ill.  
 Endicott, T. R., engineer-----St. Bernice, Ind.  
 Freeman, F. L., spec. rep.  
 v.p.-operation-----Elgin, Ill.  
 Hafemeister, F. E.,  
 section foreman-----Menomonee Falls, Wis.  
 Haley, Bernard J., engineer-----Columbus, Wis.  
 Harder, G. C.,  
 supervisor of expenditures-----Park Ridge, Ill.  
 Jakubec, J. A., assistant to  
 v.p.-operation-----Mundelein, Ill.  
 Johnson, Roy W., cashier-----Austin, Minn.  
 Jones, R. C., yard conductor-----Milwaukee, Wis.  
 Kissane, Anna, timekeeper-----Chicago, Ill.  
 Klimetz, Gregory S., engineer-----Escanaba, Mich.  
 Kosobucki, E. P., crane operator--West Allis, Wis.  
 Kubal, T. J.,  
 ass't master mechanic-----Milwaukee, Wis.  
 Lartz, W. J., chief clerk-----Savanna, Ill.  
 Livingston, O. C., engineer-----Mitchell, S.D.  
 McCoy, W. B., conductor-----Moberg, S.D.  
 Moore, D., yard conductor-----Milwaukee, Wis.  
 Morgano, John, laborer-----Savanna, Ill.  
 Otis, Lloyd, switchman-----Chicago, Ill.  
 Ray, B. M., engineer (ret.)-----St. Bernice, Ind.  
 Reed, H. A., assistant cashier-----Kansas City, Mo.  
 Repensek, J., yard conductor-----Milwaukee, Wis.  
 Schaefer, F. W.,  
 parlor car conductor-----Chicago, Ill.  
 Scheitler, E. J., engineer (ret.)-----Chicago, Ill.  
 Stevens, C. M., storekeeper (ret.)--Spokane, Wash.  
 Taylor, R. H., conductor-----Portage, Wis.  
 Tuemler, M. E., accounts clerk-----Chicago, Ill.  
 Vail, Francis W., yard clerk-----Milwaukee, Wis.  
 Van Alstine, A. G., switchman-----Chicago, Ill.  
 Vlcek, Frank, engineer-----Berwyn, Ill.  
 Vollmers, Herman H., clerk-----Lake City, Minn.  
 Wagner, Leonard, engineer (ret.)--Bensenville, Ill.  
 Warzala, E. G.,  
 machinist maintainer-----Milwaukee, Wis.  
 Whigam, Wm. J., engineer-----Oak Park, Ill.

*"This is Perkins, Potter, Parker and Potts, good morning."*

*"Is Mr. Potter there?"*

*"May I ask who's calling?"*

*"This is Mr. Sullivan's office, of Sullivan, Chadwick, Bicknell and Jones."*

*"Just a moment, I'll connect you."*

*"Mr. Potter's office."*

*"Mr. Potter, please. Mr. Sullivan wants him."*

*"Will you put Mr. Sullivan on the line please?"*

*"Mr. Sullivan? Ready with Mr. Potter."*

*"Hello, Pete? This is Joe. Okay for lunch? Good. See you."*

*Mark Twain, it has been said, upon returning from a trip abroad was annoyed with the thorough search a customs official was giving his luggage.*

*"You don't have to mix up my things," said Twain, "you'll find only clothes in there—nothing but clothes."*

*Paying no heed, the suspicious officer only dug deeper, and hauled out a bottle of whiskey.*

*"So you call this 'just clothes,'" he barked.*

*"Certainly," said Twain, "that's my nightcap."*

The Milwaukee Road Magazine





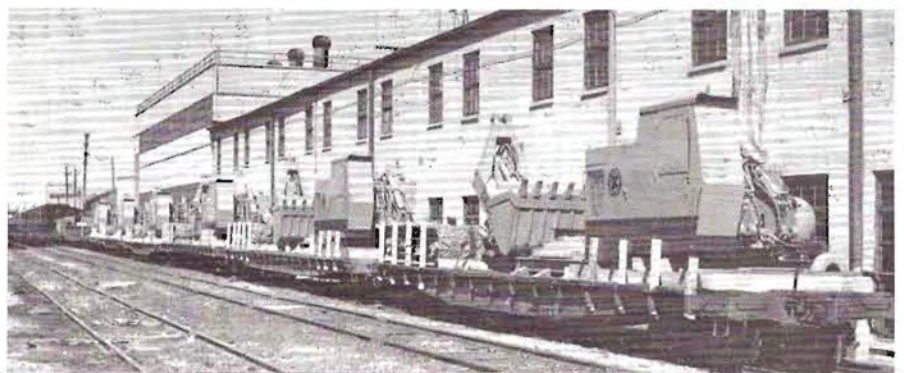
**NEW WISCONSIN DELLS TOURIST ATTRACTION**, the 335-foot Tatem Tower at Fart Dells which opened in May provides a panoramic view of the entire Dells of the Wisconsin vacationland area. This artist's conception shows the tower structure and the 60-passenger drum shaped car which travels to the viewing platform at the 275-foot level, revolving as it ascends and descends. Tickets for the ride are \$1 for adults and 50 cents for children.

**WHO DO YOU KNOW — OR REMEMBER?** This picture was contributed by G. M. Dempsey, assistant superintendent of safety, who gives the time as May, 1941. During that year the safety department conducted four district meetings — at Chicago, Milwaukee, Minneapolis and Seattle — to discuss the road's safety performance with all division supervisors. These are the men who attended the meeting in Minneapolis.

**RINGING IN THE 25TH YEAR FOR SAVINGS BONDS.** President William J. Quinn, serving as general chairman of the 1966 Bond Drive for the Chicago metropolitan area, takes part in a ceremony on the Civic Center Plaza commemorating the 25th anniversary of the U. S. Savings Bond program. Joined in ringing a replica of the Liberty Bell are, from right: Mayor Richard J. Daley; Carol Channing, star of "Hello Dolly!"; Mr. Quinn; Patrick H. Hoy, chairman of the Illinois Savings Bond Committee; Claire M. Roddewig, president of the Association of Western Railways; and Jackie Vernon, television star.



**TRANSATLANTIC SHIPMENT** consisting of six Koehring Company "Skoopers" is shown on our tracks in Milwaukee, Wis., as it was ready to leave for Aqaba, Jordan. The machines are part of a \$750,000 order for construction equipment placed with Koehring for use on the Mokhaiba Dam Project.







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## THE COVER

A wrap-around view of the city of Milwaukee in a north-easterly direction, showing the Milwaukee Shops and yard complex of the Milwaukee Road in the foreground. Airline Yard, the automatic classification facility, appears on the front of the cover at right center, and Davies Yard lies across the Menomonee River to the left. Above Airline Yard is the new horticultural conservatory in Mitchell Park. The shops complex, the location for most of the road's major repair and rebuilding work on cars and locomotives, is in the foreground, below the 35th Street viaduct. In the section on this side, adjacent to the river are the freight car shop and Bluemound Yard.

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