

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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The **RED VEST** Campaign



THE MILWAUKEE ROAD MAGAZINE

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NATIONAL TRANSPORTATION WEEK

A New Look at Railroading

VIRTUALLY everything Americans use moves by rail at some point of its formation and along the distribution route to consumers. The bed a person sleeps in, the alarm clock that awakens him, the breakfast he eats, the conveyance he uses to get to work—all, in one form or another, depend on transportation for raw materials and tools basic to production. Without it there isn't a city in the United States that wouldn't come to a grinding economic halt.

National Transportation Week May 10-16 offered an opportunity to remind the public of how that role is played in 1964. The following highlights are from a "facts" brochure which was distributed during that period to passengers on our commuter trains in the Chicago area.

FACT

Approximately 20% of our total annual expenditures for goods and services, or our Gross National Product, is made either directly or indirectly for transportation of one kind or another. In 1962 this amounted to \$112 billion.

FACT

Transportation is a heavy user of other industries' products, consuming of the total output:

Rubber	62%
Lead	50%
Steel	29%
Aluminum	23%
Petroleum	50%
Zinc	33%
Cement	24%
Copper	19%

FACT

Railroad rolling stock owned or leased as of Dec. 31, 1963 included 28,600 locomotives, 1,515,139 freight cars and 25,800 passenger cars. The freight car fleet, placed end to end, would form a solid train 14,348 miles long, spanning the continent more than 4 times.

FACT

Here are some of the things the railroads do every 24 hours:

- ★ Move about 9 tons of freight a distance of one mile for every man, woman and child in the United States.
- ★ Pay nearly \$14 million in wages.
- ★ Pay about \$2.4 million in taxes.
- ★ Spend about \$6.7 million for equipment and supplies.
- ★ Move more than 22 million pounds of mail, or more than 75% of all the nation's domestic mail.

FACT

To feed the nation, the railroads transport more than 150 tons of agricultural products a year, approximately 9 million tons of animals and animal products, and about 15 million tons of foods in cans and packages. Total shipments by railroad in these three categories alone average nearly a ton for every United States citizen.

FACT

Since World War II the railroads have invested \$18.4 billion in modernization of plant and equipment—more than half again as much as the entire

THE COVER

Chicago to Seattle-Tacoma in 55½ hours—service that provides for third morning delivery of freight throughout the Puget Sound area—is the pace being maintained here by XL Special 261 on a twisting ascent of a mountain grade in western Montana. Sounding a "Red Vest alert" to our road's new highballing freight schedules between Chicago and the Pacific Northwest, a 56-man task force spent two weeks in April selling shippers in the Chicago metropolitan district on the merits of train 261 and its eastbound running mate, Thunderhawk 262. For the story of the "tell and sell" campaign, turn to page 4.



net income of all railroads in that period, and more than one half the total investment in all U.S. railroads today. Furthermore, it was done without increasing the total amount of railroad debt and securities outstanding. The total of this new investment is expected to be close to the \$20 billion mark by the end of 1964.

FACT

Statistics of tons of freight and number of passengers do not tell the full story of how railroads help sustain the highest standard of living in the world. They do not show how railroads each year . . .

- ★Contribute a total of about \$9.6 billion to the national income.
- ★Pay some \$886 million in taxes into federal, state and local government treasuries.
- ★Spend nearly \$2.5 billion for fuel and a host of materials, supplies and equipment.
- ★Pay \$382 million in dividends to investors in railroad properties and \$410 million in interest payments to security holders and in rents for property.

FACT

America's 101 Class I railroads in 1963 hauled about 2.4 billion tons of freight a total of 622 billion ton-miles
(Continued on page 10)

It Happened On

• The Milwaukee Road

From Dr. U. S. Geiger, *Company Surgeon, North English, Ia.*: Back in the days when small town section gangs were section gangs, Clyde Henson was the foreman in our town and Noah Miller was his right hand man.

In some way Clyde and Noah acquired a dog. He was a short-haired black and white dog, a little larger than average, with bones very much in evidence. But with eats from the men's dinner pails and from the back door of the local hotel, he soon looked better. To the men he was known as "Sport", but people around town referred to him as "The Milwaukee Dog".

His big pleasure in cold weather, after helping the men with their lunch, was to wrap himself around one of the potbelled stoves of those times and take his midday nap. But Sundays and holidays were bad; no lunch pails, and the hotel wasn't very busy.

Noah had a little brown dog that came to work with him occasionally, and the two of them—the brown dog and Sport—would spend the day clearing the right of way of trespassers.

May-June, 1964

Member of Milwaukee Road Family Wins Pulitzer Prize for Editorial Cartooning



A recent family portrait of Mr. and Mrs. R. H. Conrad with their sons. From left are Paul J., the famous cartoonist, Robert Jr., Hato Rey, Puerto Rico, and James, Paul's identical twin, Denver, Colo.

THE 1964 announcement of Pulitzer Prize winners May 4 was the cause of great elation to R. H. Conrad, our retired district freight and passenger agent in Mason City, Ia., and his wife. Cited for the top award in editorial cartooning for 1963 was their son Paul J. of the *Los Angeles Times*.

Paul received the \$1,000 prize for "his distinctive work throughout the entire year rather than for any one cartoon" while he was with the *Denver Post*. Before joining the Los Angeles paper in February he had been a member of the *Post* staff since 1950.

"Naturally, we were delighted by the news," said Mr. Conrad, who got it

first over a hot telephone wire from his son Jim, Paul's twin, who operates an art agency in Denver. The Conrads have an older son, Robert Jr., living in Puerto Rico, where he is the manager of Foremost Dairies.

Paul, who is 39, saw World War II action with the Army in the Pacific, following which he enrolled at Iowa State University. Later he transferred to the University of Iowa as an art major, and there drew editorial cartoons for the *Daily Iowan* for two years. He was hired by the *Denver Post* shortly after graduating.

Last year he received the national award for editorial cartooning of Sigma Delta Chi, national professional journalism society. Of his own profession, he is quoted as saying, "You have to wrap up the point of a drama that may have been playing for months, or even years, on a stage as wide as the world, and you've got to apply the 'needle' in places familiar to everyone—but in such a manner that even the person needled has a laugh at himself." His cartoons, characterized by a unique style and incisive wit and humor, are syndicated in 81 newspapers.

With his wife Kay, a former society editor on the *Denver Post*, and four children, Paul visits his parents in Mason City from time to time. The senior Mr. Conrad, who retired in 1953 after 40 years of service, has continued to be active in many of the civic affairs with which he was identified while he worked for the railroad. Currently he is traffic manager of the Mason City Chamber of Commerce.

One Christmas day Noah had a big dinner for his relatives, and there were many leftovers. The little brown dog ate and ate, but it was too much. He walked out to the front of the house licking his chops, looked back at the pan of food, got a faraway look in his eye, and trotted off down the street. Soon he was back with Sport, and "The Milwaukee Dog" took care of the situation without any trouble.

Noah tells it for the truth and Noah is an honorable man. And neither dog has ever denied it.

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



President William J. Quinn—wearing his red vest and tie—addresses the sales force at an indoctrination meeting held in the Union League Club in Chicago prior to the opening of the campaign.

Red Vest Campaign

Task Force Alerts Chicago Shippers to Benefits of Our New XL Special and Thunderhawk Service

"THE RED VESTS ARE COMING!"
 "Watch for the Man in the Red Vest!"
 "The Red Vests Are Here With News of the Fastest Run in the West!"

Alerted by these punchy placards, Chicago was the hub of an intensive sales campaign in April while a group of traffic and operating officers from offices throughout the country concentrated for two weeks on selling shippers the unique services of our new transcontinental freight trains, the XL Special and the Thunderhawk.

The strategy was similar to that conceived for the sales effort in the Pacific

Northwest late last year following the inauguration of the service—assemble a task force, close in on the territory, and make it abundantly clear that no truck line or other railroad matches the running time of these fast freights between Chicago and the North Pacific Coast.

As a means of penetrating the hard-sell transportation market, XL Special 261 westbound and its eastbound counterpart, Thunderhawk 262, have more than lived up to expectations. Cutting almost a day's time from previous schedules, their value in attracting long haul traffic was one of the underlying reasons





A picture posed to alert Chicago area shippers to the kick-off of the Red Vest campaign shows the task force—a full carload—"arriving" in a brand new LRD car. The pretty

brakemen signaling their arrival are "Miss XL Special" (left) and "Miss Thunderhawk" (Jan Jordan, Miss Photoflash of 1964, and Margo Spinker, Miss Photoflash of 1963).

Steps Up Traffic

for a sharp increase in revenues during the final quarter of 1963 which resulted in a profitable showing for the year.

But in the words of President William J. Quinn, "We didn't put on a fast train that costs us \$3 million a year to operate—just to wait for customers to come to us." At an orientation meeting for the Chicago task force he outlined the job to be done. Commenting that the campaign in the Seattle-Tacoma area had produced pluses not anticipated both in trailer on flat car and box car traffic, he pointed out that revenue per car is continuing to run substantially ahead of revenue a year ago, "and we're looking to you to hold the advantage."

The "tell and sell" campaign—on a more elaborate scale than was carried out at the Pacific Northwest points—required more than two months of planning by traffic officers, in collaboration with the public relations and advertising

department. During the preparations, a series of advertisements kept shippers aware of the availability of "the fastest run in the West" and the savings pos-



A Red Vest team calling at the United States Gypsum Company receives a cordial reception from Vice President of Traffic Rhodes C. Berrey (right). In the center is W. D. Sunter, general traffic manager, and at left, P. A. Larson, traffic manager Illinois Region.



May-June, 1964



En route to Seattle on the XL Special, a "creative crew" reviews arrangements for a sales meeting with more than 200 shippers in the Seattle area. From left are W. D. Sunter, general traffic manager; P. L. Cowling, assistant to president; D. A. Keller, manager of rail-highway sales; D. M. Wiseman, traffic manager, New York City; and L. V. Anderson, general manager-system.

Members of the Seattle task force pose with their tour directors before departing for an inspection of the Seattle-Tacoma terminals facilities.



sible in inventories when freight moves at passenger train speed. In a vanguard move—on Apr. 3 and again on Apr. 10—shippers in the Chicago metropolitan area received direct mail pieces telling them that "The Red Vests Are Coming".

The project started rolling Apr. 4 when a party of Red Vested traffic and operating officers headed by W. D. Sunter, general traffic manager, and P. L. Cowling, assistant to president-vice president general manager of The Milwaukee Motor Transportation Company, left Chicago to ride the XL Special to Seattle and return on the Thunderhawk in order to study the operation of the trains first hand. In connection with the service, the group toured our rail, dock, barge and industrial facilities in the Seattle-Tacoma terminal areas and discussed it with 200 and some shipper representatives at a breakfast hosted by the railroad in the Seattle Space Needle. On the return trip, the performance of the Thunderhawk was clocked by newsmen aboard and publicized in Seattle and Chicago papers.

Upon the arrival of the group in Chicago the pace quickened. Assembled for Campaign No. 2 were 56 traffic representatives from key points on the system and off line offices who rate as specialists in various types of conventional rail and piggyback traffic, including coal, lumber and plywood, perishables, grain, metal products and export-import traffic. Each man was dressed to the teeth in a bright red necktie and a red vest trimmed with gold buttons and braid. A rectangular emblem on the vest spelled out the message "Ship Milwaukee Road."

Guidelines for the campaign and goals to shoot at were unveiled at an

SCHEDULE OF THE XL SPECIAL TRAIN NO. 261

Station	Time	Example
Lv. Chicago	2:30 PM	Monday
Lv. Milwaukee	4:30 PM	Monday
Lv. Twin Cities	12:15 AM	Tuesday
Lv. Aberdeen	7:05 AM	Tuesday
Ar. Spokane	11:30 AM	Wednesday
Ar. Seattle	8:00 PM	Wednesday
(Arrive Tacoma same evening.)		

SCHEDULE OF THUNDERHAWK TRAIN NO. 262

Station	Time	Example
Lv. Seattle-Tacoma	2:00 AM	Monday
Lv. Spokane	8:00 AM	Monday
Ar. Aberdeen	11:10 PM	Tuesday
Ar. Twin Cities	7:45 AM	Wednesday
Ar. Milwaukee	6:30 PM	Wednesday
Ar. Chicago	9:15 PM	Wednesday

indoctrination meeting the morning of Apr. 11 presided over by Mr. Sunter and Mr. Cowling. At this session the task force was organized into 28 two-man teams and familiarized with individual assignments. Joining in the discussion, an operating team composed of General Manager L. V. Anderson, General Superintendent Transportation D. P. Valentine and Superintendent Transportation Q. W. Torpin briefed everyone on the latest developments in the operational aspects of servicing shippers they would meet.

Stage Arrival Via Box Car

Enthusiasm ran high at the meeting, sparked by words of encouragement from Mr. Quinn and, via telephone, from Vice President-Traffic W. W. Kremer. Mr. Kremer, having broken a leg a few days before the campaign opened, was supervising activities from his hospital "office".

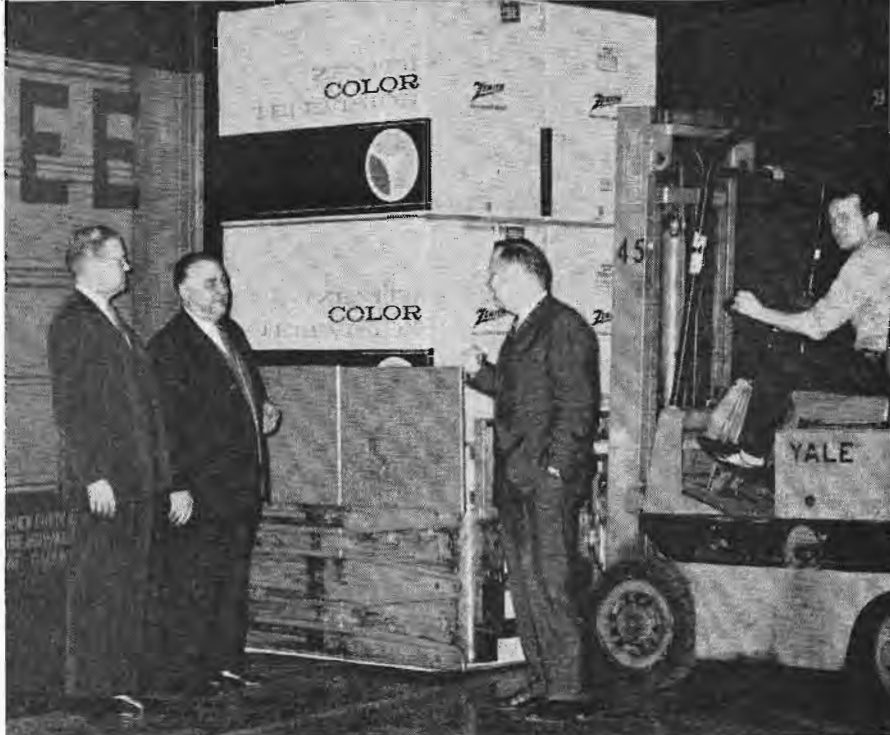
Adding a touch of glamour to the situation, Miss Jan Jordan, Chicago-land's Miss Photoflash of 1964, was crowned with an engineer's cap as "Miss XL Special", and Miss Margo Spinker, Miss Photoflash of 1963, was officially "feathered" as "Miss Thunderhawk". Later the entire group posed for promotional pictures showing the "arrival" of the task force in a spanking new Milwaukee Road box car, thus sounding the alert that "The Red Vests Are Here".

The campaign, which began Apr. 13, was aimed at getting not only XL Special and Thunderhawk business, but a share of everything in which the Milwaukee stands to participate. On the schedule were 2,300 calls to make on shippers in Chicago and the suburban areas and, as the Red Vests had been advised, "wherever you see smoke coming out of a stack". For the task ahead, each man carried a special service kit containing schedules, rate data, route maps, pictures and details of various types of freight cars, and other information useful in freight solicitation.

Heralding the kick-off, half and quarter page advertisements, some in color,

At a breakfast for shipper representatives in the Seattle area held in the Space Needle, Assistant General Manager Martin Garelick (left) and Joshua Green, western director of the railroad (right), visit with F. H. Clark, district manager of the States Steamship Company (left, rear), and H. V. Walker, vice president of the American Mail Line.

May-June, 1964



At the Zenith Radio Corporation plant in the Road's Galewood District, our general traffic manager, W. D. Sunter (center) and Regional Traffic Manager P. A. Larson (left) pay a Red Vest call on General Traffic Manager E. C. Madden.

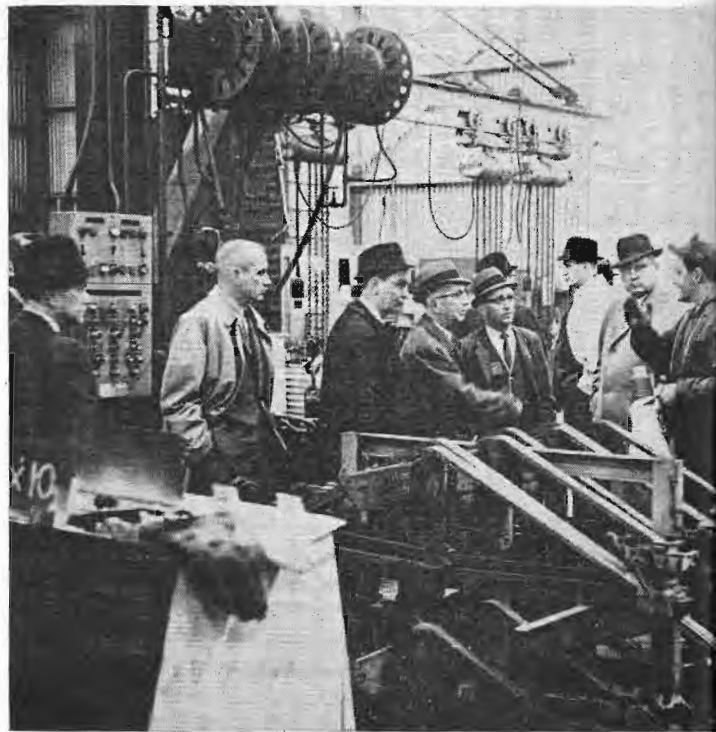


The Red Vests board a chartered bus for a study of rail, dock and barge facilities in the Seattle-Tacoma terminals area.





P. L. Cowling, assistant to president, helps "Miss XL Special" adjust the sales thermometer to the target set for the campaign. In the course of the two-week sales effort, the goal was exceeded.



Studying railroad and industrial locations in the Chicago area on Apr. 19, a Sunday, members of the Chicago task force watch activities at the one-spot car repair system in Bensenville Yard.

appeared in Chicago newspapers and the Wall Street Journal, and full page ads were inserted in trade magazines. Fliers placed on the seats of all suburban trains Apr. 13 alerted passengers to the ads in the Chicago dailies, while for

two weeks following, signs on these trains flashed reminders of the campaign. In addition, the 5,000 or so Milwaukee Road employees in the Chicago area displayed bumper stickers on their cars alerting all to "Watch for the Man in

the Red Vest".

To generate interest further, a series of 18 luncheons and dinners and several informal parties were given during the fortnight for various traffic groups, including city shippers, lumber and plywood dealers, importers and exporters, fresh meat and packing house shippers, coal and coke dealers, and perishable traffic shippers and receivers. Shippers and traffic managers were invited also to inspect our new TOFC facilities at North Harvey, Ill., and to visit our Franklin Park industrial district and the TOFC and automatic retarder yard installations at Bensenville, Ill.

In the meantime, the regiment of Red Vested troops had swung into action and was hard at work calling attention to the speed schedules of the highballing freights and to what Mr. Kremer defined as "the many new, economical, fast and convenient services now being offered by railroads."

"I strongly feel", he said, "that the railroads are today equipped to provide a greatly improved service over that of



R. R. Brown, general superintendent of the Chicago Terminals, conducts an inspection tour of the new trailer-on-flat car facilities at North Harvey, Ill.

only a few years ago. If given the opportunity, they can solve almost any shipping problem."

And according to the action of a "sales barometer" at campaign headquarters, the Milwaukee appeared to have a ready solution for the problems of many transportation shoppers in Chicago's highly industrialized area. Starting early in the campaign, as team partners reported the results of each day's calls, a steady rise began to register traffic won away from rail and highway competitors, plus hot clues for early call backs.

"Instant" Answer Service

Every step of the campaign had been mapped with painstaking care. For the "something extra" which often spells the difference in closing an order, a telephone line of communication was maintained with transportation and operating officers, to provide the sales teams with "instant" solutions for service problems or to accompany them on calls. Rate and industrial department officers stood by also, to help with developments in those areas.

The impact of these tactics bore out the old dicta that the salesman himself can easily be the deciding factor in which way the deal swings, and that

offered a better—or comparable—service, a shipper will switch. It proved also that, for drumming up business, nothing beats the direct method of asking for it in so many words.

At an evaluation meeting on Apr. 18—the Saturday midway of the campaign—the effectiveness of the direct approach was reflected in a flow of information about new traffic lined up for the hotshot trains and for other movements as well, solid commitments for additional business, and dozens of promising leads with a profitable potential.

The story was repeated at a meeting on Apr. 25 when the Red Vests congregated at the end of the campaign to put the outcome on record. Touching on the highlights, typical developments were: a shipper now moving by truck to Kansas City will consider piggyback; a San Francisco importer has promised to use the Port of Longview, Wash.—good long haul business; a food dealer switched 15 trailers to the Milwaukee and wants information about refrigerated trailers; a canned goods account will give us more business this year; a distributor who receives 12 carloads a week is looking for a new location with trackage and favors the Milwaukee; as the direct result of a sales call, a ship-

(Continued on page 10)



L. H. Dugan, vice president and western counsel, dons his Red Vest to serve as host at the breakfast for shippers in the Seattle Space Needle Restaurant, assisted by General Traffic Manager W. D. Sunter.

What the Press Says About Our New *Fa-a-st* Freights . . .

Seattle Post-Intelligencer

FREIGHT OUTRUNS AUTO TRAFFIC

By BOB H. HANSEN

"With 10,750 horsepower of diesel up front, the Thunderhawk was an hour ahead of schedule across the Cascades and the Bitterroots and we've been out-running highway traffic across Montana and South Dakota hour after hour.

"This demonstration of modernized railroading, the Milwaukee Road's Thunderhawk, completed the last leg of its commemorative run from Seattle-Tacoma to Chicago at 8:45 o'clock this evening, 30 minutes ahead of schedule. Its 'fastest run in the West' performance has been up to one hour ahead of schedule almost throughout.

"At better than a walking gait, the old crew stepped down as the new crew came aboard and there was no stop. When the new rear-end crew, a mile back, came on the radio with: 'We're aboard, Highball,' the Thunderhawk

took off for home like a hungry fire horse.

"This demonstration by the Milwaukee Road to unveil its second evening freight service from the Pacific Northwest to Chicago, hub of American rail lines, has been even more impressive than anticipated.

"It may seem slow to air-oriented folk but to the business community this is a refreshing development.

"To the Milwaukee's officers and employees, it is not only refreshing—it's a fountain of enthusiasm."

CHICAGO SUN-TIMES

MILWAUKEE HIGHBALLS FREIGHT

By R. E. ULRICH

"There's no doubt about it:

The Milwaukee Road has cut the Northwest's rugged peaks down to size.

"For when anyone can whack 20 hours-plus running time from Chicago-to-Seattle-Tacoma freight train schedules on a day-in day-out basis he has done just that.

"Perhaps the Milwaukee's operating staff looks at the Cascades and the

Rockies as one of railroading's major challenges. But you can put it down as certain that the road's traffic department views the mountains as a come-to-life business chart with graph lines steadily rising."

RAILWAY AGE WEEKLY

MILWAUKEE ROAD'S 'BLITZ' TACTICS BOOST SALES

By JOHN D. MITROS

"Shippers will 'switch' — if they can save money and get better service.

"A 'blitz-style' courtship of shippers on behalf of fast freight trains scored important traffic gains for the Milwaukee Road last week — and perhaps posed some important questions for other rail sales forces that need answers as the fight for traffic gets hotter.

"... Traffic for other Milwaukee trains besides the 'XL Special' and the 'Thunderhawk' began pouring in as shippers, confronted with a team prepared to talk in dollars and specific service, did the arithmetic that resulted in switching a wide variety of traffic from truck to rail."



Reporting for duty in Chicago, B. H. Desens, general agent at St. Paul, tries on his Red Vest for size.



En route to Chicago on the Thunderhawk, J. M. Fortman, traffic manager Mid-East Region, Detroit (left), and D. M. Wiseman, traffic manager New York City, study the campaign itinerary.



Red Vest Campaign . . .

per rescinded an order he was placing at the time, and the Milwaukee got 15 cars; a shipper with a warehouse serving a 500-mile radius—2,000 cars per year—is interested in TOFC service; a sugar dealer is requesting that all sugar from Washington "go Thunderhawk".

The closing of the so-called "invasion of Chicago" left those who had pitched in to run it slightly footsore, but with a feeling of accomplishment. In recognition of objectives achieved—which included topping the goal of 2,300 calls by a generous margin—Mr. Cowling, on behalf of management, presented each man with a gold "campaign ribbon" to wear on his Red Vest. Veterans of the pilot campaign in the Northwest received, in addition, a red "Seattle" ribbon, and "General" Sunter was issued a "unit citation" with two Bronze Stars.

Faster Service Has Meaning

Commenting on the benefits which had been felt even as the campaign was underway, Mr. Kremer said, "From my point of view, the success of this effort is evident in the sizable volume of new traffic which we have already obtained, despite the fact that many of the shippers we told our story to are men we have been doing business with for years. Obviously, our faster service between Chicago and the Pacific Northwest has real meaning to them. I think the many other details of service which this campaign has given us an opportunity to work out for them have also had an important bearing on the results. Any way you care to look at it, it is apparent that this has been a successful effort."

Apart from immediate returns, one of the important developments of the campaign was the number of leads holding possibilities for future traffic. Each call was made the subject of a detailed report, and while the findings will require months to evaluate and follow up, the prospects for attracting additional new business are considered most encouraging. Said Mr. Sunter, "We know we have something attractive to sell, and from all indications, we have hit on an effective way to sell it".

G. J. Edwards, district freight and passenger agent Cedar Rapids, Ia. (left), and R. L. Audas, general agent Omaha, pick up their campaign uniforms.



G. B. Hanson, assistant to freight traffic manager (left), and J. L. Phleger, assistant to general traffic manager, set up larger-than-life-size figures of President William J. Quinn and Vice President-Traffic W. W. Kremer which were used in displays at various shipper functions.

National Transportation Week

(Continued from page 3)

—the equivalent of moving 9 tons of freight a mile each day for every person in the United States. The average ton of freight moved 460 miles by railroad at a cost of less than 1½ cents a mile. It is noteworthy that this revenue figure is no more today than in 1948, even though consumer prices in this period have risen by 30 per cent.

Notice—Change of Plans For the Veterans' Reunion

Vice President-Operation F. G. McGinn, the president of The Veteran Employees' Association of The Milwaukee Road, has announced that it has been necessary to change the location of the Veterans' Reunion in Minneapolis, Minn., on Saturday, June 27, to the RADISSON HOTEL, 7th STREET between NICOLLET and HENNEPIN, instead of the Leamington Hotel. All room reservations made to date will be transferred to the Radisson Hotel.

Junior Achievement Advisers Honored

MILWAUKEE Roaders serving as Advisers to the two Junior Achievement companies sponsored by our railroad were feted by Chicago business men at the annual Future Unlimited banquet in McCormick Place May 5 which climaxed the JA program year. Attending as honored guests, they shared with 1,100 adult volunteers in the Chicago area a tribute from Governor Otto Kerner of Illinois for the inspiring leadership which had helped more than 8,000 teenage boys and girls learn the ground rules for the American free enterprise system.

As a sponsoring firm, the railroad was included in the civic salute to supporters of the youth-service organization, which provides young people with the opportunity to learn business fundamentals through owning and operating their own miniature corporations. The banquet is the traditional occasion for conferring scholarships and leadership awards on Achievers who display outstanding initiative in guiding their projects to success.

Upon liquidating assets at the end of JA activities in May, both of our companies paid a generous dividend. The report of Delux Decors included a citation as "Company of the Month" in its particular JA district, and that of the Milwescos the honor of being chosen to display and operate an "on the spot" production line at the annual JA Trade Fair. A number of their members are shown here attending the banquet as the personal guest of a Milwaukee Road Adviser or officer who has taken an active interest in our JA program.

ABOVE RIGHT, from left: C. W. Capron, chief clerk signals and communications; J. G. Waldman, assistant district storekeeper, Western Avenue; E. A. Berry, auditor of freight settlements bureau head; Machinist Elmer Nelson and Boiler Foreman Anthony Lagowski, Western Avenue.

RIGHT, reading from left: A. J. Berry, assistant to freight traffic manager; E. G. Tyckoson, assistant industrial engineer; G. H. Kronberg, director of public relations and advertising (fourth); and B. F. Fuechtman, chief clerk to passenger traffic manager (partially obscured at right).



Milwaukee Road Advisers and officers with their guests, from left: W. P. Wilkinson, chief demurrage inspector; A. G. Dupuis, public relations officer (fourth); L. V. Anderson, general manager-system; J. R. Kalasmiki, assistant agent Galewood (partially obscured); and W. W. Rogers, special representative of vice president-finance and accounting.



Representing the railroad are, from left: R. L. Litka, auditor of expenditure bureau head; Agent F. H. Joynt, Galewood (third); Machinist P. T. Panzica, Western Avenue; P. D. Lencioni, auditor of freight accounts bureau head (third from right); and R. F. Kratochwill, comptroller.





For the second year in a row, the President's Safety Trophy goes to employees of the Aberdeen Division. Participating in the presentation ceremony are, from left: L. V. Anderson, general manager-system; Acting Superintendent J. J. Nentl; A. W. Shea, superintendent of safety; and R. H. Love, superintendent of the Aberdeen Division currently assigned to other duties, who shared in both the 1962 and 1963 safety performances.

Aberdeen Division Again Wins Safety Contest

THE top safety honor has again been awarded to the Aberdeen Division. In other words, the Aberdeen employees repeated their winning performance in the 1962 safety contest by also establishing the best record on the railroad for 1963. The outstanding score was only five injuries of a reportable nature for 1,385,960 man hours worked, or a casualty ratio of 3.61 for the year.

The symbol of the achievement—the President's Safety Trophy — was presented to the employees by L. V. Anderson, general manager-system, during an award luncheon held at the Sherman Hotel in Aberdeen, S. D., on Apr. 15. Marking the occasion, the presentation was witnessed by approximately 50 officers and supervisors, including a contingent from Chicago and Milwaukee, who represented the various departments and crafts at the ceremony and at a division staff meeting held in connection with it.

Mr. Anderson, who conveyed to the division the congratulations of President William J. Quinn and Vice President-Operation F. G. McGinn, presented the trophy to Acting Superintendent J. J. Nentl with the comment that the safety performance for two years in a row was all the more commendable because it involved the second largest division on the railroad—a network of 1,531 miles. He added that the record reflected "a spirit of cooperation and devotion to duty in which safe working habits had predominated throughout each day."

In accepting the trophy on behalf of

the employees, Mr. Nentl directed attention to the effectiveness of the roles played by District Safety Engineers C. O. Post and C. C. Clinker in the creation of the winning score. As acting superintendent, he also called on R. H. Love to accept a share of the credit. Remarking "What you started carried through to the end of the year," Mr. Nentl pointed out that Mr. Love, who is currently assigned to the Road's special committee on freight car utilization, had served as superintendent of the Aberdeen Division during the first eight

months the contest was in progress.

Additional congratulations were extended by A. W. Shea, superintendent of safety, who noted that the division's casualty ratio of 3.61 bettered the rate of 4.09 with which it had won the contest the previous year. He commented, too, on the fact that the record of five reportable injuries in 1963 represented only slightly more than one per cent of the total number of such cases in all departments over the entire railroad. "This is an indication of the continuation of interest and wholehearted

1963 STANDINGS IN THE PRESIDENT'S SAFETY TROPHY CONTEST				
Rank	Division	CASUALTIES		Casualty
		Fatal	Reportable Injuries	Rate
1	Aberdeen	—	5	3.61
2	Rocky Mountain	—	9	5.99
3	Iowa, Minnesota & Dakota	1	15	8.44
4	Chicago Terminals— Terre Haute	—	43	9.33
5	La Crosse	—	24	9.52
6	Iowa	—	20	11.67
7	Milwaukee Terminals	1	59	12.01
8	Coast	—	25	12.10
9	Milwaukee	—	27	12.33
10	Twin City Terminals	—	27	12.64
11	Dubuque & Illinois	—	31	13.10
	Others	—	21	3.25
SYSTEM TOTALS		2	306	9.10



Scene at the award luncheon at the Sherman Hotel in Aberdeen, S. D., Apr. 15, showing part of the group of 50 officers and supervisors, including a contingent from Chicago and

Milwaukee, who represented the various departments and crafts responsible for establishing the safety record.

support of the safety program on this division," he said. "It could only have come about through hard work on the part of each employee."

As a memento of the occasion and a permanent token of recognition, a three-

way screwdriver inscribed "In appreciation of a job well done" over the signature of President Quinn was presented to each employee.

The 1963 contest was the 23rd annual competition among the operating di-

visions for the safety title symbolized by the engraved trophy. The Rocky Mountain Division, the winner in 1959, finished in second place last year, and the Iowa, Minnesota & Dakota Division, which won in 1956, ranked third.

Government by the People; Profiles of Our Employees Active in Civic Affairs

ALONG the main stem of the La Crosse Division, **C. E. (Pete) Bean** is well known as our agent at Tomah, Wis., having held the job since 1949. But locally he carries additional weight as Tomah's new mayor.



C. E. Bean

In a vigorous campaign for the office—he assumed it Apr. 21—Agent Bean swept all of the city's eight wards, including his opponent's. Prior to the election he had been president of the police and fire commission.

Agent Bean's participation in civic affairs, reflecting the current interest in the political weather, is a timely example of the many ways in which off-duty activities of Milwaukee Road employees form a real contribution to better living in their communities. This is particularly true in the smaller towns where the representative of the railroad frequently volunteers, or may be drafted, to share

the responsibilities of local government. For railroad people are known to have a habit of doing things that need doing—heading up clubs and civic groups, serving on committees, school boards, town councils and the like—and of knowing how to get results.

One such leader is **A. D. Schweitzer**, whose 24 years of service at various stations in South Dakota include five years as agent at Firesteel, 16 at Isabel, and now at Lemmon, to which he transferred last winter. In the course of these moves he has held civic posts such as treasurer of the Firesteel Common School District Board, Justice of the Peace at Isabel, president of the Isabel Boosters Club, and Isabel city auditor. At the state level he was also an observer for the state weather bureau for several years, and chairman of the Dewey County Democratic Committee from 1954 to 1960.

Another is **H. W. (Lefty) Melhop**, who recently bid in the agency at Britton, S. D., transferring from Hosmer, S. D., where he had been agent for 14 years. While he was at Hosmer, Agent

Melhop found time and the incentive to serve as president and secretary of the Hosmer Civic Club, treasurer of the Hosmer Medical Association, alderman of the City Council, and on the board of the Hosmer Independent School District. He was also superintendent of the Parish Education Committee of the Lutheran Church, a member of the volunteer fire department, and had been president and treasurer of the Sportsman Club as well as a pitcher and first baseman for the ball team.



A. D. Schweitzer



H. W. Melhop

An even more seasoned veteran of community service is Agent **S. A. (Jerry) Beck** of Ortonville, Minn., a telegrapher and agent at various points in that area since 1913. Like his two brothers who are also agents on the Aberdeen

Division — Foster at Wheaton, Minn., and Willard at Olivia, Minn.—Jerry has paid his way, and then some, wherever he has been stationed.



S. A. Beck



Emil Weigum

At Ortonville, his assignment since 1958, Jerry is a member of the board of directors of the Chamber of Commerce and of the chamber's Business Development Committee. As his contribution to improving the local economy, he is active in a campaign to investigate potential business opportunities and promote resources that would serve to attract new industries to the town.

"Our Man in Mobridge" is **Emil Weigum**, engineer on the through freight between that South Dakota City and Marmarth, N. D. Engineer Weigum has spent 10 years in local government service, including six years as alderman, two terms as mayor, and two terms as

committee chairman of the League of Municipalities.

In that decade Mobridge has made considerable civic progress, particularly in recreational improvements resulting from the Missouri River Development. During Engineer Weigum's tenures of office, the city built a new water treatment plant and a fire hall, installed a new sewage treatment plant, and acquired a new 49-bed hospital. He also sponsored and worked for the city recreational program now being carried on to provide children and youth with worthwhile activities as a preventive measure for juvenile delinquency.

Otto Wolff, agent at Bentley, N. D., became active in civic work, he says, because he felt he owed something to his home town for the neighborliness shown to his family—Bentley is only 17 miles from the homestead taken up by his grandfather in 1905 on which he was reared. At present he is secretary of the Bentley Activity Club.

This enthusiasm carries over to Elgin, N. D., where the Wolffs and their four children make their home. Currently Agent Wolff is third vice chairman of the local Lions Club, chairman of the Lions' Community Betterment Committee, and a member of the volunteer fire department, the Sportsman Club and the American Legion Post. On the Lions

program, he has been associated with projects involving water conservation, public relations, safety, agricultural development, health and welfare, the proposed Cannonball Dam, and many special events activities. In addition, he collects the town artifacts.

These clear-cut cases of solid citizenship are only a few of many which may be cited all along the system. In summary, they show people shouldering their responsibilities in a way that reflects credit on their job—the essential job of railroad transportation.

F. G. McGinn Elected President Of The Western Railway Club

F. G. MCGINN, vice president-operation, was elected president of the Western Railway Club at the monthly meeting of that organization in Chicago May 18. He had previously served as first vice president.

The Western Railway Club is one of the oldest railroad organizations in the country, having been in existence with headquarters in Chicago since 1891. It has a membership of approximately 2,000 including the head officials of virtually all railroads and railroad supply firms in the country. Its purpose is the advancement of railroad relations with the general public.



GET ACQUAINTED WITH THE MEMBERS OF OUR LAW DEPARTMENT pictured at a staff meeting conducted by E. O. Schiewe, vice president and general counsel, at Chicago headquarters May 15. Seated, from left: Rodger S. Trump, Martin J. Purcell and Hearst R. Duncan, solicitors in Milwaukee, Kansas City, Mo., and Des Moines, respectively; President William J. Quinn; Carson L. Taylor, retired vice president and general counsel; Dwight Campbell, solicitor, Aberdeen, S. D.; Mr. Schiewe; R. K. Merrill, general solicitor; J. P. Reedy, assistant general counsel-law; R. W. Spangenberg, corporate counsel; R. L. Hecker, solicitor, Kansas City, Mo.; R. R. Robinson, assistant solicitor, Milwaukee. Standing (same order): W. A. Stewart, freight claim agent, Chicago; H. W. Kirch, assistant general freight claim agent; D. R. Backstrom, attorney, Minne-

apolis; W. T. Egan and G. F. Bennett, assistant solicitors, Minneapolis; M. W. Roark, general adjuster; B. E. Lutterman, general attorney, Seattle; J. C. Garlington and S. W. Rider Jr., solicitors in Missoula and Minneapolis, respectively; M. L. Boydston, tax commissioner; L. R. Norberg, assistant tax commissioner; J. N. Hughes, solicitor, Des Moines; R. W. Centen, assistant to general adjuster; R. F. Munsell, assistant general solicitor; P. M. Hackbarth, attorney, Chicago; S. V. Lohn, solicitor, Missoula; R. K. Johnson, assistant general attorney; W. P. Wooden, solicitor, Indianapolis; E. J. Richardson, assistant general solicitor; H. J. Price, solicitor, Indianapolis; F. M. Long, assistant general solicitor; J. E. Nelson, assistant general attorney, Seattle; and H. Randy Duncan Jr., assistant solicitor, Des Moines.

APPOINTMENTS

Public Relations and Advertising

Effective May 1, 1964:



L. J. Barbeau

L. J. Barbeau is appointed advertising agent with headquarters in Chicago. Mr. Barbeau, who started with the Road in 1950 in the Washington, D. C., traffic office, has served as traffic representa-

tive there, city freight agent in Philadelphia, secretary to assistant general manager (operating), and as chief clerk, public relations and advertising, since Mar. 1, 1962.

Finance and Accounting

Effective Apr. 16, 1964:

W. T. Barrington, assistant general accountant, is appointed general accountant.

W. B. Ficht, chief accountant, is appointed assistant general accountant.

R. D. Carlson, systems analyst, is appointed assistant to director of revenue accounting.

C. R. Gerami, computer technician, is appointed assistant manager of data operations.

R. L. Bell is appointed manager of systems and procedures, a new position reporting to the comptroller. Mr. Bell was formerly assistant general auditor-data processing for the Western Pacific.

Operating Department

Effective Apr. 1, 1964:

D. E. Peterson, yardmaster in the Twin City Terminals, is appointed assistant trainmaster of the Twin City Terminals upon the assignment of F. A. Deutsch to other duties.

Effective Apr. 27, 1964:

R. E. Beck, superintendent of transportation, Tacoma, is appointed superintendent diesel utilization with headquarters in Chicago.

Effective May 16, 1964:

D. F. Gallipo, trainmaster of the Iowa Division at Council Bluffs, is appointed trainmaster on the IM&D Division with headquarters at Mitchell, S. D., following the death of P. M. Loftus.

P. J. Rooney, yardmaster in the Milwaukee Terminals, is appointed assistant trainmaster on the Iowa Division with headquarters at Council Bluffs.

Traffic Department

Effective Apr. 16, 1964:

L. B. Cain, chief clerk at Mason City, Ia., is appointed city freight and passenger agent, Philadelphia, Pa.

May-June, 1964



R. J. Peters, assistant chief rate clerk (standing) and Rate Clerk H. J. Ahrens conduct a class in rate and ticketing arrangements. The students are (from left) Delores Aylsworth, Mary Ann Vachlon, Viola Neuschwander, Adele Lutz and Bernice Murphy.

Reservation Bureau Personnel Train For New "One Call" Travel Service

IN connection with a program to provide travelers and prospective travelers with an improved service, and to stimulate travel by rail as well, our passenger traffic department recently conducted a special training course for personnel of the Chicago reservation bureau.

The new program is based on giving callers for reservations comprehensive "one call service"—furnishing information about ticket rates, travel routes, various types of train accommodations, and soliciting orders for tickets to be handled as "will call" or "mail out" all in one operation.

The training course, carried out in three phases, began with a schooling on rates and ticketing arrangements by R. J. Peters, assistant chief rate clerk, and H. J. Ahrens, rate clerk, in the passenger department. Classes were held pe-

riodically for small groups at hours consistent with their tour of duty in the reservation bureau.

The second phase involved discussions of sales techniques, uniform phraseology for conducting telephone conversations, methods of dealing with travel problems, and procedures for handling trip itineraries and sales of package tours.

The third phase covered a guided tour of a "City" train, usually the City of Portland-City of Denver, by reason of the convenient time it is on track in the Union Station. On the train, reservation clerks had an opportunity to become thoroughly familiar with the appointments in the various types of Pullman accommodations, facilities available in reserved seat coaches, and the lounge and dining car facilities.



H. J. Ahrens explains how to use a new rate manual which was compiled as an aid to answering calls. Reservation clerks are (from left) Dorothy O'Kelley, Lettie Spears, Mary Kelly and Bernice Murphy.

CYBERNETICS—A Clue to the Thinking Among Railroads Around the World



At Kennedy International Airport in New York, Comptroller R. F. Kratochwill (right) poses with several other delegates to the International Cybernetics Symposium and their wives before departing for Paris. At the far left is C. D. Buford, vice president-operations and maintenance of the Association of American Railroads, who headed a 15-member delegation from the AAR.

WHAT can the new field of technology termed cybernetics contribute to the operation of railroads so they may be in the best position to meet future challenges? What patterns should be set up for applying its principles to automation in railroading, with special reference to problems of worldwide scope?

Answers to these questions are now being evaluated as the result of an international symposium held in Paris last November at which 400 railway men, scientists, automation experts and transport agents discussed plans for enlarging research in this sphere. The meeting, which was suggested by the United Nations' Economic Commission for Europe, took place at the headquarters of the Union International Des Chemins de Fer (International Union of Railways), an organization comparable to the Association of American Railroads, which deals mainly with technical matters involving cooperation between countries. Demonstrating the degree of interest, 32 countries were represented, including all of Western and Eastern Europe, the U.S.S.R., Japan, the United States and Canada. R. F. Kratochwill, the Milwaukee Road's comptroller, was a member of the American delegation, which totaled 45, including four railroad presidents and 15 delegates from the AAR.

The work was broken down by subject into five sessions concerning automation on railroads: (1) problems associated with the control of all aspects of operation; (2) control of autonomous procedures; (3) application of com-

puters to management; (4) mathematical methods and research procedures for use in solving transport problems; (5) facilities for data processing and transmission; organization of calculation centers.

Papers were read in one of four languages — English, French, German and Russian—and translated simultaneously into the other three, transmission being by radio through transistorized receivers with headphones. The extremely broad range of subjects makes it impossible to report the proceedings here, but Mr. Kratochwill has provided the Magazine with a summary of the material covered, and some of his impressions regarding the symposium. This is the picture which emerges:

Starting with a simplification of the term "cybernetics," Mr. Kratochwill defined it as "the comparative study of the behavior of human and animal nervous systems and the control and intra-communications of information-handling devices and machines, such as computers." Observing that the science is still in its infancy, he said that in practical application, all railroads appeared to be moving at the same pace; there was no indication of superiority in a particular part of the world.

As he saw it, the great over-all interest was in computer and communications systems for the general control of freight operations throughout a railroad, with the American roads appearing to have progressed further than others in implementation of such systems. The

Russian delegates seemed to show particular interest in them, and also in automatic car identification systems.

There was much interest also in systems for the control of empty car distribution, although Mr. Kratochwill noted that papers dealing with sophisticated methods for implementation in this area were largely theoretical.

He was particularly impressed by the great energy with which the Japanese seem to have attacked their railroading problems, even though the vigor may stem in part from necessity in the form of extremely dense operations, both freight and passenger. An example of this is their new electronic passenger reservation and accounting system. While railroads in other countries with similar needs continue to study the problem, the Japanese have built and used a prototype and are currently installing a full-scale system incorporating sophisticated data communication and computer equipment of their own design and manufacture.

The difference in languages was at times the cause of some rather amusing translation errors, Mr. Kratochwill remarked, due principally to the technical nature of the papers. There was a tendency, for example, to confuse hump yard "slopes" with those used in mathematics, and electronic data storage devices with storehouses. Similarly, an American delegate spoke at length about payroll procedures in response to an English delegate's question about "time-keeping," only to discover that the Englishman had in mind the keeping of records on train running times.

Methods Parallel Milwaukee's

In connection with studying foreign facilities, Mr. Kratochwill participated in a tour of the computer center of the French National Railways, where he found an interesting parallel to the Milwaukee Road's own data processing system—the input arrives in the form of punched cards generated at 26 district offices comparable to our regional data offices. Upon completion of the symposium he rode a French passenger train between Paris and Chartres, a trip which left with him an impression of small size freight cars, well-groomed roadway, and extensive hauling of automobiles on multi-level rack cars, as in the United States. He also traveled to London for a discussion with the financial controller of the British Railways Board, from which he learned that the responsibility reporting methods being developed

there are basically similar to those being implemented on our railroad.

About his conclusions regarding the symposium, Mr. Kratochwill said, "I came away with the feeling that cybernetics has a bright future in railroading, and that some form of international exchange of ideas and information should prove feasible and useful. It should be particularly feasible in our industry

because there is little or no competitive reason for the Japanese railroads, for example, to be secretive about new developments with respect to railroads in Europe or America. And it should help railroading in general if it can be made possible for all countries to share in the gain when one makes notable progress in some particular area.

"For the immediate future, it is my

personal view that much could be done through the exchange by mail of technical papers, followed by visits to other countries where there appears to be something of specific interest that could be explored in depth by persons specially qualified. Perhaps an international symposium could then be held relatively infrequently for the purpose of reporting and coordinating such activity."



Standard of Service in Dining Cars Rates Fourth Public Health Citation

AGAIN—and for the fourth year hand running—the standard maintained by the Milwaukee Road in all sanitation aspects of its dining car service has rated a special citation from the United States Department of Health, Education and Welfare.

The presentation of the fourth annual award, by R. E. Novick, regional program director of the United States Public Health Service, was the occasion for a luncheon aboard the Afternoon Hiawatha in the Chicago Union Station on Apr. 7 at which J. A. Jakubec, assistant to vice president-operation, and W. R. Jones, superintendent of the sleeping and dining car department, accepted it on behalf of employees responsible for the 1963 performance. A number of regional representatives of the health service and of the railroad attended the luncheon and ceremony.

As in former years, the symbolic certificate attested to the excellence of the Milwaukee's food service, equipment and general sanitation in dining cars on both its own lines and on trains operated jointly with the Union Pacific. The Grade "A" rating, the highest obtainable by transportation companies, was based on federal in-service inspections of 36 dining cars, dome, lounge and buffet cars twice during the course of the year.

The 1963 achievement reflected the continuous efforts of employees in all departments responsible for the service to maintain a strict check on features which safeguard and contribute to public health. The citation placed the Milwaukee among 13 railroads which have been honored with "A" awards for four consecutive years.

The ceremony aboard the Afternoon Hiawatha showing the presentation of the special citation for sanitation in dining cars to representatives of the railroad, including employees who are the backbone of the service. In front are, left to right: W. R. Jones, superintendent of the sleeping and dining car department; W. C. Gage, district master mechanic (rear); R. E. Novick, regional program director of the United States Public Health Service; C. E. Curran, general coach yard foreman, Western Avenue; J. A. Jakubec, assistant to vice president-operation; F. V. Bolla, public health service sanitation specialist; R. W. Eldredge and W. R. McLean, public health officers; Waiters B. T. Dooley (rear), H. Everheart and S. H. Edwards; and Cooks L. Jerricks and George Keys. In the background are, from left: Steward W. Deacon; Dining Car Inspector A. J. Corbett; W. Sommer, assistant to superintendent sleeping and dining car department; Dining Car Inspector John Galloway and Chief Dining Car Inspector Edward Novak.

Retired Employee Wins Silver Medal in International Horticulture Competition



Arthur L. Murawska (second from left) is presented with a medal for his prize-winning entry in the International Horticultural Exhibition by Dr. Karl Leuteritz, deputy German consul-general in Chicago (right). Other outstanding Chicago-land gardeners being honored similarly are L. W. Hooker, coordinator for General Mills, Inc. (left), and H. A. Fischer, a diamond broker. (Chicago Tribune photo)

UNDER the heading of "Suburban Gardeners Honored," Retired Locomotive Engineer Arthur L. Murawska of Bensenville Yard broke into the news recently as one of three Chicagoland hybridizers who received "cream of show" awards for entries in the International Horticulture Exhibition held last summer in Hamburg, Germany. At a reception in the German consulate in Chicago which honored the competition winners, he was presented with a silver medal for the creation of a large and fragrant bicolor blue iris named City of Hamburg.

Art Murawska's success as a show exhibitor, which has been reported in this magazine from time to time, is based on a long-range specialization program that has extended over most of his 50 years of service with the railroad. In gardening circles he is known as the originator of about 10 types of iris and 15 original peonies.

The more notable of his iris creations include Aladdin's Wish, a sweet-scented type that takes precedence in gardens for the blind; the Princess Margaret, a large planting of which may be seen in the garden of the Queen Mother of England; and the unique salmon-colored Mary MacArthur, named for the late daughter of actress Helen Hayes. Among his prize winning peonies, outstanding varieties include the pink Liebchen, a rare single type, and the hybrid Moonstone, which won the coveted gold medal of the American Peony Society in 1959. In the course of a lifetime of flower breeding he has donated many plants to public and private botanical gardens in both this country and abroad.

Since Mr. Murawska retired last September, practically all of his activities have centered on the cultivation of his beautiful three-acre garden on the Des

Plaines River in suburban River Grove, Ill. The iris section contains about 150 varieties, which he grows both as a hobby and for the commercial trade. Like gardeners everywhere, he likes to find homes for his surplus plants, and in addition to keeping his neighbors and former co-workers well supplied, he offers them to other amateur grow-

ers for the mere cost of handling and shipping (Milwaukee Roaders who are interested should write to or visit Mr. Murawska at 8740 Ridge Street, River Grove).

Gardening, as practiced by Art Murawska, is a painstaking pursuit of perfection. For instance, one of his long-time ambitions is the creation of a perfect yellow peony, a project which requires 20 years to bring to completion. In the pink family, new varieties he has to his credit include the Kate Smith, the Helen Hayes and the Mrs. Franklin D. Roosevelt. With time these days to follow his own traveling schedule, he plans to exhibit them this summer, along with his famous Moonstone, at the National Peony Show in Grand Forks, N.D.

Flower lovers will have an opportunity to see his latest iris creation, City of Hamburg, at the National Iris Show in Chicago in June. As a prize winner in the international show, this plant has attracted worldwide interest among gardeners, including attention in Iron Curtain countries. Among professional growers he had previously won recognition as the originator of Juneau, a large white iris which drew the record sale price of \$1,000, and which is now being established by the owner for presentation on the commercial market.

RETIREMENTS

during March-April, 1964

General Office & System Employees

Davis, E. S.	Clerk.. Chicago, Ill.
Fair, A. W.	Teletype Oper.. "
Krywka, Patricia A.	Stock Clerk.. "
Northrip, W. A.	Porter.. "
Rank, C. N.	Adv. Agent.. "
Rathje, V. F.	Asst. Engineer.. "
Robinson, L. B.	Bus. Car Attendant.. "
Sherman, G. W.	Waiter.. "
Skutek, S. A.	
Trav. Jt. Facility Examiner..	" "
Washington, H.	Waiter.. "

Chicago Terminals

Anderson, C. D.	Switchman.. Chicago, Ill.
Di Salva, F.	Frt. Handler.. Galewood, "
Dobbins, N.	Mechanic.. Chicago, "
Earl, W. R.	Foreman.. "
England, L. W.	Yard Conductor.. "
Gualtieri, J. I.	Sheet Metal Worker.. "
Huggins, Mary L.	Coach Cleaner.. "
Le Bow, B.	Foreman.. "
Patnaude, C. E.	Frt. Handler.. "
Ruff, A. L.	Car Inspector.. Bensenville, "
Schawel, M. H.	Fireman.. Chicago, "
Urban, F. W.	Mach. Helper.. Bensenville, "
Uribe, J. G.	Sec. Laborer.. Chicago, "
Waldron, C. M.	Switchman.. "

Aberdeen Division

Buhman, F. T.	Engineer.. Minneapolis, Minn.
Dunlap, L. A.	Agent.. Lakeville, "
Gasell, A. J.	Brakeman.. Aberdeen, S. D.

Coast Division

Berkey, Laura M.	Clerk.. Spokane, Wash.
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Delano, G. C.	Painter.. Tacoma, Wash.
Ferderer, T. R.	Helper.. "
Guest, K. A.	Fireman.. "
Houck, W. M.	Auditor.. Seattle, "
Leech, Blanche H.	Clerk.. "
Millsap, F. M.	Sec. Laborer.. Moses Lake, "
Woodhead, H. P.	Switchman.. Seattle, "

Dubuque & Illinois Division

Davis, G. H.	Sec. Laborer.. Ottumwa, Ia.
Deyo, W. T.	Foreman.. Marquette, "
Hofmaster, K. E.	Sec. Laborer.. Charles City, "
Miller, D. L.	Switchman.. Savanna, Ill.
Harness, L.	Engineer.. Ottumwa, Ia.
Powers, M. F.	Frt. Conductor.. Marquette, "
Webber, H.	B&B Carpenter.. Savanna, Ill.

Iowa Division

Drahos, F.	Delivery Clerk.. Cedar Rapids, Ia.
Easton, J. D.	B&B Carpenter.. Perry, "
Johnson, C. M.	B&B Foreman.. Milford, "
McNabb, A. W.	Switchman.. Cedar Rapids, "
Powell, S. E.	Eng. Watchman.. Perry, "

Iowa, Minnesota & Dakota Division

Ahrnknel, T. A.	Sec. Laborer.. Sioux City, Ia.
Brade, J. E.	Sec. Foreman.. Mason City, "
Dagel, D. S.	Sec. Laborer.. "
Judstra, B.	Sec. Laborer.. Platte, S. D.
Kubat, F. G.	Sec. Laborer.. Austin, Minn.
Lick, H. A.	Chief Clerk.. Fairbault, "
Osborn, A.	Conductor.. Sioux City, Ia.

La Crosse Division

Carlson, C. R.	Sec. Laborer.. Red Wing, Minn.
Deal, H. H.	Conductor.. Minneapolis, "
Klinnert, A. A.	B&B Foreman.. La Crosse, Wis.

The Milwaukee Road Magazine

Dr. Virgil Wescott

DR. VIRGIL WESCOTT, company oculist-ophthalmologist for the Chicago area, died Apr. 28 in Chicago Wesley Memorial Hospital at the age of 72. He is survived by a son, George V. Wescott of Muskegon, Mich.

Doctor Wescott was graduated from the College of Physicians and Surgeons, Los Angeles, Calif., in 1919, and spent part of his internship at the old Washington Boulevard Hospital in Chicago. In the early 1930's he joined his father, Cassius Wescott, M.D., who was also a company oculist-ophthalmologist, in practice. The son was appointed to serve in that capacity in 1940, and had continued to do so until his death.

Doctor Wescott had prescribed and cared for the eye problems of at least three generations of Milwaukee Road employees, including those of many who consulted him about their own, personal visual difficulties. He was a member of the American Medical Association, the American Association of Railway Surgeons, the American Academy of Ophthalmology and Otolaryngology, and the Association for Research in Ophthalmology.

Lucey, L. J. Carpenter...Platteville, Wis.
Olson, E. O. Chauffeur...Tomah, "
Peterson, J. W. Engineer...Minneapolis, Minn.
Pronold, E. B. Conductor...Waukesha, Wis.
Shoemaker, J. G. Conductor...Portage, "
Tekale, E. J. Brakeman...Madison, "
Thurber, J. E. Conductor...Milwaukee, "
Wagner, C. W. Sec. Laborer...New Lisbon, "
Wangard, H. W. Conductor...Milwaukee, "

Milwaukee Division

Holler, P. G. Bridgetender...Green Bay, Wis.

Milwaukee Terminals & Shops

Campbell, J. G. Asst. Div. Engineer...Milwaukee, Wis.
Dwyer, T. A. Engineer..."
Falkner, E. J. Janitor..."
Geitz, M. W. Lineman..."
Goodman, G. Machinist..."
Kostuck, P. J. Painter..."
Mueller, A. C. Car Inspector..."
Neubauer, E. Wheel Roller..."
Reinke, E. F. Senior Draftsman..."
Soltis, R. A. Cutter..."

Off Line

Brazda, R. E. Gen. Pass. Agt...New York, N. Y.

Rocky Mountain Division

Bennett, E. V. Engineer...Three Forks, Mont.
Eloff, B. B. Sec. Foreman...Butte, "
Gibbs, L. A. Engineer...Three Forks, "
Hickel, L. W. Engineer...Harlowton, "
Ingalls, L. C. Sec. Foreman...Grass Range, "
Trumpower, A. E. Sec. Laborer...Great Falls, "

Terre Haute Division

Denny, G. A. Sec. Laborer...Terre Haute, Ind.
Gallatin, P. F. Road Conductor..."
Mahalek, J. R. Chief Clerk & Cashier..."
Shisler, H. J. Laborer..."

Twin City Terminals

Cashill, Marion .Telephone Oper...St. Paul, Minn.
Frost, G. J. Switchman..."

At the retirement dinner in honor of C. N. Rank, advertising agent, are from left: R. W. Myles, retired chief clerk advertising department; Mrs. Rank; G. H. Kronberg, director of public relations and advertising; C. C. Dille, passenger traffic manager (standing); Mr. Rank, and William Wallace, retired general passenger traffic manager.



C. N. Rank Retires as Advertising Agent

TERMINATING a career of 39 years with the railroad on Apr. 30, C. N. "Charlie" Rank, advertising agent with headquarters in Chicago, was honored by approximately 100 of his friends in railroad, advertising and travel circles at a dinner in the Union Station Canterbury Room restaurant. Nearly every department in the company was represented at the gathering and in the good wishes sent by friends unable to attend.

G. H. Kronberg, director of public relations and advertising, emceed the festivities, heading a panel of speakers that included C. C. Dille, passenger traffic manager, William Wallace, retired general passenger traffic manager, and R. W. "Ray" Myles, "dean" of the advertising department prior to his retirement from the position of chief clerk in 1950. Mr. Myles came from his present home in Detroit, Mich., to join the tribute.

Charlie Rank, a native of Chicago, started his service with the Road as a ticket clerk in the Chicago city ticket office in 1925, following previous employment with the Baltimore & Ohio Chicago Terminal Railroad and in the oil industry. Transferring to the advertising end of the business in 1926, he held various positions in the department until 1950 when he succeeded Mr. Myles as chief clerk. He was appointed advertising agent in 1961.

Charlie and his wife Catherine will continue to live in their home in Chicago near the Mayfair station of the railroad. Charlie has been a member of the Knights of Columbus in Chicago since 1922, and a league bowler for most of his years with the railroad. In bowling circles he is known as a two-time 700 series player.

MOVING? don't

forget your MAGAZINE

ATTENTION, retired employees! If you're planning to move and want to make sure that your Milwaukee Road Magazine follows you, *please let us know now, or surely 4 weeks in advance of moving.* Please send us your old address as well as the new, or the address label from your last issue.—Thank you.

Old Address

name

address

city

state

zip code

New Address

name

address

city

state

zip code

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND
TRAFFIC DEPARTMENT

Bonnie Stevens, Correspondent
Agent's Office

Congratulations to Bruce Younglove and wife on their new "pin-up", son William Lee born Apr. 2.

Florence McCauley, retired freight office employe, recently spent some time in the hospital, but is now at home at 2105 Selby Avenue, St. Paul.

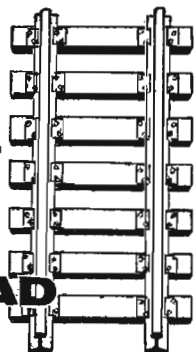
The local freight and regional data offices were well represented at the recent Milwaukee Road bowling tournament in Tomah, Wis. Fifteen attended and had lots of fun, but won no prizes.

Robert Burns, former yard clerk and auto messenger, died recently in the V. A. Hospital at Minneapolis after a long illness.

Kermit (Boots) Sutton, general foreman of the freight house, suffered a slight heart attack and at this writing is in St. Barnabas Hospital.

That mysterious piece of red yarn everyone is sporting these days is Harold Mitchan's "campaign button". He is a candidate for a place on the board of directors of the Minneapolis Traffic Club,

ABOUT PEOPLE OF THE RAILROAD



and his slogan, "String Along With Mitch", is unique. If he is elected he will be the first Milwaukee representative in many years.

A. W. Wareham, regional data manager at Minneapolis, was on the screening committee to interview applicants for an Evans Scholarship at the University of Minnesota. This award is available to golf caddies who otherwise would not be able to continue their education.

M. R. Picht, regional data manager, Aberdeen, Tony Sanders and Frank De Wald visited the Minneapolis regional data office recently enroute home from Chicago. J. J. Komurka, regional data manager at Austin, E. Barker and Guy Williams also stopped here briefly.

Matt L. Medinger, retired district safety engineer, who is a charter member of Aberdeen, S.D., Lodge #1046 of the Elks (initiated in 1907), was recently elected to a life membership. Mr. Medinger, now 82, is still actively engaged in the sale of automobiles for the Grand Avenue Ford Company, St. Paul, with which he has been associated since shortly after he retired in 1950.

J. N. Wandell Feted at Retirement Dinner

J. N. Wandell (center), retiring as district storekeeper of the Middle District, poses at the dinner in his honor with (from left) E. F. Volkman, assistant general storekeeper; R. K. Baker, general storekeeper; H. H. Melzer, assistant chief purchasing officer; and V. E. McCoy, chief purchasing officer.



THE retirement of J. N. Wandell, district storekeeper of the Middle District, which was effective Apr. 1, brought together 150 of his co-workers and friends for a dinner party at Strucl's Supper Club in Milwaukee. He was honored for 46 years of service—45 in the purchases and stores division.

Mr. Wandell started with the Road in 1918 as a car helper in Milwaukee and upon joining the stores department the following year transferred to Miles City, Mont., where he proceeded to work in various capacities. In 1925 he returned to the force of the general storekeeper in Milwaukee and in 1937 was advanced to division storekeeper of

the Middle District. Later he served, in turn, as assistant district storekeeper, Milwaukee Shops, chief clerk to general storekeeper, traveling storekeeper, and maintenance of way storekeeper at Tomah, Wis. He was district storekeeper, Milwaukee Shops, prior to being appointed district storekeeper of the Middle District on Aug. 8, 1962.

Mr. Wandell was known also as one of our better employe musicians. In addition to railroading, he was affiliated with musical organizations and orchestras in Miles City and Milwaukee, and was secretary of the musicians' union in Milwaukee for several years.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent

ASSISTANT TAX COMMISSIONER'S OFFICE: Robert H. Norman of the tax department and wife Astrid welcomed little Nancy Susan on Apr. 28. Also on the welcoming committee in the Norman household are two sisters and a brother. Mrs. Norman is a former employe of both the accounting and law offices.

GENERAL AGENT'S OFFICE: Assistant General Agent George F. Flynn reports that his son, George W., will be graduated "Summa Cum Laude" in June when he receives his Bachelor of Science in Musicology from Columbia University. Young George, who lives with his wife in New York City, is also a member of Phi Beta Kappa and has been awarded a two-year Becker Fellowship at Columbia with honors of the Woodrow Wilson Fellowship. His field is "Music Composition" and he will continue to work for his Ph.D. degree.

REGIONAL DATA OFFICE: Joan Lavelle, machine keypunch operator, flashed a diamond solitaire Mar. 21, but has not

revealed any wedding plans as yet . . . Mr. and Mrs. Stewart Bowler are the parents of Lesly Lynn, their first, who arrived Mar. 7. Stewart is a keypunch operator . . . Harold Emel, revising clerk, member of Naval Air Reserve Squadron #892 stationed at Sand Point, spent two weeks in Hawaii on his annual training cruise . . . Joyce Goldie is also wearing a diamond and the wedding was planned for May.

TELEGRAPH AND TELEPHONES: Mrs. Lucille Eaton welcomed her second grandchild, Marcie Diane Eaton, on Apr. 3. The new little cherub joins a sister Elise Carol.

Terre Haute Division

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

John R. Mahalek, who retired Feb. 29, was honored at a dinner party in the Elk's Club, Terre Haute, Mar. 3. In 1925 Mr. Mahalek began his career with the Road as a clerk. He was appointed traveling auditor in 1929 and in 1945 he returned to the Terre Haute Division as cashier in the Terre Haute freight house.

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The Milwaukee Road Magazine



45 YEARS OF SERVICE on the part of C. R. Brouard, machinist at the Bensenville diesel house (left), were recognized recently with the presentation of a Silver Pass, Assistant Foreman Erwin Pursel doing the honors. Machinist Brouard started with the Road in 1919 at Atkins, Ia., and worked at Milwaukee Shops, Perry and Cedar Rapids, Ia., before going to Bensenville, where he has been employed since 1939.



SILVER PASS HOLDER. R. S. Taylor, signal maintainer at Tomah, Wis. (left), is presented with a 45-year service pass by Signal Supervisor H. W. Wellenstein. At right is Charles Bean, station agent at Tomah.

Wins VFW Tour of Europe

As the Wisconsin winner of a membership contest conducted by the Veterans of Foreign Wars, Clarence Sydow, clerk at Wausau, was awarded a free trip to the 20th anniversary observance of D-Day in Europe. He planned to take his wife on the trip (May 26-June 12), traveling with other winners of state contests. They expected to visit Brussels, Batogne, Luxembourg, Coblenz, Frankfurt, Heidelberg, Munich, Innsbruck, Lucerne, Berne and Dijon.

Mr. Sydow is a Navy veteran of World War II with a rating of radioman second class who served aboard the destroyer *Glennon* before it was sunk in the Normandy landings, and aboard the aircraft carrier *USS Groaton*, which did anti-sub duty and provided sea coverage, including the escort for two trips of President Roosevelt to Europe.

To qualify for the VFW award, he signed up more than 100 members, including new members and reinstatements. He has been post adjutant at Wausau for five years, and last year was named national aide-de-camp for his membership efforts.



Clarence Sydow (left) is presented with the free trip to D-Day observance in Europe by Victor Stolze, past Wisconsin state commander of the VFW (right), and Warren Tessmer, commander of Burns Post No. 388. (Wausau Record-Herald)

MEMBERSHIP IN THE GOLDEN SHOE

CLUB goes to Frederick Schroeder, machinist at the Bensenville roundhouse, being congratulated here by A. W. Shea, superintendent of safety, and H. C. Sutphin, general foreman of the diesel house, who is presenting his membership button. Machinist Schroeder became eligible when the binder on a diesel engine truck dropped on his left foot but inflicted only a minor bruise, due to his habitual practice of wearing safety shoes.



CHAMPION BOWLERS OF 1963-64 in the Eugene, Ore., Traffic Club League were these members of the team sponsored by The Milwaukee Road. From left: Monty Jones, International Paper Co.; Lamar Smith, Rosboro Lumber Co.; Harvey Bowers, Oregon Supply Co.; Bill Dickinson, chief clerk in the Eugene traffic office (team captain); Bill Calvin, Sawyer Machine Works; and Art Brett, district freight and passenger agent. The championship in the 12-team league was won in a roll-off with a C&NW team. The Milwaukee bowlers also led the field in 1961-62.



A 45-YEAR VETERAN. E. T. Brookins, assistant district adjuster in Chicago (right), is presented with a Silver Pass by E. O. Schiewe, vice president and general counsel. All of his service has been in the claim department.

Hiawatha Bowling Tournament Features High Scores

WITH 45 teams vying for top spots, the 21st annual Hiawatha Bowling Tournament in Tomah, Wis., the week end of Apr. 4-5 produced some fine demonstrations of skill and a number of outstanding scores. Four totals of better than 700 pins including handicap were netted in the singles, the title going to Agent Lee Hopkins of Ipswich, S. D. A 170 average player with a 60-pin handicap for the three-game series, his 764 swept the board. P. Townner of Minneapolis, with H. M. Gurrath and J. Komberec of Milwaukee, ran up totals of 742, 722 and 712 respectively.

Approximately 300 employees participated in the tournament hosted this year by our Tomah bowlers. The team of Ray Brown and Bill Kirley of Milwaukee



Lee Hopkins

won the doubles crown with a score of 1,362, in competition with D. Gudgel and C. Harring of Terre Haute who set the pace with 1,328. The score of 2,067 turned in by H. M. Gurrath was high for All Events, and a 279 bowled by T. Rettner of St. Paul was high single game. Hotshot players from the superintendent's office at Aberdeen, S. D., won the team event with a score of 3,016, edging past a St. Paul team which scored 3,012 and one from Janesville with a gross total of 3,006. Individual trophies were awarded to each man on the first place team and to the high man in each event.

On the social side, the guest players and their wives were entertained at a dinner dance held at the Carlton Supper Club. About 450 members of the railroad family attended. Francis Zingler, machinist welder at Tomah Shops, served as chairman of the tournament, assisted by Machinist Harlow Fuchs, and a large corps of committee workers. (Photos by Donald Rehm)

Machinist Harlow Fuchs (left) and Machinist Welder Francis Zingler, tournament chairman, register the bowlers.



Carl Honel, Stores Division clerk, and Clyde Meyers, secretary of the City Association of the bowling league, check the score sheets.



(Continued from page 20)

He later became chief clerk from which position he retired. On Apr. 6, John was named "Man-of-the-Year" of the Notre Dame Club of Terre Haute. He has been active in organizing religious retreats in Indianapolis for men of this area, and in former years was active in the work of the Boy Scouts. Most recently he has served the Community Blood Bank program and is a "Big Drop"—one gallon donor—several times over. When Te Deum International had an active local chapter Mr. Mahalek was one of the leaders in that program.

Mrs. Lyle F. Shanahan, wife of trainmaster-traveling engineer of the Terre Haute Division, died Mar. 23 after a short illness. She was a member of the Milwaukee Women's Club and president of the Women's Society for Christian Service of the Maple Avenue Methodist

Church. Interment was in Roselawn Memorial Park, Terre Haute. Her husband and a daughter, Mrs. Karen Coffman of Columbus, Ind., survive.

Sherry, daughter of R. L. Warren, trick dispatcher at Terre Haute, was graduated in April from the McConnell Airline School at Minneapolis, Minn. She has started work as reservationist of Lake Central Airlines at Indianapolis, but her eventual goal is to become an airline hostess.

Fireman Charles Criss died Mar. 21 after a long illness. He is survived by his widow, a daughter, Mrs. D. T. O'Dell of Hazelcrest, Ill., a son, Gerry of Terre Haute, and four grandchildren. Interment was in Shelburn, Ind. Mr. Criss was a veteran of World War I and a member of the BLF&E. He had been 20 years with the Milwaukee.

Former Operator F. C. Akin died at his

home in Miami, Fla., Mar. 23. Interment was in Bloomington, Ind. Mr. Akin retired in 1959 after 18 years service with the Road. His widow survives.

Mrs. S. E. McReynolds, wife of retired conductor, died Feb. 27 at Receda, Calif. Interment was in Forest Lawn, Hollywood Hills, Calif. Mr. and Mrs. McReynolds were former residents of St. Bernice, Ind., who moved to Southern California when Mr. McReynolds retired in 1956. Her husband, two sons, two daughters, six grandchildren and 14 great grandchildren survive.

Ralph L. Barnhart died Apr. 26 at Terre Haute. He was a retired locomotive engineer who had worked 41 years for the Milwaukee. Interment was in Terre Haute. Mr. Barnhart was a veteran of World War I and a member of the Retired Railroad Men's Association. Two nieces and two nephews survive.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Ross Nixon, chief clerk-roundhouse, car department at La Crosse, was a very proud son recently when his mother, Mrs. Josephine Nixon of Ontario, was chosen 1964 Wisconsin Mother of the Year. She has two other children, Mrs. John McGlynn of St. Cloud, Minn., a graduate of the St. Francis School of Nursing, La Crosse, and Robert J., foreman for the Pre-Cour Construction Company in Oshkosh, eight grandchildren and four great grandchildren.

Mrs. Nixon, who was nominated by the Ontario Homemakers Club, was chosen on the basis of her work in civic affairs. Activities with which she has been identified for many years include among others, the PTA, 4-H leadership, Red Cross, USO, Heart Fund, Blood Bank, Cancer and Savings Bond drives, and youth education. She is also president of the Ontario Library Board, the town's chief historian and active in church work. In 1943 she was honored by the University of Wisconsin for her efforts to improve rural living conditions.

Rudolph H. Rampson, 73, a conductor on the LaCrosse Division at the time of his retirement in 1960, died recently. He had lived many years in Wauwatosa and interment was in Milwaukee. He is survived by three daughters and a son.

Another of our retired conductors, Charles F. Boerger, 71, died Mar. 21. He had retired in 1953 after 37 years service. Two sisters and a brother survive.

Retired Engineer John G. Wind, 80, died in a LaCrosse hospital Mar. 3. He was a 50-year member of the B. of R.E. and for 20 years prior to retirement in 1963 had been engineer on the Hia-

(Continued on page 24)



Mrs. Nixon



At the Old-timers' Annual Stag

Legendary feats of Milwaukee Road old-timers in the Pacific Northwest were relived on Mar. 26 when 101 retired employees met at the Top of the Ocean in Tacoma for their fourth annual stag party. The turnout bore testimony to the popularity of this yearly get-together on the Coast Division.

The program featured a full course luncheon, posing for a group photograph, and an afternoon talk fest at which everyone was brought up to date on railroad people, and raconteurs outdid each other in recounting tales of the past. A highlight of the entertainment was the reading of a poem

composed for the occasion by Retired Traveling Engineer Earl Tallmadge, the old-timers' poet laureate.

Among those who attended were many pioneers of the coastward line who are now in their eighties. The distinction of being the oldest, at 92 years, went to Christian Schmidt, retired Tacoma Shops machinist.

The party was engineered by Barry Glen, retired district master mechanic, as chairman, and Ray Grummel, retired Tacoma agent, who was master of ceremonies, assisted by Earl Tallmadge, A. E. Moxness, Camp Robinson and Fay Borchardt. At a business session, Harry R. Morgan, retired electrical engineer, was elected publicity chairman for the group's activities.



Safety Goggles Pay a Dividend

Safe working habits paid a dividend recently for Carlos De Leon, section man in the Chicago Terminals, pictured here accepting a membership certificate in the Wise Owl Club along with the congratulations of A. W. Shea, superintendent of safety (left), and Roadmaster R. E. Palmer. In this instance, he was picking frozen ballast from the base of a rail when a piece of rock flew up and struck his safety goggles. As it happened, the left lens broke under the impact, but he escaped scot-free—without an eye injury.



EASEMENT FOR THE CAR SHORTAGE.

This is the first 100-ton capacity covered hopper car of a fleet of 144 built by Pullman-Standard on which the Road took delivery in April. Discussing the details of the sectional hatch cover on the assembly line at the PS plant in Butler, Pa., are (from left) Milwaukee Road Inspectors E. A. Paccagnella and D. E. Dysland, Dick Greene, manager of engineering for Pullman-Standard, and V. L. Green, the Road's assistant mechanical engineer. These cars, which have a special protective lining, are used primarily for the quick and economical transportation of food materials.



here's how we're doing



		First Quarter Ending March 31	
		1964	1963
RECEIVED FROM CUSTOMERS			
for hauling freight, passengers, mail, etc.		\$54,892,533	\$52,388,853
PAID OUT IN WAGES		25,505,746	26,150,487
PER DOLLAR RECEIVED (cents)		46.5	49.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act		2,390,556	2,299,744
PER DOLLAR RECEIVED (cents)		4.4	4.4
ALL OTHER PAYMENTS			
for operating expenses, taxes, rents and interest		26,225,469	26,659,849
PER DOLLAR RECEIVED (cents)		47.8	50.9
NET INCOME		\$770,762	
NET LOSS			\$2,721,227
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:			
Number of cars		258,822	257,191
Increase 1964 over 1963		+1,631	

(Continued from page 22)

watha between LaCrosse and Milwaukee. His widow Verana survives.

Louis G. Schuman, a switchman with a 37-year service record at the time of his retirement, died Mar. 8 at the age of 78. Burial was in LaCrosse. He is survived by one sister, Mrs. Mamie Sturdevant of Galesville, Wis.

Retired Carman Clifton M. Staff, 81, died suddenly Mar. 3. His widow and a daughter Dorothy, Mrs. Reynold Raatz of LaCrosse, survive. Burial was at West Salem, Wis.

Mrs. Fred Van Tuyl, 80, widow of a motor car maintainer at LaCrosse died in a Des Moines hospital Mar. 18. Interment was at La Crosse.

Ernest Wittenberg, better known as Jimmie, died at LaCrosse Mar. 21. He is survived by his widow, Blanche, a daughter and two sons. One son, Robert, is a train dispatcher at LaCrosse.

Sympathy was extended to Agent Fred Sandman and wife at Bangor-West Salem recently when their son Waldeman F. of Bangor and his wife were instantly killed in a head on collision at an intersection on Highway 16 at West Salem.

Milwaukee Road Employees Credit Union of LaCrosse had a dinner for members at the Commodore Night Club in La Crescent, Minn., Mar. 7. About 90 members attended this 30th annual meeting.

Mrs. Nick L. Weber, widow of former yardmaster at LaCrosse, died Mar. 31. Mayme, as she was well known to many railroad men, is fondly remembered by those to whom she rented rooms for many years. She was a past president of the Milwaukee Women's Club in La Crosse. Burial was in the local Catholic cemetery.

Steve Lambert, 83, who retired in 1956 as a crossing watchman in LaCrosse, died Apr. 17. His widow, Dora, and

three sons survive. Interment was in the Onalaska Cemetery.

Willard Meiller, formerly first trick telegraph operator at Madison, transferred recently to LaCrosse where he is working as supervisor of crews and on various assignments in the chief dispatcher's office.

Godfrey Mosher, 76, who retired as a car cleaner after many years in the car department at LaCrosse, died Apr. 28. He is survived by two daughters, Mrs. Joseph Marco and Mrs. Vernal Dahl of Onalaska, Wis. Interment was in Oak Grove Cemetery, LaCrosse.

Two junior members of Milwaukee Road families who represented the Regis (Wis.) High School in the recent Regis-Mondovi track meet, made the 880-yard race a railroad affair. The winner of the event was Dick Knutson, son of Agent R. L. Knutson of Eau Claire, and Pat Gerkey, son of the former agent, the late Joe Gerkey, finished third. Dick is a third year letter winner in track and also in wrestling, in which he won the 136-pound championship of the WCIAA this year.

WISCONSIN VALLEY

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

Barbara Milne became the wife of Arnold Fenske in a lovely ceremony Apr. 12 in St. Paul's Evangelical Church, Wausau. A dinner followed in the church hall and a reception was held at the White Eagle Club in the evening. The bride, daughter of Conductor James Milne, was graduated from Humboldt Institute, Minneapolis, and her husband from Wausau Technical Institute. The newlyweds will live in Marshfield where the groom is employed by Marshfield Homes, Inc.

At the April meeting of the Women's

Club in Wausau, plans were made for the spring luncheon which is to be held at Palm's Supper Club, Rothschild. Cards will be played after the buffet lunch.

In the 1964 forensics program at Wausau Neuman High School, Sally, daughter of Conductor Robison, was one of two students who rated high in interpretive reading.

SOUTH END

J. W. Loftin, Correspondent
Yard Office, Janesville, Wis.

Yardmaster Ben Koch of Janesville recently shot a perfect 100 score at the off-hand position in the Southern Wisconsin Rifle League competition at Monroe, Wis. This was a "first" in the League's history and Ben was surprised with a nice trophy at their annual banquet in April.

Section Foreman Matthew Tortorici and wife celebrated their 25th wedding anniversary Apr. 11 and 300 or more of their friends and relatives joined them at the Labor Temple to extend good wishes. The next day they left on a second honeymoon trip to the West Coast, stopping first at Fort Leonard Wood to visit their son James who is in the Army. Jim was second trick yard clerk in Janesville before entering military service.



CELEBRATE GOLDEN ANNIVERSARY. Mr. and Mrs. Alfred Sullivan of La Crosse, Wis., observed their 50th wedding anniversary on Apr. 4 with a Mass held in their home by special dispensation, and an open house later in the day. They were married on Feb. 14, 1914 at Wexford, Ia., and since 1922 have lived in La Crosse, where Mr. Sullivan was a roundhouse employe until 15 years ago when he retired due to failing sight. The couple have three children, 13 grandchildren and seven great grandchildren. (La Crosse Tribune photo)

EAST END

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

Conductor W. P. Clark celebrated his 65th birthday Mar. 26 working on No. 23 as usual, Milwaukee to Watertown. His commuter friends presented him with a birthday cake which Bill took home to his family.

Retired Conductor Charles Berger died suddenly Mar. 24 at Milwaukee, his home town.

The Milwaukee Road Magazine



HALF CENTURY MARK. E. L. Rowlee (left) receives a Gold Pass for 50 years of service from N. R. Meyer, trainmaster on the IM&D Division. Mr. Rowlee is our agent at Spring Valley, Minn.

Loren Hagan of Wauwatosa died Mar. 26. He retired about 10 years ago as a section foreman with a 30-year service record.

Conductor Jerry G. Shoemaker, 55, who had been ill about a year, died at his home in Portage Mar. 30. He is survived by his widow and daughters Virginia and Rebecca. Interment was in Winona, Minn.

Retired Conductor John A. Grotzke, 65, died in the V. A. Hospital at Madison Apr. 2 after a long illness. Mr. Grotzke was a member of the V.F.W. Post at Portage which conducted graveside military services. His widow, a daughter and a grandchild survive.

Gust Oeftger, 78, retired section foreman with a 49 year service record, died in Divine Savior Hospital at Portage Apr. 2. A son, Edward, is employed on the section at Portage. Other survivors are his widow, a daughter, four grandchildren and five great grandchildren.

At a very pretty double ring ceremony in St. Mary's Church, Portage, on Apr. 11, Judith, daughter of Engineer and Mrs. Dwight L. Hoppe, became the bride of Francis J. Endres. A wedding reception and dinner were held at the Ram Hotel. Mr. and Mrs. Endres will live in Madison.

Retired Engineer William Coughlin, 93, died Apr. 27 in Divine Savior Hospital where he had been living. He is survived by several nieces and nephews.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

April was a very eventful month for the Ray McGraths, now retired. Their 50th wedding anniversary was celebrated Apr. 16. They started the day by attending Mass, were then feted by friends at a luncheon, and, accompanied by two sisters, had dinner at the Continental, Capitol Drive. On Apr. 19 their two sons gave a noon dinner for 21 members

of the immediate family, and held open house from 3:00 to 8:00 P.M. for friends. The next week saw two birthday celebrations, Mrs. McGrath's Apr. 22 and Mr. McGrath's Apr. 24. A High Mass on Apr. 25 climaxed the celebration, followed by a luncheon at a sister's home. The couple were showered with cards, flowers, gifts and good wishes.

Sympathy was extended to Emma Steiner, OS&D clerk, on the death of her brother Theodore, founder of a Milwaukee Jewish congregation and a retired postal clerk, at Coral Gables, Fla. Theodore was born in Vienna and came to Milwaukee in 1905. In 1923 he opened a Kosher restaurant on North 3rd Street, but later joined the staff at the post office. He was a founder of the Hungarian congregation B'nai Israil, which merged with two others to form Congregation Beth Hamedrosh Hagodel B'nai Shalom. Two daughters, two sons, three sisters and four brothers survive.

Cheryl Habersat, a senior at Milwaukee Lutheran High School, was awarded a \$25 savings bond as first prize by the women's auxiliary of the VFW for her essay entitled "The Foreign Student in America, an Opportunity for Friendship." Cheryl was also one of the winners in

the district contest, for which she will receive \$10, and her essay has been entered in state competition. Additional honors went to Cheryl when she was selected by the Quota Club of Milwaukee as the Quota Award Student at her school. The faculty made this selection based on leadership in civic activities and service to the community at high school level. She was honored at the 17th Annual Quota Award Dinner May 12 at Hotel Pfister along with a home-maker and a professional woman. Mrs. Lois Scott of the regional office is Cheryl's mother.

Mary Boyland of the regional office drove to London, Ky., near Lexington, to spend her vacation with friends. Though within reach of the Kentucky Derby this event was not included in her plans.

Willard Kinast of the agency plans to spend part of his vacation at the World's Fair, but being an avid theatergoer he hopes to get to New York in time to see a few shows before the season closes.

Rosemary Fernbach is the new key-punch operator in the regional office.

George C. Ronbeck, recently a division agent and telegrapher at Northbrook, Ill., has been assigned to supervise L.C.L.

Carloadings



JANUARY-MAY 1964 compared with same period in 1963

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		FIVE MONTHS		INCREASE	
		1964	1963	1964	% of
				over 1963	increase
	INCREASED in 1964 over 1963				
12.9%	Forest Prod. (Excl. Logs & Pulpwood)	34,476	31,379	+ 3,097	+ 9.9%
5.6	Automobiles and Parts	22,464	20,883	+ 1,581	+ 7.6
5.5	Iron and Steel	21,355	20,548	+ 807	+ 3.9
5.2	Coal and Coke	37,709	37,618	+ 91	+ .2
2.9	Meat and Packing House Products	13,438	13,214	+ 224	+ 1.7
2.5	Agricultural Impl. Machinery & Parts	9,270	9,028	+ 242	+ 2.7
1.5	All Other Products of Agriculture	10,246	9,420	+ 826	+ 8.8
1.5	Liquors, Malt	7,993	7,462	+ 531	+ 7.1
.9	Cement, Lime, Plaster and Stucco	5,594	4,833	+ 761	+ 15.7
.4	Live Stock	2,635	2,573	+ 62	+ 2.4
30.5	All Other Mfgs. & Miscellaneous	126,097	120,149	+ 5,948	+ 5.0
69.4%		291,277	277,107	+ 14,170	+ 5.1%
	loading of these commodities DECREASED in 1964 over 1963				
		FIVE MONTHS		DECREASE	
		1964	1963	1964	% of
				under 1963	decrease
14.5%	Grain and Soya Beans	31,488	42,969	— 11,481	— 26.7%
2.4	Grain Products	21,310	21,328	— 18	— .1
2.2	Oil and Gasoline	12,720	13,970	— 1,250	— 8.9
2.1	All Other Products of Mines. Gravel, Sand and Stone	5,829	7,418	— 1,589	— 21.4
2.0	All Other Animals and Products	16,343	17,340	— 997	— 5.7
1.9	Logs and Pulpwood	5,102	5,612	— 510	— 9.1
1.6	Forwarder Traffic	17,772	17,811	— 39	— .2
1.6	Fruits and Vegetables (Fresh) Merchandise	12,310	12,711	— 401	— 3.2
1.3		7,417	7,495	— 78	— 1.0
1.0		11,622	12,391	— 769	— 6.2
30.6%		141,913	159,045	— 17,132	— 10.8%
100.0%		433,190	436,152	— 2,962	— .7%

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SAFE BRAKING!

billing in the agency. He and his wife are both natives of Milwaukee and happy to be "home" again. They have a four year old son, Craig.

Mrs. Barbara Dominguez, a comptometer operator in the regional office, announced the recent arrival of daughter Racquel. She is their second daughter.

Two proud granddads are Ted Wojtasiek, cashier in the regional office, and Casimir Maciolek, carload bill clerk in the agency. Mark Wilson was born to Ted's daughter, and Casimir's daughter Norleen (Mrs. Rudy Reynosa) presented him with Donald John on Apr. 11.

Thomas J. Ogden will begin a two weeks training period aboard the *USS Ely* operating out of Sheboygan May 31. Tom is a radioman 2/C in the U. S. Naval Reserve. When not in training, Tom does carload billing and attends the University of Wisconsin, Milwaukee, evening classes studying personnel management. He is the son of Herman Ogden, chief clerk to Acting Superintendent Fred A. Barton, Milwaukee Division.

Carolyn Dombrowski spent part of her vacation on a farm in Watertown and decided it was both fun and interesting. She even enjoyed helping with the work.

Agent R. E. Chalifoux welcomed grandchild number six, Jo Ann Crudele, Feb. 21. The baby's mother, Adrienne, was formerly secretary to the general agent of the Alton and Southern Railroad in Chicago, and before that she worked for the Milwaukee at Galewood. Jo Ann has two older sisters and a brother, Jeanne, Jacqueline and James. The other grandchildren are Linda and Gregory Cynowa, children of the former Diane Chalifoux who was also a Milwaukee employee.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Things have been pretty hectic in the family of Henry F. Shannon, district general car foreman, of late. His wife was one of the singers in "Belshazzar's Feast" and "Otello," operas presented at the Milwaukee Auditorium on Apr. 25. In the cast were several well known soloists including Robert Merrill of the Metropolitan Opera, the Bel Canto



ACCORDING TO CUSTOM, a Certificate of Recognition testifying to long and loyal service which is signed by President William J. Quinn and presented to employees following their retirement is bestowed here on Alice Ferguson by Marc Green, director of publicity. Miss Ferguson's recent retirement as secretary to Mr. Green terminated 20 years of service with the company, during which she had been employed in the passenger traffic as well as the public relations department in Chicago.

Chorus, the Milwaukee Symphony Orchestra, two brass bands, a mandolin ensemble, a boys' choir, and a ballet group. While preparations were going on for this event, the Shannons' son, Harold F. of Minneapolis, was elected to the executive board of the American Society of Metals of Minnesota, a branch of the National Association of Metallurgists. Harold and his wife Shirley are also busy preparing their twins, Colleen and Michael, for the roles they are to play as flower girl and ring bearer when Colonel and Mrs. A. H. Halaska's daughter is married at Fort Lauderdale, Fla. Colonel Halaska is a brother of Mrs. Henry Shannon.

R. H. "Rudy" Rampson of Wauwatosa, a conductor on the "Cannonball" commuter train for many years, passed away Mar. 25 at the age of 73. Services were held at St. Jude the Apostle Church and interment was in Holy Cross Cemetery. He is survived by two daughters, Sister M. Marcellette R.S.M. of Chicago and Mrs. L. E. Peck of Norfolk, Va.; a son, Paul J. of Lisle, Ill.; and eight grandchildren.

Miss Irene Werth, matron at the Milwaukee Depot on the midnight to 8 A.M. shift, was killed by a hit-and-run motorist as she was cycling to work from her home on West Pierce Street the evening of Mar. 20. She had been employed at the depot almost 20 years, during which time she had ridden a bicycle to and from work even in the stormiest weather. Death resulted from head and internal injuries suffered in the fatal accident. She is survived by two brothers, Alfred of Milwaukee and Albert of Ossineke, Mich., and a sister, Mrs. Arthur Ziese, Schiller Park, Ill.



RETIRING FROM THE ENGINEERING DEPARTMENT, Assistant Engineer V. F. Rathje (left) is congratulated by W. E. Fuhr, assistant chief engineer-signals and communications, at a dinner in his honor held by his friends on the system in the Cross Country Room in the Chicago Union Station Apr. 4. He had 44 years of service. Following the retirement dinner, he and Mrs. Rathje headed for their new home in Largo, Fla.

Chicago General Offices ENGINEERING DEPARTMENT

J. S. Kopeck, Correspondent



C. E. Morgan

While C. E. Morgan, superintendent of work equipment and welding, was out in Montana recently observing our rail grinding operations in that area he became infected with the spirit of the state's centennial celebration.

This portrait shows the result of six weeks of cooperation with the "Brothers of the Brush" movement.

On Apr. 6 we welcomed Gustavo A. Almendres to the bridge and building department as a designer-detailer. Mr. Almendres was born in Barranquilla, Colombia, S.A., and is a graduate of Chi-

cago Technical College where he majored in structural engineering.

Word has come to us that J. G. Campbell, who retired this spring as assistant division engineer of the Milwaukee Division, has taken the job of chief engineer of railroad construction for the contracting firm of Walter H. Knapp of Wisconsin, Inc., and is in charge of a railroad relocation bridge project on the Upper Michigan peninsula. The project involves the relocation of portions of the C&NW, the Soo Line and the LS&I railroads in connection with the development of iron ore mining operations in the Ishpeming-Negaunee area.

We were sorry to learn of the death of W. M. Ludolph, retired assistant engineer, which occurred at St. Anne's Hospital in Chicago May 12. He was a native of Minneapolis who started work with the railroad on June 5, 1916 and retired on Sept. 30, 1958. Surviving are his wife, Ethel; a son, Marvin; two daughters, June Ohlson and Wilda Lange; and five grandchildren. Funeral and burial services were held in Chicago.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

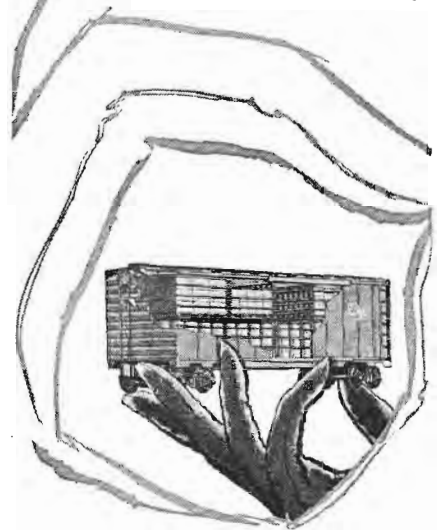
Grace Minor, Correspondent

Carol and Bill Falkowski of the estimated earnings bureau announced the birth of their first child, a daughter named Cheryl Lynn, on Mar. 3. . . . A daughter was born to John Maggiore and wife on Mar. 31. She has been named Julie Ann and, says her proud daddy, "If she had held her breath she would have weighed six pounds." John recently took a position as demurrage revisor in the station accounting bureau.

It was a "Happy Easter" for Pat Neitzel of the local and interline balance bureau when John Lundgren placed a beautiful diamond ring on the appropriate finger. A June 13 wedding was planned.

During April several educational tours were scheduled for the purpose of acquainting our regional data office personnel with some of the procedures in processing regional freight accounts. We enjoyed having with us on Apr. 17 from Milwaukee: K. J. Wenzl, Alice Sobczak, Marg Hagberg and E. W. Heckler; from Minneapolis: A. W. Wareham, H. J. Berringer, M. F. Thori; from Chicago: J. F.

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Millard, S. N. Beaubien and R. D. Schlegel. An Apr. 24 came from Madison: D. A. Dunning, E. W. Lueck, G. F. Kading; from Cedar Rapids: J. D. Feiereisen, J. L. Kelly, W. Chadima; from Sioux City: M. G. Kutz, Esther Noonan and L. O. Lonseth. Our visitors Apr. 27 were from Austin: J. J. Komurka, E. E. Barker, G. B. Williams, and from Aberdeen: M. R. Picht, F. W. Dewalt and A. J. Sanders.

Jack Brown was welcomed as a new employee in the estimated earnings bureau.

Dave Torrenga of the local and interline balance bureau left service Apr. 30 to enter college.

Sympathy was extended to M. Croasdale, bureau head, station accounting bureau, whose brother died Mar. 13 . . . to the family of J. T. White, overcharge claim accountant, who died Mar. 21 . . . to Carlos Bertolino of the interline bureau on the death of his father Apr. 23 . . . and to Robert Struwe, claim investigator, whose mother passed away April 23.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Geraldine C. Doherty, Correspondent

Ronald Fraser, son of Assistant Engineer Jack Fraser and his wife Lilian, who is a stock clerk in the office of auditor of passenger accounts, is completing his military service at the Aberdeen Proving Grounds, Maryland. Ronald has a B.A. degree in mathematics from Blackburn College and on the strength of this was assigned to ballistic research as a mathematical statistician.

We were all happy to see Ed Nank, assistant auditor joint facility accounts, and Joe Johann, engineer accountant, back on the job after hospitalization.

Best wishes for a speedy recovery go to Paul Isberner, joint facility examiner, who has been on sick leave for some time now.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Mildred Newell, Correspondent



Joan Tiedje

The marriage of Joan Tiedje, the daughter of R. C. Tiedje, auditor of passenger accounts, to Clifford M. Saupe, son of Mr. and Mrs. Maynard Saupe of Carrollton, Ill., took place June 13 at a candlelight service in the Elston Avenue Methodist Church. A reception was held immediately after the service in the church parlors. Joan and Clifford will live in Elgin, Ill.

John Maloney, a lieutenant in the railroad police department at Ottumwa, Ia., and a former employee of this office, suffered a slight heart attack recently. He is improving and hopes to resume work shortly. In his spare time John deals in antiques and restores old furniture.

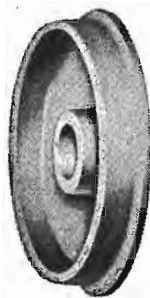
Sophia Walker of the central computing bureau has returned from a Florida vacation. While there she made her headquarters at Boca Raton and was in touch with Stella Murphy who had unfortunately suffered a broken wrist while in the Boca Raton home of the R.B.W.A. Among former employees visited by Sophia were Florence Wiggen, Lucille Shuxteau, Anne and Art Dryer.

There were 40 girls in attendance at the fifth annual reunion dinner of the central computing bureau, held at the Normennes Singing Society headquarters.

Dorothy Griffith, our "lady in waiting", was recently showered with many baby gifts.

Sympathy was extended to Jack Brandenburger on the death of his foster

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50 YEARS OF SERVICE on the part of E. F. Kusch, bureau head of the Chicago-Fullerton Avenue central mailing bureau (left) is marked with the presentation of a Gold Pass and congratulations from H. C. Johnson, assistant comptroller. His service, at in the Chicago accounting center, has covered various positions in the freight claim auditor of station accounts and auditor of passenger accounts departments. A crack bowler, he won a cash prize in the fifth annual ABC National Seniors Tournament held Apr. 11 in Skokie, Ill.

The Milwaukee Road Magazine



NEWLYWEDS MIKE AND MRS. McCOY pictured in St. Walter's Church, Roselle, Ill., where they were married in a candle-light ceremony on Apr. 11. A reception was held afterward at the Mont Clare Lanes, following which the McCoys spent a week's honeymoon in Washington, D. C. The bride is the former Elizabeth Chlapaty, secretary in the freight traffic department in Chicago.

father, and to Ruby Dunaven on the death of her brother.

A June graduate and future M.D. is Howard Simon, son of Harry Simon. He attended the University of Illinois Medical School and has been accepted for his internship at Illinois Research Hospital.

A hearty welcome was extended to Josephine Smith of the central typing bureau and Howard Smith of the office of auditor of passenger accounts, who returned to work after furloughs due to illness—also, to Maureen Black, a new employee in the central computing bureau.

Among May and June brides were Connie Macaluso of the central typing bureau, Annette Gagliano, formerly of that bureau, and Cheryl Ehlers of the central computing bureau.

Special mention goes to June Mathisen of the computing bureau who received the following letter of appreciation dated Oct. 4, 1963 from the Ministry of Health & Social Affairs, Republic of Korea, Seoul, Korea:

In recognition and appreciation of your outstanding contribution to the improvement of the welfare of the Korean people, particularly, of your meritorious assistance for the care of the orphans in the child welfare institutions with the deep concern and unselfish services under the Christian spirit and humanitarian love through the interdenominational agency of WORLD VISION founded by Dr. Bob Pierce, President, I am proud to present to you this letter of appreciation on behalf of the Korean people.

(signed) Hi Sup Chung, M.D., Ph.D.
Minister

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to J. Cortese, Marian Anzalone and Ray Bruns who recently accepted positions at the Union Station.

Cupid was very busy in April . . . Sue Rothas of the keypunch section became the bride of Lawrence J. Risso Apr. 11 at St. Mary of the Lake Church, Bailey's Harbor, Wis. . . . Jerry Mapes of the AFE bureau took Irma Oberdorfer as his bride on the same date.

Charles J. Payne, "Cap" as he is known to many of his friends, is back on the job after a long illness.

FREIGHT CLAIM DEPARTMENT

Robert A. Schluter, Correspondent

Freight Claim Agent W. A. Stewart announced that his daughter Nancy was married Mar. 21 to Richard C. Nelson at the First Methodist Church of Glenview. Both Nancy and her husband are college students who will continue with their education.

Adjuster Edward Marciszewski and wife Louise announced the birth of daughter Diann Apr. 26.

Florence Swanson, retired dictaphone operator, recently became a grandmother.

Stanley Johnson, who has been attached to our office force in connection with the IBM programming procedures, left May 1 for a new assignment.

Helen Braun, dictaphone operator, recently celebrated her 20th service anniversary.

Marlene Slovacek, former typist, has transferred to the office of R. J. Kemp to assume the duties of secretary. In our office we have Ronald Brady and Houston Thaggard as new employees.

TAX DEPARTMENT

Craig Boydston, son of M. L. Boydston, tax commissioner, recently completed his sophomore year at Northwestern University. During his first year as a member of the Varsity track team he established a new school record in the 1,000 yard run, and finished fourth in the Big Conference track meet with a time of 4:13.9 in the mile run.

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OPERATING DEPARTMENT

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

Henry J. Berry, assistant chief clerk in S. W. Amour's office, suffered a heart seizure Mar. 21. At this writing he is recuperating at his sister's home, 113 Woodworth, Roselle, Ill., and is coming along fine.

The April meeting of the Milwaukee Road Employees Association, the new social organization in the Chicago area, was known as "McGinn Night," due to our vice president-operation, who attended with Mrs. McGinn, being the principal speaker. He was presented with a lifetime membership. About 70 employees took in the monthly dinner and dance held Apr. 18 at the Arc Steak House in Glenview. Other speakers on the program included General Manager L. V. Anderson and S. W. Amour, assistant to vice president-personnel. The association formed early this year is expanding steadily and in April had 185 members.

Ralph Upham, car tracer in the Car-scope, retired May 15 ending 36 years of service. He plans to spend his retirement in Seattle, Wash.

TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

To the relief of the freight traffic department, the "slipping sickness" has abated and no recent victims have been reported. Ruth Wilson of the vice-president's office succumbed first when a quick trip to her kitchen resulted in broken knuckles. No sooner was Ruth "free-handed" again than W. W. Kremer, our vice-president, slipped off a curb one rainy night and fractured his foot and ankle. The contagion spread still farther and Cleo Ariola, secretary, slipped and suffered a sprained back. All are on the mend with no reported complications.

Formulas will soon be the main concern of Patricia Lewin, who on May 22 gave up her position as secretary to D. A. Keller, manager of rail-highway sales, to await the arrival of a baby.

Milwaukee contributed greatly to the sales personnel here when Jim Phleger was appointed chief clerk in W. D. Sunter's office. Jim has taken up residence in Elmwood Park. A welcome was also

extended to Judy Meskauskas, the new secretary in the research department, who came to us upon completion of her secretarial training at Fox College.

John Burke, rate officer, was given a set of luggage Apr. 25 for service rendered the Barry Council of the Knights of Columbus as financial secretary. Brother Fran has scheduled a trip to the World's Fair in June and says the gift came just in time.

Frank Trom's new pride and joy, "Lil Caboose," made her debut at a camping exhibition May 1. The trailer's maiden trip is to be to Idaho and Montana in July.

Dick O'Mara of the commerce department left early in May for the big Exhibition.

Sympathy was expressed to John Cerri on the recent death of his mother-in-law.

John Dunne, chief rate clerk in the traffic department, was recently appointed to the Mundelein Community Park Board. He has been a resident there for 17 years.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President



Christine Koehler

Christine Koehler, daughter of Mr. and Mrs. Henry Koehler of New Berlin, Wis., has been chosen by the faculty of the local high school to represent them in the D.A.R. Good Citizens contest. The qualities emphasized were de-

pendability, service, leadership and patriotism. Christine will thus have the opportunity to be a candidate for State Good Citizen and a chance to win a \$100 bond and a trip to Washington. MMTTC Driver Henry Koehler is a proud and happy father.

Supervisor of Maintenance L. H. (Bud) Tietz became a grandfather for the first time when his daughter, Mrs. Roy R. Combs, gave birth to a son, Roy Lawrence, Mar. 19 at Great Falls, Mont.

C. E. Goldsmith, formerly terminal manager at Milwaukee, now holds the same post at Bensenville.

K. D. Nordstrom has been transferred from Council Bluffs, Ia., to succeed C. E.

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Clinker—Easily Removed



FORT EUSTIS, VA.—
At the U.S. Army Transportation Center, J. D. Shea, general superintendent Milwaukee (center), instructs a class during the annual two-week training period of the 5000th General Headquarters Transportation Railway Service. At left is W. K. Peterson, assistant superintendent Chicago Terminals. Mr. Shea is a colonel in the Reserves and Mr. Peterson is a major.

Goldsmith at Milwaukee, and C. J. Calabria has been named terminal manager at Council Bluffs

P. J. Walsh, MMTC supervisor of safety and personnel, is back from a two weeks vacation tour of England, France and Italy. Pat says he and his wife now have a working knowledge of several languages, as well as many pictures.

The MMTC accounting department, formerly located in Room 508 of the Union Station, has moved to Fullerton Avenue. The space vacated by them has been given over to the rail-highway sales department.

Milwaukee Division

SECOND DISTRICT

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

Retired Engineer Jim Wizner recently visited friends in Milwaukee and reported on a couple of retired trainmen there who would welcome a visit or letter from other retirees. They are J. R. Mooney of 7702 West Burleigh and John Rawley of 3341 North Bartlett.

Unhappily we have several deaths to report . . . Retired Switchman Joseph Jacquet died Mar. 13. His wife, two daughters and three sons survive . . . Mrs. Lawrence Olson, wife of yard foreman at Menominee, Mich., died recently . . . Ted Findley, engineer at Menasha, Wis., died a short time ago . . . Mrs. Ellsworth P. Gehrke, 81, wife of re-

tired section foreman and flagman, died Jan. 15 in Neenah Hospital. She is survived by her husband, a daughter, Ella Wright of Winston-Salem, N.C., and two sons, Melvin of Chicago and George of Kohler, Wis.

Earl McGregor, dispatcher for MMTC at Green Bay, recently announced another grandchild when a third daughter was born to his son Cal and wife.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Engineer Earl Wirth recently returned from a Florida vacation during which he visited Retired Engineers Vaughn and Merrill Williams and Elmer (Stormy) Lawrence. Earl reports that the three veterans are looking fit and enjoying retirement.

Tom Helms, Eastern Airlines pilot, who was formerly stationed in Washington, D.C., has been assigned flights O'Hare to Orlando, Fla. Tom is the son of Al Helms, a Milwaukee Division engineer, and of Alma Helms, a secretary in our mail, baggage and express department, Chicago.

Word has reached us of the death at age 87 of Floyd M. Barrus, who was the Milwaukee's agent at Clinton Jct. for 43 years prior to retiring in December, 1952. Mr. Barrus, who was born in Richfield Springs, N. Y., came to Wisconsin as a boy and started railroading in 1894 as a

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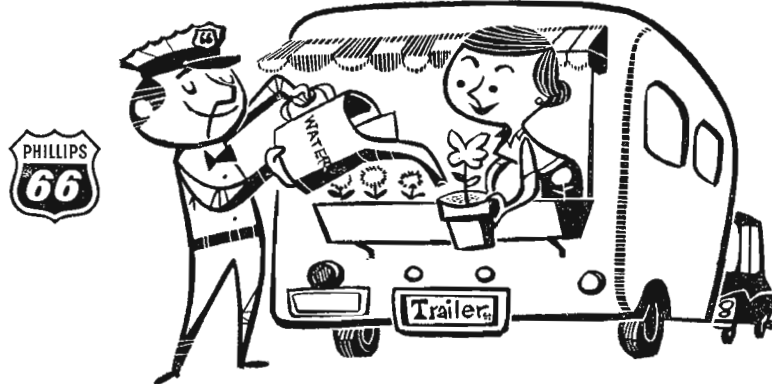
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student telegrapher with the North Western. He signed up with the Milwaukee in 1907 and after being appointed agent at Clinton Jct. in 1910 was active in civic and fraternal circles for many years, having served as secretary of the Commercial Club, village clerk and clerk of the school board, and a trustee of the Presbyterian Church. Surviving are his wife, Emma; a daughter, Mrs. George Kersting, Alhambra, Calif.; and two sons, Donald G., Elm Grove, Wis., and Warner M., Los Angeles.

Harold Calligan, who retired as a conductor in 1951, died Apr. 24 following a long illness.

Word has been received that Engineer Clarence Scholl of Milwaukee has been selected by the unions of Japanese private railroads to come to Japan June 23 for an appraisal of their union movement. This is done through the Railway Labor Executive's Association under a State Department grant. Clarence previously served in similar matters with the Labor Relations Department, International Affairs, of Washington, D.C.

Chicago Terminals

GALEWOOD

Charlene A. Grosse, Correspondent

William C. Rearick, Western Avenue teamtrack clerk, is in the hospital at this writing, but hopes to be out soon . . . Phil D. Scorza, reconsigning clerk, was



THREE GENERATIONS ON THE LINE, these members of the Van Oss family of Channing, Mich., are all actively employed. Harold Van Oss, 62, who has 46 years of service, is a locomotive engineer; Floyd, 41, who started in 1944, is roundhouse foreman at Channing, and Gary, 18, who entered service last year, is an electrician apprentice in Milwaukee.

recently released after a few days in the hospital under observation.

John Ewing's wife, Mary, is convalescing from her recent stroke at her sister's home. She is very grateful for the many cards and good wishes.

Mae Graney, report clerk in the office, and Ed Ciaso, an employee at the freight house, were injured recently in auto accidents. Mae received whiplash injuries which kept her at home for several days. At this writing, the extent of Ed's injuries are not known though it is thought that he may have several broken ribs.

Mrs. Constance LaGrano, mother of Check Clerk Rocco LaGrano and grandmother of Gerald A. LaGrano, a freight house employee, died recently . . . John E. Satava suffered a stroke and died Apr. 16 . . . Herman C. Stenzel passed away Apr. 29, and Lawrence A. Fryxell died Mar. 9. Sympathy was expressed to the families of each.

Emily Wilkinson of the regional data office had a harrowing experience Apr. 21. Just after leaving her bedroom a car smashed through the wall and came to rest in the front end of the room.

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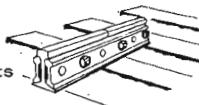


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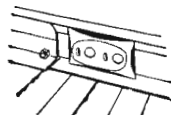
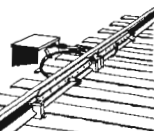
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MONTREAL



Wausau Women's Club Fetes Charter Members

Calling attention to its 39-year history as a social and welfare organization, Wausau (Wis.) Chapter of The Milwaukee Road Women's Club feted 10 charter members at a luncheon in the Palms Supper Club May 12. Among those honored were (seated from left) Mrs. August Krueger, Miss Mildred Conklin, Mmes. Leo Ziebel and Bert Nelson, and (standing, same order), Mmes. A. W. Warner, W. Del Curtis, Lillian Atkinson, Jeanette Campbell, James O'Brien and Michael Harrington. Others who could not attend the social event were Mmes. Aurora Billington and Florence Dexter, Miss Margaret McGinley, and Mrs. Louise Nowitzke.

Mrs. Curtis was the first president when the chapter was organized in 1925, Mrs. Atkinson was the first vice president, and Miss Conklin and Miss McGinley were officers. At that time Mrs. Curtis was the wife of Superintendent P. H. Nee of the then Wisconsin Valley Division. Mr. Nee passed away in 1938 when he was general superintendent in Milwaukee. Mrs. Atkinson was known familiarly to readers of The Milwaukee Road Magazine for many years as the Wisconsin Valley correspondent, the post now filled by Miss Conklin. (*Wausau Record-Herald photo*)

Tom Taras Jr. was graduated June 16 from the Milwaukee Institute of Technology. He is the son of Tom Taras of the regional office.

Your correspondent is taking a maternity leave June 1. Her replacement will be Linda Kuchl, a graduate of Lake View High School, who was formerly employed by Kleen-Stik Products as a secretary.

DIVISION STREET

Carolyn DiCicco, Correspondent

Richard J. Sweeney, foreman at House 2, died Apr. 2 in St. Anne's Hospital following surgery. Mass was said at St. Giles Church in Oak Park and interment was in Mt. Carmel Cemetery. His wife Grace, a daughter Marillen, and a son Richard Jr. survive. Richard's service with the Road began in 1936 as a time-keeper, from which position he moved up to foreman in the Union Street District.

Mrs. Edward Sloncen, wife of retired clerk, died in Phoenix, Ariz., Apr. 19. The Sloncens lived almost 50 years in Glenview and moved to Phoenix about six years ago. Mrs. Sloncen is survived by her husband, five daughters, two sons, 22 grandchildren and seven great grandchildren. Burial services were held in Phoenix.

Retired Track Foreman Vincent Ottolino was released from St. Luke's-Presbyterian Hospital recently after undergoing surgery.

Howard Kay, clerk at Deering Station, announced the birth of a second son, James Alan, Apr. 18. The Kays now have two sons and two daughters.

Stanley Rebacz, cashier, welcomed a fourth granddaughter, Anita Annette, on Apr. 18.



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WISCONSIN
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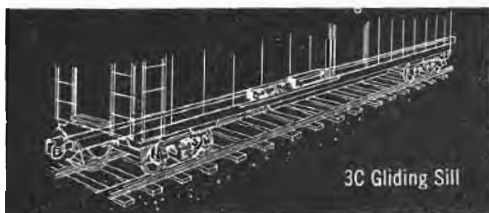


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Delores Barton, Correspondent

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



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Passenger
Rubber Cushioned
Gears



Couplers



Diesel Rubber
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Sammy Richards

Sammy Richards, son of special officer Carl Richards and a senior at York High School, Elmhurst, has won 14 straight firsts in duet meeting competition in gymnastics tumbling, first place in the Western Suburban Conference

meet, second in the State Districts, first in tumbling at the U.S. Gymnastic Federation Meeting at the University of Iowa in Class A Division on Apr. 18, and is the Illinois State co-champion in tumbling. He has been offered several athletic scholarships and his present plans call for attending the State University of New Mexico at Las Cruces where he will major in physical education to the end that he may teach and coach. Sammy has worked the past three summers on the Road and hopes to do the same this year.

Bernard LeBow, assistant foreman at Bensenville diesel house, brought 44 service years to a close when he retired Apr. 2. A party was held in his honor Apr. 11 at the Orchard Bungalow in Franklin Park. District Master Mechanic E. J. Mueller presented him with a Lord Elgin wrist watch from his co-workers. Mr. LeBow's career started in Ottumwa, Ia., and his work took him to Kansas City, West Clinton and Terre Haute before he came to Bensenville. Mrs. LeBow is a stenographer in Mr. Mueller's office and they will continue to live in Bensenville.

Signal Maintainer K. E. Akert and wife are parents of a son born Apr. 7.

L. B. Sandstrom was appointed to the position of signal inspector at Bensenville May 1, replacing J. J. Kelly, transferred. Another reason for congratulations to Mr. Sandstrom was the birth of his second son, John, May 3.

Signal Maintainer L. K. West at Tower A-5 announced the birth of a daughter Mar. 8.

Switchman C. M. Waldron retired Mar. 13 after 44 years service. The Waldrons have a home in Tucson, Ariz.

Sympathy was extended to the family of Switchman D. H. Rands who died Apr. 11. Mr. Rands had 44 years service and was currently working at the East End of Bensenville Yard.

A St. Patrick's Day theme prevailed at

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GOLD AND SILVER PASSES AWARDED

Gold 50-Year Service Passes

Dwyer, Joseph P., engineer-----Milwaukee, Wis.
Jahn, W. C., engineer-----Dubuque, Ia.
Kijak, Joseph, welder-----Chicago, Ill.
Kusch, Edward F., bureau head-----Chicago, Ill.

Mahler, N. C., conductor-----Minneapolis, Minn.
Mercuri, Mike Z., sec. foreman-----Elgin, Ill.
Nelles, F. S., agent-----Scotland, S.D.
Stamatis, T., asst. sec. foreman-----Kansas City, Mo.

Silver 45-Year Service Passes

Belles, V. J., sec. foreman-----Milford, Ia.
Blair, Floyd, sec. foreman-----Des Moines, Ia.
Brown, Marvin, rate clerk-----Beloit, Wis.
Bucknam, F. J., chief clerk-----Council Bluffs, Ia.
Deyo, William T., foreman-----Marquette, Ia.
Hansen, Florence F., secretary-----Green Bay, Wis.
Johnson, F. C., asst. foreman-----Cedar Rapids, Ia.

Knodel, I. E., agent-----Jefferson, Ia.
Lingren, Charles H., machinist-----Milwaukee, Wis.
Miles, C. P., train dispatcher-----Tacoma, Wash.
Provot, F. J., sec. foreman-----Doylestown, Wis.
Stewart, Elmer W., loco. engineer-----Beloit, Wis.
Wall, Charles A., engineer-----Melrose Park, Ill.
Westling, P. L., conductor-----Coeur d'Alene, Ida.

the Mar. 4 luncheon meeting of the Milwaukee Women's Club. Co-hostesses were Mesdames Gerald Boeser, Edward Milz, Fred Reinking and Henry Lucas. Mrs. Phillip Schneck, president, presided at the business meeting.

Assistant Superintendent Pulford was placed in charge of the Bensenville operation May 11.

Sympathy was expressed to Bill and Bob Sullivan whose mother died Apr. 25.

A party was held Apr. 22 at the Legion Club to honor Signal Inspector John Kelly who was transferred to Minneapolis May 1. Many of his friends and fellow employees in the signals and communications department in the Chicago Terminals and Terre Haute Division attended.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna



Julie Novak

Julie Novak, daughter of Superintendent and Mrs. A. C. Novak, Savanna, was awarded a superior rating in the National Federation of Music Clubs' auditions held Mar. 30 in Des Moines, Ia.

Her selection was the first movement of Beethoven's "Concerto in C Major" including the cadenza. Now a sophomore at the Savanna Community High School, Julie began piano lessons at St. Agnes Academy in Kansas City, Mo., when she was six. Since then she has studied at Briar Cliff College in Sioux City, with Mrs. Joseph Elzea in Montana, and at Drake University in Des Moines. She is now in her third year of study at Clarke College in Dubuque. Julie has received a superior rating each year.

Retired Switchman Sherrod B. McCall died in the Savanna City Hospital Apr. 22 after a short illness. Funeral services were held in the Hunter-Jones Memorial Home and interment was in the Savanna Township Cemetery. Survivors are his widow, Clarabel, a son in Formosa, two grandchildren and a sister.

Retired Engineer George H. Laskey died in Xavier Hospital, Dubuque, in March at the age of 87. Funeral services

were held in Holy Ghost Church and burial was in Mount Calvary Cemetery, Dubuque. His widow, two daughters, and two grandchildren survive.

John C. Brown, station agent at Harris, Mo., from 1914 until his retirement in 1945, passed away Mar. 8, four days before his 84th birthday. Since his retirement he had been living at his farm near Harris with his wife, who survives him. He is survived also by a son, Merle P. Brown of Overland Park, Kans.

Mr. Brown started his service as the night man at Braymer, Mo., in 1902. He later worked nights at Blakesburg and Newtown, and as agent at Titus, Rathbun, Gladwin, Sewal, Gault and Powersville before going to Harris. He was a charter member of the ORT, his original number having been 44. His son was also employed on the former Kansas City Division from 1926 through 1930, working on the extra board.

Aberdeen Division

MIDDLE AND WEST

R. F. Huger, Correspondent
Operator, Aberdeen

J. J. Fleming has been appointed permanent agent at Groton and L. J. Koffler permanent agent at Lakeville-Prior Lake.

The Aberdeen Division did it again! For the second consecutive year they have won the President's Safety Award, first under the direction of Superintendent R. H. Love and more recently under

YOU'RE WORTH A FORTUNE, IF ...

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

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Performing Pick-up and Delivery Service

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Pool Car Distributors — Receiving and Forwarding

Acting Superintendent J. J. Nentl. A token of appreciation was presented to each employe, and now we're trying for a third time.

C. H. Anderson has resumed his agency at Mellette after having been off most of the winter.

Carman Cyril Hanna recently announced the birth of a son. This brings the count to three boys and two girls.

Switchman Ray Schwan is home at 1006 North Penn, Aberdeen, after a long siege in the Veteran's Hospital at Minneapolis. I'm sure he would enjoy hearing from friends and co-workers.

Sympathy was extended to the family of Bob Bolan, machinist's helper, who died suddenly.

The Road is getting a little reflected glory from the fact that the father of the quints bowls with the Friday night Milwaukee league.

EAST END

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

A group of 34 honor students from Roosevelt High School, Minneapolis, recently had a most educational and enjoyable trip to Chicago, Washington, D.C. and New York. The program was known

as "Project Liberty" and in the group were Ralph and Ray, the twin sons of Engineer Ralph Preston. Mr. and Mrs. Preston were among the chaperones of the group.

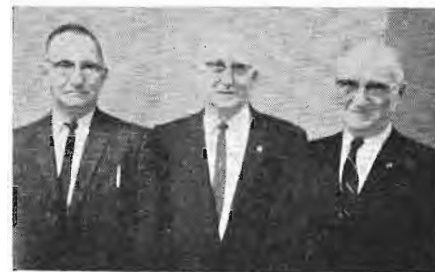
Everett H. Miller, former agent at Ipswich, died Mar. 13 at Lake Geneva, Ill., where he had lived since retirement . . . O. J. Zimmerman, former operator at Glencoe, died Mar. 7 in Red Wing . . . Phyllis McCarthy, sister of Ruth McCarthy of the superintendent's office in Aberdeen, died Apr. 2 after a long illness . . . George Vetter, retired wire chief at Minneapolis C office, passed away Mar. 31, and Robert Bolan, machinist helper at Aberdeen roundhouse, died suddenly Apr. 12, apparently of a coronary.

Gary Holtan and Gilbert Geiszler are the new brakemen on the Aberdeen Division.

Retired Conductor Charlie Arnold recently celebrated his 90th birthday and 25 friends dropped in for coffee, cake and conversation.

His 88th milestone was celebrated by Retired Machinist Helper Ole Mjunes a short time ago.

Brakeman Hollis Anderson heeded the call of Uncle Sam and when last heard from was wiping the sand out of his eyes down at Fort Polk, La.



MEET THE BECKS,
all agents on the Aberdeen Division, who have a total of 168 years of safety-minded service. The three brothers are, left to right: Foster, agent at Wheaton, 44 years; Willard of Olivia, 51; and S. A. (Jer-

ry) of Ortonville, 50. At left is Willard's son, Gordon W., agent at Linton, N. D., who is a 23-year employe.

When the remodeling is finished at the Montevideo yard office, Lineman John Lanning will occupy a section of the operators' room, his former quarters having been added to the trainmen's locker room. The trainmen now occupy all the space formerly used by the train dispatchers.

I M & D Division

AUSTIN-EAST END

R. D. True, Correspondent
Office of Superintendent

Cecil Davis, chief dispatcher at Austin, underwent surgery for removal of a cataract at Naevs Hospital, Albert Lea, Minn., Apr. 20. At this writing he is making a good recovery.

Storekeeper Vern Winter, Austin, decided to pull the pin after long service with the Road. He has moved to Mason City, Ia., where he has maintained a home for many years. W. J. Hanscom, a young man with a railroad background, has succeeded Vern. He is married and has three little girls, Debbie, Dina and Lisa. Mr. Hanscom is the son of Jim Hanscom, field supervisor for data processing in Chicago and a former clerk at Faribault.

Roadmaster Earl Long of Austin is recovering nicely after surgery on his leg. At this writing he has graduated from crutches to a cane and hopes soon to discard even that aid.

A party of 47 gathered at Gus Young's Supper Club in Austin Mar. 21 for a farewell dinner honoring Mr. and Mrs. Frank Pawlak. Mr. Pawlak, who was assistant division engineer at Austin, has been transferred to a similar position in Milwaukee. Division Engineer F. F. Hornig was the MC and Superintendent L. H. Walleen presented the Pawlaks with a gift from the group.

Two IM&D Division agents recently completed 50 years of service. E. L.

The Milwaukee Road Magazine

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the past thirty-five years.

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

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

MONTHLY INCOME OF \$300.00

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

	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of Insured Member	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
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.
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a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families
MAIL THIS APPLICATION NOW TO:

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

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

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

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

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

Amount of
monthly premium

**POLICY FOR
DEPENDENT
WIFE**

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

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

Wife's nameDate of birth

Amount of monthly premium for wife's policy \$.....

(See rate above according to age)

**POLICIES FOR
DEPENDENT
CHILDREN**

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

Premium 50 cents a month for each child insured.

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

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

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

TOTAL MONTHLY PREMIUM \$.....

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PROMPT AND EFFICIENT SERVICE

Making his last run on the Gallatin Valley local, Engineer E. V. Bennett of Three Forks, Mont., poses with his crew. From left: Brakeman R. C. Peccia, Conductor Warren Dixon, Engineer Bennett and Fireman William Paluska. (See Correspondent L. C. McKinnon's news)



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Rowlee of Spring Valley, Minn., was presented a Gold Pass by Trainmaster N. R. Meyer, and F. S. Nelles of Scotland, S.D., received his from Superintendent L. H. Walleen.

Susan, daughter of A. A. Baumgart, agent at Alpha-Welcome, Minn., is salutatorian of her high school graduating class. She has been active in many extra-curricular affairs and has held several class offices. Congratulations on a fine scholastic record!

Traffic light: A trick to get pedestrians half-way across the street safely.

SIOUX CITY AREA

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

Sympathy was extended to the family of Paul M. Loftus, roadmaster-trainmaster, Mitchell, S.D., upon his recent death. Surviving are his wife Marjorie; a son Paul Jr. (Mike) of Iowa City; a daughter Elyce, Mrs. W. J. Weiss of Ames, and eight grandchildren. There are also three Loftus brothers surviving—Retired Roadmaster Daniel W. and Joseph W., an extra section foreman, both of Perry, and Roadmaster James W. of Yankton, S.D. One sister, Mrs. D. J. Herlehy, lives in Elmwood Park, Ill. Requiem High Mass was said at Holy Family Catholic Church

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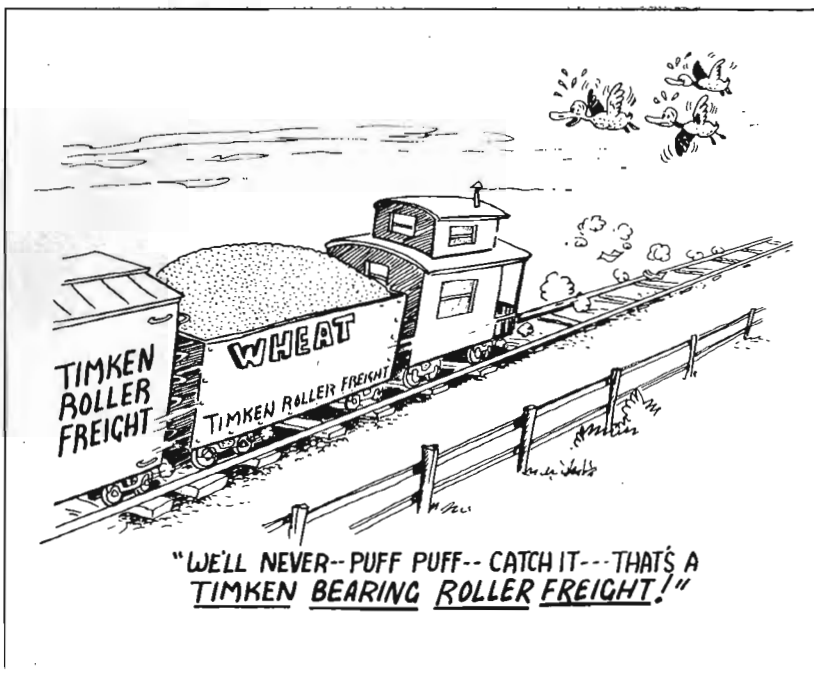
Janet Clifford

Janet Clifford, daughter of Sioux City Yardman H. J. Clifford, has been awarded a scholarship for a six-week course of study this summer in Paris, as part of the Cultural Exchange Program between

France and the United States. Only five such scholarships were given to students in this country. The awards were made on the merits of an essay in French on "What I Think of France". She will attend the French Alliance School, which is connected with the University of Paris, and stay in a dormitory of the University.

Janet is a sophomore at Briar Cliff College in Sioux City, where she is majoring in French. She also has a brother with the Road—James Clifford, demurrage clerk in the Sioux City freight office.

GENERAL MOTORS
LOCO MOTIVES



(Advertisement)

in Mitchell, S.D. and interment was in Elmwood Cemetery at Mason City, Ia.

Arthur Osborn, a 41 year railroad man of Sioux City, recently turned in his uniform to become a man of leisure. Mr. Osborn began his railroad career in August, 1922 as a brakeman for the Great Northern. He came to the Milwaukee in July, 1927 and for the last six years had been on the Sioux City-Mitchell run. Mr. Osborn will continue to live in Sioux City, but plans to do some traveling and quite a bit of fishing.

John A. Nelson, 70, retired engineer of Mason City, Ia., died recently. When he retired in 1962 his service had covered 43 years. Surviving are his wife, four daughters and seven grandchildren.

Robert L. Johnson, DF&PA, Sioux City, was elected to the board of directors of the Sioux City Traffic Club at their annual dinner meeting at the Sheraton-Warrior Hotel Apr. 30.

Rocky Mountain Division

WEST END

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

Engineer E. V. Bennett of Three Forks made his last run Mar. 29. This trip was made on the Gallatin Valley local. Engineer Bennett started to work as a call boy at Harlowton, Mont., at the age of 16. From that job he moved on to boiler maker and machinist helper. In 1913 he hired out as a fireman and worked in that capacity until 1943 when he was promoted to engineer.

At this writing, Retired Conductor and Mrs. C. J. Niemiller of Mobridge, S. D., are visiting at the home of their daughter and son-in-law, the L. C. McKinnons. During their stay Mr. Niemiller was a patient in the Bozeman Deaconess Hospital.

Retired Conductor Thomas Young was

May-June, 1964



WEDDING NEWS. Cake cutting ceremony at a party held recently in the regional data office at Austin, Minn., in honor of the newly married Mr. and Mrs. N. E. McGuire. Mrs. McGuire, the former Stello Weichselbaum, is a bill clerk in the regional data office, and "Mac" is the manager of the Milwaukee Motor Transportation Company at Austin.

also a recent patient in the Bozeman Deaconess Hospital.

We are sorry to report the death of Retired Engineer Edwin W. Brasch in Seattle on Apr. 15.

Iowa Division

MIDDLE AND WEST

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

Retired Conductor W. R. Hanneman died Mar. 6 at the V. A. Hospital in Des Moines where he had been a patient for several days. Burial was at Wausau, Wis. He is survived by his wife Esther at their

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34-Year Superior Service Safety Awards

The following section and crew foremen have each been presented with a 34-year Superior Service Award card in recognition of having worked that period, as of Dec. 31, 1963, without a reportable injury to themselves or to any employee under their supervision:

Bagaus, T., section foreman-----Summit, S. D.
Bork, E. A., foreman-----Carpenter, Ia.
Burris, C. W., section foreman-----Westfield, Ia.
Cave, Edward,
assistant section foreman-----Sumas, Wash.
Fielder, J. R., section foreman-----Cheneyville, Ill.
Flom, A. G., section foreman-----Iron Mountain, Mich.
Forte, Joe, section foreman-----Everett, Wash.
Glasnapp L. G., section foreman-----Oshkosh, Wis.
Hafemeister, F. E., section foreman-----Granville, Wis.
Hilt, Thomas, section foreman-----Zeeland, N. D.

Houston, J. C., section foreman-----Ingomar, Mont.
Hummel, Z. O., section foreman-----Selfridge, N. D.
King, W. H., foreman-----Emmetsburg, Ia.
McClatchey, J. G.,
section foreman retired-----Vermillion, S. D.
Myers, William, foreman-----Rockwell City, Ia.
Stangl, A. G., foreman-----Portsmouth, Ia.
Stratton, E. W., section foreman-----Worley, Ida.
Tonsager, G. E., section foreman-----Elko, Minn.
Udell, G., gang foreman-----New Lisbon, Wis.

home in Perry, a daughter, Betty Ebers of Hilo, Hawaii, four sisters and a brother.

Funeral services were held at Perry Mar. 14 for Donna Lou Dayton, 20, adopted daughter of Conductor and Mrs. Lloyd Santee. Miss Dayton died in Omaha, Neb., where she had been employed as a dental technician.

Curtiss Klein, the son of Agent C. J. Klein of Portsmouth and a seventh grade pupil in the Harlan, Ia., public school, was a candidate in Omaha at the Iowa Music Teacher-Student piano audition Feb. 22. He was chosen to represent Southwest Iowa in the state audition at

Iowa State University at Ames on Mar. 14, where he was awarded a superior rating.

Funeral services were held in Perry Apr. 6 for Mrs. Margaret Emberling Skinner, formerly the wife of Charles Emberling, a brakeman on the Iowa Division who died in 1910. The family lived in Perry for a number of years, then moved to Council Bluffs. Mrs. Skinner died in Ogden, Utah, where she had recently been living. She is survived by three sons, Harry of Philadelphia, Bruce of Ogden who worked as a caller at Perry at one time, and Howard of San Francisco. There are also two daughters in San Francisco, Blanche Horn and Ruth Greene.

Harold Hedlund, agent at Hawkeye-Waucoma, died suddenly while visiting relatives in Des Moines. Funeral services were held in Slater, Ia., Apr. 9. Mr. Hedlund began work for the Milwaukee in 1940 and moved to Waucoma when the

Harry M. Mickelthwait

HARRY MARTIN MICKLETHWAIT, 85, a retired locomotive engineer who was well known in the Tacoma area, died Feb. 6. Surviving are a niece, Mrs. Coral Goodale of Five Mile Lake, Wash.; a nephew, Richard F. Frost of Renton, Wash.; and cousins in Portsmouth, Ohio.

Mr. Mickelthwait was a native of Fredonia, N. Y., who signed up as an engineer at Tacoma in 1910 and was in continuous service until his retirement in 1943. A graduate of the Dana Musical Conservatory at Warren, Ohio, in his younger years he had directed the Ft. Leavenworth military band at Ft. Leavenworth, Kans., and later helped to organize the Coast Artillery Band at Tacoma, which he directed for many years in outdoor concerts in the city's parks. His late wife, who was a charter member of Tacoma Chapter of the railroad Women's Club, was also active in Tacoma musical circles as a choral director. Mr. Mickelthwait was a member of the Retired Employees Club in the Seattle-Tacoma area.



Arriving in Tomah, Wis., for the 21st annual Hiawatha Bowling Tournament Apr. 4-5, bowlers and their wives who detrained at the Milwaukee Road depot board a special bus provided for their transportation around the city. Approximately 300 employees competed in the week end event. For the story, please turn to page 22. (Picture by C. H. Dixon, Jr.)

agency at Bouton was closed.

The Iowa Division is now handling several bi-level and tri-level loads of new autos on train No. 63 daily. These loads originate at Janesville and terminate at the newly constructed unloading plant adjacent to our yards in Council Bluffs. It's quite a sight to see as many as 20 loads of this type all in one block traveling along at time freight speed!

Retired Train Dispatcher Elmer C. Wall died in the Dallas County Hospital at Perry Apr. 22. Funeral services were held in the Brooks Funeral Chapel. Elmer started his railroad career at the age of 15 and had over 50 years of service at the time of his retirement in May,



CELEBRATING HIS 92nd BIRTHDAY at home in South Sioux City, Neb., is D. W. Thompson, retired engineer. Mr. Thompson was in service 54 years, 46 of them as a locomotive engineer, before retiring in 1946. He is still active in the First Christian Church in South Sioux City.

May-June, 1964

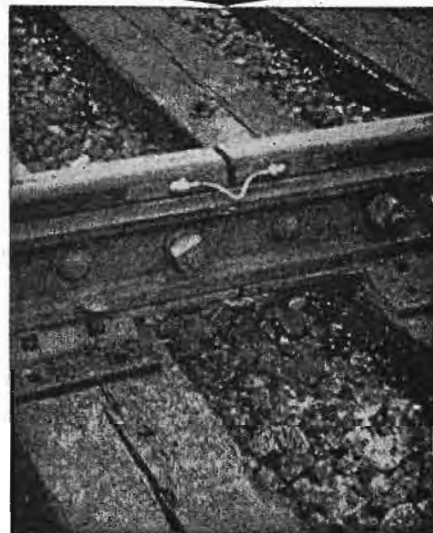
1963. His wife Anita and three daughters survive.

Conductor John Cross suffered a heart attack Apr. 28 and at this writing is in the Dallas County Hospital at Perry.

W. E. Failor, chief clerk in the superintendent's office at Perry, is home from Chicago Wesley Memorial Hospital where he had surgery on his back.

Linda Schram, a high school senior at Manilla, Ia., and granddaughter of Agent and Mrs. Fred Harvey of Bayard, is making quite a name for herself in the field of sports. Last year she became the first Iowa girl ever to place in National A.A.U. competition, coming in fifth in the 100 yard dash in Dayton, Ohio. At the National Federation meet in Houston, Tex., last year she came in third in the 100 yard and second in the 220 yard. She was 100-yard dash champion of the Midwest A.A.U., Central States, Junior Olympics, District and State girls' meets, and ranked sixth in the nation with her time

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Eagle Scout and Sponsor

Railroading is the vocational goal of Richard Thayer, son of Maurice Thayer, air brakeman on the St. Paul repair track, shown here with F. J. Kuklinski, superintendent of the Twin City Terminals, at a civic luncheon held recently for about 200 Eagle Scouts at the Leamington Hotel in Minneapolis. Mr. Kuklinski sponsored him for the luncheon, an annual affair arranged by Viking Council of the Scouts to honor boys who have attained the rank of Eagle and bring them together with men who are active in the career of their choice. Richard is a member of Troop 11 sponsored by the Hiawatha School P.T.A., for which his father is Scoutmaster. This troop currently holds the district trophy for Camping and Advancement.

of 11.2 for the 100 yard dash, and tenth best with the time of 25.8 in the 220 yard dash. This year she competed in the Drake relays at Des Moines and won the high school girls' 100 yard dash. With three other high school girls picked from the best runners of Iowa, Linda formed a team on which she ran anchor in the 440 yard relay to hand a famed Texas team their first defeat of the year. Linda comes from a Milwaukee Road family. Besides her grandfather there are proud uncles, F. L. Harvey, train dispatcher at Aberdeen, and Larry Harvey of the relay office, Perry, also a great uncle, your correspondent.

DeWayne Lewis of the Perry track forces has been on sick leave since Jan. 14. In March he entered a hospital in Des Moines for back surgery.

Two teams made up of Perry "rails" entered the Milwaukee bowling tournament at Tomah, Wis., Apr. 4-5. One team, made up of L. L. Harvey, Ralph Jacovich, Gary Adametz, Al Whitmer of Manilla, and Russell Bently of Coon Rapids, placed in each event and also in the "all events". They brought home a little cash. The other team was made up of Enginemen L. Huffman, Stan Stewart, Oliver Nead, Kenneth Laborde Jr., and Robert Fish. Oliver Nead was successful in placing and winning a share of the cash in the singles.



NORTHWESTERN UNIVERSITY RAILROAD WORKSHOP SESSION in the Chicago Union Station May 13 at which Milwaukee Road officers, headed by President William J. Quinn (seated, fifth from left), briefed graduate students and seniors in the School of Business transportation class on research and long range planning in the industry. At Mr. Quinn's right is Stanley Berge, professor of transportation, and at his left are E. O. Schiewe, vice president and general counsel, W. D. Sunter, general traffic manager, L. V. Anderson, general manager-system, and V. E. Glosup, assistant vice president operation-chief engineer. Standing third and fourth from left, are C. E. Crippen, vice president finance and accounting, and D. P. Valentine, general superintendent transportation, and at right is G. H. Kronberg, director of public relations and advertising.



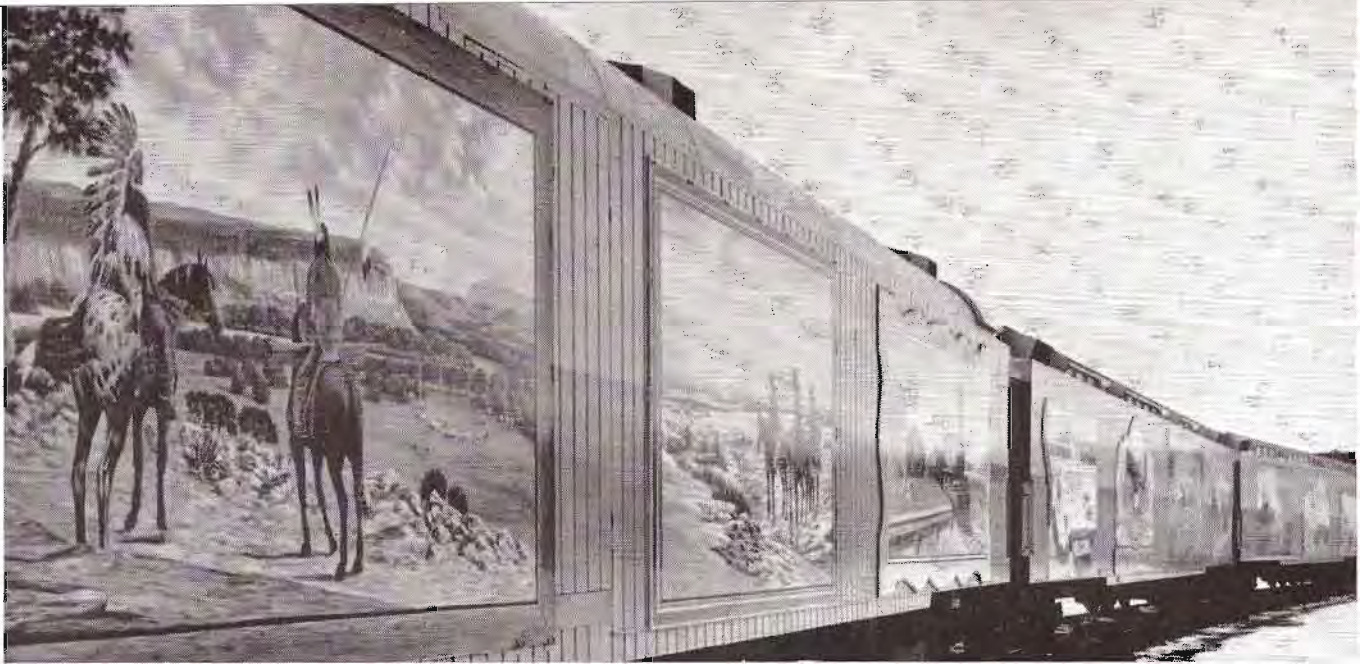
AT THE POTATO GROWERS ASSOCIATION CONVENTION in Bakersfield, Calif., a group of Milwaukee Road traffic representatives pose with the lovely Potato Queen, Miss Cheri Slikker. From left are H. R. Genereau, district freight and passenger agent, and George Neu, traffic manager, both of San Francisco; E. W. Chesterman, assistant general freight traffic manager, Chicago; Frank Donia, Los Angeles potato broker; and R. G. Graham, general agent, San Francisco.



ALL ABO-O-ARD FOR FUN! The miniature train which circles the Milwaukee County Zoo in Milwaukee makes its first run of the season over the one-mile route. During the vacation season it will operate daily. The locomotive, which was donated to the zoo by The Milwaukee Journal, is patterned after the type used in 1882 when the newspaper was founded, and numbered for that year. (Milwaukee Journal photo)



The Milwaukee Road Magazine



MONTANA CENTENNIAL TRAIN PROMOTES BIG SKY COUNTRY. Returning from the opening of the New York World's Fair, the Montana Centennial Train, a 25-car rolling museum carrying priceless memorabilia of frontier days, was on display in the Chicago Union Station Apr. 29-30 and then moved over our line for display at our station in Milwaukee during a tour of Eastern and Midwest cities devoted to celebrating the 100th birthday of the Montana Territory and promoting tourist attractions of the Big Sky Country. Aboard the train, decorated circus style with colorful panels portraying the state's history, were more than 300 Montana boosters—cowboys and cowgirls, ranchers, Indians and state officials—along with 75 horses and a collection of old time vehicles used in staging Wild West shows at the various stops. Three exhibition cars contained hundreds of rare items associated with Montana's heritage—original Russell and Remington art, a one million dollar treasure of raw gold, relics of Custer's Lost Stand, personal effects of Buffalo Bill, Wild Bill Hickok and Calamity Jane, big game trophies, Indian arts and crafts, and features of the homestead days. Among performers with the caravan were the Double M Wranglers, shown here led by lariat-swinging Montie Montana Jr., son of the famous trick riding and roping star. Montie Jr., it may be noted, was already quite a showman when he appeared as the chubby two-year-old cowpoke on the cover of the August, 1940 Milwaukee Road Mogozine (inset).



INITIATING OUR NEW AUTO UNLOADING FACILITY AT COUNCIL BLUFFS, IA., the first of 24 trucks and 60 automobiles to arrive on eight multi-level cars Apr. 4 rolls down the adjustable unloading ramp. Watching are, from left: Yard Foreman C. G. Milner, Agent H. G. Geu, General Agent R. L. Audas, Omaha, and Troinmaster D. F. Gallipo. The new service facility covers about 12 acres of land at the freight yards, in an area roughly south of Eighteenth Avenue and o projection of Third Street. Engineering features included extensive drainage, grading and blacktopping, the construction of a parking area, and the instollation of equipment to handle unloading of autos and trucks from rail cars onto highway vehicles for distribution to dealers in the surrounding area. (Council Bluffs Nonpareil photo)



RED VEST EXHIBIT at various gatherings for shipper groups held in Chicago Apr. 13-25 in connection with an intensive campaign to sell the services of our new fast freight trains, the XL Special and the Thunderhawk, featured an eight-foot enlargement of this aerial photo of our yard, industrial and trailer-on-flat car facilities in the Bensenville-Franklin Park area (see "Red Vest Campaign . . ." starting on page 4). Shown here in a northwesterly direction are: (1) retouched area indicating the location of the piggyback complex being completed this summer; (2) the Flexi-Van strip; (3) Bensenville Yard; (4) the Franklin Park Industrial District; (5) Clearing Industrial District (partially shown); (6) O'Hare Field.

