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Editor

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Briefly Noted

SIMULATED SAC RAIDS boomed through the Chicago area starting Jan. 4 when supersonic B-58 Hustlers began a series of bombing runs along a 350-mile air corridor passing over Lake Michigan. Chicago was chosen for the training mission because of its railroad and industrial complexes. The exercise is intended to make sure that bomber crews can strike enemy targets such as railroad concentrations, industrial areas and port facilities in a heavily congested area, regardless of darkness or weather conditions. The Hustlers, flying at speeds up to 1,300 miles an hour, release electronic signals that are recorded on radar equipment at the Nike sites encircling the city.

EMERGENCY RATES ON HAY SHIPMENTS for hungry livestock in winter-stricken counties of Montana and North Dakota have been granted by the Milwaukee Road, one of four lines serving those states to voluntarily lower rates to the disaster areas. Cattle and sheep losses were estimated at more than 40,000 head in Montana alone as a result of December blizzards. The action of the railroads, following requests from the governors of the two states, does not involve reimbursement by the federal government.

THREE BILLS TO AMEND THE RAILROAD RETIREMENT ACT were introduced in the House of Representatives in January. HR. 1645 would amend the Act "to eliminate the provisions which reduce the annuities of spouses of retired employees by the amount of certain monthly benefits payable under title II of the Social Security Act", HR. 1646 would provide "that the entitlement of a widow, widower, or parent to a survivor annuity may in certain cases be retained or regained after his or her remarriage", and HR. 1755 would amend

the Act as to "payment of sickness benefits in cases involving sickness which extends continuously from one benefit year into the next".

EYE OPENER. From London we hear that the British Safety Council is pleasantly surprised; that it didn't realize the nation's industrial workers had such a consuming interest in accident prevention. Ever since the council produced its latest poster stressing the need for safety glasses, it can't keep up with the demand, even though it has run off 40,000 copies. The poster shows a pretty girl wearing a pair of safety goggles and quotes her as saying "But I always wear my eye protection." Some people are protesting though, because that's all she is wearing.

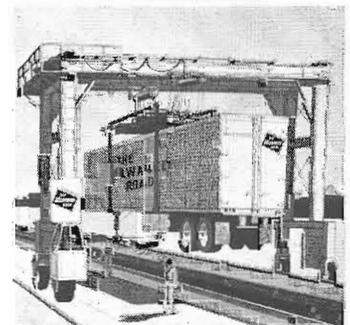
Plan Now to Support the Activities of Your Local Traffic Club During National Transportation Week May 16-22

REDUCED FURLOUGH FARES for military personnel traveling in uniform at their own expense, which would have expired on Dec. 31, 1964, have been extended by the nation's railroads to Dec. 31, 1965. The railroad action will continue round-trip reduced fares at a saving of as much as 1.9 cents per mile. Foreign military students attending military installations in the United States are also eligible for the reduced rates.

COUNTING NOSES, two Milwaukee Road suburban conductors used some ingenuity to alleviate overcrowded conditions caused by a heavy snowstorm in the Chicago area Dec. 5. Conductor C. E. Van Devanter pulled into Franklin Park with his one-car eastbound train filled to its 156 person

The Cover

Our road's new 40-ton mobile crane at Piggyback Park in Bensenville, Ill., hoists a highway trailer onto a flat car. Inspecting the installation are (from left) P. L. Cowling, assistant to president, vice president-general manager of the Milwaukee Motor Transportation Company; D. J. Kinsfather, manager of MMTC eastern operations; R. R. Miskimins, assistant vice president, MMTC; and C. E. Goldsmith, MMTC terminal manager at Bensenville.



S. W. Amour Is Appointed Director of Labor Relations



S. W. Amour

S. W. AMOUR has been appointed director of labor relations, while retaining his former title of assistant to vice president-operation. The appointment was effective Nov. 1, 1964.

Mr. Amour is a native of Terre Haute, Ind., where he began his service with the company in 1921 as a car department employe. He transferred to the operating department there before going to Chicago in 1929 to join the staff of assistant general manager. Later he was employed briefly in the superintendent's office in Green Bay, Wis., returning to Chicago on the staff of assistant general manager in 1938. He was appointed assistant supervisor of wage schedules in 1944, and became assistant to vice president in 1958.

capacity. Facing nine more stops before reaching the city, he consulted Conductor V. G. Egger who had arrived at the station with a sparsely filled two-car train heading west. The two called the dispatcher, and after getting clearance, the crews and passengers were switched—Egger's passengers were transferred to the one-car train, and Van Devanter's were transferred to Egger's.

RAIL-TRUCK-SHIP COORDINATION will be the subject of a 15-month computer study by the University of Pittsburgh under a \$125,000 research contract awarded by the Department of Commerce. The study will seek answers on how to coordinate the various modes to remove regulatory barriers and "show the way" to a more efficient transportation system, the department said.

RAILROAD PIGGYBACK TRAFFIC set another annual record in 1964 with 890,216 flat cars moving one or more highway trailers or containers for revenue hauls, the Association of American Railroads reported on Jan. 7. The 52-week total, exceeding the 797,474 loadings in 1963 by 11.6 per cent, continued unbroken a succession of new annual highs tracing steady growth of the service since first statistics were compiled in 1955.



Participating in the closing of the land sale to the post office department are (from left) R. P. Tanner, manager-real estate development, R. W. Spangenberg, corporate counsel, and E. J. Stoll, director of real estate and industrial development, with Robert B. James Jr. of Washington, D. C., post office department attorney.

Land Sale Closed for Site of New Terminal Post Office in Milwaukee

EXERCISING an option to participate in the urban renewal planned for downtown Milwaukee, Wis., the federal government acted on Dec. 8 to purchase from the Milwaukee Road almost 14 acres of railroad property for the site of a major terminal post office.

At the ceremony formalizing the sale, the Road received from the post office department checks totaling \$1,512,400 in exchange for a four-page deed to the tract of land bounded by West St. Paul Avenue and the Menomonee River, between N. Plankinton Avenue and the

site of our new passenger station now under construction on Sixth Street.

The closing of the purchase climaxed three years of effort involving Milwaukee community leaders, city, county and state government officials, members of Congress, officers of the railroad, postal officials and others in the redevelopment plan known as "Project Milwaukee". As has been reported periodically in this magazine during that time, land clearance for the post office site has already triggered the relocating of the Road's Fowler Street freight handling facilities in a new \$1 million freight house complex at Reed Street Yard, and the construction of the new passenger station to replace the historical station at 3rd and Everett Streets. Other property redevelopment occasioned by the land sale is expected to result in the beautification of a large area in the downtown section.

The post office department has announced that architectural plans for the post office are being prepared by the Milwaukee firm of Miller & Waltz, and that bids for foundation work would be opened on Jan. 6. The construction schedule calls for having the \$21,400,000 building finished in the summer of 1967.



"You will take a trip,—soon!"



Harvey J. Klind, upholstery and paint foreman (left), is congratulated on his appointment to the chairmanship of the Supervisors Safety Committee by G. J. Bilty, general passenger shop foreman. The signs on display were suggested by supervisors and workmen to serve as reminders of the safety campaign.

THE ***NEW LOOK IN SAFETY*** **on Car Programs at Milwaukee Shops**

In connection with our road's new car rebuilding programs at Milwaukee Shops, safety planners have established new procedures for incorporating safe working practices in production, the better to conform with projects underway.

Mindful that advancements in technology require stressing anew the importance of proper working habits even to men in the experienced group, car and safety department officers under the direction of Chief Mechanical Officer F. A. Upton and Superintendent of Safety A. W. Shea recently initiated a program which makes possible a closer scrutiny of safety measures applying to each job situation.

The new approach, developed in conjunction with District Safety Engineer

F. J. Ladwig, emphasizes the individual supervisor-workman relationship in safety education through the Rule of the Day program and day-to-day contact with safety committeemen. Departing from the former system of holding centralized safety meetings, small personalized gatherings have been introduced at which all phases of projects in work are analyzed and discussed, thus providing the men engaged in them with the opportunity to make recommendations for doing the job efficiently and safely.

The program is being spearheaded in the various shop areas by a Supervisors Safety Committee formed under Harvey Klind, upholstery and paint foreman, as chairman, and Alan Davey, freight shop foreman, as vice chairman.

Other members of the committee are Passenger Truck Foreman Jerry Wendt, Woodmill Foreman Cliff Rammelt, Air Brake and Steam Fitting Foreman Bob Winter, Blacksmith Foremen Frank Hense and Arnold Grube, and Freight Shop Foremen Matt Plamenig and Ray Laszkiewicz.

The responsibilities are shared by various subcommittees, with one functioning solely to develop proper attitudes toward safety among new employees. Another subcommittee analyzes all injury reports. To fit realities to injury situations, all are reconstructed, the causes ferreted out, and then discussed at the safety meetings. Reports of the findings to the chairmen and management include recommendations made by the men to prevent recurrences.

At a meeting of the Supervisors Safety Committee conducted by Chairman Harvey Klind (left) and District Safety Engineer F. J. Ladwig, discussion centers on the placement of the new Safety First signs throughout the shops. Seated are (front, from left) Freight Shop Foreman Matt Plamenig, Blacksmith Foreman Arnold Grube, Truck Shop Foreman Jerry Wendt, (rear, same order) Air Brake and Steam Fitting Foreman Bob Winter, Woodmill Foreman Cliff Rammelt, Blacksmith Foreman Frank Hense and Freight Shop Foreman Alan Davey (vice chairman).



▲ Freight Shop Painter Foreman Ralph Midgley (right), conducting a safety meeting, reads the Rule of the Day. Attending are, left to right: E. L. Watkins, J. J. Biksacky, L. Tyska, C. T. Thiess, F. W. Galbrecht, M. Czarnecki, W. A. Brown, J. Braun, E. Pickett, L. M. Schulte, G. R. Janiak, F. R. LaRosa and R. Moschetz.

◀ Freight Shop Foreman L. Shulta (right) observes the safe movement of a center sill sub-assembly into position on the "stretch" box car program line. Assisting are Welders Marko Bodovinac (left) and John Farence.

The program is dramatized by an extensive promotional campaign employing signs, posters and slogans, which is handled by still another sub-committee. Each shop also displays its safety record, which has given rise to a spirit of competition for the best showing.

Cooperation with the new system has been wholehearted, the supervisor committeemen report. During the several months it has been in progress, the results were reflected by a marked reduction in employe injuries.

Shop Painters Jack Schweitzer (left) and Charles Rintelman touch up the safety sign at the entrance to the freight car shop.





RANKING SAVINGS BOND PURCHASERS RECEIVE MINUTE MAN CITATIONS



Assistant Comptroller H. C. Johnson (right) accepts the Minute Man flag for the finance and accounting department employees in the Fullerton Avenue office building from Harold Stone, Chicago area manager for the Savings Bond Division of the Treasury.

The all-out cooperation of the Milwaukee Road family with the United States Treasury Department Savings Bond program for 1964 has been recognized with citations to six employe groups who made outstanding contributions to our company's campaign.

The recognition followed the presentation to the Road of a Minute Man Flag and certificate—the Treasury's highest tribute to support in this field—for the system-wide performance in which 52.1 per cent of all employes became payroll savers. The record was the best achieved by any western railroad. President William J. Quinn, who had served on the U. S. Industrial Payroll Savings Committee as chairman of the drive on American railroads, accepted the awards for the Milwaukee family (see the November-December '64 issue of *The Milwaukee Road Magazine*).

The groups honored individually were employes in the Chicago-Fullerton Avenue office building, Milwaukee Shops, and on the Aberdeen, Rocky Mountain, Coast, and the Iowa, Min-

nesota & Dakota Divisions. Each received a Minute Man flag and a certificate signed by Secretary of the Treasury Douglas Dillon for a better than 50 per cent participation in the purchase of government bonds.

The flag and certificate commending employes in the Fullerton Avenue offices were presented to H. C. Johnson, assistant comptroller, on Dec. 8 by Harold Stone, Chicago area manager for the Savings Bond Division of the Treasury. In the drive conducted under Mr. Johnson's direction, 75 per cent of the financial and accounting department employes in the building became bond purchasers.

F. A. Upton, chief mechanical officer, accepted the flag and certificate for employes at Milwaukee Shops, of whom 59 per cent subscribed. At the presentation ceremony on Dec. 16, Jack F. Milward of Milwaukee, area manager of the Savings Bond Division, observed that the occasion marked only the second time in three years they had been awarded to a business firm in the group of southeastern Wisconsin counties which

he represents.

Employes on the IM&D Division, who exceeded the participation goal with a record of 57 per cent, were honored at Austin, Minn., Dec. 11 when Superintendent L. H. Walleen accepted the awards on their behalf. The citations were presented by Roland H. Muller of Minneapolis, area manager for the Bond Division of the Treasury, at a ceremony in Mr. Walleen's office attended by the chairmen of the city and county bond drives.

The contribution of the Aberdeen Division to the Treasury effort was recognized at a division staff meeting in Aberdeen headquarters Dec. 10. Superintendent J. J. Nentl represented the employes as the flag and certificate were presented by William H. Zick of Sioux Falls, South Dakota area manager for the Savings Bond Division. The drive on the Aberdeen Division resulted in 54 per cent of all employes signing up for bonds.

The Rocky Mountain Division, which achieved a participation of 53 per cent, was honored at a ceremony in Deer



F. A. Upton, chief mechanical officer (right), receives the Minute Man certificate awarded to Milwaukee Shops employes from Jack F. Milward of Milwaukee, area manager of the Treasury Bond Division. Holding the flag are the local chairmen of labor organizations represented at the shops. Left to right: Ernest Scott, of the Firemen and Oilers; John Drumel, Sheet Metal Workers; Clarence Waldow, Electricians; John Beno, Machinist Helpers; George Winter, Blacksmiths; Charles Anstey, Boilermakers; and Frank Balisteri, Machinists.



Scene in the office of L. H. Walleen, superintendent of the IM&D Division (second from right), as he accepted the Minute Man flag on behalf of employes from Roland H. Muller of Minneapolis, area manager of the Savings Bond Division of the Treasury (left). Participating in the ceremony are A. L. Sponberg, vice president of the First National Bank of Austin (right), Savings Bond chairman for Mower County, and A. H. Haakenson, president of the Austin State Bank, chairman of area district No. 9.

Lodge, Mont., at the close of a staff meeting Dec. 8. The awards were presented to Superintendent M. T. Sevedge by E. B. Ulberg, state director of the Treasury Bond Division, who pointed out that only once before had they been conferred on a Montana firm, and that the Milwaukee Road was the only company in the state to qualify for them last year.

The Minute Man awards earned by employes on the Coast Division were presented to Superintendent N. H. McKegney by James B. Matthews, deputy state director for Washington, Savings Bond Division of the Treasury, at a meeting in the Tacoma headquarters of-

the nation's railroads, the Coast Division contributed to the Milwaukee's creditable showing with a 50 per cent subscription to payday bond purchases. At the close of the 1964 campaign our railroad ranked second among major railroads which had supported the campaign.

Superintendent J. J. Nentl (center) receives the Minute Man awards for employes of the Aberdeen Division from William H. Zick of Sioux Falls, South Dakota area manager for the Treasury Savings Bond Division (right). Holding the certificate is Ellsworth Karrigan, associate editor of the Aberdeen American News.



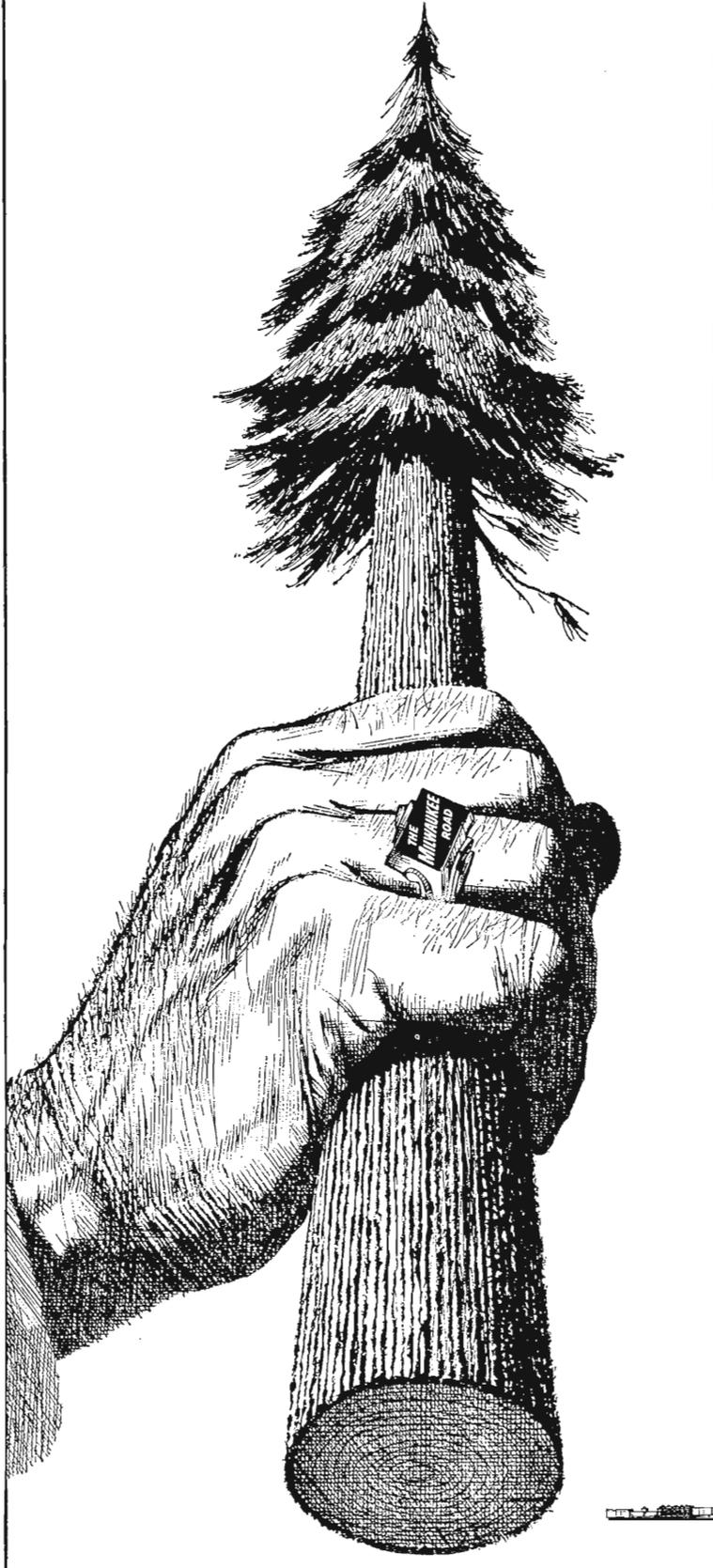
The citation of Coast Division employes is presented to Superintendent N. H. McKegney (center) by James B. Matthews, deputy state director, Savings Bond Division of the Treasury. Representing the employes is Carole Coe, secretary.



Superintendent M. T. Sevedge (left) and E. B. Ulberg, state director of the Treasury Bond Division for Montana, display the Minute Man flag awarded to employes on the Rocky Mountain Division.



THE MILWAUKEE ROAD'S "CREATIVE CREWS" IN ACTION FOR THE FOREST PRODUCTS INDUSTRY



The attention of shippers and the general public will be directed to the Milwaukee as the railroad of "creative crew" service throughout 1965 by an extensive advertising program based on a unique "ring" theme.

Sounding an alert to the campaign, a descriptive brochure was sent to shippers with the suggestion, "Want to improve your shipping? Give the Milwaukee Road's 'creative crews' a RING!"

The program will feature a series of advertisements portraying examples of "creative crews in action"—teamwork approaches of Milwaukee employes to the elimination of shipping and marketing problems. Each advertisement will deal with a leading industry which has benefited from the application of creative thinking to its specific requirements, and equipment and services available in that field which mean business for the shipper and the railroad.

The "guiding hand" of creative crews at work will be identified with the services by a large hand

"CREATIVE CREW" ADVERTISING FEATURES NEW "RING" THEME

wearing a signet ring which carries the Milwaukee Road's rectangular insignia. Together, the hand and ring symbolize the strength and capabilities of the railroad. In each instance, the advertisement will show the hand in relationship to the product of the featured industry.

Lending emphasis to the "ring" motif, a ring identical to that in the advertisements has been furnished to officers of the company, the traffic department sales force, and a number of supervisors at key locations who work closely with shippers and receivers of freight. The ring, sterling silver with the insignia imposed in red jeweler's enamel, is to be worn constantly, for the purpose of stressing "the ring's the thing" idea to transportation users.

The program was launched with an advertisement featuring the forest products industry as one of many to benefit from studies of its operations ("New 'Speed-Up' From Timberland to Market!"). Highlighted among the results were new and rebuilt cars with extra wide doors for easy loading, and the development by the Milwaukee of the Forest Products Center in Franklin Park, Ill., which permits

(Continued at right, below)

The railroad of "Creative Crews"



SERVING 14 STATES

Year-End Review of 1964 Operations



The continuing growth of movements of new automobiles on bi-level and tri-level cars resulted in a 25 per cent revenue increase in this type of traffic on the Milwaukee Road in 1964. This multi-level loading was photographed at Bensenville Yard.

"A GOOD year for traffic, but only a moderate one for earnings", is how Daniel P. Loomis, president of the Association of American Railroads, characterized the profit picture of the nation's railroads at the end of 1964.

The results of operations on the Milwaukee Road, as announced by President William J. Quinn on Jan. 28, reflected this economic trend. Net income for 1964 reached \$5,314,801, or only \$78,783 less than the substantial gain achieved in 1963, notwithstanding higher operating expenses and market conditions which slowed grain movements in the last quarter of the year.

Largely because of higher wages and

related costs, the railroad's over-all operating expenses were \$184,768,170, compared with \$177,182,235 in 1963. Wage increases, fringe benefits and related expenses including higher payroll taxes, accounted for more than \$6 million of the difference. In addition, all of the severance pay to firemen under the national arbitration award, amounting to about \$650,000, was absorbed in 1964 expenses, in accordance with Interstate Commerce Commission directives.

On the credit side of the ledger, operating revenues increased \$5,090,909 during the year, for a total of \$228,238,802, compared with \$223,147,893 in 1963.

lumber companies and related industries grouped together to gain sales and distribution advantages.

This advertisement was followed by one describing concepts of service developed for moving automobiles to dealers via railroad and highway ("Putting Automobiles on the Road by Rail!"), such as specially designed auto-carrying equipment, large capacity box cars to handle basic automotive raw materials and parts, and rail-highway transfer facilities located strategically along the railroad.

Others in the series ready for release feature special procedures traceable to creative crew initiative which have helped to solve problems for shippers

of tractors and other large farm machinery often in the "hard to handle" class, and methods introduced to provide safer, smoother handling of commodities susceptible to damage, such as canned goods and paper stock.

Looming large in the overall picture of service innovations—more and better cars, better protection against shipping damage, improved loading and unloading facilities—are stepped-up train schedules. The advertisements emphasize that the Milwaukee's XL Special and Thunderhawk provide the fastest freight service between Chicago and the Pacific Northwest.

Tying in with the program, a new condensed fast freight schedule was

Mr. Quinn stated that the movement of new automobiles, even in the face of last fall's work stoppage in the automotive industry, was up sharply from 1963 and contributed to the encouraging increase in gross revenues. Other contributing factors were the steady growth in piggyback traffic, and in livestock, forest products, iron and steel, and manufactured products. He said that grain production was good in 1964, and expressed the opinion that much of the carryover now in storage will move this year.

Commenting on the greater volume of traffic in new motor vehicles on bi-level and tri-level cars, he said that an increase in the number of carloads handled, together with the fact that more of the loads move longer distances than formerly, resulted in a 25 per cent revenue increase in this one type of traffic alone.

The year-end report showed operating revenues in the fourth quarter of \$58,928,434, compared with \$59,195,053 during that period of 1963, and operating expenses of \$47,766,695, compared with \$43,952,733 a year earlier. Net income for the quarter was \$3,571,201, compared with \$6,370,823 in 1963.

The last three months of the year, which are normally among the road's most profitable, were affected not only by the off-pattern grain movement and by work stoppages in the automobile industry, but also by the absorption of the retroactive wage adjustments and fringe benefits.

Mr. Quinn said he views the year ahead with considerable optimism. He attributed his outlook largely to present traffic trends and the growth aspects of the economy as a whole.

published for the use of shippers, together with a reference folder about piggyback service which contains a list of the more than 1,000 pickup and delivery points served by the Milwaukee. As the program progresses, the advertisements will continue to be augmented by direct mailing pieces to shippers.

Starting in January, the advertisements were scheduled to appear serially in national and trade magazines and newspapers. Magazines which will carry them include "Newsweek", "U. S. News & World Report", "Business Week", "Transportation & Distribution Management", "Handling & Shipping", "Railway Age", "Traffic Management" and "Traffic World".



A detailed explanation of the Road's corporate finances is presented at the operating department staff meeting by C. E. Crippen, vice president-finance and accounting.

Operating Department Holds Staff Meeting

TOPICS ranged from the technical and specialized to the broadest aspects of operation—from car rebuilding and corporate finance to snow plows and safety—when 100 supervisors met at the operating department staff meeting, held on Dec. 1-2 at the Knickerbocker Hotel in Chicago.

Current problems were discussed, suggested solutions were proposed, and significant new trends and developments were covered in detail during the comprehensive, full-day working sessions.

Throughout the meeting, the basic underlying theme was the need for continued effort in increasing efficiency, holding down or reducing costs and improving operations at a time when the Milwaukee—as well as all other railroads—is faced with increases in operational costs in a competitive market.

Since problems must be realistically understood before they can be solved, the meeting devoted considerable time to a study of the economic factors and financial elements of our operation.

C. E. Crippen, vice president-finance and accounting, discussed at length our economic facts of life: fixed costs and financial obligations; rises and declines in expenditures, budgets and expenses; the underlying reasons for certain fi-

nancial limitations; and other aspects of corporate finance.

He used a blackboard in illustrating figures of past and current years so that those attending the meeting could get a clear, knowledgeable idea of what's actually been happening over a period of years, in terms of whether a given item has been going up, down or holding steady.

President William J. Quinn summarized the overall outlook for our company, pointing out problem spots that need attention as well as the basically favorable outlook ahead for the national economy, the railroad industry and the Milwaukee Road.

Although we have certain current problems that need attention, Mr. Quinn reported, we needn't be pessimistic just because some problems exist. There also are successes, he noted, singling out in particular the remarkable, virtually overnight success of the XL-Special and Thunderhawk freight trains. When the full picture is considered, with successes that more than counter-balance difficulties, we have reason to be optimistic, in Mr. Quinn's opinion.

F. G. McGinn, vice president-operation, presided at the meeting and in his talks emphasized the need for in-

creased, continuing attention to improving service, operational economy, time and material savings, damage-free handling and other things that, directly or indirectly, give shippers greater incentive to increase traffic on our line.

Several of the speakers on the program — including L. V. Anderson, general manager; V. E. Glosup, assistant vice president-operation and chief engineer; D. P. Valentine, general superintendent of transportation; and J. A. Jakubec, assistant to the vice president-operation — reinforced this message and discussed in detail what needed to be done.

Attention was given, for example, to the need for special care in handling certain shipments, including expensive products; shipments that are especially heavy, wide, high or over-hanging, with mobile homes as an example of this; or fragile products.

Care in handling, in control of switching speed, inspection and other ways are means by which we can reduce loss-and-damage claims, various speakers pointed out, and thereby have more satisfied shippers, more traffic and a direct benefit on profit levels in our operation.

More care and effort, on a continuing

basis, must also be given to improving safety and reducing the number of accidents and injuries, to fire prevention, in making tests and in other areas of operation. This need was outlined by several speakers, including A. W. Shea, superintendent of safety, R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service, and others on the program.

Sales outlook and results were also touched on during the meeting. W. W. Kremer, vice president-traffic, appeared before the group to discuss what is being done, and can be done, to increase our volume of traffic. He particularly noted the success of our automobile transport

traffic on bi-level and tri-level cars.

In a somewhat similar vein, P. L. Cowling, assistant to the president and vice president-general manager of the Milwaukee Motor Transportation Company, reported on the continuing rise in volume and profitability of TOFC traffic.

The supervisors at the meeting also went into many technical aspects of operation. For example, D. L. Wylie, communications engineer, told of our expanding hot box detector network. Chief Mechanical Officer F. A. Upton and his staff reported on and showed colored slides of the car rebuilding work being done at Milwaukee Shops.

Mr. Glosup did the narration from the floor during a showing of a color movie on the design, building and operation of the rotary snow plow, while another movie titled "Science Rides the High Iron" illustrated advances in the technology of the railroad industry.

Many other subjects were part of the program, as speakers and their staff members touched upon as many as could be covered during the meeting. Requirements for rail, maintenance, labor relations, highway equipment, signals and other subjects were among those discussed at daily sessions that ran well overtime on both days, so that as much could be included as was possible.

F. G. McGinn, vice president-operation, presides at the staff meeting. Others at the table are, left to right: D. O. Burke, assistant general manager; J. A. Jakubec, assistant to vice president-operation; F. A. Upton, chief mechanical officer; W.

W. Kremer, vice president-traffic; V. E. Glosup, assistant vice president-operation and chief engineer; and D. P. Valentine, general superintendent transportation.



APPOINTMENTS

Office of President

Effective Jan. 1, 1965:

At a meeting of the board of directors on Dec. 17, J. T. Taussig was elected secretary, to succeed J. J. Roche, retired.

Miss G. E. Pottinger was elected assistant secretary, succeeding Mr. Taussig (see article elsewhere in the Magazine).

Effective Nov. 1, 1964:

W. W. Rogers is appointed staff assistant to president with responsibilities involving the expansion of personnel, recruitment, training and development. The position of special representative to vice president-finance and accounting formerly occupied by Mr. Rogers is abolished.

Operating Department

Effective Nov. 1, 1964:

January-February, 1965

S. W. Amour is appointed assistant to vice president-operation and director of labor relations (see article elsewhere in the Magazine).

Effective Jan. 1, 1965:

J. J. Nentl, acting superintendent of the Aberdeen Division, is appointed superintendent of that division with headquarters at Aberdeen, S. D.

Effective Jan. 16, 1965:

F. B. Cedarholm, trainmaster at Othello, Wash., is appointed trainmaster at Davenport, Ia.

Traffic Department

Effective Dec. 1, 1964:

E. C. Lange, assistant to passenger traffic manager, is appointed office manager to vice president-traffic, Chicago.

B. F. Fuechtmann, chief clerk to pas-

senger traffic manager, is appointed assistant to passenger traffic manager, Chicago.

W. V. Dilworth, general agent, Los Angeles, is appointed assistant traffic manager, San Francisco.

R. G. Graham, general agent, San Francisco, is appointed general agent, Oakland, Calif.

W. H. Stiyer, station passenger agent, Chicago, is appointed city passenger agent, Chicago.

Effective Dec. 16, 1964:

D. H. Parker, general agent, Salt Lake City, Utah, is appointed general agent, Los Angeles.

R. E. Hollingsworth, district freight and passenger agent, Sacramento, Calif., is appointed general agent, Salt Lake City.

H. R. Genereau, district freight and passenger agent, San Francisco, is appointed general agent, Sacramento.

J. F. Ricken, city freight and pas-

(Continued on page 12)

Unit Grain Trains in Shuttle Service; Movements Handled to Buffalo Mills



Supervising the loading of the first unit grain train—in below zero weather—are (left to right) F. J. Kuklinski, superintendent of the Twin City Terminals, St. Paul; J. E. Shannon, general agent, Duluth; and Trainmaster R. H. Stewart, Duluth.

UNIT trains of grain began regular shuttle service over the Milwaukee Road the evening of Jan. 8 when 51 covered hopper cars loaded with 5,000 tons of wheat left Superior, Wis., for Buffalo, N. Y.

Following the route established for the service, the train moved over the Milwaukee as far as Chicago and over the Chesapeake & Ohio to Buffalo, where it arrived about 48 hours later.

The wheat was loaded for the Pillsbury Company at the Farmers Union Grain Terminal Association elevators in Superior, and moved directly to the Pillsbury Mills in Buffalo. After the cars were unloaded the train was re-

turned to Superior for another unit movement.

The schedule calls for a seven day turnaround with stops only for service. Fast movement as a solid block of cars, without need for intermediate switching and other time-consuming operations, makes possible the rate reductions which have popularized unit train operations in bulk commodities.

The initiation of the service attracted attention in Superior-Duluth as the first unit grain movement using covered hoppers to leave the twin ports. All of the 51 cars to be used in the operation are of Milwaukee Road and Chesapeake & Ohio ownership.



On the movement from Chicago to Buffalo, N. Y., over the Chesapeake & Ohio, the unit grain train passes through the C&O yards in Detroit, Mich. All of the cars in the unit service are of Milwaukee Road and C&O ownership.

A number of unit trains of grain were handled by the Milwaukee in 1964 after special rate reductions became effective in January. The unit tariff set up by the Road applies to the movement of grain from elevators in the Duluth-Superior and Minneapolis-St. Paul areas to mills in Buffalo, and is particularly attractive to shippers during the period when the freeze-over of the Great Lakes holds water transportation at a standstill. All of the railroads between Chicago and Buffalo are parties to the Milwaukee's tariff.

The reduced rates apply only to solid grain trains of at least 4,950 tons moving from a single shipper at a single point of origin to a single consignee in Buffalo. Included in the provisions are 24 hours free time for loading as well as for unloading. While the reduced rates now apply only on wheat, steps have been taken to include barley and rye in such movements in the near future.

Under present arrangements for the service, the Milwaukee anticipates handling a number of grain trains for the Pillsbury Company before the start of the lake shipping season in mid-April, and similar movements for other shippers.

APPOINTMENTS

(Continued from page 11)

senior agent, San Francisco, is appointed traveling freight agent, San Francisco.

Effective Jan. 1, 1965:

D. A. Keller, manager of rail-highway sales, Chicago, is appointed assistant traffic manager, Chicago.

W. A. Zimmerman, district representative rail-highway sales, Chicago, is appointed manager, rail-highway sales, Chicago.

J. B. Cunningham, district freight and passenger agent, Washington, D. C., is appointed general agent, Washington, D. C.

C. E. Martinson, city freight agent, Minneapolis, is appointed traveling freight and passenger agent, Washington, D. C.

W. R. Hayghe, city freight and passenger agent, Boston, Mass., is appointed city freight agent, Minneapolis.

R. W. Regan, chief clerk to general agent, Boston, is appointed city freight and passenger agent, Boston.

T. E. Wallner, city freight agent, Chicago, is appointed district representative rail-highway sales, Chicago.

P. J. Malo, district freight and passenger agent, La Crosse, is appointed

Dial Telephone System Extended to Austin, Minnesota, Region

THE speed and efficiency of direct long distance dialing has been extended to a new regional area by the installation of an automatic switchboard at Austin, Minn., the latest link in the expanding dial telephone network used by our road.

When the Austin switchboard went into operation on Jan. 14, it connected our offices in Marquette, Mason City, Spencer and Sioux City, Ia., plus Canton, Sioux Falls and Mitchell, S.D., with the company system.

Calls between these cities are handled automatically by the Austin switchboard, but calls from distant points are first routed through the automatic switchboard in Minneapolis. To call from Chicago, for example, the Minneapolis number is dialed first and then the number for Austin. If another city in the Austin dialing region is wanted, then this number is dialed after the first two.

The extension of direct dialing to Austin is the latest addition to the system that was first put into service in August, 1959, linking Chicago, Milwaukee and Madison. In the years since, this network has been extended to Janesville, Wis., the Twin Cities, Perry and Ottumwa, Ia., Kansas City, Omaha and Savanna, Ill.

In conjunction with the new switchboard, carrier telephone equipment was installed to provide an additional circuit between Austin and Minneapolis, and between Austin and Spencer.

The installation of the new facilities was performed by personnel of the signal and communications department, headed at Austin by Supervisor W. J.

Assistant Communications Engineer R. N. Hettrick places the first call over the new dial telephone switching system at Austin, Minn., as E. F. Rowekamp, electronics supervisor, looks on. Mr. Rowekamp was in charge of the installation work.



Cassidy. Electronics Supervisor E. F. Rowekamp was in charge of the project, directing Special Linemen A. Flones and R. J. Lenz in the installation work. They were assisted by Division Lineman E. W. Anderson, who has the responsibility for maintaining the new switchboard, now that it is in operation.

Preliminary planning for the project had been in process for several years under the direction of D. L. Wylie, communications engineer. When authorization to proceed with the installation was given in early 1964, R. N. Hettrick, assistant communications engineer, was assigned to complete the plans and do the required engineering.



E. F. Rowekamp, electronics supervisor (left), discusses details of the new automatic dial telephone switchboard with R. J. Lenz, special lineman.

district representative rail-highway sales, Milwaukee.

G. T. Sims, traveling freight and passenger agent, Minneapolis, is appointed district freight and passenger agent, La Crosse.

Effective Jan. 16, 1965:

K. W. Snyder, chief clerk at Davenport, Ia., is appointed city freight agent, Chicago.

Effective Feb. 1, 1965:

D. W. Cooksy, assistant to freight traffic manager-sales and services, is appointed division freight and passenger

agent, Davenport, Ia., following the retirement of C. P. Cassidy.

S. J. Monroe, traveling freight and passenger agent, Buffalo, N. Y., is appointed assistant to freight traffic manager, sales and service, Chicago.

R. M. Mortenson, city freight and passenger agent, Sioux City, Ia., is appointed traveling freight and passenger agent, Buffalo, N. Y.

W. L. Jurus, freight rate analyst clerk, Chicago, is appointed city freight and passenger agent, San Francisco.

F. G. Johnson, chief clerk, Omaha, is appointed city freight and passenger agent, Sioux City, Ia.

The Milwaukee Motor Transportation Company

Effective Jan. 1, 1965:

E. A. Solvie, assistant to general superintendent transportation, is appointed manager of piggyback services with headquarters in Chicago.

W. V. Johnson, assistant district representative rail-highway sales, Chicago, is appointed district representative rail-highway sales, Chicago.

Effective Jan. 16, 1965:

G. A. Bethke, acting terminal manager, is appointed terminal manager at St. Paul.



John J. Roche Retires as Secretary; Succeeded by J. T. Taussig

JOHN J. ROCHE, secretary of the company since 1952, retired Dec. 31 after having been with the Road almost 46 years.

He was succeeded by J. T. Taussig, assistant secretary of the company. Gertrude E. Pottinger was elected assistant secretary to succeed Mr. Taussig.

Mr. Roche, who is a native of Carrollton, Ill., started in Chicago in 1919 as the secretary to corporate chief engineer during federal control of the railroads. Subsequently he served on various supervisory positions in the finance and accounting department. He became assistant secretary of the company in 1951, and was elected secretary on Sept. 10, 1952.

Before retiring at the close of the year, he was honored by a large number of company officers at a luncheon in the Chicago Club. Hosts for the occasion were President William J. Quinn and Leo T. Crowley, chairman of the company's finance committee. Tributes paid to him included a resolution adopted by the board of directors to express their wishes for many years of happiness and appreciation of his loyal and efficient service, "marked by a devotion to the interests of the company and active cooperation with other officers and employees . . . in working with his associates and others he established an enviable reputation for integrity, fairness and sound judgment."

Mr. Roche and his wife will continue to live in their present home in Elmhurst, Ill. They have two sons, James M. of Deerfield, Ill., an assistant vice president of the Continental Casualty Co., and John Jr. of Chicago, assistant cashier of the River Forest (Ill.) State Bank & Trust Co.

Mr. Taussig, who was elected secretary of the company, is a graduate of Lake Forest College who did graduate work at Harvard and De Paul Universities before starting with the Road in Chicago in 1949 as a statistician. He transferred to the operating department the year following to handle contract work, and had been assistant secretary since 1951.



J. T. Taussig

Gertrude Pottinger

Miss Pottinger, his successor as assistant secretary, has been with Road since October, 1950, coming from the Chicago Great Western, where she was employed in the traffic department and office of the president and secretary, and as head of the pass bureau. All of her service with the Milwaukee has been in the secretary's office.

H. W. Kirch Retires From Chicago Freight Claim Post

H. W. KIRCH, retiring as assistant general freight claim agent on Jan. 31, was honored by his associates in the Chicago-Fullerton Avenue accounting center at an office get-together and luncheon attended by his wife and son. The tribute included many gifts from well wishers.

Mr. Kirch's career with the Road, all in freight claim matters, was marked by many contributions to the improvement

of procedures. Advancing through various positions in the department, he became assistant freight claim agent in October, 1949, was promoted to freight claim agent in March, 1952, and appointed assistant general freight claim agent in April, 1959.

Among his Milwaukee associates and freight claim men of other roads, Mr. Kirch was known for his service on various committees of the Freight Claim Division of the Association of American Railroads, and for his participation in the affairs of the Chicago and the Northwestern Claim Conferences.



H. W. Kirch (left) accepts the good wishes of E. O. Schiewe, vice president and general counsel.

New Control System Improves Crossing Protection Signal Operations



P. V. Mather, assistant engineer-signals, W. E. Fuhr, assistant chief engineer signals and communications, and C. L. Imhauser, supervisor signals and communications (left to right), inspect a rail-mounted transducer installation, the basis of the new switching area crossing control system. This particular installation is in service at Bensenville, Ill.

A NEW signal control system which originated on The Milwaukee Road has solved a long-time railroad problem in switching areas—how to prevent the unnecessary operation of automatic grade crossing protection signals when a switch movement stops short of a crossing, and how to reactivate them when movement starts up again in the same direction.

A project initiated in the department of W. E. Fuhr, assistant chief engineer signals and communications, as the result of a "creative crew" proposal from P. V. Mather, assistant engineer-signals, provided the solution. H. P. Warren, assistant engineer-signals, collaborated with Mr. Mather on the development of the new system, which was designed with the cooperation of the Servo Corporation of America in Hicksville, N.Y.

This system activates and maintains crossing protection, *but only when necessary*. The SERVOTRIP Switching Area Crossing Control, as it is called, utilizes for this purpose the versatility of the SERVOTRIP magnetic transducer originally developed in connection with hot box detectors. Experience with the detector installations on our railroad opened up the application of transducers to this new field. Incorporated in the

system are wheel sensing, directional, and timer-control units.

The transducer is a rugged rail-mounted device encased in epoxy resin which affords high voltage insulation from the rail as well as protection from weather conditions which often cause interruption of conventional track circuits. Other advantages of the system include extreme simplicity, reliability, and features which make operation by unauthorized personnel improbable. This is the principle on which it works:

The first wheel of an engine or a car moving over a pair of transducers in the direction of the crossing initiates the signal control and starts the operation of the timer-control unit, which is set to a predetermined time interval. Each wheel passing in the direction of the crossing resets the timer to zero, and as long as a wheel passes at least once in the predetermined time, the crossing protection signals will continue to operate. But if wheel movement stops, the system relinquishes control upon the expiration of the timeout. Should movement recur toward the crossing, the system is reactivated by the first wheel moving past the transducer combination. If movement occurs *away* from the crossing, the system remains inactive.

The design is a "building block" type which can be extended economically to an unlimited number of tracks with the use of additional wheel sensing units and transducers. A small size signal case adequately accommodates an otherwise complex installation.

The system is applicable not only to switching areas, but to industrial crossings, and as an auxiliary to conventional track circuits. The installations in service on our railroad—at Milwaukee, Wis., Cedar Rapids, Ia., and Bensenville and Elgin, Ill.—have proved reliable and efficient in providing proper controls at those locations.

Marie Griffith, Chicago Union Station Information Bureau Manager, Retires

THE last day of 1964 marked the close of a career unique among women associated with railroading as Mrs. Marie Griffith retired from the complex duties of manager of the travel information bureau in Chicago's Union Station. Hun-



C. C. Dilley, passenger traffic manager, was one of many Milwaukee Roaders who extended good wishes to Mrs. Marie Griffith as she left the working scene.

dreds of Milwaukee Roaders were represented in the outpouring of wishes for health and success induced by the termination of her long service to the traveling public.

The Union Station bureau, serving four railroads and all connecting lines, is one of the busiest in the country. Mrs. Griffith started there as a clerk shortly after the station was completed in 1925 and was appointed manager in 1942, just six months after the United States entered the second World War. During the war years she supervised a force

R E T I R E M E N T S

The following employes' applications for retirement were recorded during November-December 1964

General Office & System Employes

Gardner, A. U. Office Manager. . . Chicago, Ill.
 Kirch, H. W. Asst. Gen. Frt. Claim Agent. . . " "
 Murphy, Leona A. P.B.X. Operator. . . Seattle, Wash.
 Roche, J. J. Secretary. . . Chicago, Ill.
 Rosier, Mabel G. Clerk. . . " "

Chicago Terminals

Carlson, Anna K. Clerk. . . Bensenville, Ill.
 Diaz, L. Sec. Laborer. . . Franklin Park, "
 Dimitroff, S. C. Sec. Laborer. . . Chicago, "
 Jarkowski, S. Carman Helper. . . Bensenville, "
 Krakowski, G. J. Engineer. . . Chicago, "
 Menges, R. E. Train Clerk. . . Bensenville, "
 Ramos, B. N. Sec. Laborer. . . Franklin Park, "
 Skwarski, S. Carman. . . Bensenville, "

Aberdeen Division

Hansen, G. W. Clerk. . . Aberdeen, S. D.
 Herzog, J. P. Frt. Foreman. . . " "
 Waldt, J. M. Carman. . . " "

Coast Division

Aaberg, M. T. Carman. . . Tacoma, Wash.
 Disch, L. E. Sec. Foreman. . . " "
 Ferguson, H. F. Carman. . . Othello, "
 Fuller, H. G. Time Revisor. . . Tacoma, "
 Nyberg, M. A. Supervisor. . . " "
 Stephens, Julia E. Steno-Clerk. . . Seattle, "
 Warren, E. C. Conductor. . . Tacoma, "
 Weindl, A. Sec. Laborer. . . Rosalia, "
 Weseman, G. W. Switchman. . . Spokane, "
 Williams, A. E. Fire Patrolman. . . Tacoma, "

Dubuque & Illinois Division

Busick, C. D. Station Agent. . . Chillicothe, Mo.

Clark, C. E. Cashier. . . East Moline, Ill.
 Flack, H. R. Sec. Laborer. . . Postville, Ia.
 Kindred, J. L. Signal Maintainer. . . Excelsior Springs, Mo.
 Klinger, J. F. Carman. . . Davenport, Ia.
 Lane, J. E. Sec. Laborer. . . East Moline, Ill.
 Nelson, O. Conductor. . . Savanna, "
 Reard, J. Brakeman. . . Ottumwa, Ia.
 Rothenbuehler, A. A. Car Inspector. . . Savanna, Ill.
 Shattuck, F. S. Brakeman. . . " "
 Valladores, J. Sec. Laborer. . . " "

Iowa Division

Anderson, R. A. Car Inspector. . . Council Bluffs, Ia.
 Bundy, D. L. Engine Watchman. . . " "
 Cassidy, C. P. Divn. Frt. & Pass. Agent. . . Des Moines, "
 Costello, M. M. Engineer. . . Perry, Ia.
 Dlouhy, F. R. Asst. Rhse. Foreman. . . Council Bluffs, "
 Judd, R. D. Engineer. . . Perry, "
 Lientz, H. L. Conductor. . . " "
 McDowell, E. E. Switchman. . . " "

Iowa, Minnesota & Dakota Division

Danley, R. C. Leverman & Tele. Opr. . . Mankato, Minn.
 Hoffmann, R. H. Clerk. . . Austin, "
 Holden, L. O. Repairman. . . Sioux City, Ia.
 Klopff, L. Sec. Laborer. . . Madison, S. D.
 Kurgan, F. J. Sec. Laborer. . . Waldorf, Minn.
 McNertney, R. L. Telegrapher. . . Sioux City, Ia.
 Pless, W. C. Conductor. . . Austin, Minn.
 Quinn, G. F. Engine Watchman. . . Mitchell, S. D.
 Raub, R. H. Agent. . . Parkston, "
 Reinke, H. C. B&B Carpenter. . . Mankato, Minn.
 Slebiska, J. G. Switchman. . . Calmar, Ia.
 Winter, V. E. Storekeeper. . . Austin, Minn.
 Zeffass, G. L. B&B Carpenter. . . " "
 Zook, G. L. Conductor. . . " "

of more than 70 clerks and was named one of Chicagoland's "Miss Executives" —women in man-sized jobs recognized for outstanding contributions to the war effort.

The educational program conducted by the Union Station Company to train new clerks for handling counter and telephone inquiries was initiated by Mrs. Griffith in one of her first managerial moves. She also developed a manual of procedures specific to the operations of the four roads served by the station. The comprehensive training course has proved effective also in providing the station with a competent force of ticket sellers.

Donor Merit Award Honors 40 Years Of 4-H Club Sponsorship



C. E. Crippen, vice president finance and accounting (right) and L. B. Horion, commissioner of agricultural and mineral development, displaying the 4-H Donor Merit Award which Mr. Crippen accepted for the Road.

THE Milwaukee Road's contribution to the advancement of 4-H Club work was recognized with a 4-H Donor Merit Award on the occasion of the 43rd National 4-H Club Congress in Chicago Nov. 29-Dec. 3.

The award was presented at the annual Leaders and Donors Luncheon, the traditional setting for paying tribute to firms which are observing anniversaries of support given to the program. The certificate honoring the Milwaukee acknowledged 40 years of continuous sponsorship of 4-H objectives. C. E. Crippen, vice president-finance and accounting, accepted it for the company.

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



Chicago Rail Agents Sponsor Travel Seminar

THE activity above is a session of the comprehensive rail transportation seminar sponsored by the Railroad General Agents Association of Chicago on Dec. 8-9-10 as C. C. Dille, passenger traffic manager, was welcoming some of the 230 travel agents who attended. G. W. Hyett, general agent passenger department, then secretary of the association and since elected vice chairman for the 1965 term, assisted on the agenda also.

The working conference, carried out with the cooperation of the Rail Travel Promotion Agency, was conducted in seven passenger cars of various types provided by Chicago terminal railroads and the Pullman Company, set out on a track in the Union Station. A Milwaukee Road parlor car was included in the classroom equipment.

La Crosse Division

Bertrand, R. F. Baggage man .. Wausau, Wis.
 Brown, E. N. Agent .. Mazomanie, "
 Heberlein, P. F. Conductor .. Portage, "
 Jandt, E. H. Sec. Laborer .. Bangor, "
 Kiggens, N. J. Engineer .. La. Crosse, "
 Krogfos, O. G. Engineer .. Minneapolis, Minn.
 Provot, F. J. Sec. Foreman .. Rio, Wis.
 Reiser, J. H. Frt. Truckee .. Hastings, Minn.
 Rost, R. H. Engineer .. Portage, Wis.
 Siver, W. C. Store Helper .. Tomah, "
 Voss, F. E. Loco. Engineer .. Madison, "
 Wortz, Edna A. Clerk .. Wauwatosa, "

Milwaukee Division

Belau, A. F. Brakeman .. Milwaukee, Wis.
 Borchek, J. J. Sec. Laborer .. "
 Chapman, C. F. Laborer .. Sidnaw, Mich.
 Daggett, S. S. Conductor .. Janesville, Wis.
 Goodenough, H. C. Brakeman .. Milwaukee, "
 Heiland, G. G. Sec. Laborer .. Fond du Lac, "
 Jorgenson, S. C. Brakeman .. Milwaukee, "
 McMillan, L. G. Engineer .. Channing, Mich.
 Morris, M. J. Sec. Laborer .. Rondout, Ill.
 Wescott, J. Laborer .. Stiles Jct., Wis.

Milwaukee Terminals & Shops

Baker, R. K. Gen. Strkpr. .. Milwaukee, Wis.
 Christopherson, K. A. "
 Yard Conductor .. "
 Drew, H. M. Machinist .. "
 Filut, S. C. Chief Clerk .. "
 Jakobek, F. J. Upholsterer .. "
 Johnson, Julia File Clerk .. "
 Kiedrowski, R. L. Cutter .. "
 Mahan, M. M. Switchman .. "
 Reschenberg, K. F. Welder .. "
 Rosales, E. Laborer .. "
 Schuller, V. C. Welder Cutter .. "
 Snively, W. R. Hostler Foreman .. "
 Stetzenbach, P. J. Painter .. "

Off Line

Chapman, E. C. Gen. Agent .. Vancouver, B.C., Can.
 Singleton, E. R. Pass. Agent .. Philadelphia, Pa.

Rocky Mountain Division

Haggerty, B. O. Engineer .. Miles City, Mont.
 Jost, J. L. Agent .. Hilger, "
 Moritz, L. E. Engineer .. Lewistown, "
 Porter, R. A. Yard Clerk .. Deer Lodge, "
 Strommer, G. N. Div. Lineman .. Miles City, "
 Switzer, G. A. Engineer .. Lewistown, "

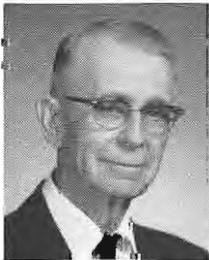
Terre Haute Division

Gee, A. R. Agent .. Seymour, Ind.
 James, E. S. Sec. Laborer .. Delmar, Ill.
 Johnson, W. Sec. Laborer .. Humrick, "

Twin City Terminals

Kasal, W. J. Mail Piler .. St. Paul, Minn.
 Knight, J. B. Yard Conductor .. Minneapolis, "
 Mahan, A. J. Switchman .. St. Paul, "
 McCarthy, H. W. Car Inspector .. "
 McLaren, K. H. Lt. Police .. Minneapolis, "
 Ossowskie, F. J. Carpenter .. "
 Schultz, H. E. Carman .. "
 Winkel, H. C. Asst. Rndhse. Foreman .. St. Paul, "

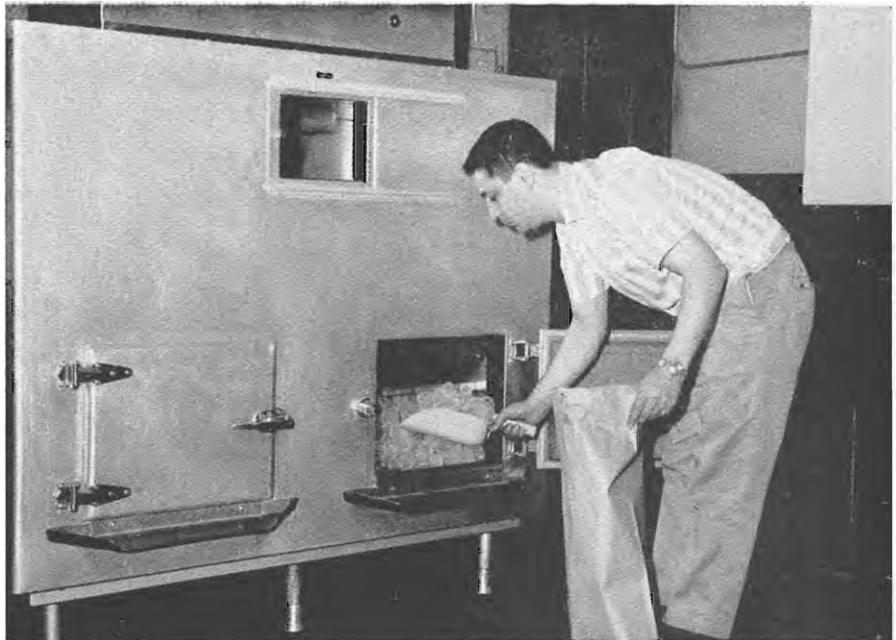
C. D. Busick Retires After 61 Years in Agency Work



A MILWAUKEE ROAD career notable for length of service and for other qualities as well came to a close on Dec. 15 when Carl D. Busick retired as agent at Chillicothe, Mo. His decision

to take life easy just two months after his 80th birthday ended 61 years on the job without missing one day because of illness, and without a single

January-February, 1965



What's New on the Milwaukee?

THIS is how we make those round ice "cubes" with a hole in the middle for use in our dining and lounge cars.

The "Tube Ice", a new installation in the commissary building in Chicago, is an automatic high speed unit of the type used widely in hotel, restaurant, hospital and other large scale food service operations. The ice-making is accomplished by applying the refrigerant direct to cylindrical freezing surfaces, a process that reduces power and maintenance costs. Only 40 minutes is required to freeze, thaw and discharge the small cylinders into the storage bin below. Shown here are Commissary Agent S. A. Goscinski switching it on, and Commissary Barman R. W. Loendorf transferring ice to insulated bags.



reportable injury to any man under his jurisdiction.

Mr. Busick is a native of Missouri whose working years were spent, for the most part, with our railroad in that state. He was born near Harris and attended school in Newton, where he recalls that he delivered newspapers during the Spanish-American War. Setting out to learn telegraphy, he studied the Morse system at a business college in Des Moines.

He started with the Road on Sept. 19, 1903 as night operator at Liberty, and served on the extra board in that capacity until 1907 when he was given the regular assignment at Osgood. While he was stationed at Osgood he helped in-

corporate the town and served as its first mayor. He also founded the *Osgood Tribune*, printing it on a hand press in the freight house and filling it with railroad news.

Following a transfer to Laredo in 1912, he served successively at Powersville, Polo and Ludlow before being appointed agent at Chillicothe in 1942. He is rather proud of the fact that all of these stations showed increases in business after he took charge.

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This "Breakfast Club" Is for the Birds



Wisconsin State Journal photo

Engineer Frank O'Neill, Switchman Charles Warren and Fireman E. Currie (left to right) throw grain to the ducks.



EVERYTHING has been just ducky this winter in Madison, Wis., for the feathered stay-at-homes who brave out the weather around Lake Monona. In

fact, the mallards along the western shore were never fatter or sassier—thanks to the "breakfast club" established by Milwaukee Road train crews and a story about it published in the *Wisconsin State Journal*.

A lot of ducks are in the habit of nesting on the shore and along our tracks crossing Monona Bay, but the number dwindles when snow and ice make for slim rations. The men started feeding them several years ago when they saw a hungry flock foraging for food. Now, every morning when the bell on the switch engine rings, ducks throughout the area snap to attention and come running for breakfast.

"We think word got around about our free handouts", says Engineer Frank O'Neill of Madison, one of the crew members. "There's been a real population explosion on our end of the lake. Every year more and more show up."

About 200 ducks answer the call in summer, and about 50 or so during the winter months. The men recognize some as regular customers who have been coming around for as long as three years. The founders and current mem-

bers of their feeding club include, in addition to Engineer O'Neill, Fireman Ed Currie, Engineer Lester Showers, Switchmen Leslie Fiscus and Leo Cooper, Switchman Charles Warren, who is in charge of procuring food, and Switchman Kermit Ison, formerly a game warden in northern Wisconsin and the club's authority on ducks.

The freeloaders get sweepings from grain cars and stale bread which the men obtain from bakeries and which the ducks like. "But they love the corn best", Engineer O'Neill says. "We've really got them spoiled."

One day late last fall the food ran out, and when the train passed and no breakfast was forthcoming the hungry ducks set up a mighty squawk. The protest was loud enough to reach the ears

E. C. Chapman (second from right) pictured at the dinner given by his railroad associates with (from left) L. H. Dugan, vice president and western counsel, O. R. Anderson, traffic manager, and P. J. Cullen, general freight traffic manager, all of Seattle.



of the *Journal*, with the result that the readers of that paper were told about the possibility of a supply problem this winter and that help would be appreciated. The story suggested that those who were interested could send contributions to Engineer O'Neill's home.

The response proved that hundreds of Madison area people who enjoy watching the ducks were concerned about their welfare. The day the story appeared the O'Neills' telephone was flooded with calls offering help and promising it in the future.

Numerous farmers brought in corn for the ducks, and many people sent money to buy food. One woman who phoned said she would contribute five acres of corn if O'Neill would come for it. "But I had to turn her down," he said, "because I had no way of getting it. I wish I could have sent the ducks out there."

General Agent E. C. "Chappy" Chapman Retires at Vancouver

E. C. CHAPMAN retired on Nov. 30 last as general agent at Vancouver, B. C., after 41 years of service devoted to the Road's traffic interests in that area. His railroad associates honored him the same evening with a dinner at the Bayshore Inn, following two previous gatherings held in his honor by his many friends in shipping circles.

"Chappy," as he is known in the traffic fraternity, is a native of Canada who attended the University of British Columbia and started railroading in 1918 as a clerk in the Vancouver traffic office of the Canadian Pacific. Leaving that road in 1923 to join the Milwaukee, he was city ticket agent in Vancouver until 1928, when he became city freight and passenger agent. Upon retiring, he had served as general agent since 1948.

'JA' Company Sales Teams Train for Doing Business With the Public

TEENAGE business people who operate the Milwaukee Road-sponsored Junior Achievement companies were provided with an opportunity to increase their marketing acumen during the Christmas shopping season. Counseled by their Advisers, teams from the four companies—Hiawatha, Uniqueco, Carrier Product and Mildex—set up shop in the cafeteria of the Chicago Fullerton office building on a school holiday and proceeded to practice over-the-counter salesmanship.

Items displayed for sale during the lunch period included portable wooden folding chairs, floral centerpieces, ornamental wall plaques, storage units for gift wrappings, and Christmas candles. Each company took in approximately \$50, by Junior Achievement standards, a very profitable experience in dealing with the buying public.

Company of the Month

The Mildex company—manufacturer of wall plaques—is winning recognition as a real "go" group. In addition to having been judged "Company of the Month" in its particular JA district for both November and December, 1964, in January it was selected for an Honorable Mention Ribbon, an award given to only three out of the approximately 350 JA companies in the Chicagoland area.

BELOW RIGHT: Uniqueco Achievers Maynard Hirsch, Jay Greenwald and Carolyn Shere make a sale to Rosemary Spandan, secretary to director of data processing, with Adviser R. H. Chermak, city passenger agent, looking on.

BELOW: Marie Horatt, supervisor of the freight claim typing bureau, buys a wall plaque from Mildex Achievers Chester Gorski and Vincent Desecki. Adviser is Milton Croasdale, bureau head in the office of director of freight revenue.



Adviser B. F. Fuechtmann, chief clerk to passenger traffic manager, stands by as Hiawatha salespeople Karen Koehl, Michael Poole, Eileen Hickey and Bill Hepperle talk up their product to Sophia Walker, supervisor of the central computing bureau.



Carrier Products Achievers Marge Terry, Gloria Dovila and Faye Kangas practice the art of salesmanship on Joan Anderson of the auditor of equipment accounts force. Advisers are S. W. Krumpack, traveling accountant for director of internal audit (right), and Eugene Pfluegner, machinist at Western Avenue Shops.



Milwaukee Terminals

DAVIES YARD

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

Carman Cutter Valentine Schuller retired Nov. 6 and good wishes were extended by his fellow employes.

Wrecking Foreman E. R. Becker went to northwestern Wisconsin during the deer hunting season and his party was successful in getting their limit.

Depot Electrician Robert Ewert was in Milwaukee Hospital recently for an emergency appendectomy, but has since returned to work.

Car Inspector Elwood Green has also returned to work after a heart ailment that kept him on the sidelines for a while.

C. W. (Buck) Weaver is in St. Mary's Hospital, Milwaukee, at this writing undergoing medical treatment. We hope that he will be able to return to work soon.

Carman Stephen Engl is off work at this writing because of some back trouble. Best wishes to him for a speedy recovery.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Carolyn Dombrowski, comptometer operator, started the New Year with a real morale booster—two weeks vacation in St. Petersburg, Fla., where she visited relatives.

Jean Chittren, former lead machine operator who left us to work for the U. S. government, visited Milwaukee family and friends recently. His new address is REX APO 48, San Francisco.

Disbursement Clerk Anne Meyer was recently elected steward of the regional office Protective Committee.

Susan Kissell was elected to the board of trustees of the Brotherhood of Railway Clerks.

Willard Kinast, stenographer and timekeeper, spent the recent holidays in Gladstone, Mich., with former Milwaukee residents. He is at this writing intending to spend a February vacation in the Caribbean, flying from Miami, Fla.

George J. Barry, retired freight and passenger conductor on the Madison Division, died Nov. 4. When he ended 53 years of service four years ago he was the oldest living conductor with such a work record. Mr. Barry lived in Janesville. He is survived by his wife Katherine; daughters, Mrs. Ruth Madden, Mrs. Helen Campion, and sons James and William, all of Janesville. Another daughter, Mrs. Mary McCormick lives in Milwaukee where she is revising clerk in the regional office, and a son, Msgr. Dennis D. Barry, is pastor of St. Bernard's Church, Wauwatosa. Another son, George, is superintendent of the Iowa Division with headquarters at Perry. Services were held in St. Patrick's Church, and burial was in a local cemetery.

Gordonna Pavlovich has returned to

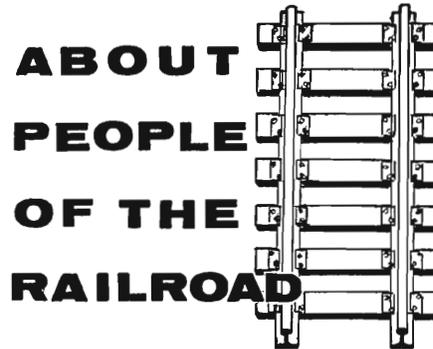
service and is now on third shift as janitress.

It's a girl for the Fred Bowersocks, Susan Leanor, born Nov. 17. There are three other children in the family, Christy, aged five, Mary, three, and Timmie, two. Fred is employed at Stowell Control Center.

Auto Messenger James Treible entered Mt. Sinai Hospital Nov. 27 for lung surgery. You can't keep a good man down, and Jim was back to work in record time, sassy as ever.

Sympathy was extended to Lambert Knutson on the death of his mother, Clara, Dec. 7. Interment was at Lady-smith, Wis. Lambert is a C&O clerk in the local freight office.

The Railway Business Women enjoyed an unusual meeting at the Pool-side East Apartments in November.



ABOUT PEOPLE OF THE RAILROAD

Despite outside temperature of zero, it was nice and warm at the pool and a *Milwaukee Journal* photographer was on hand to capture some of the activity. Hawaiian decor also lent warmth to the atmosphere. After a delicious buffet, the gathering was treated to a cosmetic and wig demonstration. Out of town guests were Natalie Brunt, secretary to assistant superintendent at Portage, and Dorothy Nagan, traveling auditor for the Chicago and North Western at Chicago. December events included a "Luncheon is Served" at the Mitchell Park Pavilion and the annual Christmas party at the Wisconsin Club. Members in charge of these events were Martha Vander Velden and Frances Piper of the locomotive department, Betsy Anderson of the test department, Mrs. Dorothy Hauboldt, daughter of Retired District Storekeeper W. C. Lummer, and your correspondent. Member volunteers assisted Mrs. Hauboldt at the Christmas party for retarded children in Brooks Memorial Hall. Lakeside Children's Center and Southern Colony also shared in the Chapter's welfare donations.

Revising Clerk Ed Heckler reported receipt of a novel Christmas gift from the hotel where he lives during his work week—a simulated box with the following inscription on the hinged cover, "For the Man Who Has Nothing—and now Something to Keep It In."

Sylvester Wencka, youngest brother of Edward Wencka, night revising clerk in the regional office, died suddenly Jan. 3 of a cerebral hemorrhage.

Conrad Wencka, comptometer operator in the regional office, is a nephew.

James, son of Walter Nowicki, expense clerk in the regional office, returned to the University of Wisconsin in Madison after spending the holidays with his family. James is in his second year in the school of engineering. As a freshman he won a numeral in baseball.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Apologies from ye reporter for an error in the last issue. The birth of a baby son was credited to the Robert "Kaiser" family when actually the parents were La Crosse Conductor Robert Kaine and wife.

Gill Blinkewitz tells us that his son was married on Nov. 7 and Switchman Tom Malone's daughter was also married on that date—but not to one another.

Among our successful deer hunters were Ted Krueger with a 9 point buck, Reggie Ritchie, a 7 pointer, and Steve Moniza, a 6 point buck. Harry Gore and Switchman Henry Cook's wife each got a 4 pointer, Connie Goetz and Fireman J. Sonneberg were each credited with a spike buck, and Charles Kuchan and Callers Miles Crouce and Dennis LaRue each got a doe. Henry Cook—nothing this time round.

Retired Switchtender Sigvart (Siggie) Anderson sent a card from Norway with season's greetings and good wishes to all his old friends here. He would like to hear from some of you fellows, so get busy and write a note or card to Sigvart Anderson, Overe Kelve, G.T. 35, Stavanger, Norway.

Henry Alberts, retired switchman, has remarried and is enjoying life in Port Charlotte, Fla. He finds living there great.

Switchman Richard Preuss, son of Engineer Max Preuss and presently in the Air Force, was married Dec. 19 to Judy Adams. The ceremony took place at Trinity Lutheran Church in Watertown, Wis.

Henry Honeck, a qualified and ardent fisherman, "made the grade" and got his picture with mention in *Fishing News*, a WTMJ-TV show sponsored by the Boston Store in Milwaukee.

Sympathy was extended to Switchboard Operator Betty Schwantes whose mother died recently.

Rocky Mountain Division

EAST END

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

Henry G. Swartz, retired yardmaster, died in Missoula, Mont., Oct. 30 following a heart attack. He had been in ill health for some time. Mr. Swartz was born Dec. 7, 1885 in Holland and later came to this country. He was married to Nora Mae

(Continued on page 22)

The Milwaukee Road Magazine



A HAPPY FAREWELL PARTY marked the retirement of Anna Carlson, B&B clerk at the Western Avenue office in Chicago, shown here with Chief Carpenter E. G. Tyckoson (left) and Leo J. Denz, who retired as chief carpenter in 1954. Miss Carlson's retirement on Dec. 31 terminated 21 years of service, starting in the roadmaster's office at Western Avenue and in the B&B department since 1948. She will make her home in Glendale, Calif., at 711 S. Verdugo Road, and says the welcome mat will always be out for visitors.



◀ GIVING AWAY THE BRIDE, Aberdeen Division Engineer Ward Halvorson escorts his daughter down the aisle of the Methodist Church in Montevideo, Minn. Lynn's marriage to David Anderson on Dec. 26 was a social event in Montevideo.



SANTA HOPS ON A SWITCH ENGINE to bring a pack full of Christmas gifts to Milwaukee Road children at Mitchell, S. D. First in line to greet him as he arrives are Clerk Margaret Zard's daughter Patty (on step) and Switchman Richard Potvin's sisters Patty and Barbara. Engineer Orlo Livingston (rear on running board) brought him to town. (Aberdeen Republic photo)



Mitchell (S. D.) Women's Club Honors Retired Vets

THIRTY FIVE retired employees were honored by Mitchell Chapter of The Milwaukee Road Women's Club at the annual veterans' dinner given recently in the VFW Hall. Guests being greeted here by Mrs. W. B. Gage, wife of assistant master mechanic and president of the chapter, are Conductor H. W. Hopkins, who retired last August (right), and G. W. Gowling, who retired as an engineer on Jan. 1, 1944. In the center is James W. Zard, husband of trainmaster-roadmaster's clerk, who was master of ceremonies. About 90 persons attended. Miss Florence Paullin, a veteran of Milwaukee Road service at Mitchell, was chairman of the entertainment program. (Mitchell Republic photo)



RETIRING WITH 53 YEARS OF SERVICE, Herbert Johnson finishes his last day of work on Dec. 31 as agent at Morton, Wash., where he had represented the Road for 28 years. Other points in Western Washington where he had served during his many years of railroading include Auburn, Kent, North Puyallup, Sumner, Snohomish, Everett and Mineral. He and Mrs. Johnson were looking forward to lots of time with their grandchildren, the children of their two daughters in Orting, Wash., and Colorado Springs, Colo. (Morton Journal photo)

(Continued from page 20)

Gray in 1908 in Tower City, N. D. Later, the family moved to Miles City where Mr. Swartz worked for the Road until his retirement in 1955. Since then he has lived in Missoula. Survivors are his widow, one son, four daughters, a brother, two sisters and several grandchildren and great grandchildren. Funeral services were held in Miles City and interment was in Custer County Cemetery.

Funeral services were held Nov. 6 for C. C. (Van) Vanderpool, retired conductor, who died in a Miles City hospital the preceding Wednesday. He had been in poor health since his retirement in 1934. Van was born Aug. 12, 1878 in Mill Grove, Mo. He attended schools nearby and in 1898 enlisted in the Army and served in the Spanish-American war. After his discharge he worked on railroads in the mid-west coming to Miles City in 1913 where he was employed as trainman and conductor until his retirement. Van is survived by his widow Latisha, a sister, a niece and two nephews. Interment was in Custer County Cemetery, Miles City.

Retired Locomotive Engineer Helmer E. Holm died in a Miles City hospital Nov. 30 after an illness of several weeks. He was born in Christholm, Sweden, Dec. 10, 1888 and came to the United States with his family at the age of two. They settled in Minneapolis where he started work with the Milwaukee. When the railroad built west he came to Miles City where he retired in 1957. Surviving are two sons, a brother, two sisters and several grandchildren and great grandchildren. Funeral services were held in the Graves Funeral Home and burial was in Custer County Cemetery.

Miles City Chapter of the Women's Club held its annual Christmas party and meeting at the Eagles Hall Dec. 7. The executive board mem-



THE TRAFFIC DEPARTMENT HONORS A. U. "ART" GARDNER, retiring as office manager to vice president at the close of 1964. Mr. Gardner (right) had served the Road for 48 years, for the greater part on positions in the Chicago general freight department, including tariff compiler and accountant, before being appointed office manager in 1961. Members of the vice president's staff who held this cake and coffee party in his honor are (from left) W. A. Maile, secretary; Gladys Palmquist, stenographer; A. J. Berry, assistant to vice president; Ruth Wilson, secretary; Hazelle Anderson, clerk; and E. C. Lange, who succeeded Mr. Gardner as office manager.

bers acted as hostesses and following the meeting prepared Good Cheer gifts for the shut-in members. Mrs. A. W. Wickersham reported on the General Governing Board meeting in Chicago in October. Christmas gifts were exchanged and, later, Mrs. Henry Sandman reported on the 1965 membership drive.

Retired Locomotive Engineer W. C. Almquist was featured in the December issue of the Montana Masonic News as a 50-year member of Algeria Temple, Helena.

Mrs. Howard Dahl was recently elected president of the Drove of Does at a meeting of the organization in the Elks Home, Miles City. Installation of officers was held in January.

Mrs. Earl Burrows, wife of retired engineer, passed away suddenly at her home in Miles City Dec. 16. Funeral services were held in Graves Funeral Home and burial was in Sunset Memorial Gardens.

Mrs. Sam Hobbs, 66, wife of retired engineer, died Dec. 16 in a Miles City hospital where she had been a patient since Sept. 14, 1960. Funeral services were held in the Graves Funeral Home and interment was in the family lot at Menominee, Mich.

Mrs. George Williams, 72, wife of retired engineer, died Dec. 23 following a long illness. Funeral services were held in the Chapel of Graves Funeral Home and interment was in Custer County Cemetery.

James R. Reece, retired baggage-man, died at his home in Miles City Dec. 28 after a short illness. He was born June 23, 1892 in Meadville, Mo., and married Gertrude Hobbs

in 1916 in Chillicothe, Mo. They moved to Miles City where he began work with the Milwaukee and remained until his retirement in 1959. His widow, two daughters, a sister, two brothers and six grandchildren survive. Funeral services were held in Stevenson's Funeral Home and interment was in Custer County Cemetery.

A special safety and car control meeting was called recently at Miles City by Trainmaster A. G. Wilson and Traveling Engineer P. M. McLean. All departments were represented in the approximately 50 employees who attended. Safety Engineer C. C. Clinker spoke on our record for the year, safety shoes and safety glasses and clarified the procedure for obtaining the latter items. Freight Service Inspector W. F. Flynn spoke to the group regarding claims, rough handling, impact recorders and careful car handling.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Mr. and Mrs. A. C. Dressler and family recently moved to La Crosse from Terre Haute, Ind. Al is supervisor of crews and has other assignments in the chief dispatcher's office at La Crosse.

Mr. and Mrs. Kenneth G. Stansfield celebrated their 25th wedding anniversary Nov. 4 at their home in Winona, Minn. Four of their five children were able to be present. Mr. Stansfield is a brakeman on the La Crosse Division.

Congratulations, Agent Ziebarth, On Your 92nd!

JOSEPH A. ZIEBARTH, agent at Waterloo, Wis., was congratulated Jan. 16 on observing his 92nd birthday. The occasion was called to attention by the *Waterloo Courier*, with the comment that it was likely he would "celebrate" with "work as usual".

It has been "work as usual" for Mr. Ziebarth at Waterloo for almost 40 years, and on the Milwaukee Road for almost 74 years. His service is a record for railroad agents in Wisconsin, and probably in the entire country.



Miles City Retired Employees Enjoy Women's Club Parties

Retired employees at Miles City, Mont., and their wives have been enjoying weekly parties sponsored by the Women's Club. The get-togethers, held every Wednesday afternoon at the Eagles Club, afford the railroaders an opportunity to play cards and checkers, enjoy hobby crafts and music, and visit over a cup of coffee. Occasionally there is something special, like home movies, a potluck supper or a fish fry.

Shown here are Glen Sarff at the piano and Earl Farr playing the banjo; Mr. and Mrs. M. F. Gudmundson and Mr. and Mrs. Al Kelm playing cards; Mrs. Farr and Mrs. Sarff making coathangers; and a group of yarn swappers consisting of (from left) Harvey Bishop, Charles Brown, Louis Larson, Pete Farley and Harry O'Neill. Mrs. L. V. Hinrich, wife of Conductor Hinrich, originated the parties and is chairman of the program, assisted by Mrs. Arle Wickersham, president, and other members of the chapter. (Miles City Star photos)



Wilfred J. Lutiger, 49, carman at La Crosse, died suddenly Nov. 17. Survivors include his widow Elaine, three daughters, Christine, Stephanie and Rosanne at home; a stepson, Roger Hanna, in Germany; two grandchildren, a brother, Harold of Chicago, and a sister, Mrs. Betty Sheehy of Albuquerque, N. Mex. Interment was in the Oak Grove Cemetery at La Crosse.

John Noe, 79, died Nov. 24. He had retired some years ago as a boilermaker helper at the La Crosse roundhouse. His widow Amelia, and two sons, Stuart of La Crosse, and Edward of Richland Center, Wis., survive. Burial was in Oak Grove Cemetery, La Crosse.

Conductor Joseph V. (Jack) Dunham, 58, died Dec. 21 at La Crosse. He is survived by his widow Irene, six sons, James, Joseph, Thomas, Robert and Paul in La Crosse, and Edward of New Ulm, Minn.; four daughters, Mrs. Herbert Hall, Mrs. Kenneth Borsheim and Mrs. John Tischer, all of La Crosse, and Susan at home, and 13 grandchildren. Mr. Dunham is also survived by three brothers and five sisters. He was chairman of the B. of R.T. for a number of years. Burial was in the Catholic Cemetery at La Crosse.

Afred Sullivan, 84, retired roundhouse laborer, passed away at La Crosse Dec. 25 after a long illness. He is survived by his widow Ruth; two daughters, Mrs. William Kane of Minneapolis and Mrs. Robert Williamson of Winona, Minn.; one son, John L. of Blue Island, Ill., and 13 grandchildren. Mr. and Mrs. Sullivan celebrated their golden wedding anniversary earlier in the year. In-

terment was in the French Island Cemetery at La Crosse.

Thomas M. Maker, 68, died in a local hospital Dec. 24. He was well known and liked by the school children in the north side of La Crosse where he had been crossing watchman for them many years before his retirement. A nephew and two nieces survive. Burial was in the Catholic Cemetery.

Paul K. Mahoney, chief yard clerk at La Crosse, retired Dec. 31 ending 50 years service with the Road. From his starting date, Apr. 1, 1914, he worked in a number of positions until he was promoted to chief clerk in the yard office in 1944.

WISCONSIN VALLEY

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

Conductor Raoul F. Bertrand retired Nov. 30 after more than 45 years of service. His first work with the Milwaukee was as a station helper. He served with the Armed Forces in World War I and returned to Tomahawk as a station helper, from which position he transferred to train service in 1920. Mr. and Mrs. Bertrand plan to spend the winter in Arizona and other southern states.

Engineer Ralph R. Hintze is the happy grandfather of twins, a boy and a girl.

Mrs. Walter Billington, 85, died recently after a long illness. She was the widow of a former yard conductor, and a charter member of Wausau Chapter of the Women's Club.

Elected to office in Wausau Chapter of the Women's Club for the coming term were: Mesdames Paul Jensen,

president; Marie Callahan, first vice president; Ralph LePage, second vice president; Norman Krueger, recording secretary; Donald Marquis, treasurer; Harold Brostrom, historian; Ralph Chamberlain, junior past president, and Miss Mildred Conklin, corresponding secretary. Among the Club's activities during the holidays were a potluck luncheon, a children's holiday party, and distribution of gifts to the ill and needy.

SOUTH END

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

George J. Barry, retired Madison Division district conductor, died recently after a short illness. Mr. Barry started with the Road in 1909 and was one of the oldest employes in years of service when he retired. Most of his career was spent on the Mineral Point line, and the Milwaukee-Mineral Point passenger runs of earlier years. Mr. Barry was a member of the B. of R.T., Knights of Columbus, Holy Name Society, and a director of the Confraternity of Christian Doctrine. He is survived by his wife; four sons, Msgr. Dennis D., pastor of St. Bernard's Church, Wauwatosa, George J. Jr., superintendent of the Iowa Division at Perry, and William and James of Janesville; three daughters, Mrs. Robert McCormick, Milwaukee, and Mrs. John Madden and Mrs. Edward Campion of Janesville.

Van A. Marsh, conductor on the Mineral Point line for most of his long career on the Road, retired recently. He plans to spend more time with the beautiful roses grown around his home in Brodhead, Wis.



Traditional holiday get-together in Seattle shows part of the group of 130 active and retired employes who attended the 1964 Christmas luncheon at the Washington Athletic Club.

For details of the affair, please turn to the Coast Division news from Magazine Correspondent Laura K. Schaub.

MADISON AREA

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

The regional data and freight offices honored Mr. and Mrs. D. A. Dunning at a luncheon in November on the occasion of Mr. Dunning being transferred to the Cedar Rapids regional office as manager. We bid them farewell with regret but we understand they are very happy in their new home.

M. R. Picht, the former regional manager at Aberdeen, S.D., has moved his family to Madison where he is the new manager of the regional office.

George J. Barry, retired conductor on the Madison Division and lifelong resident of Janesville, died Nov. 4. He ended more than 50 years service when he retired in 1960.

Switchman Harold Bitney, 63, of the

Madison terminal died after a long illness.

Mrs. Fred Leigois, wife of retired chief clerk, and Mrs. Isetta Kinney, are both recuperating at home after being hospitalized for a period.

Cathy Skidmore of Stoughton is an expense clerk in the Madison regional.

John, son of Mr. and Mrs. K. A. Rynes, is now enjoying the white sands and rolling surf of Waikiki, the result of hard work and salesmanship which made him one of the top seven *Milwaukee Journal-Sentinel* carriers in Wisconsin and upper Michigan during a recent circulation contest. Mrs. Rynes is president of the Women's Club at Madison.

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

EAST END

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

Mrs. J. B. Townsend, wife of conductor, who underwent double valve heart surgery in October, has returned to her home in Portage and is convalescing very well.

Section Foreman F. J. Provot retired effective Dec. 1 after 45 years service with the track department, 39 years of this time as a section foreman. On his last day of service, friends met him at Rio at the end of his tour of duty and presented him with a well filled purse along with their good wishes for a long and happy retirement.

Brakeman and Mrs. T. R. Simonson are the parents of a daughter born Nov. 13. Baby Julie was happily greeted at home by two year old sister Dawn.

Conductor Paul F. Heberlein retired Jan. 1 after 37 years service. His immediate plans call for a visit to his daughter in Minnesota and his son in Denver, then to relax and take it easy.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND
MATERIAL DEPARTMENTS

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

Sympathy was extended to Herb Schultz on the death of his brother Frank, a former employe of the Road, who died Nov. 27 at the age of 75. Interment was in Fort Snelling National Cemetery.

Mrs. Janet Lovegren, stenographer in the master mechanic's office, is on leave of absence because of illness.

Mrs. Judith Colvin was welcomed as a new stenographer in the master mechanic's office.

Boyd McDonald, 71, retired em-

Attention—Milwaukee Road Bowlers! Hiawatha Tournament to be Held in St. Paul

The 22nd annual Hiawatha Bowling Tournament, the Milwaukee Road's own title competition sanctioned by the American Bowling Congress, will be held in St. Paul the week end of Apr. 24-25. As announced by the host committee, the all-employe tourney will be conducted at Harkins Palace, 8th and Minnesota Streets, with Single, Double and Team Events scheduled for both days. Participation will be on a handicap basis.

The program includes a dinner dance on Saturday evening, Apr. 24, at the St. Paul Elks Club, 72 Concord Street. Out-of-town bowlers will be provided with free transportation between the Union Station, the bowling center, the Elks Club, and their hotel or motel accommodations.

Entry forms are available at all key points on the railroad, but additional forms may be had by writing to Russell E. Young, Tournament Manager, 857 7th Avenue South, South St. Paul, Minn. Entries close on March 28.

ploye from the St. Paul repair track, died Nov. 9. He was a World War I veteran.

Mrs. O. M. Smythe has given up the post of Magazine correspondent and the thanks of all are extended to her for many years of faithful service.

Mrs. M. L. "Matt" Medinger, wife of retired district safety engineer, died in their home in St. Paul on Dec. 8. Funeral services were held in St. Paul with burial in Resurrection Cemetery. Mrs. Medinger, who was born in Sioux Township, Ia., had lived in St. Paul 41 years. She was a member of the Milwaukee Road Women's Club and the alumni group of St. Vincent's School of Nursing, Sioux City, Ia. Survivors include, in addition to her husband, daughters Mrs. L. V. Faubion of Westminster, Calif., and Mrs. Roy Jamesen Jr., George Air Force Base, Calif.; a son, Robert L., St. Paul; four sisters, two brothers and seven grandchildren.

Aberdeen Division

EAST END

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

The entire staff at Aberdeen went home Christmas Eve feeling the Yuletide spirit breaking out all over—and all because Superintendent J. J. Nentl and his wife and daughter treated everyone to coffee and countless Christmas cookies at the close of the day's work. It was at this surprise office party that John Herzog announced his retirement after 47 years as clerk at the freight house. You'll see a picture of John elsewhere in this issue with Superintendent Nentl on his left and City Freight Agent Darrell Goodspeed on his right as John received congratulations and a gift from his co-workers.

Al Norby of the Montevideo section forces is happy about a recent ear operation which has restored his hearing to normal.

Retired Engineer Chris Standal and wife recently celebrated their 50th wedding anniversary at their home in Youngstown, Ariz., where they have lived since their retirement in 1958.

Brakeman Charles Charter was married Nov. 21 in Minneapolis, thus thinning the ranks of single men on the east end seniority list.

Agent Jerry Beck and his wife of Ortonville are getting acquainted with their grandchildren, 3-year old John and 1-year old Jane Winchester, born in Germany. They are the children of their daughter Ruth who lives in Germany but came home for a Christmas visit. The youngsters are enjoying Gram and Gramp too.

Evelyn, wife of Carman Frank Kreuger of St. Paul, died in November after a long illness. She was the sister of LeVere, Ken, Harold, Wally and Les Natzel, all Milwaukee employes . . . Todd Smith, the 7-year old son of Agent Russ Smith of Waubay, S.D., died Dec. 4 of a virus infection . . . Retired Engi-



SANTA ARRIVES IN SAVANNA to pass out goodies at the annual Christmas party of F. S. Atkins Lodge 91 Brotherhood of Railroad Trainmen. Greeting him are (from left) Switchman Martin Stoddard, lodge secretary; G. A. Chamberlain, assistant superintendent of the Dubuque & Illinois Division; Conductor Donald Adams, lodge president; Switchman Kenneth Bryant, D&I local chairman; and Conductor Louis Pazour, Iowa Division chairman. About 100 persons—lodge members and families—were present. (Savanna Times-Journal photo)



FATHER-AND-SON TEAM of Everett Bell, car department employe at Perry, Ia., and Car Foreman Jack Bell of Perry pictured at the presentation of Everett's 45-year Silver Pass. He started his veteran service in 1919 at the Perry roundhouse and later worked in the material department and on the section before taking a job in the car department, where he has been employed since 1923.



45 "ALL SAFE" YEARS are represented in this Silver Pass presented recently to G. E. Clemen of the section force at Aberdeen Yards (left) by Roadmaster E. F. Boettcher. He started on Apr. 1, 1918 on the section at Bristol, S. D., and later was foreman at Bristol and Waubay, S. D., for 18 years before transferring to Aberdeen. During his long service he has never been involved in a personal injury.

neer Frank Martin, 76, died Dec. 14 at the Milbank hospital . . . Jake Teske, section foreman of Bowdle, S.D., died suddenly Dec. 16 of a heart attack. His son Harvey is one of the Aberdeen dispatchers . . . David C. Wolff, formerly a trainman on the Farmington Line and a B&B foreman at the time of his retirement, passed away in November at the age of 82 . . . Retired Conductor Charlie Bingham, 94, died recently.

Robert Osum is the new brakeman on the East Aberdeen Division, working out of Minneapolis.

Elmer Buescher is recuperating at home following surgery in the Waconia hospital. Ozzie Eggersgluess is acting section boss during Elmer's absence

from the Farmington Line.

A Montevideo boy, Merle McClung, who formerly worked on the section during summer months, has been awarded a Rhodes Scholarship. Merle has been a student at Harvard University the past three years and was rated "the best basketball player in Harvard history." Apparently he was also rated one of their top students, and he is now going to Oxford, England, for two years of study.

Retired Boilermaker Charles Matt is hospitalized at Milbank, S.D., at this writing, following a heart attack.

Roadmaster LeVere Natzel who has been at Montevideo for over 15 years was transferred to Aberdeen, S.D. Jan.

here's how we're doing



| | Fourth Quarter ending December 31 | | Twelve Months ending December 31 | |
|---|--------------------------------------|--------------------|-------------------------------------|--------------------|
| | 1964 | 1963 | 1964 | 1963 |
| RECEIVED FROM CUSTOMERS | | | | |
| for hauling freight, passengers, mail, etc. | \$61,691,812 | \$60,479,167 | \$232,518,322 | \$226,274,801 |
| PAID OUT IN WAGES | 28,768,948 | 26,215,143 | 108,823,770 | 104,083,354 |
| PER DOLLAR RECEIVED (cents) | 46.6 | 43.3 | 46.8 | 46.0 |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act | 2,407,896 | 2,448,360 | 9,802,397 | 9,412,272 |
| PER DOLLAR RECEIVED (cents) | 3.9 | 4.0 | 4.2 | 4.2 |
| ALL OTHER PAYMENTS | | | | |
| for operating expenses, taxes, rents and interest . . . | 26,943,767 | 25,444,841 | 108,577,354 | 107,385,631 |
| PER DOLLAR RECEIVED (cents) | 43.7 | 42.1 | 46.7 | 47.5 |
| NET INCOME | \$3,571,201 | \$6,370,823 | \$5,314,801 | \$5,393,544 |
| REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: | | | | |
| Number of cars | 276,882 | 278,891 | 1,069,956 | 1,067,836 |
| Increase 1964 over 1963 . . . | | | +2,120 | |
| Decrease 1964 Under 1963 . . . | -2,009 | | | |

1, replacing E. F. Boettcher who is now with the division engineers. The new roadmaster at Montevideo is John Spatafore.

Section Foreman A. E. Stephens of Trail City, S.D., and Section Maintenance Man J. Sefried of Moberge, were honored jointly at a retirement dinner in the Moose Club in Moberge Nov. 14. Each was presented with a clock radio.

I M & D Division

AUSTIN-EAST END

R. D. True, Correspondent
Office of Superintendent

N. E. "Mac" McGuire and Howard Wytaske of the MMTC at Austin proved their prowess as hunters during the last deer hunting season by bringing home two big bucks. Mac shot a 10 pointer and Howard a 9-point buck.

Several employes at Austin have decided to take extended vacations and retire after long years of service . . . Yardmaster M. E. "Bing" Crosby ended more than 40 years on the Road Dec. 19. Before entering railroad service he was a first sergeant during W.W.I. Bing and his wife will continue to live in Austin, and the plans are just to take it easy for a while . . . H. J. Heslip, a brakeman and conductor for more than 50 years, has taken the pension. He and his wife will continue to live in Austin . . . Warehouse Foreman Fred Smith

was honored with a coffee party in the regional data office Dec. 30 in recognition of his 45 years service and his retirement. A gift was presented by his fellow employes. He and Mrs. Smith also plan to continue living in Austin.

Miss Laura Sievert recently completed 45 years of service and was presented with a Silver Pass by General Agent L. A. Fiorello at Sioux Falls. Laura is our cashier at that station.

Patrick Garry, son of Agent M. L. Garry of Delavan, Minn., was recently graduated from Mankato State College with a B.S. degree. He has accepted a position at St. Bartholomew's School in Wayzata, Minn.

SIoux CITY AREA

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

Retired Engineer David W. Thompson died in December at the age of 92. He is survived by his widow, two daughters, a son, a stepson and stepdaughter, two grandchildren and two great grandchildren.

Sympathy was extended to Assistant Superintendent Robert J. Dimmitt of Dubuque and Engineer H. Gordon Dimmitt of Sioux City upon the recent death of their father, Howard G. Dimmitt. Mr. Dimmitt was born in 1880 at Ottumwa, Ia., and was graduated from Iowa State University as a mechanical engineer. He was the oldest living graduate of the class of

1903. He was a Milwaukee employe for several years. Other survivors include a son, Bruce of Green Bay, Wis., a daughter, two brothers, a sister, six grandchildren and seven great grandchildren.

Jim Wagner, relief clerk at Sioux City, has accepted the position of roadmaster's clerk at Austin, Minn., and will be moving there soon.

Howard Halley, 57, clerk in the Mason City roundhouse, died suddenly Dec. 26. Surviving are his wife, a daughter and two grandchildren.

Conductor Carl J. Fosvik of Sioux City passed away recently after three months illness. His widow, a son and a daughter survive.

Sam Sorensen, a retired engineer, died at Mason City in December.

Retired Conductor Roger H. Richardson died recently in Mason City, Ia. He started work for the Road in 1910 and retired in June, 1959. For many years he was a lobbyist for the Brotherhood of Railway Trainmen. His wife, a daughter, two sons and five grandchildren survive.

Mrs. Frank Brose, 82, widow of engineer, died at Cedar Lake, Ia., recently. Her only survivor is a granddaughter who is a student at Northwestern Medical School, Chicago.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT— CAR DEPARTMENT

Richard D. Andrews, Correspondent



S. C. Filut

A summer vacation job was all Steve C. Filut had in mind when he applied to the Road for work in July 1915. He recalls that his rate of pay as a laborer was 13 cents per hour, as compared to the \$2.27 per hour the same job pays today. This "temporary" assignment ended recently—49 years and 6 months later—with Mr. Filut's retirement as chief clerk to the superintendent of the car department, the position he had filled since Nov. 1, 1937. He had served in a supervisory capacity under six presidents of the company—A. J. Earling, H. E. Byram, H. A. Scandrett, C. H. Buford, J. P. Kiley, and now William J. Quinn.

Frank Van der Linden, a retired carman now living in Escanaba, Mich., was visited by his son Clarence, a checker in the freight shop, during the holidays. On his return, Clarence relayed his dad's best wishes to all his friends in the freight car shops.

Mr. and Mrs. David Bunnow announced the birth of a baby girl on Dec. 20. David is an experienced carman welder in the freight car shops, but this is his first time in the role of father.

The Milwaukee Road Magazine



John Herzog (center), who retired as clerk at the Aberdeen freight house at the close of 1964, is presented with a gift from his co-workers by Superintendent J. J. Nentl as Darrell Goodspeed, city freight agent, stands by. For more about this, please see the Aberdeen Division news.

We've had reports of several successful deer hunters. Walter Meyer, machinist helper in the forge shop, got a six-pointer on his second day out in the area of the Rainbow flowage near Little St. Germaine. . . . Arnold Grube, assistant foreman in the forge shop, was with Walter, but for the first time in five years came home empty handed. . . . Lee Sadowske, blacksmith apprentice, an experienced archer, brought down a spike buck at Horicon Marsh with bow and arrow. He has accomplished this feat several times.

Leland Curley, carman in the freight car shop, and Joyce Millon were married Nov. 28 in St. Joseph's Church. In the words of the Internal Revenue Service, "Best wishes for a joint return".

A welcome was extended to Ted Marino, new clerk in the freight shop office. Ted formerly worked in the shops as a carman welder on the second shift, and has now replaced Jerry Nerdahl who is working as a carman in the freight car shop.

Sympathy was expressed to the family of Arthur Remus, carman welder in the forge shop, who died suddenly Dec. 29. Art was active in the St. Vincent de Paul Society, Holy Name Society, Ushers Society of St. Rose of Lima parish, and was national vice chairman and financial secretary of the Order of St. Christopher for Catholic railroad employees.

Milwaukee Division

SECOND DISTRICT

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

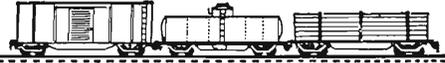
Dr. Jane B. H. Mather, a former Green Bay resident and a daughter of the late Mrs. Myrtle Bersie Herman who was an employe in the office of our assistant superintendent at the time of her retirement, has

been awarded a grant with a potential value of \$43,000 from the National Institutes of Health, Bethesda, Md., to continue her studies in biochemistry. Dr. Mather was awarded her Ph.D. degree by the University of Chicago and is at this time an assistant professor of biochemistry at the Illinois Institute of Technology.

The freight house employes surprised Agent J. P. Kalasmiki Dec. 24 with a Christmas luncheon and presented him with a beautiful sweater.

Retired Conductor Arthur Eichwald died Oct. 14. . . . Harvey J. Hayden died Nov. 3 after a long illness. At the time of his retirement

Carloadings



JANUARY 1965 compared with January 1964

| % of Total Revenue obtained from commodities shown | loading of these commodities INCREASED in 1965 over 1964 | NUMBER OF CARLOADS | | | |
|--|--|--------------------|---------------|-----------------|----------------|
| | | JANUARY | | INCREASE | |
| | | 1965 | 1964 | 1965 over 1964 | % of increase |
| 3.4% | Motor vehicles | 1,625 | 1,008 | + 617 | + 61.2% |
| 3.3 | All Other Wood Products (Incl. Plywood) | 1,892 | 1,707 | + 185 | + 10.8 |
| 2.5 | Primary Metal Products | 2,910 | 2,344 | + 566 | + 24.1 |
| 2.4 | Pulp and Pulp Mill Products | 1,281 | 893 | + 388 | + 43.4 |
| 2.3 | All Other Chemical or Allied Products | 2,236 | 2,123 | + 113 | + 5.3 |
| 2.2 | All Other Primary Metal Products | 1,277 | 1,220 | + 57 | + 4.7 |
| 2.1 | Freight Forwarder & Shipper Assn. Traffic | 2,544 | 1,954 | + 590 | + 30.2 |
| 1.8 | Canned Fruits, Vegetables and Seafoods | 1,926 | 1,327 | + 599 | + 45.1 |
| 1.7 | Primary Forest Products | 3,623 | 3,246 | + 377 | + 11.6 |
| 1.5 | Malt Liquors | 1,458 | 1,450 | + 8 | + .6 |
| 1.4 | Farm Machinery and Equipment | 1,315 | 1,229 | + 86 | + 7.0 |
| .7 | Soybeans | 1,079 | 690 | + 389 | + 56.4 |
| .3 | Metallic Ores | 338 | 230 | + 108 | + 47.0 |
| 3.8 | All Other Carload Traffic | 3,843 | 3,670 | + 173 | + 4.7 |
| 29.4% | | 27,347 | 23,091 | + 4,256 | + 18.4% |
| | loading of these commodities DECREASED in 1965 under 1964 | JANUARY | | DECREASE | |
| | | 1965 | 1964 | 1965 under 1964 | % of decrease |
| 13.6% | Grain | 5,791 | 7,500 | - 1,709 | - 22.8% |
| 8.8 | Lumber or Dimension Stock | 3,984 | 4,006 | - 22 | - .5 |
| 6.3 | Coal | 7,953 | 10,003 | - 2,050 | - 20.5 |
| 5.9 | All Other Paper or Allied Products | 4,815 | 5,191 | - 376 | - 7.2 |
| 4.6 | Meat (Fresh, Chilled or Frozen) | 3,054 | 3,688 | - 634 | - 17.2 |
| 3.7 | All Other Food (Incl. Sugar) | 2,734 | 3,785 | - 1,051 | - 27.8 |
| 3.4 | Grain Mill Products | 4,816 | 5,174 | - 358 | - 6.9 |
| 2.8 | All Other Transportation Equipment | 3,098 | 3,201 | - 103 | - 3.2 |
| 2.6 | Stone, Clay or Glass Products | 2,447 | 2,503 | - 56 | - 2.2 |
| 2.4 | Petroleum, Natural Gas or Gasoline | 2,615 | 3,219 | - 604 | - 18.8 |
| 2.3 | Industrial Chemicals | 1,169 | 1,698 | - 529 | - 31.2 |
| 2.2 | Nonmetallic Minerals | 2,511 | 3,016 | - 505 | - 16.7 |
| 1.8 | Waste or Scrap Materials | 1,671 | 2,105 | - 434 | - 20.6 |
| 1.4 | Dairy Products | 1,081 | 1,300 | - 219 | - 16.8 |
| 1.4 | Fabricated Metal Products | 1,054 | 1,247 | - 193 | - 15.5 |
| 1.4 | All Other Machinery (Except Electrical) | 722 | 1,026 | - 304 | - 29.6 |
| 1.2 | All Other Farm Products (Incl. Sugar Beets) | 577 | 2,052 | - 1,475 | - 71.9 |
| 1.1 | Electrical Machinery and Equipment | 659 | 884 | - 225 | - 25.5 |
| .7 | Fresh Fruits and Vegetables | 862 | 929 | - 67 | - 7.2 |
| .7 | Livestock | 467 | 796 | - 329 | - 41.3 |
| .7 | Small Packaged Freight Shipments | 1,692 | 2,264 | - 572 | - 25.3 |
| .6 | Beverages (Except Malt Liquors) | 612 | 814 | - 202 | - 24.8 |
| .5 | Potatoes (Other Than Sweet) | 349 | 531 | - 182 | - 34.3 |
| .5 | Coke Oven or Blast Furnace Products | 660 | 681 | - 21 | - 3.1 |
| 70.6% | | 55,393 | 67,613 | - 12,220 | - 18.1% |
| 100.0% | | 82,740 | 90,704 | - 7,964 | - 8.8% |

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Railroad Division

PROVIDENT LIFE AND ACCIDENT INSURANCE COMPANY

Chattanooga

A "SILVER SERVICE" VETERAN, Laura Sievert, cashier at Sioux Falls, S. D., receives her 45-year pass from General Agent L. A. Fiorello. Looking on are (from left) H. H. Jacobs, division freight and passenger agent, Mason City, Ia., and Traveling Auditors J. E. Theophilus and L. C. Riley.



in 1955 he had 45 years service. Five sons and four daughters survive. . . . Mrs. John Margraf, widow of a car department employe, died Nov. 3. She is survived by five sons and two daughters. . . . Emil A. Amenson, a carman with 45 years service, died Nov. 4. His wife survives him, also four daughters and one son. . . . Mrs. Thomas Brady, widow of engineer, died Nov. 13 after a long illness. . . . Mrs. Della Tedford, widow of brakeman, died Nov. 28. She is survived by three daughters, a son and a stepdaughter. Mrs. Tedford was a charter member of the Milwaukee Women's Club. . . . Arthur Wanek died Dec. 25 after a long illness. He had been a car repairman for 30 years.

Terre Haute Division

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

The Women's Club Christmas party was held Dec. 16 at Throckmorton's Restaurant, Terre Haute. After a delicious dinner, Henderson's Band presented a program of Christmas music. A fellowship hour, including a "Sing Along" led by John R. Mahalek, was enjoyed by all.

Timothy I. Colwell, former clerk in the superintendent's office at Terre

Haute, died of a heart attack Nov. 24 at his home in Terre Haute. He retired in 1954 after 39 years with the Road. Funeral services were held at the Cross Funeral Home. His widow, a son Robert of Oklahoma, and several grandchildren survive.

John Leslie Stangle, 69, died in St. Anthony's Hospital Nov. 27. He had worked in the Terre Haute car department for 39 years at the time of his retirement Mar. 7, 1956. Three sons, a brother and a sister survive. Funeral services were in the Hickman Funeral Home and interment in Roselawn Cemetery, Terre Haute.

Assistant Car Foreman Sol Stone, 73, died in St. Anthony's Hospital Dec. 12. His railroad career began Oct. 25, 1921 and ended May 15, 1953. During this period he had worked as a carman, wrecking foreman and assistant car foreman. He is survived by his wife and four daughters. The funeral services were at the DeBaun Funeral Home and burial was in Roselawn Cemetery.

Sympathy was extended to Operator R. R. Wright at Faithorn, Ill., upon the death of his mother Dec. 24.

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Coast Division

TACOMA

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

Congratulations were extended to Mrs. Ingrid Mann who was the belle of the Cookie Mardi Gras in her festively decorated telephone office. Plates of luscious looking and tasting cookies set out on a Christmas tablecloth and served with coffee to employes and friends made a delightful contribution to a memorable occasion, and the thanks of all are extended to Ingrid who has been doing this for several years.

Margaret Hickey, stenographer in the transportation department, spent the Christmas holidays with her sisters in Butte, Mont.

Carl Johnson, chief inspector of the Transcontinental Freight Bureau and secretary of the local Freight Agents Association at Tacoma, retired Jan. 31 after 47 years of faithful service. A dinner was held in his honor at the Doric Hotel and a gift was presented to him. Carl has purchased a beautiful trailer and he and his wife expect to tour the United States during the next two years. Succeeding Mr. Johnson is R. W. Patterson, formerly traveling auditor for the TCFB.

Tacoma's icy drop in temperature during the holidays created much extra work for the B&B department. Sports fans took advantage of the weather, and physical fitness programs of tobogganing, skiing and skating were high on the agenda. Many exhibitions at ski areas were televised across the country. A sight worth witnessing were the clusters of fishermen huddled around fires along the banks of the Puyallup River, rain and cold forgotten, while they fished for steelheads. For the uninformed, a steelhead is a rainbow trout that has gone to sea and returned to fresh water full of fight.

There has been a lot of "face lifting" along Broadway and Pacific Avenue in Tacoma during the past year. Some parts of old buildings have been completely torn down and many buildings are almost entirely new. The new architectural designs are elegant and charming, and it is hoped that the re-conversion will capture new business for Tacoma.

Highlighting the Yuletide decorations was the 105 foot glittering Douglas Fir tree on Broadway. It was obtained from the Fort Lewis Reservation and the lights were donated by the Tacoma City Light Company.

Mrs. Robert D. (Rose K.) Shipley, wife of our chief yard clerk in Tacoma, died Dec. 10 in Puyallup. Burial was from St. Martin of Tours Church. In addition to her husband, she is survived by a daughter Rose at home, her mother, Mrs. Kathrina Fox, and two sisters, Mrs. Mary Salzmann and Mrs. Louise Naccarto, all of Puyallup.

Albert Roy Kidd, 72, retired general shop foreman, died suddenly Nov. 12

in Tacoma, where he had lived since 1947. Funeral services were held in that city and the remains were placed in Mountain View Memorial Park Mausoleum. Mr. Kidd was born in Gananoque, Ont., Canada, and entered railroading with the Milwaukee as tool room foreman in 1912 at Miles City, Mont. In 1919 he became round-house foreman at Marmarth, N.D., then at Othello, Lewistown, Moberge, Portage and La Crosse. In 1936 he transferred to Milwaukee as shop gang foreman, and in 1942 he became shop foreman at Deer Lodge, Mont. In 1947 he was appointed general foreman at Tacoma Shops from which position he retired in 1956. Survivors are his wife Franc M., a daughter, Mrs. Mary Moore of Missoula, Mont., a son, Roy F. of Milwaukee, three sisters, three brothers and four grandchildren.

IDAHO DISTRICT

A belated report has been received of the death of Mrs. A. C. Pierson, widow of retired conductor, of Malden, Wash. She died at the home of her only son, Corley, in Ephrata, Wash. Other survivors are three grandchildren and two sisters. Services were held in the Malden Congregational Church and interment was in Pine City Cemetery. Mrs. Pierson was a long time member of the Women's Club.

Mr. and Mrs. Russell Trowbridge of Los Angeles recently announced the birth of a daughter. Russell is with the government weather bureau. Engineer and Mrs. Burrell Trowbridge of Malden are paternal grandparents and Mrs. Cecil Palmer of Rosalia is the maternal grandmother.

SEATTLE

Laura K. Schaub, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Members of the department as well as former associates and friends were saddened to learn of the death Nov. 14 of Claude A. Peterson, 74, retired assistant general adjuster at Seattle. Mr. Peterson was born in Mason City, Ia., was graduated from Drake University and

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joined the Milwaukee in 1915. He was transferred from Chicago to Seattle in 1944 and retired in 1955. He was a member of the Knights Templar and the Shrine, Lake City Elks, Sigma Alpha Epsilon fraternity, a past president of the Ballard Camera Club and was active in Talmadge Hamilton House. Funeral services were held at the Bonney Watson Funeral Parlors and burial was in Evergreen Cemetery. Survivors include his wife Millicent; five daughters, Joanne of Seattle, Mrs. Robert Williams of Lake Forest and Mrs. George

Voght of Roselle, Ill., Mrs. Harry E. Lyman of Edmonds, Wash., and Mrs. Richard Feaster of Tokyo, Japan; his father, Andrew C. Peterson of Excelsior Springs, Mo., now 94 years of age; two sisters and nine grandchildren.

AUDITOR'S OFFICE: Mrs. Nettie Moore joined the Milwaukee Land Co. bookkeeping department in this office Dec. 1 to train for the position now occupied by Myrtle Browne who will retire the end of February. . . . Al Nance, auditor, recently passed

the required examinations and was granted a C.P.A. certificate by the Washington State Board of Accountancy.

FREIGHT CLAIM DEPARTMENT: Jack Schaffert, former employe of this department, stopped in for a visit Dec. 2. Jack is now completing his studies for the ministry in California. He is the son of Retired General Agent R. E. Schaffert of the passenger department.

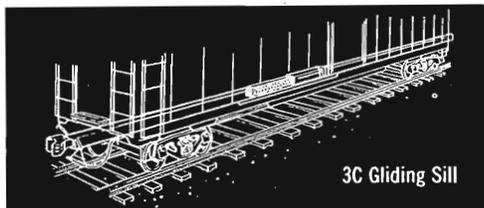
REAL ESTATE AND INDUSTRIAL DEPARTMENT: A hearty welcome was extended to Russell Segner, newest member of the staff. Russell hails from a railroad family in Missouri and joined this office Jan. 4 to work as a draftsman.

REGIONAL DATA OFFICE: Ida Zehnder returned to work Nov. 28 after an absence of two months following surgery. . . . Assistant Regional Data Manager F. E. Groves, who made many friends during his two years in the department, left Nov. 1 for a position in the Aberdeen regional data office. . . . It was indeed a pleasure to receive a Christmas greeting from Larry Hermann, former keypunch operator, who is with the armed forces in Germany.

TRAFFIC AND RATE DEPARTMENTS: Harry A. Sauter, foreign freight agent, and Mrs. Sauter joined the ranks of proud grandparents on Dec. 14 with the arrival of Lynne Carmel born to Mr. and Mrs. Stephen Urlacher. Mrs. Urlacher is the former Mary Ann Sauter. . . . December 21 was the date of the Milwaukee's 1964 Christmas luncheon, held this year in the Washington Athletic Club. Active and retired employes present numbered 130—all eager and waiting for Santa Claus who arrived in the person of George F. Flynn, assistant general agent, with his sack full of goodies for those present. Preceding the distribution of gifts, B. E. Lutterman, our genial M.C. for the occasion, introduced Rev. James Gandrau, editor of the Catholic Northwest Progress, who was guest speaker, and Joshua Green Sr., western director of the Road, who had a Christmas message for all. Also at the speakers' table were M. Garelick, assistant general manager, and P. J. Cullen, general freight traffic manager. Arrangements for this annual affair were made by Harry Sauter assisted by Audrey Hotten, Kay Miller, Walter Zahren and Laura Schaub of the rate and traffic departments. (A picture of the luncheon crowd appears in this issue of the Magazine.) . . . Employes and friends as well as associates from other railroads mourned the passing of Ralph E. (Kit) Carson, 81, retired general agent of the passenger department. Mr. Carson died Dec. 4 in a Seattle hospital following an illness of several weeks. He was born in Kansas, but had resided in Seattle the last 38 years. When he retired from service in 1950 he was a 45 year veteran. Mr. Carson was a mem-

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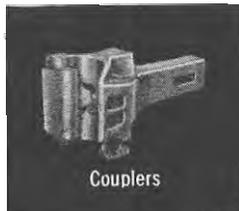
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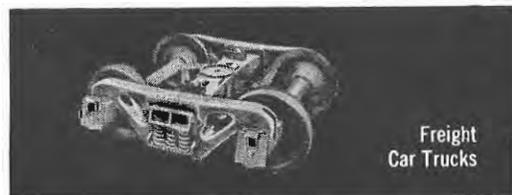
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Passenger
Rubber Cushioned
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Diesel Rubber
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RETIRING FROM THE OPERATING DEPARTMENT after 25 years of service, Marie Grunland is presented with a gift from her many friends in the Chicago Union Station and the best wishes of D. P. Valentine, general superintendent of transportation, as Q. W. Torpin, superintendent of transportation, stands by. Her associates in the transportation office, where she prepared the Road's daily carloading report, held a cake and coffee party in her honor Jan. 15, her last day of work.

ber of the local Chamber of Commerce, the Lions Club, the Elks Lodge No. 92, the Seattle Passenger Club, the Railroad General Agents Association of Seattle, and a life member of the Transportation Club. Funeral services were held in the Arthur A. Wright Mortuary followed by cremation. Mr. Carson is survived by his wife Mary Louise and a daughter, Mrs. Iris Randle, both of Santa Barbara, Calif.; three stepsons, Neil Hammons of Seattle, Leslie Hammons of Portland, Ore., and Stanley Hammons of Fort Hancock, Tex.; a sister and nine grandchildren.

Chicago General Offices

FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

H. W. Kirch, assistant general freight claim agent, retired Jan. 1. An office luncheon was held in his honor Dec. 30 and a cash gift was presented from his fellow workers. Retired members attending the luncheon were Anna Nasheim, Bill Norton, Andy Anderson, M. B. Mortensen and Carl Larson, who flew in from California. Wires and telegrams of best wishes were received from many friends.

Lou Arnone and his wife Lorraine announced the arrival of a little girl, Christine Dawn, on Nov. 9.

Congratulations to Secretary Lucille Williams on being initiated into the National Secretaries Association Dec. 16.

The attractive tan worn by Personnel Clerk Mary Powitz is the result of the wonderful time she had on her vacation in Jamaica.

Mamie Reed, who resigned from her clerical duties in 1950, was re-

cently awarded the Individual Performance Plaque for continuing and meritorious service to the Data Processing Management Association. This is the highest award given on a national level in this field.

Sympathy was extended to Clerk Jim Slovacek whose father passed away Jan. 5.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

Linda Nardini, secretary to J. A. Poer, controller of the MMTTC, was married Dec. 19 to PFC James Hawkins II at Mannheim Baptist Church, Melrose Park, Ill., and left immediately after the ceremony for New Jersey where the bridegroom is stationed.

Loretta Carli has taken the position vacated by Linda and Patricia Natynka and Georgene Stackowski have joined the staff at the general office in Chicago.

Best wishes were extended to Grace Albertz, secretary to P. J. Walsh, supervisor of safety and personnel, who received an engagement ring at Christmas. Grace has tentatively set Sept. 18, 1965, as the date of her marriage to Sam Carlson.

Roy R. Miskimins, assistant vice president, Don Kinsfather, manager of eastern operations, and Clarence

Goldsmith, terminal manager at Bensenville, played hosts to representatives of the French National Railroad Company and Trailer Train representatives at Bensenville Piggyback Park on Dec. 30. These gentlemen were greatly interested in the office operation as well as the operation of the new mobile crane and the loading and unloading of Flexi-Vans.

Roy Miskimins and A. J. Kilvinger, former MMTTC terminal manager at Kansas City, Mo., left for Seattle, Jan. 3 to open an MMTTC facility there with Tony as terminal manager.

Tom Hartnett, MMTTC driver at Council Bluffs, Ia., was appointed terminal manager at Kansas City effective Jan. 1.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

The engagement of Aileen Farnsworth to Ray Baker was announced Dec. 12. No date has been set for the wedding.

Michael and Marilyn Mayfield are proud parents of a baby girl, Michele Lynn, born Dec. 24.

Janice Morsi is the new employe in the central typing bureau.

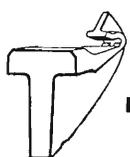
George Wiegref, Lucille Miller and Dolores Specht have all been on extended furlough and we are happy to have them back in the fold again.

Hedwig Kohler, who was in an auto-



PRODUCTS OF PROGRESS

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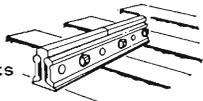


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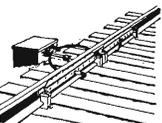
RAIL JOINT PRODUCTS

- Rail Joints
- Insulated Joints
- Compromise Joints
- Fibre



MAINTENANCE EQUIPMENT PRODUCTS

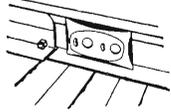
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Retiring with 56 years of service, Grace Rosier of the auditor of equipment accounts office, appears with, from left: Gertrude Johnson, bookkeeper; R. D. Carlson, assistant auditor equipment accounts; C. P. Richardson, auditor equipment accounts; Grace; Margaret Norris, secretary; and Angeline Tauber, assistant bookkeeper.



mobile accident during the holiday season, is recuperating rapidly.

The Aaron Melicks played Mr. and Mrs. Santa Claus to their little granddaughter in Atlanta, Ga.

The Tony Gaglianos recently vacationed in sunny Florida.

Heartfelt sympathy was extended to Agnes McGrath on the death of her sister, to Irene Barry whose brother died, and to Wally Urbanski on the loss of his father.

Natalie Dodd of the central computing bureau had a heart attack while visiting relatives in Evansville, Ind., during the holidays. At this writing she is making a satisfactory recovery.

TRAFFIC DEPARTMENT

B. F. "Bernie" Fuechtmann, assistant to passenger traffic manager, has been elected first vice president of the Chicago Passenger Club for 1965. Other new officers are Kenneth Ward of the Illinois Central, president, Robert Panfil of Happiness Tours, second vice president, and John Kelly of the Santa Fe, secretary-treasurer.

Mrs. M. P. (Rita) Burns, wife of assistant general passenger agent in Chicago, passed away Dec. 5 in Louis A. Weiss Memorial Hospital. Funeral services were held at Little Flower Church. She is survived by a daughter, Eloise, in addition to her husband.

A. J. Dittmar, our general agent in Houston, has been elected a non-resident off line director of the Traffic Club of Galveston-Texas City for 1965. Mrs. Dittmar accompanied him to the installation ceremonies held at the Jack Tar Hotel in Galveston Jan. 20.

Mrs. Philip M. (Mae) Farrell, secretary to the commissioner of agricultural and mineral development for many years, died Jan. 23. She had been with the Road 35 years. Burial was at Mount Olivet cemetery. She is survived by her husband, a sister, Mrs. Catherine McKay, and two brothers, John J. and Gerald T. Callahan.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Grace Minor, Correspondent

Congratulations to Rose and Norman Hendrickson on the birth of their second child, Linda Rose, Nov. 11 at Resurrection Hospital . . . Mr. and Mrs. Larry Heidemann proudly announced the birth of Mark James Dec. 21. Mark has three brothers and a sister.

This year the Minor family had much to be thankful for. Your correspondent's son, daughter-in-law and granddaughter Maria returned Nov. 24 from Morelia, Mexico, with a two month old newly adopted son, James Ray Minor Jr. Maria was adopted from the same town more than four years ago.

Sympathy was extended to the Joseph Drews family on the death of their son Gerald. Joe is a review clerk in the office of the auditor of freight settlements . . . Also to Richard Stingle and family on the death of their infant grandson John Elnhorn. Dick is a claim investigator in the office of the auditor of freight accounts.

Otto Reinert has sent word that Retired Employee John Krieter has re-

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45-YEAR VETERANS Agnes McGrath, general bureau head of the central typing bureau in the Chicago-Fullerton Avenue accounting center (left), and Cecilia Koob, statement typist, are each presented with a Silver Pass by Assistant Comptroller H. C. Johnson. The occasion was celebrated at an office party and luncheon.

turned home to recuperate after six weeks in Bay Pines Veterans Hospital where he underwent surgery.

Helen Burke, suspense account clerk in the office of the auditor of freight accounts, is at home ill at this writing.

Mrs. Al Dinoffria, wife of our recently retired lead review clerk, was honored at a retirement dinner at the Golden Ox Dec. 17. There were 83 guests, and a theater party followed the dinner. Mrs. Dinoffria was personal secretary to Walter Schuessler, president of the Schuessler Knitting Mills. Her husband, son and daughter-in-law were among the honored guests.

Our holidays were brightened by greetings from Otto Reinert and Madeline Bingham from Florida, the land of sunshine, and by visits from Henry Mohr, Al Dinoffria and Art Gentzke. Mr. Reinert said that Mae Schuler and her husband forsook the sunshine to spend the holidays with family and friends in Chicago.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Jeannine Marchini, Correspondent

Our office observed the retirement of Grace Rosier on Dec. 15. Her entire service of over 56 years had been spent in this office and many former employes came to join us in wishing Grace a long and happy retirement. A gift of cash and personal gifts from people throughout the building were presented to her.

Ralph Carlson came from the IBM department Nov. 2 to take the position of assistant to auditor of equipment accounts recently vacated by Mr. Chandler. A welcome and good wishes were extended to him in the form of a beautiful bouquet of flowers.

Congratulations to Ralph Lukes who recently announced that he was planning to be married.

January-February, 1965

Our newest employe is Mike Anderson, mail boy.

Hannah Magnuson, a well known employe prior to her retirement many years ago, died Dec. 18 in Michigan where she had been making her home. There are no immediate family members surviving.

Mary Lemke was recently welcomed back to the office after hospitalization due to an accident suffered while returning from a Florida vacation.

Sympathy was extended to Joe Kurek and Allen Remus, whose mothers died recently.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Irma and Gerald Mapes of the AFE bureau who became parents of a son, Thomas Gerald.

Richard and Jual Henikman, formerly in the shop timekeeping bureau, also announced the arrival of a son who has been named Glenn Richard.

Wanda Szypulski, clerk at the AFE bureau, announced the arrival of her fifth grandchild when Jay Edward was born to her daughter and son-in-law, Diane and James Gafner.

PURCHASING DEPARTMENT

Jim Maloney, Correspondent

At this writing, Don Russo's mother is recovering from a stroke. She lives in New York City but Don plans to bring her to Chicago when she is able to travel.

Don Barnes is now back at work after serving his hitch with the Army. The stork will be paying a visit to the Barnes this spring.

Louis Passaretti is a proud papa for the second time, son number one, a "little Louie" but named Vincent.

Joyce Ross is wearing a beautiful diamond, and church bells will soon be ringing for her. May all her troubles be "little ones".

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Center was recently visited by Al Dupuis. He stayed to watch the Achievers cutting out patterns for aprons for ladies and for carpenters. The second project, which he did not see, will be a chair for children.

John G. Waldman of Western Avenue recently joined our Lakeview Center as a production adviser.

OPERATING DEPARTMENT

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

After about 25 years service in the transportation department, where she prepared the daily carloading report, Marie Grunland retired Jan. 15. A coffee and cake party was given in her honor in the office on her last day of work, and she was presented with a corsage and a gift of money with the good wishes of her many friends in the Union Station. Marie will continue to live in Morton Grove, Ill.

Mary Jo Ulrey joined the transportation department as secretary to the assistant superintendent of transportation Jan. 4. She came to us from the Pennsylvania.

Larry Love, file clerk in the general manager's office, entered military service Jan. 7.

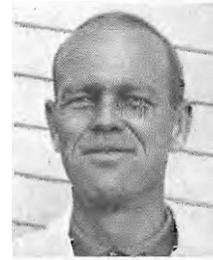
We are all happy to have R. J. Arnsdorf, secretary to vice president-operation, back in the office after undergoing eye surgery.

C. P. Downing, retired assistant to vice president, stopped in to extend the season's greetings to his many friends in the Union Station. We understand he and Mrs. Downing plan to spend the winter in California.

Sympathy was extended to Marlene Slovacek and her family upon the sudden death of her father, Jerry Slovacek, Jan. 4. Marlene's brother is an employe in the freight claim department and Marlene transferred from that office to R. J. Kemp's office last April.

John Kopecky transferred from Galewood to the position of impact

**E. D. Hagen Accepts ICC Post
As Safety-Service Agent**



E. D. Hagen

CONDUCTOR E. D. "Dan" Hagen of Sioux City, Ia., accepted a position recently with the Interstate Commerce Commission as a safety and service agent. He will train in the field for two to three

months before being assigned a territory. Mr. Hagen, 37, had been with the Road almost 20 years, starting on Feb. 11, 1945 as a brakeman. He was promoted to conductor in May, 1949.

register clerk in the office of R. J. Kemp in September, 1964.

R. E. Melzer and H. M. Warner of the CPR&MS department visited Mrs. Charles (Mildred) Rabus at the Village Nursing Home in Skokie recently. They report that she is in good spirits and was most happy to see them. Millie was a 40-year employe of this department and I'm sure she would be glad to hear from her "railroad" friends. She suffered a stroke while in Florida nearly four years ago and is now confined to a wheelchair. She may be addressed at the Village Nursing Home, 9000 North LaVergne, Skokie, Ill.

It is with deep regret that we report the death of Mrs. Berg, mother of Glenn Berg, special representative of vice president-operation, who passed away Jan. 17 in Chicago. She was the widow of A. T. Berg, a former superintendent at Aberdeen, S.D., who died in 1949. Interment was in Elmwood Cemetery, River Grove, Ill. Surviving, in addition to Glenn, are three other sons, four daughters, 23 grandchildren

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RETIRING WITH THE OLD YEAR, Engineer Herman Von Alten of Davenport, Ia., is shown on his last run of 45 years of service. He started with the Road on Aug. 3, 1919 as a fireman and was promoted to engineer in 1943. The start of the new year marked the beginning of his new career as a full time farmer on an 80-acre farm near Walcott, Ia., which he bought four years ago. (A. Craig Benson photo)

and three great grandchildren. Mrs. Berg was closely associated with the Milwaukee all her life. Two grandfathers worked for the old Southern Minnesota Railroad which later became a part of the Milwaukee, and her father, Herman Hoganson, began work for the Road in 1892 as agent at Pleasant Prairie, Wis.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent



Jacqueline Lewis

Assistant Engineer Matthew J. Lewis' daughter Jacqueline, a senior at the University of Illinois, was recently elected to Illinois Gamma chapter of Phi Beta Kappa. She is majoring in languages. This

year Jacqueline is vice president of her sorority, Alpha Gamma Delta. During her last three summer vacations, she worked as a stenographer in the Milwaukee Motor Transportation Company office in the Union Station.

Contributed by Betty A. Naughton
Signals and Communications

During the holiday season it was nice to renew old acquaintance with Retired Assistant Engineer Edgar Hansen and Retired Communications Engineer Elmer Muckerheide, both of whom stopped in the office to visit.

Signal Maintainer "Bud" Kindred ended more than 40 years service

with his retirement Nov. 13. On behalf of his many friends and fellow workers, Supervisor Jim Frohmader of Ottumwa presented him with a spinning rod and reel, tackle box and other fishing equipment. The Kindreds will continue to live in Excelsior Springs, Mo., where Bud worked the territory for many years.

Sympathy was extended to the family and friends of Lineman Ronald Roundy who died suddenly Nov. 12 after a short hospitalization in the V. A. Hospital at Madison, Wis. Funeral services were held at Wyocena. His wife Susan and an infant son survive.

Retired Cableman Marvin Geitz died Nov. 17 after a lingering illness. Funeral services were held in Prairie du Chien.

Assistant Electronics Maintainer Larry Dunn transferred from Savanna to the Bensenville Radio Shop in the same capacity effective Jan. 1.

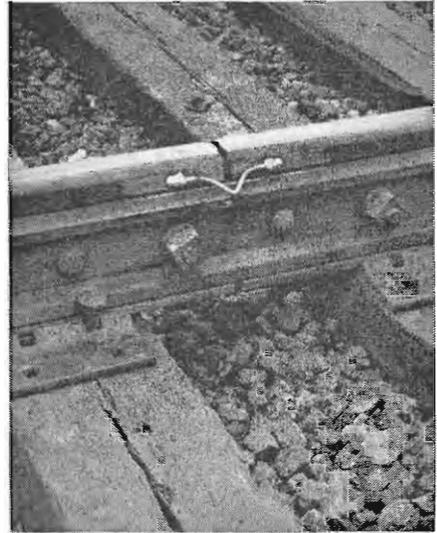
Arthur, brother of Signal Draftsman Gene Leonard, moved his family from Helena, Mont., to Elgin when he began work in the Chicago Relay Office as a teletype operator Dec. 28.

Assistant Engineer-Signals Gene Hubley received holiday greetings from his sister Alice from Saudi-Arabia. After working in the American Consulate in Dublin, Ireland, for several years she finds conditions are quite different from those she was used to. One spot she visited in her travels was the Taj Mahal in Agra. According to Alice, "the building is white in the morning, blue-white in the afternoon, and appears purple in the evening. It took 20,000 workmen 22 years to complete this wonder which was built in memory of the King's wife who died giving birth to their 14th child. They are buried in tombs below the Taj Mahal and precious jade, ruby and other stones are incorporated in the design of the marble walls and tombs."

Sympathy was extended to Chief Operator Gene Garcia of Savanna, whose mother died Dec. 21.

Mrs. Arnold Bieter, widow of former manager of Chicago Relay, is now residing in St. Augustine, Fla.

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D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Savanna Chapter of the Women's Club held its Christmas party Dec. 14 in St. Paul's Parish House. Members of the committee in charge were Mesdames William Doherty, Grace Bertholf, Albert Lahey, Genevieve Martin and Helen Williams. Thirty members attended the potluck supper. Members voted a donation to the Christmas food basket fund. Newly elected officers for 1965 are: Mesdames William Doherty, president; Lloyd Hinsch, first vice president; Lane O'Rourke, second vice president; Guy Chamberlain, treasurer; Albert Lahey, reporting secretary; Grace Bertholf, corresponding secretary; and Miss Clara Cush, historian.

Word has come to us that Engineer James L. Tarbet, who retired last year after many years in train service at Kansas City, died suddenly in Research Hospital in Kansas City on last Nov. 7, after an illness of one day. Funeral and burial services were held in that city. Mrs. Tarbet, who survives her husband, is president of Kansas City Chapter of the Women's Club and a former safety chairman of the general governing board.

Iowa Division

MIDDLE AND WEST

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

Fred Harvey, agent at Bayard, Ia., recently received his Gold Pass, signifying 50 years of service with the Road. Fred started his career in 1914 on the Dawson section, and later worked as a helper at the Dawson depot where he learned telegraphy from C. A. Lee, who subsequently became his father-in-law. He worked at several places along the Iowa Division, holding regular positions at Herndon, Lyons, Sabula and Manilla, before bidding in the agency at Bayard. He and Mrs. Harvey are the parents of Train Dispatchers Fred L. Harvey of Aberdeen and Larry L. Harvey of Perry. Fred is also a



A Gold Pass signifying 50 years of service is presented to Fred Harvey, agent at Bayard, Ia., by Chief Dispatcher J. D. Galiher of Perry, Ia., as Mrs. Harvey looks on. A detailed report of this appears in the Iowa Division news from Magazine Correspondent D. E. Lee.

brother-in-law of your correspondent.

Retired Train Dispatcher Willis Jordan died last November at Marion. He and Mrs. Jordan had been in a nursing home for some time as both were in poor health and unable to maintain their home. Many years ago Willis was a dispatcher at Perry. He later moved to Marion where he worked until his retirement in 1950.

Milwaukee Road Police Lieutenant and Mrs. James Tracy of Perry are the parents of a baby daughter born Nov. 17 in the Perry hospital.

Locomotive Engineer Ralph Judd has reason to place double significance on Nov. 30 in the future. Not only is it his wedding anniversary, last year the 37th, but also the date on which he filed notice of his retirement. Ralph began his career as a laborer in the Perry roundhouse in 1919 and, when an opening occurred, hired out as a fireman. He and Mrs. Judd have purchased a travel trailer which they plan to use in seeing a great deal of this country. Their first trip in it will be to Florida.

Mrs. Kathleen Peterson, mother of Perry Train Dispatcher Donald Peterson, died Dec. 5 in a nursing home at Bayard, Ia. Funeral services were held at Sabula, Ia., her former home. In addition to Donald, she leaves three other sons, Robert of Bellevue, Neb., and Richard and James of Sabula.

Jim Bridenstine, son of Assistant Superintendent Paul Bridenstine, and a former diesel machinist apprentice at Savanna, was off duty for two weeks with tonsillitis. He has now enlisted in the Armed Services.

Retired Locomotive Engineer George Balsbaugh had a bad fall in Perry early in December. After treatment at the Perry Hospital he was taken to the V. A. Hospital in Des Moines. All indications point to a long hospitalization for him.

Former Freight Conductor Francis Reel is hospitalized in Iowa City at this writing.

The Milwaukee Road Magazine

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| | Employee In Active Service \$3,000.00 | Dependent Wife (maximum) \$1,000.00 | Each dependent child under 18 (maximum) \$500.00 |
| Ages under 39 Inc. | \$3.75 | \$1.75 | .50 |
| Ages 40-59 Inc. | \$6.75 | \$2.25 | |
| Ages 60-64 Inc. | \$9.75 | \$4.25 | |
| Ages 65-69 Inc. | \$13.75 | \$6.25 | |

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

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2. Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
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POLICY FOR DEPENDENT WIFE } Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
 Wife's nameDate of birth
 Amount of monthly premium for wife's policy \$.....
 (See rate above according to age)

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

| First Name | Age | Birth Date |
|------------|-------|------------|
| | | |
| | | |

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Alaska—A Wonderful Trip for Retired Folks

To retired people who like to travel, H. A. Norcross, a retired La Crosse Division engineer, recommends a trip to Alaska. But don't rush, take your time.

He says that people who complain about the condition of the Alaska Highway are those who try to see everything in three or four weeks. The Norcrosses, who recently drove from their home in Onalaska, Wis., to visit their son and his family at Anchorage, made the trip in a little more than nine weeks and had a wonderful time along the way.

Hunting and fishing ranked among the highlights, Norcross says. During a week's hunting with his son north of Anchorage he bagged a moose, a bear and a caribou. The bear and moose were shot on separate nights as they were returning to their cabin after fishing for silver salmon in the Susitna River, and the caribou in the Talkeetna Mountains.

The first part of the expedition was made in a jeep, but that had to be abandoned when the country got rough. Four caribou can be taken in a season, but Norcross said he was satisfied with one, considering that the meat had to be packed on their backs.

The vastness of the country is impressive to the traveler, he declares. On the hunting expedition, tracks of bears, caribou and wolverines were common, but about the only indications of



Silver salmon are just waiting to be caught say Mr. and Mrs. H. A. Norcross, displaying here a catch from the Susitna River near Anchorage.

people were planes crossing overhead. The fishing earned warm praise, too. After reeling in three or four silver salmon it was necessary to rest, because of their size. "You could hardly miss on any cast," he says.

The Norcrosses towed a trailer house on the way up but returned without it. Accommodations for trailers are excellent, they say.

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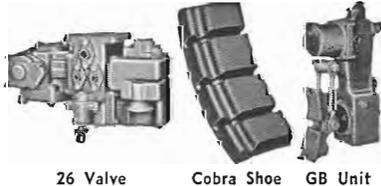
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Brown, E. N., agent ----- Mazomanie, Wis.
Haggerty, B. O., loco. engineer -- Miles City, Mont.
Harvey, Fred, agent ----- Bayard, Ia.
Pless, W. C., conductor ----- Austin, Minn.
Voss, F. E., engineer ----- Mazomanie, Wis.

Silver 45-Year Passes

Ciesenski, Joseph E., clerk ----- Chicago, Ill.
Clemens, G. E., sec. laborer ----- Aberdeen, S.D.
Davies, L. J., machinist helper ---- St. Paul, Minn.
Lang, Michael A., machinist helper. St. Paul, Minn.
Maciolek, John F., engineer ----- Milwaukee, Wis.
Maycumber, Ray, electrician ----- Milwaukee, Wis.
Merrill, Phillip R., machinist ----- Milwaukee, Wis.
O'Connell, T. F., chief clerk --- Minneapolis, Minn.
Pounders, William I., yard conductor -- Chicago, Ill.
Switzer, G. A., loco. engineer --- Lewistown, Mont.
Wilson, A. R., agent ----- Mabel, Minn.

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GOLDEN WEDDING COUPLE Jesse Smith, retired Chicago Terminals switchman, and his wife celebrate their 50th anniversary on Jan. 2 at home in Wood Dale, Ill. Included in the family party were two sons, three daughters, twelve grandchildren and three great grandchildren. Mr. Smith retired in September, 1962.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Trainmaster J. D. Cowart underwent emergency surgery on Jan. 7 at Elmhurst Memorial Hospital. At this writing he is getting along very well.

Mrs. Ed Nunes, wife of retired conductor, died last November in Chicago. Funeral services and interment were in Escandido, Calif., where her daughter, Virginia Barth, lives.

Retired Chief Clerk Lloyd LeGros and family have moved to Antioch, Ill. We were sorry to hear that Mrs. LeGros slipped on the ice and broke her leg while doing some Christmas shopping.

BENSENVILLE

Delores Barton, Correspondent

Harold Eppley, yard clerk at Bensenville, was seriously injured in an automobile accident on Oct. 17 and was taken to Du Page Memorial Hospital of Elmhurst, and will be there for three or four months. Visitors are welcome and Harold will be glad to see anyone. He is in Room 119.

Chief Yard Clerk Julius Moscinski from Western Avenue suffered a stroke Nov. 21 and was rushed to St. Anne's Hospital.

Sympathy was extended to Ken Bastow, yardmaster at Western Avenue coach yard, whose mother passed away Nov. 20 in California, and to Clerk Cliff Childers of the Bensenville depot whose father passed away Jan. 8.

The division engineer's office welcomed Billy Harriett who returned from our downtown office, and Ted Wojcie Jr., employed as a tapeman.

On Dec. 31, B&B Foreman Fred Beckert retired after 38 years of service. Mr. Beckert started with the B&B department on Oct. 19, 1926 and was promoted to foreman on May 16, 1946.

He has been working in that capacity in charge of the Bensenville crew since that date. Mr. and Mrs. Beckert will live in Chicago.

It was nice to have a visit from Retired General Yardmaster Lyall Sampson during the Christmas holidays. He is now living in Boscobel, Wis.

The retirement of Machinist George W. Cooper on Dec. 31 called to attention the fact that the men of the Cooper family have served the Road a total of 202 years.

The late George Cooper, the father, started with the Milwaukee in 1905 and had been night general roundhouse foreman for 11 years at the time of his retirement Mar. 31, 1947. Four sons followed in his footsteps . . . George W. began working for the Milwaukee June 2, 1921 and became a machinist Mar. 26, 1927. He lives in South Elgin, but is planning to move to Florida now that he has retired . . . Allen started working for the Milwaukee July 23, 1931, went to the North Western for a while, but returned to the Milwaukee and worked as a pipefitter and foreman until his retirement on disability January, 1957. He is now living in Daytona, Fla. . . . Son Robert started July 9, 1921, became a machinist Jan. 10, 1941, and is presently working at Bensenville . . . The fourth son, Harold R., started July 17, 1939, became a machinist Oct. 20, 1945; left to spend four years in the Navy, then returned to service and was made equipment supervisor at Bensenville June 1, 1960.

In the third generation, George Cooper III, the son of George W., started working for the Road July 25, 1950 and is now an electrician at the Bensenville diesel house; while Allen Jr. started Mar. 15, 1950 and worked as an electrician until July 28, 1961, at which time he left the service and is now living in Daytona, Fla.

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Edwin George Hacking, 71, a retired switchman from the Chicago Terminals, died Jan. 8 in Lakeland (Fla.) General Hospital after a long illness. He was a native of Battle Creek, Mich., who moved to Lakeland about 13 years ago following his retirement. Survivors are his widow, Lillian; a son, Edwin S. of the U.S. Navy now stationed in Italy; two daughters, Mrs. Muriel Rausch of Lakeland and Mrs. Beverly Bradbury of Clarendon Hills, Ill., and three grandchildren. Burial services were held in Thornton's Chapel and interment was in Lakeland Memorial Gardens.

Contributed by Dorothy Lee Camp

Retired Yard Conductor Jim Imbler and his wife Ila are in Florida for the winter. They left in time to spend Christmas with Retired Clerk Earl Simmons and wife Pearl in St. Petersburg, and to see Retired GYM Vern Bradshaw and his wife. In all the rush of getting away they took time to send your contributor some very special Christmas cookies and candies from Ila's collection of wonderful goodies.

By the time this appears in print, Train Clerk Wally Grosnick will have completed another course in music, adding to his already extensive knowledge in this field.

C&M Conductor John Handlos and wife were Florida bound at this writing. Retired Sleeping Car Conductor Bill Snip and wife Elsie are also enjoying the Florida sunshine for the winter.

Trainmaster Jim Cowart gave all his friends a scare when he landed in the DuPage Memorial Hospital of Elmhurst recently for an emergency appendectomy. At this writing he is

home and beginning to feel pretty chipper.

Second Trick Operator Harry Inman is back on the job at Cragin after being laid up for many weeks.

Tommy Martinek, son of Chief Clerk Tony, was home on Christmas leave from the Navy.

Many of you on the Road might like to know that Mrs. G. Meta, wife of deceased Mexican section worker, is getting along well at this time. Her three sons are in the Armed Forces and one daughter is at home helping care for the two children of deceased daughter Antoinette. The youngsters are growing like weeds and very much enjoyed the box of children's books sent them at Christmas. Mrs. Meta still remembers and mentions the kindness of the Bensenville railroad folks who helped her when her five children were growing up, and made so many of their Christmases happy.

Thanks to those of you from the Milwaukee who gave clothing and canned goods for the needy Indians on the Lac du Flambeau Reservation in Wisconsin. Joe Barzano of River Grove was the Santa Claus who delivered the welcome and much needed material to the Indians. There is still need for more clothing, especially warm items, for both adults and children. Donations may be sent in charge of the Catholic priest or the Indian Council of Lac du Flambeau. Once again, our railroad family helped to make Christmas more pleasant for some who might otherwise have had not only a lean, but a cold one.

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Milwaukee Road Family Adopts Korean Orphan



The W. H. Spinks family, Bill and his wife Vivian, Michael, 11, Diane, 8, and Kimberly Jo, now 22 months. Ricky, 17, was working at his after school job when the picture was taken.

The picture above was taken for the benefit of friends of W. H. Spinks, chief clerk to assistant chief engineer-structures, who have been interested in the plans of Bill and his wife Vivian to adopt a Korean orphan. The story which follows is Bill's account of how "baby sister" became a member of the family.

WE made our decision to give a home to a little Korean orphan at a conference with our children during the Christmas holidays of 1963. All of us were aware of the over 60,000 orphans in South Korea through the missionary service of our church, and had felt led toward adopting one. Ricky, Michael and Diane had been enthusiastic about the idea, so we had a family meeting and my wife and I told them of the problems that might arise, the cost of legal, medical and transportation fees, and so on, and the sacrifices they themselves might have to make. However, they were in favor of it.

The arrangements were made through the home office of the Holt Adoption Plan, Orphan's Foundation Fund, Inc., in Creswell, Oregon, and in April we received a picture of a beautiful baby of one year. April and May passed while we proceeded with the legal steps, and then in June we were told that she had not met the physical test for a visa. Naturally, we were disappointed, but felt we should have another child chosen for us.

Finally, in July, we received a picture of our precious Kim Rose. Little Kimberly Jo, as we decided to name her, was born on Apr. 23, 1963 and at the age of two months abandoned on the streets of Seoul. She was found and placed in the City Baby Home,

from where she was moved to the Holt Orphanage. She arrived in Chicago at O'Hare Airport on Nov. 3 along with five other little Korean children who were also claimed by their new parents.

The adoption has been a wonderful experience, and has made each of us, through Kim, appreciate a lot more the blessings we enjoy in this country that in the past we took for granted. We realize that problems may arise as she grows up, but feel that we will be able to cope with them, as we will raise her with love and understanding.

January-February, 1965



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GALEWOOD

Linda M. Kuchl, Correspondent

Stanley Creamer, machine operator clerk, and wife, Carol Ann, announced the birth of Stanley Jr. Nov. 30.

Fran Madigan, who previously worked at Division Street, is the new stenographer in the office of Assistant Superintendent W. K. Peterson. She is replacing Ivy Bolton who transferred to a position in Bensenville.

Hattie Plaster, waybill stripper, is back at work after being off sick for quite a while. Still absent at this writing are Marie Riley, ticket stamper, Berniece Wealer, and Ernie Fatz, general clerks.

Bernard Halverson was elected junior vice commander of Pioneer Post, American Legion, for 1965.

Mrs. Uggla, Mrs. Portschy and Mrs. Tripp of the Women's Club served coffee and cake to the employees of the freight house and office on Dec. 23.

A good time was had by all at the Galewood freight office Christmas party. A delicious luncheon was served and among the retired employees who attended were Norma Gunderson, Hazel Peterson, Emily Young, Hattie Blackman and Frank Phillips.

Ileene Abrams, wife of Nate Abrams in the regional office, was the only member of the press permitted backstage to take photographs at the recent Norman Norell fashion show in Chicago.

The Galewood office has a new bill clerk, Steve Tackas, who recently moved to Chicago from Cincinnati.

Former Bill Clerk Lloyd Novak has returned to school at Southern Illinois University.

R. P. (Tiny) Ortman, night chief rate and bill clerk, and Bob Bernas, bill clerk, recently left the service of the Road.

Check Clerk Victor Polozzol of the Galewood freight house died in January.

Sympathy was extended to Robert J. Stroz of the freight house on the recent death of his wife.

Clerk Rocco Losito and wife Rose announced the birth of daughter Riana Nov. 26.

Emil C. Rackow, foreman at the Galewood Wardex operation, completed 47 years of continuous service Jan. 2. He began in the Galewood Yards in 1918 as a switchtender and served as foreman for the last 15 years without personal injury chargeable to himself or any of the men under his supervision.

USER CHARGE PLAN FOR AIRLINES has been submitted to the White House by the Federal Aviation Agency. The plan would (1) raise the present five per cent excise tax on airline tickets to seven per cent, (2) levy a two-cents-a-gallon tax on now untaxed jet fuels, and (3) raise to three cents the present two-cents-a-gallon tax on gasoline for light aircraft.

Earns Letter as Gopher "Itinerary Quarterback"



John A. Guzy, "300" bowler

SPORTS have been both a hobby and a career for John A. Guzy, general agent-passenger department in his native Minneapolis. He has bowled a perfect "300", also had a 299, won a medal for cleaning the 7-10 split at the 1951 ABC tournament, and is remembered among baseball followers as an outfielder on Minnesota's first championship softball team from Minneapolis back in the twenties.

Bowling even lured him to a job as a ticket clerk for the Road in 1924, "because they needed a man on their team".

Since that time he has rolled up several million railroad miles for others as well as himself on travels originating in

his territory, meanwhile shepherding greats of the sports world and other V.I.P.s. But his specialty has been "itinerary quarterback" for the athletes, coaches and fans of the University of Minnesota, to give him the title conferred on him by the *Minneapolis Star*.

In a recent article in that paper, Mr. Guzy was featured as master of ceremonies and tour director for Minnesota teams from 1924 on, when he helped organize a football special for the Wisconsin game. Since then he has handled travel docket for all other of the University's intercollegiate teams, and enjoyed it so much that when Minnesota's schedules took it outside of Milwaukee Road territory, he frequently went along anyway as a roter.

This winter he helped organize and direct the 21-car football special for the Wisconsin game at Madison, and also set up the arrangements for the Gophers' hockey and basketball trips.

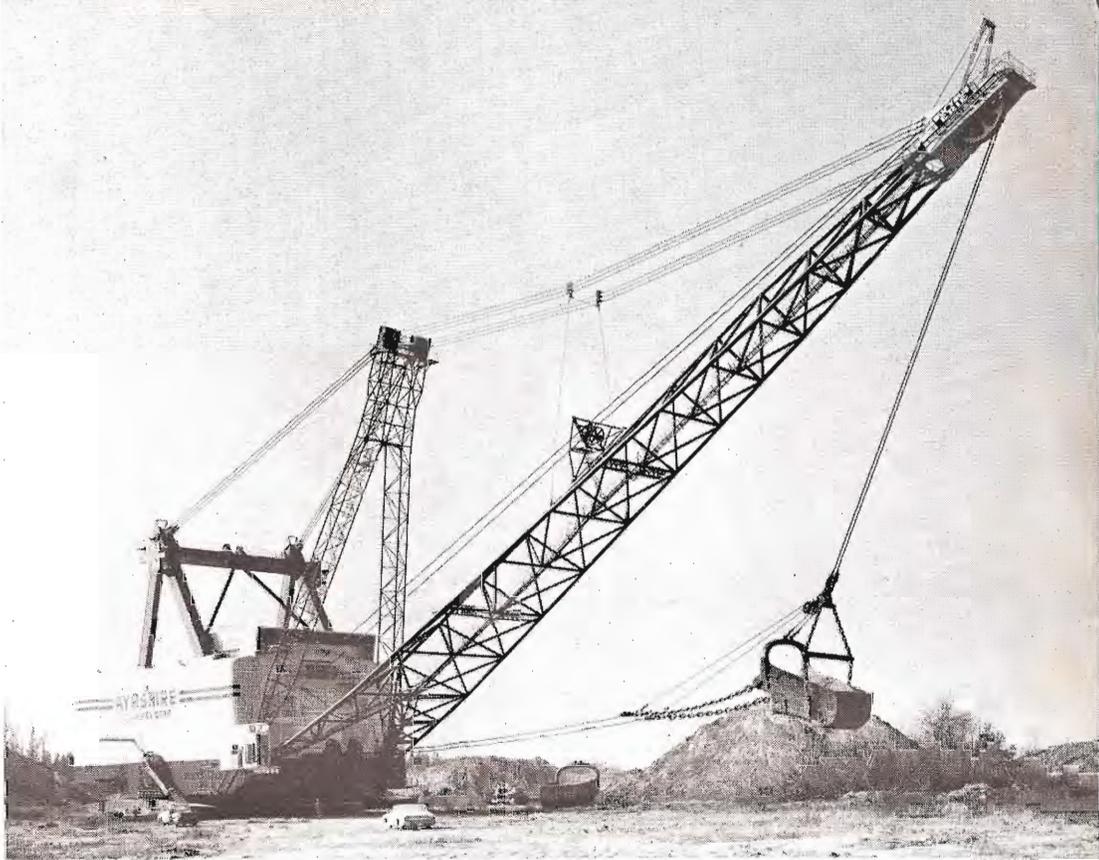
As a football fan, Mr. Guzy has owned Viking season tickets since the franchise was established in Minneapolis in 1961, and Minnesota home game tickets ever since he has been with the Road. In view of his interest in the game, it was probably inevitable that an athlete would marry into the Guzy family, as he did, in the person of Mike Wright, ex-Gopher football captain, who became his son-in-law after the 1959 season. (Photo of Mr. Guzy by *The Minneapolis Star*)

Introducing the "new look" on the Chicago-Elgin suburban line, Conductor Milburn K. Lynn and Accordionist Marion Carter greet passengers Caryl Palgen of Elgin and Walter Jaskula of Bartlett, Ill. The festivities marked the departure of the 4:32 Elgin local from Chicago on Dec. 2 made up of four of the 22 additional new stainless steel bi-level coaches placed in operation on runs north and west of Chicago this winter to complete the Road's suburban service modernization program.



The Milwaukee Road Magazine

"COLOSSAL" IS THE WORD for this Bucyrus-Erie dragline which recently went to work at the Friar Tuck Mine of the Ayrshire Collieries Corporation near Latta, Ind., for which the Milwaukee Road provides unit coal train service. Nearly nine million pounds of steel—enough to build 3,000 automobiles—went into its construction, together with 74 electric motors capable of generating 17,000 horsepower on a continuous basis. The 75 cubic yard bucket, hanging from a 275 foot long boom of an unusual tubular design, scoops in nearly 112 tons of earth at a bite. The machine walks on two "shoes" each 65 feet long and 12 feet wide, which take eight-foot steps at a time. It is the largest walking dragline operating in the Indiana coal fields.



REMEMBER THE "COLONEL'S COLTS"?

This picture comes from A. G. Nelson, assistant engineer-communications, who recalls that the team was organized by the late Col. Harry G. Williams, commander of the Camp Williams National Guard Reservation at Camp Douglas, Wis., from 1898 to 1926, and that it was probably taken in 1920. The names of the players, nearly all Milwaukee Roaders, may ring a bell. Front, left to right: Emil Nelson; Fred Rohde, agent at Camp Douglas; Colonel Williams; Tom Wilkinson, signalman; and Frank Byers. Rear, from left: Fred Brawley, signal foreman; Mr. Nelson; Oscar Moe, baggageman at Camp Douglas; Richard Taylor, maintainer at Tomah, Wis.; Don Anderson, maintainer at Northbrook, Ill.; Hallie Walker; Ernie Fowler, maintainer at La Crescent, Minn.; and Tom Walker, signalman.



A SILVER PASS IS PRESENTED TO STEVE RAWSON,

general agent in St. Louis, with the congratulations of our traffic force headquartered in that city. Lined up are, left to right: L. R. Whelchel, city freight and passenger agent; F. R. Halloran and H. V. Page, traveling freight and passenger agents; G. F. Quinlan, assistant traffic manager-South East Region; Mr. Rawson; R. N. Dosch, traveling freight and passenger agent; W. C. Half-acre, chief clerk; and G. L. Williams, secretary.





MAGAZINE

CHICAGO,

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READY TO GO BACK "ON LINE". Viewed from the tower at Airline Yard in Milwaukee are some end results of the large scale rebuilding program being carried out at Milwaukee Shops (left, background) to meet the demand for larger cars. In the foreground is a string of "like new" ore cars which were "stretched" vertically with an 18-inch body extension at the top, thus raising their capacity from 960 to 1248 cubic feet. The "stretching" technique is being applied also to the lengthening of 40-foot 6-inch box cars by means of the insertion of 10-foot center and side sill splices, to meet the demand for 50-foot cars. For sidelights on the rebuilding programs, please turn to page 4 ("The New Look in Safety . . .").

