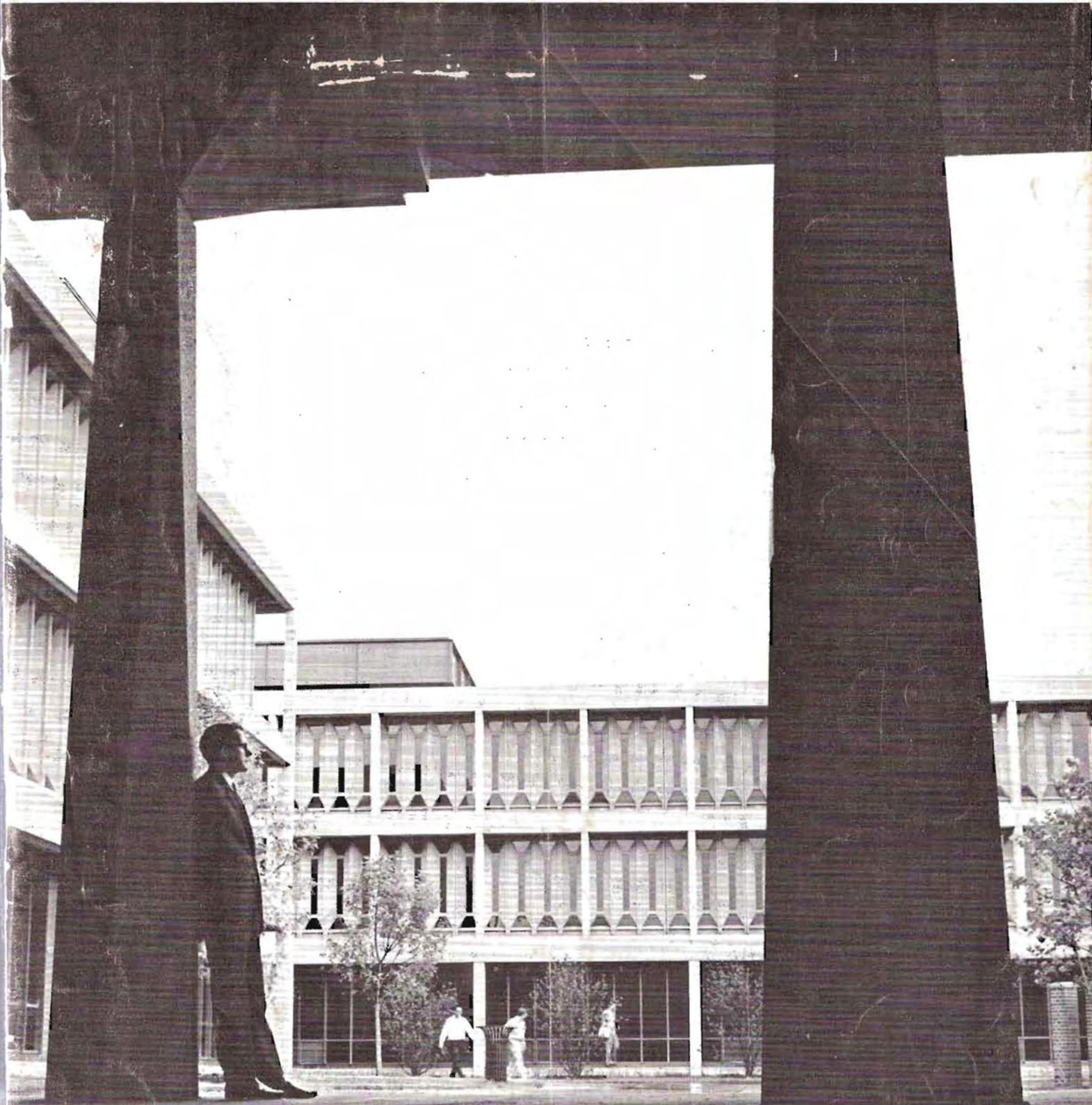


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july
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1965



The Tuition Refund Plan . . . see page 8

MARIE HOTTON

Editor

PUBLIC RELATIONS
DEPARTMENT

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

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Railroading Briefs

A NEW RECORD IN THE HOT BOX FIGHT was established with the recording in April of an average of 1,485,063 miles per hot box set off between division terminals, according to the latest Association of American Railroads performance tabulations. This compares with the previous record of 1,291,121 miles set in April 1964, up from 448,133 in April 1961.

MORE THAN 2 MILLION AUTOMOBILES were hauled by U. S. railroads in the first half of 1965. With production rates expected to



continue at a high level, they anticipate handling more than 4.5 million by the end of the year, as compared with 3.5 million in 1964. Since the introduction of auto-rack cars in 1960, the rail share in the auto shipment market has jumped from 9.7 per cent to more than 40 per cent this year.

COMPUTERS SPEED RRB PAYMENTS. Computer processing of claims for retirement, survivor, unemployment and sickness benefits for railroad employees and their families has improved service and cut admin-

istrative costs, the Railroad Retirement Board has reported. The Board said electronic data processing has enabled more than half of all retirement annuity claims to be paid within 30 days, and nearly half the claims for unemployment benefits to be paid within four days.

ELECTRONIC INFORMATION CENTER for passenger traffic was featured by the German Federal Railroad at the World's Fair of Transportation opened in Munich in June. The device has a capacity of 4,000 schedule combinations—which can be increased to 40,000—giving the desired train information within 30 seconds by telephone dial and push button. The German railroad is currently testing an electronic ticket vendor that can print tickets to 89 different destinations, test money and return change.

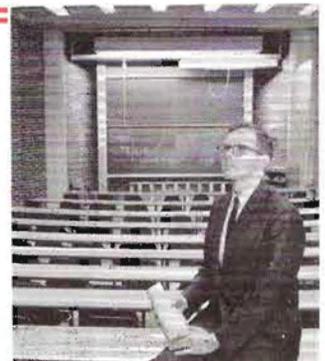
1966 NATIONAL TRANSPORTATION WEEK CHAIRMAN appointed by the board of directors of the Associated Traffic Clubs of America at their July meeting is George H. Kronberg, director of public relations and advertising for The Milwaukee Road. Mr. Kronberg was co-chairman for the observance this year and also in 1964.

CARRIES TEN MILLIONTH FARE. The super express "Hikari" of Japan's new Tokaido line leaving Tokyo on Mar. 19 carried its ten millionth passenger. In the first six months of operation the new line carried the equivalent of 10 per cent of the country's population.

PASS PRIVILEGE. The Long Island Rail Road is providing free rides to holders of employe railroad

The Cover

Marlin G. Schilling, secretary to general manager-system, has our company's new Tuition Refund Plan in mind as he looks over the Circle Campus of the University of Illinois west of the Chicago Union Station. Starting this fall, he will be eligible to apply for a partial refund of the cost of furthering his education in job-related courses. At right he is shown visiting a lecture room at the recently opened campus. For details of the refund plan, please turn to page 8.



passes on the miniature line that runs around some 1,000 feet of 16-inch gauge track encircling its exhibit at the New York World's Fair. All any employe of a standard American or Canadian road has to do is present his pass at the ticket window and he and his family ride free. Regular fare is 25 cents.

MEXICAN ROADS GET \$13 MILLION LOAN authorized by the Export-Import Bank of Washington July 1 to purchase in the United States 40 diesel locomotives, equipment and machinery. Since 1945 the Bank has authorized 13 Alliance for Progress loans totaling some \$241½ million for the modernization and rehabilitation of Mexico's railroads.

Chosen "Miss Transportation U.S.A."

MICHELLE PEYTON, 20, a stewardess for Trans-Texas Airways of Dallas, has been named "Miss Transportation U.S.A. 1965" in conjunction with the recent observance of National Transportation Week. She had been unanimously elected "Miss Transportation of Dallas", and was declared the national winner at a judging held in Chicago in July.



Michelle Peyton

Miss Peyton, one of seven finalists, has won many beauty honors. Her high school in Memphis, Tenn., voted her "Miss Rebel Queen", and while attending Northwest Mississippi Junior College she was voted "Most Beautiful Co-ed", "Miss Personality" and "Homecoming Maid". She has also been a "Dixie Belle" in the Maid of Cotton contest, and was picked as one of "Texas' Top Ten Most Beautiful Girls".

Miss Peyton, a member of the Women's Traffic Club of Dallas, entered the traffic field as a transportation counselor for the Memphis Muscular Dystrophy and Crippled Children's Camp and advisor to the Durant Youth Transportation Camp. She was chosen "Miss Transportation U.S.A." on the basis of business experience, beauty and personality. The judges were Eleanor Nangle, director of beauty and fashion for the Chicago Tribune, William Wayda, traffic-manager of the Toni Company, and Donald Young, president of Donald Young and Associates.

E. J. Notske Wins Seattle Rose Show Sweepstakes



E. J. Notske and his Golden Giant rose.

E. J. NOTSKE, assistant tax commissioner in Seattle, broke into the headlines July 10 by walking away with the top prize at the Seattle Rose Show. Competitors for the outstanding single entry award faced 1,800 to 1 odds.

Mr. Notske, who has been growing roses in his garden for about eight years, won the Grand Sweepstakes with his butter-colored Golden Giant hybrid. It was the first time he had entered any of his flowers in competition.

The annual show sponsored by the Seattle Rose Society included 1,800 blooms entered by 90 exhibitors of garden-grown roses, and a variety of other displays exhibited by the Allied Florists of Greater Seattle.

A special feature of the show was "Ed's Corner" supervised by E. P. Sima, a former superintendent of work equipment for our company, where visitors could obtain free information on all facets of rose culture. Mr. Sima is a judge of the American Rose Society and one of the outstanding rose authorities in the United States. (Seattle Post-Intelligencer photo)

G. A. Kellow, Executive Program Graduate

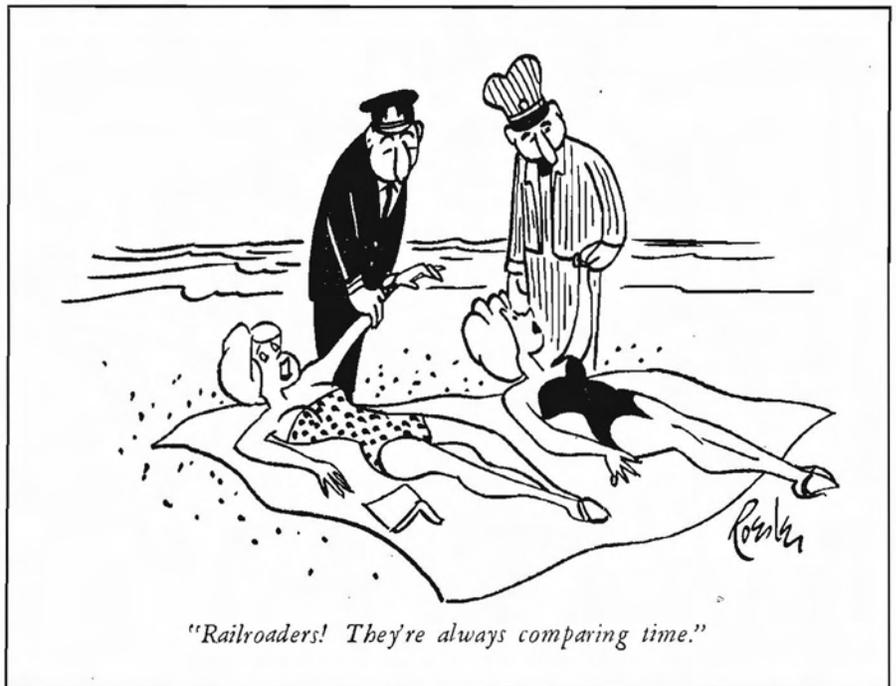
G. A. KELLOW, director of data processing, has received a certificate signifying his completion of the Executive Program of the Graduate School of Business of The University of Chicago.



G. A. Kellow

Certificates were presented to 73 graduates at ceremonies held in Bond Chapel on the campus June 10.

The Executive Program is a two-year after-hours academic course for business executives leading to the degree of Master of Business Administration or its equivalent. Degrees will be presented to the graduates at the Summer Convocation on Sept. 3. Mr. Kellow is a graduate of the University of Iowa with a degree in engineering.





E. O. Schiewe, vice president and general counsel, presiding at the banquet in the grand ballroom of the Radisson Hotel.

600 ENJOY MINNEAPOLIS FESTIVITIES

THE VETERANS' REUNION

NOW THAT IT'S ALL OVER and the out-of-town veterans are back home, we suspect that the hardest task for those attending the 1965 reunion was to decide which part they liked best.

When everything went so well—including the weather—and everything was so enjoyable, how do you pick your favorite at the meeting?

Would one of our veterans vote for the entertainment and the banquet? Or the assorted pleasures of card-playing, visiting, dancing and singing at a Switch Shanty session? Or the chance to sit quietly in the lobby, talking with old friends? Or the buffet luncheon?

It's just as well that there's no election for favorites, because everyone attending the reunion of the Veteran Employees Association seemed to enjoy every bit of it—right from arrival time, through the events on Saturday, June 12, and up to departure.

For the second consecutive year, the reunion was held at the Radisson Hotel in Minneapolis, with the downtown location, facilities and good service appreciated just as much as last year.

Behind the scenes the reunion committee had planned carefully and worked hard, so that registration, the functions and the events moved more smoothly than you'd believe possible with such a large group attending. There were nearly 600 veterans present, but waiting and standing-in-line was held to a remarkable minimum at all events.

Some veterans came very early, and

more on train No. 3 on Friday night, but attendance really swelled when train No. 1 arrived on Saturday morning.

By nine or so, the coffee shop was full, registration was booming, and the Switch Shanty was beginning business for the day. By 10 o'clock the Shanty was packed, and there were crowds in the lobby and in the mezzanine.

The company long-timers were asking

Alex Huberty, conductor on the Aberdeen Division (left), holds the floor in a discussion with (left to right) George Nicholas, rodman at Aberdeen, S. D., L. H. Walleen, superintendent of the IM&D Division, and P. G. Ness, signals and communications supervisor at Aberdeen.





Part of the group of 600 Veterans who gathered for the banquet and entertainment.

/ 1965

about friends, swapping stories and comparing the length of time in service, while some were dancing in the Switch Shanty and a few were up on the bandstand, helping with the singing.

Came noontime and it seemed that everyone turned out for the buffet luncheon, where the talking and visiting continued. At the luncheon, and throughout the meeting as well, the food and service were just fine.

Some of the veterans then moved back to the Switch Shanty for the afternoon session, while many others went into the business meeting.

The key points of business involved election of officers, and the selection of a city for next year's meeting. It was voted that next year's reunion will be in Milwaukee and that officers were unanimously re-elected.

Continuing in office are Vice President-Operation F. G. McGinn as president of the Association, Werner C. Lummer as vice president, and Miss Florence M. Walsh as secretary-treasurer.

When the business meeting ended, the Switch Shanty built up a new head

July-August, 1965

A few of the Veterans up on the bandstand helping with the community singing.



Enjoying a get-together are (from left) R. Miskimins, assistant vice president of the Milwaukee Motor Transportation Company, R. T. Shields, superintendent of police and fire prevention, and Mrs. M. V. Cunningham with Mr. Cunningham, captain of police in Milwaukee.





Elizabeth Hessburg, chairman of registration and ladies reception (right), checks with two of her assistants, Marion Cashill, retired Minneapolis PBX operator (center), and Dorothy Hart, secretary in the office of assistant to vice president-operation and director of labor relations.



Renewing acquaintanceships are L. W. Palmquist, retired general superintendent, C. L. Waterbury, assistant engineer, Chicago, and V. P. Sohn, retired general superintendent of transportation (left to right).



The Hi-Hats, harmonica virtuosi-extraordinary, give out with a hit tune.



Miss Joan Saltel, Canada's Miss Winnipeg, snapped in her vivacious act.

of steam—and then it was time for the banquet.

"Roast Young Tom Turkey"—with giblet gravy, of course—was the main course, and it was good, as was the rest of the menu. But the real highlight of the banquet was the program and entertainment.

The resident poet of the veterans' association—E. O. Schiewe, vice president and general counsel—was toastmaster, with amusing free verse introductions and comments from the podium. He also turned lyric writer, producing several parodies of songs with Milwaukee Road themes that were community-sung to the enjoyment of everyone.

Then Mr. McGinn delivered a brief speech in his role of featured speaker. He kept it intentionally short—"the purpose of tonight's festivities isn't to see how long I can talk," he said—but the speech was extremely interesting.

His subjects were the proposed consolidation of the Milwaukee and the Chicago and North Western, and the Mississippi Valley floods of the past spring.

Mr. McGinn, after reporting on the recent developments in the progress of

the consolidation, said this:

"As a Milwaukee employe, I'll just say a couple of things that are my personal opinions. After the consolidation, and when we've had time to feel the benefits of a combined operation, we'll be able to do more than we ever have before.

"We'll be able to buy more equipment; to buy even better equipment; to build new facilities; to improve our technology; to spend more on maintenance; to give the best service any railroad can give.

"We'll build a bigger and better railroad—and have the best, fastest and most complete service available, on our main lines, on the branches and spurs and sidings.

"This is what the merger will mean to the people of the Milwaukee, in my opinion," he concluded.

After discussing other recent developments, Mr. McGinn had this to say about the work done by employes during the floods:

"It was superlative work, fantastic effort and a truly remarkable accomplishment, wherever we cross the river or run in the valley. We ran just as soon

▼ Speakers and some of the Veterans who were honored at the head table.



as the rails showed above water—and it was because of phenomenal effort by people like you.

"From President Quinn on down, all Milwaukee people are proud of what we can do, working together," he said.

After Mr. McGinn's talk, Mr. Schiewe introduced the committee members and guests at the head table—and then came the floor show.

The reaction, that night and afterward, seemed to be that the entertainment was superb, starting with the dinner music by the Wes Barlow Orchestra. W. D. Sunter, assistant vice president traffic, who was chairman of the entertainment committee, doubled as master of ceremonies, doing a professional job.

The first act introduced was Joan Salter (a former Miss Winnipeg), with a fast, interesting song-and-dance act. Her Charleston number went over particularly well with the audience.

After that came the Hi-Hats, a harmonica trio that caught the audience with an assortment of popular and nostalgic tunes, including "Peg O' My Heart."

The closing act seemed to be the hit of the night. This was Wes Harrison, an unusual comedian who does impressions—of sounds, not people. Among other things, he does a remarkably realistic imitation of different types of door knobs (plastic, brass, etc.) falling, then rolling downstairs to land on concrete, earth or wood. It's a little difficult to describe in words—but those there enjoyed every second of his sounds.

As the climax of his act, and of the evening, Harrison brought back some memories by imitating the sounds of steam locomotives and steam-powered train operations, complete with closing vestibule doors, pulling into a station, slipping wheels, crossings and others of the sort.

Head table group of other Veterans honored at the banquet.



Vice President-Operation F. G. McGinn, the Veterans' president, conducts the business meeting. Participating are (from left) W. D. Sunter, who served as chairman of the entertainment committee; E. G. Tyckoson Sr. of the association's executive committee; Miss Florence M. Walsh, secretary-treasurer; Matt Medinger, executive committee; W. C. Lummer, vice president; and W. R. Manion, executive committee.

Visiting in the hotel lobby are Gust Johnson, retired B&B foreman (left), and Mrs. Johnson (second from right) with Bill French, retired safety engineer from Tampa, Fla., and his wife.



With this act, the formal portion of the reunion ended. But visiting continued for some time afterward, with people getting together to talk just a little longer before it was going-home time.

As we said earlier, it would be hard for any of those attending to select their favorite of favorites at this year's meeting. All of the comment after the reunion indicated that this was a session to remember, and one that would be hard to top.



The reunion brings back memories to retired veterans J. R. Ibsen (left) of Welcome, Minn., where he was agent-operator for 46 years, and W. A. Crowe of Minneapolis, former division engineer who was in service 56 years.



Tuition Refund Plan Established

OUTLINE OF THE TUITION REFUND PLAN

PART I—PURPOSE of the Plan is to assist regular full-time employes of the company, by paying part of the cost for tuition, books and fees, to pursue on their own time job-related courses of study that are considered to be beneficial to the employe and the company.

PART II—SCOPE of the Plan extends to all regular full-time employes of the company, but is limited to courses offered by the following:

- (a) *Accredited universities, colleges, junior colleges and technical institutes, vocational, and trade schools which are recognized by State Board of Education or by appropriate professional and trade associations.*
- (b) *Schools conducted by professional associations, such as School of Advanced Traffic, etc.*
- (c) *Non-academic organizations specializing in adult education for self-improvement purposes rather than for credits that are recognized by appropriate national professional and trade associations.*
- (d) *Approved correspondence schools. (Applications for correspondence schools courses will be approved only in instances where accredited or recognized schools are not available to the applicant for actual classroom study, or when the duties of his position require extensive traveling.)*

NOTE: Courses in electronic data processing for machine operation or programming will not be authorized.

PART III—PROCEDURE will be that an interested employe may obtain an application, in the form of a Statement of Intent, from the appropriate supervisor, complete the form and submit it for approval by the supervisor and department head.

PART IV—ELIGIBILITY for tuition refund is established when the applicant has in his possession (1) the authorized copy of his Statement of Intent and (2) a letter of satisfactory completion (or its equivalent) from the institution offering the course. Applications will be considered void if not submitted for refund within six months after the expected completion date.

PART V—REFUNDS for tuition, printed books or work books, and related fees (but not pencils, note paper, personal expenses, etc.) may be claimed by the employe by submitting to Staff Assistant to President, Room 738 Union Station, Chicago, Ill. 60606:

- (a) *The authorized Statement of Intent.*
- (b) *Receipts of Costs. No refunds will be made without receipts.*
- (c) *The letter of satisfactory completion (or equivalent) with the grade received in the course.*

Refunds will be made on a basis of 80% for an A, 75% for a B, 70% for a C (or equivalent grading) of the total cost. (A 50% refund will be made for passing grade or where only a completion certificate is awarded.)

PART VI—DURATION: While the Plan is expected to be continuous, individual Statement of Intent applications will not be approved for courses lasting beyond a period of one year. The company reserves the right to cancel the Plan at any time, with the payment of outstanding authorized applications upon their completion. Applications are canceled upon termination of the employe's regular, full-time service with the company for any reason.

In a new voluntary program that can be of direct, definite benefit to employes and, therefore, to the company, the Milwaukee Road now will partially refund the costs of additional schooling or training, President William J. Quinn has announced.

This opportunity for additional education will be offered through a Tuition Refund Plan that has been established to encourage employes in their individual programs of self-improvement, Mr. Quinn said. The plan, in effect as of Aug. 31, will be open to all regular, full-time Milwaukee Road employes in all departments and offices who wish to take courses on their own time.

After satisfactory completion of an approved course, or courses, the basic costs—which can include tuition, fees and books—will be refunded to the employe. Refunds will be made on a sliding scale for courses that are graded, with the refund varying according to the grade; on non-graded courses, refunds will be on a fixed percentage basis.

There are only three essential requirements, from the employe's point of view, for participation in the program. To outline them simply, the employe must have the recognized ability and potential to benefit from the course; the course must be related to the work done; and the course must be offered by an accredited, responsible school, institution or organization.

Under this plan, Mr. Quinn noted, a wide range of employes will have an opportunity to take advantage of further job training, inasmuch as approved courses may be taken from colleges, junior colleges, technical institutes, trade schools or from other accredited sources.

Applications, in the form of a Statement of Intent, are obtainable from supervisors in all departments and offices. These must be filled out by the applicant and then must be approved by the employe's appropriate supervisor and the department head.

When the approved course has been completed with an acceptable grade or its equivalent (such as a proper certificate of completion), the employe will then directly receive a refund for the applicable expenses.

Mr. Quinn, in announcing the program, said, "We believe that the Tuition Refund Plan can be of virtually unlimited

for Employees

New Program Offers Opportunities to Pursue Job-Related Courses

ed value to our employees—and to the immediate and eventual success of our company. Because of this, we especially want to encourage those employees who can make the greatest use, and get the most significant benefit, from this program. We hope they will give serious thought and consideration to the advantages of the plan.

"We definitely want this plan to be used, to work, and to be successful on a continuing basis.

"The plan offers an excellent opportunity to employees at every level to improve their education and training in relation to their work. This company assistance may now make it possible for some employees to take courses that they previously would have been unable to take."

Mr. Quinn went on to say, "I think that we should note the voluntary nature of this program. It is really a self-help program, involving the employee's own time—and the decision to apply must be his or hers. I would hope that no employee should feel an obligation to take, or not take, courses either on his own or with the company's help.

"If an employee can qualify, if he wants to apply for an appropriate course and if his supervisors give approval—then I will say that the company will gladly do what it can to further the employee's self-help effort."

Printed copies of the Tuition Refund Plan, he noted, can be obtained from authorized supervisors who will also be available to answer any questions from those employees interested in submitting applications.

The printed plan outlines such information as the purpose of the plan, requirements for eligibility, the refunding scale, and other pertinent material.

Mr. Quinn then said, "This plan is the most recent development in the Milwaukee's constantly growing interest in, and concern for, our employees. We are strongly aware that any company is only as good as its employees—and we want our employees, in all departments and at all levels, to have a chance to progress and advance as fast as individual abilities permit.

"We have a wide and steadily growing range of activities and programs that show this desire to fulfill our responsibilities to all of the Milwaukee's em-

ployes, whether they're veterans or newcomers."

Mr. Quinn then commented on a relatively new department—the Employment, Training and Development Department under the direction of W. W. Rogers, staff assistant to president—as one of the departments involved in both



Marlin G. Schilling, who recently returned from Army service to his former position as secretary to general manager-system, discusses courses available at the University of Illinois Chicago Circle Campus with Mrs. Mary A. Grosch, chief clerk of the admissions office. He had taken courses before entering the Army and plans to enroll again this fall under the Tuition Refund Plan.

the tuition and refund program and previously existing programs.

"This department is an illustration of our interest in this railroad's people. It will be closely associated with the Tuition Refund Plan activities, and it also plays an important role in coordinating, developing and assisting in other activities related to the Milwaukee's family of employees. It was for these purposes that the department was established.

"A basic function of the department is to assist all other departments in handling the refund plan procedures. Other responsibilities are to secure job applicants; to standardize on a company-wide basis our personnel practices, pro-

cedures and records; and, as the department title indicates, to help in the training and development of present and new employees.

"As is true with every other company," Mr. Quinn continued, "we at the Milwaukee have two basic sources of people for new responsibilities, promotions and other needs. The best source, without question, is in the thousands of people already employed, and this is the most sensible place to look first. It's in line with this reasoning that we're augmenting our development and training opportunities for present employees.

"Then, the other source is in well-qualified people, particularly with special training, that we can attract to our company. These are needed most often to meet requirements in such relatively new and specialized areas as systems and procedures, market research and data processing work."

In the last few months, he reported, the Milwaukee Road has carried out a completely successful and advanced program to attract students to our specialized job openings.

The Employment, Training and Development Department last spring initiated this program of recruiting at some 30 on line colleges in Milwaukee Road territory. This month, many of these new employees began work, with most of them concentrated in departments that have need for specialized training.

"I think it's very encouraging that Mr. Rogers found an almost universal reaction during our campus visits—that railroading is a revitalized, resurgent industry with strong potential; that it is attractive to young people as a career choice; and that the Milwaukee is definitely considered to be a true leader of the industry," Mr. Quinn said.

"If we are to continue our rebuilding of an industry, and accelerate the growth of the Milwaukee, the abilities of our employees will be the decisive factor," Mr. Quinn concluded. "We can't help but be successful if we have a large reservoir of talent in well-qualified, trained, capable and experienced people—as we do.

"The Tuition Refund Plan can be used by our employees to further improve their opportunities—and this will be to the good of all those people who really are the Milwaukee Road."



The main entrance to the depot on West St. Paul Avenue, showing work under way on the blacktop driveway. The bell tower, arching 96 feet above ground level, is made of steel painted white to blend with the pre-cast concrete of the facade. The bell was installed July 26. This view is to the west, facing the 6th Street viaduct.



A view of the depot looking west as track work was being completed in mid-July. In the foreground, are pilings in place for the city's \$20 million post office.

A Preview of Our New Depot in Milwaukee

SIDEWALK superintendents who have watched our new passenger depot in Milwaukee go up over the past year were witnessing a diverting activity at the time of this report (July 30), as work crews put the finishing touches to the modern renaissance structure on West St. Paul Avenue at 5th Street in anticipation of the dedication in outdoor ceremonies scheduled for Aug. 3.

Dignitaries expected for the occasion included national, state and local government officials, civic leaders and others who have cooperated in planning Milwaukee's multi-million dollar redevelopment movement, of which the station is an integral part. On the agenda for the grand opening were a speaking program, band music, and an open house for the public, which had been invited to attend the dedication and tour the new facilities.

During the last several months, while the station was nearing completion, its architectural features have been the subject of much comment from students of the "city beautiful" plan. The consensus, judging from newspaper articles, is that it represents "a delightful visual experience". The Milwaukee Journal, for one, expressed thanks to the railroad for the vitality it has injected into the southern fringe of the city's business area. The

Journal's enthusiastic description read, "Nestled between warehouses and the Menomonee River and snuggled against the east flank of the 6th Street viaduct, the depot is a diamond in the rough. Unlike the massive, cavernous terminals of old, this one is a picture of delicacy and gracefulness".

The building which sparkles in this setting is an 80 by 254-foot steel skeleton structure of a classic design with a facade of three-story pre-cast concrete arches framing recessed panels of brown glazed brick. The main entrance on West St. Paul Avenue, facing a curved driveway, is roofed by an impressive canopy also of pre-cast concrete construction. Soaring 96 feet above ground level is a graceful bell tower, a modern symbol of the traditional passenger station landmark. The steel tower, painted white to blend with the concrete arches, is

Conferring over blueprints in the ticket sales area of the waiting room are (from left) W. M. Cameron, chief carpenter of the Milwaukee Terminals Division, K. E. Hornung, architect, D. A. Bessey, assistant architect, and B. E. Daniels, division engineer of the Milwaukee Division. Fixtures and "eyebrow" canopies are protected with plastic while painting goes on.

equipped with an electrically controlled system of chimes and amplifiers.

The airy treatment is repeated on the south side of the station, where gridded screen walls of pre-cast concrete sections serve the purpose of preventing trespassing on the tracks without reducing the ventilation required for train operations. The train shed itself, spanning five service tracks, has generous skylight areas to admit daylight. Between it and the main building is a pedestrian tunnel which feeds four ramps that connect directly with the train platforms.



The Milwaukee Road Magazine

TOP: Work crews put the finishing touches to the train shed on the south side of the depot. In the center is one of four ramps connecting with the tunnel between the shed and the depot that provide access to trains without crossing tracks at grade.

CENTER: The new relay office being prepared for the switch-over of communications from the old depot. Poring over the plans is Communications Inspector W. L. Chamley, and installing equipment are R. L. Brocess, special lineman (left), and S. K. Zorn, communications groundman.

BELOW: Moving day for the freight traffic department has R. T. White, traffic manager of the Wisconsin Region, on hand to supervise the unloading of office furnishings at the new station. The ornamental screen wall at the right serves to prevent trespassing on tracks without cutting off ventilation for train operations.

The modern features of the interior include air-conditioning throughout, automatic elevators and automatic doors. On the main floor are a 50 by 124-foot waiting room decorated in restful colors, the ticket sales and baggage facilities, a restaurant, and the office of the passenger traffic department. The two floors above contain rest rooms and offices for other departments of the railroad that have been located up to now in the old station at 3rd and Everett Streets.

The relocation of our passenger facilities on land formerly part of the Fowler Street freight yard will be followed by the razing of the historic old terminal and will make way for freeway construction and real estate development. The new riverfront location is immediately west of a 14-acre tract in the former freight yard complex which has been sold to the federal government for the site of a \$20 million post office. Foundation pilings are already in place for the post office, which is expected to be finished by the fall of 1967.

Further changes are contemplated in the development boom as a result of the construction of the expressway a short distance north of the depot. In various projects and remodeling programs envisioned, the bell tower, which can already be seen from some distance, would become a city landmark, even as the clock tower on the old station is now.

One of the features of the new terminal which should prove attractive to travelers is the ample parking space—parking will be provided for approximately 175 automobiles. The black-topped driveway which sweeps around



the main and two side entrances is landscaped, and the setting has been enhanced by painting the adjacent section of the 6th Street viaduct a light gray to harmonize with the train shed.

Office furnishings and equipment were moved from the old station starting on July 20 and continuing through the week following. As of this report, all of the employees, with the exception of

those responsible for maintaining communications and passenger service, were established in their new quarters, and the Bell Tower Restaurant was about to welcome its first customer. Workmen were already removing track at the old depot, and full passenger service was scheduled to begin at the new on the morning of Aug. 4, after the dedication and grand opening.



M. T. Sevedge, superintendent of the Rocky Mountain Division (center), accepts the President's Safety Trophy for the division employes from L. V. Anderson, general manager-system, as A. W. Shea, superintendent of safety, stands by.

*employes awarded
President's Trophy
for year's top
safety performance;
winning record is
best achieved in
system-wide contest
since 1958*

Rocky Mountain Division Wins 1964 Safety Contest

THE annual safety contest among our road's 11 operating divisions was headlined at Deer Lodge, Mont., on May 25 when the Rocky Mountain Division employes, collecting on their persistent bid for first place, received the President's Safety Trophy.

The trophy symbolizing the best safety record was presented by L. V. Anderson, general manager-system, at a staff meeting in the Deer Lodge Hotel, with Superintendent M. T. Sevedge accepting it on behalf of the employes. A. W. Shea, superintendent of safety, participated in the ceremony, which was attended by a group of officers from other locations, as well as the division men.

The Rocky Mountain employes, who finished second in the 1963 contest, won the trophy for 1964 with a casualty rate of 1.99 based on 1,510,333 manhours worked, having suffered no fatalities and only three reportable injuries chargeable under the rules. In making the presentation, Mr. Anderson pointed out that the ratio was the lowest achieved by a winning division since 1958.

Noting also that no chargeable fatalities had occurred on the division since 1956, Mr. Anderson said, "The great strides you have made in meeting a responsibility are an accomplishment in the field of safety work. Under the direction of Mr. Sevedge you have done a remarkable job."

Mentioning some of the factors basic to safety education, Mr. Anderson observed, "In reviewing your files and how you have handled your problems, it becomes obvious that individual and personal attention—the insistence upon using and following approved safety methods—have brought about your success. That is what we are looking for—the secret of success—and by observing

and demonstrating how you are doing it, we hope to benefit the railroad as a whole."

He said that both President Quinn and Vice President McGinn had requested him to convey their best wishes to the employes of the division and to express their gratitude for a very fine job of accident prevention.

Mr. Shea also addressed the group,

1964 STANDINGS IN THE PRESIDENT'S SAFETY TROPHY CONTEST				
Rank	Division	CASUALTIES		Total Casualty Rate
		Fatal	Reportable Injuries	
1	Rocky Mountain	—	3	1.99
2	Aberdeen	1	4	3.79
3	Iowa, Minnesota & Dakota	—	14	7.80
4	La Crosse	—	23	8.93
5	Coast	—	21	10.02
6	Dubuque & Illinois	1	24	11.00
7	Milwaukee Terminal	—	57	11.43
8	Milwaukee	1	25	12.00
9	Chicago Terminals— Terre Haute	—	72	15.27
10	Iowa	—	25	15.32
11	Twin City Terminal	1	36	17.80
	Others	—	35	5.39
	System Totals	4	339	10.20



Supervisors of the Rocky Mountain Division and officers of the company from other locations posed with the President's

Safety Trophy at the staff meeting in Deer Lodge, Mont. The meeting was held in the Deer Lodge Hotel.

and expressed his personal appreciation of the division's showing. "Considering your fine performance," he said, "it should be evident to everyone that it could only have come about through the cooperation of all employes on the division. It is such support as you have given our program that results in the prevention of injuries and the saving of lives."

He added, "Yours is the kind of support that richly deserves the reward you are receiving today, and to all who had a part in establishing the record, I offer congratulations."

Mr. Sevedge, presiding at the staff meeting, cited specific instances of teamwork that had contributed to the record and remarked, "With the cooperation we had last year and which is continuing into 1965, I feel certain our division can repeat and again win the award."

Calling to attention that every division officer on the Rocky Mountain Division

wears safety shoes, he said "I think this is a pretty good indication of the attitude of our supervisors toward safety."

In that connection Mr. Sevedge introduced District Safety Engineer C. C. Clinker as having played a key role in the prevention of personal injuries. Mr. Clinker, pursuing the subject of accident control, described two cases in which safety shoes had definitely saved employes from toe injuries and two others where safety glasses had prevented the loss of eyesight. Referring to the Rule of the Day program, he thanked those present for their cooperation in getting behind it.

Others who had been invited to share credit for winning the award included R. M. Hale, who recently retired as roadmaster on the Rocky Mountain system. Mr. Hale, it was pointed out, was responsible in part for the fact that the maintenance of way department had gone through the entire year without a

reportable injury.

Commended also was R. D. Claborn, office engineer at Chicago headquarters, who had been involved in the division's effort while serving as division engineer in 1964. Mr. Claborn, in offering congratulations from the engineering department's officers, remarked that regard for safety has been of long standing on the Rocky Mountain Division. "If you check the record," he said, "I think you will find for the last three or four years that it was either close to first place in the contest or pushing the division that won. The effort you made last year was exceptional, and I am proud to have been a part of it."

As a token of appreciation from management, every employe on the division received a screw driver kit containing blades of graduated sizes. Imprinted on the case, over the signature of Mr. Quinn, is the now classic phrase, "In appreciation of a job well done."

APPOINTMENTS

Engineering Department

Effective June 16, 1965:

R. H. Michaels, assistant division engineer, is appointed division engineer of the Twin City Terminals Division with headquarters in Minneapolis.

Effective Aug. 1, 1965:

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

Operating Department

Effective June 16, 1965:

R. D. McLean is appointed assistant

agent at Milwaukee, succeeding V. F. Schleisman.

G. W. Johnson, yardmaster of the Milwaukee Terminals, is appointed assistant trainmaster of the Milwaukee Terminals with headquarters in Milwaukee.

Effective July 1, 1965:

W. J. Peta is appointed trainmaster of the Coast Division with headquarters at Othello, Wash.

D. F. Gallipo, trainmaster of the IM&D Division, is appointed trainmaster of the Coast Division with headquarters in Seattle, succeeding W. J. Peta.

R. B. Hegge, trainmaster in the Chi-

ago Terminals, is appointed trainmaster of the IM&D Division with headquarters at Mitchell, S. D., succeeding D. F. Gallipo.

G. N. Mickelson, special assistant to superintendent, is appointed assistant trainmaster of the Chicago Terminal-Terre Haute Division with headquarters at Bensenville, Ill.

Traffic Department

Effective June 21, 1965:

H. S. Meislahn is appointed senior market analyst, Chicago.

Effective July 1, 1965:

H. T. Landow, manager of cost research, is appointed assistant director traffic research—manager of cost research, Chicago.

Annual Treasury Bond Drive Increases Investments in Payroll Savings Plan



President William J. Quinn presents Lloyd Yoder, vice president and general manager of the National Broadcasting Company (center), with a citation from RCA, the parent company of NBC, for the 80 per cent participation ratio of NBC employes in the savings bond drive. Looking on is Arnold J. Rauen, state director for Illinois of the U.S. Savings Bond Division.

THIS year's canvass of our employes for the purchase of U. S. Savings Bonds resulted in many additional spare dollars being credited to accounts in the payroll savings plan.

At the conclusion of the campaign, the report sent to the Treasury Department showed that approximately 1,000 new subscribers had recognized the usefulness of E Bonds as a savings medium, and that more than 400 already buying them on the easy payment plan had increased their monthly investment.

In connection with the 1965 program, special staff meetings were held on the various divisions of the railroad, at which supervisors designated as canvassers were briefed on the solicitation aspects of savings bond ownership by representatives of the Treasury Department. The series of meetings involved discussions of the opportunity offered by the plan to provide for long range goals, such as college educations, retirement income or home ownership, the growth value of Savings Bonds, their tax exemption features, and their contribution to the country's financial stability.

As a result of the campaign, 55 per cent of our company's employes now participate as payroll savers in the Treasury Department investment program. Groups participating 50 per cent or

better include the employes of the Rocky Mountain Division, 69 per cent (an increase of 16 per cent over 1964); the Iowa, Minnesota & Dakota Division, 64 per cent (a 7 per cent increase); the Aberdeen Division, 63 per cent (a 9 per cent increase); Milwaukee Shops, 59 per cent; the Twin City Terminals Division, 55 per cent; and the Coast Division, 52 per cent.

Departments in the same classification include the law department, 83 per cent; the traffic department, 78 per cent; the purchases and material department, 75 per cent; and the accounting department, 74 per cent.

In connection with the special staff meeting of the Iowa, Minnesota & Dakota Division, Superintendent L. H. Walleen (right) discusses the launching of the Savings Bond Drive with Rollie Muller, U.S. Treasury Department representative (center), and A. H. Haakenson, district savings bond chairman and president of the Austin (Minn.) State Bank.



In summarizing the results, President William J. Quinn said he was gratified by the evidence of support thrown to the "practical patriotism" theme of this year's drive. Expressing his deep appreciation of the response to the national appeal, he pointed out that the participation ratio attained by our company fortifies its position among industries in the country whose employes occupy a recognizable place of honor for demonstrating their patriotism through regular bond purchases.

Mr. Quinn added that, because of his appointment to serve as general chairman of the drive in the Chicago metropolitan area, he was particularly pleased to have an effective campaign conducted on our railroad. Headed by Mr. Quinn, a committee composed of leading industrialists spearheaded the Treasury Department's campaign to sign up 100,000 new payroll savers among industries and business establishments in northeastern Illinois and northwestern Indiana.

The Chicago-based effort was part of the drive conducted in 27 metropolitan centers and 100 smaller market areas across the nation to enroll 1,100,000 new subscribers. It was supported by an intensive advertising and publicity program, which included an address by Mr. Quinn to the area's large television audience. The television appeal was broadcast on the four Chicago TV stations several times a day while the drive was under way.

RAIL BUFF BONANZA is the re-issuing by Alan Swallow of Denver (from long out of print private editions by the author) "How We Built the Union Pacific Railroad and Other Railway Papers and Addresses" by Maj. Gen. Grenville M. Dodge. The price is \$5. Major General Dodge was chief engineer for the Union Pacific from 1866 to 1870.

College Bound Winners of This Year's J. T. Gillick Scholarship Contest

THE annual awarding of J. T. Gillick Scholarships announced in June smoothed the path to college for Paul E. Norris, the son of Paul E. Norris Sr., rate and bill clerk at Bensenville Yard, Barbara Lynn Ziermann, a daughter of Frank Ziermann, chief clerk and cashier at Madison, Wis., and Charles T. Nixon, the oldest son of Ross T. Nixon, round-house clerk in La Crosse, Wis.

As the successful candidates in this year's contest among children of Milwaukee Road families, Paul and Barbara were each awarded a \$600 scholarship or their full tuition, whichever is greater, while Charles received a straight \$600. The scholarships are renewable for the additional three years required to obtain a bachelor's degree.

Under the rules of the program named in honor of our road's former operating vice president, 117 high school graduates qualified for consideration. Among them were five valedictorians, four salutatorians, and 35 who ranked in the upper 10 per cent of their class. As has been customary since the scholarships were established in 1951, the winners were chosen by a committee of leading educators, with C. William Reiley, director of admissions at Northwestern University, serving as chairman.

The same committee acted also to select from the qualified applicants the beneficiary of a \$600 scholarship for four years sponsored by The Milwaukee Road Women's Club. The winner announced by the general governing board was Karen Jeanne Schueler, the daughter of Floyd E. Schueler, agent at Redfield, S.D.

Paul Norris, 18, was graduated from Maine Township High School West in Des Plaines, Ill., 16th in a class of 740 and with an outstanding record of accomplishment in difficult and accelerated courses, notably college algebra, trigonometry, physics, chemistry and calculus. Supporting his application, the Director of Guidance termed him "a student of tremendous academic curiosity coupled with exceptional ability to learn".

Paul was a National Merit Scholarship finalist and a member of the National Honor Society, active in the math, science, chess, History Honors and science-fiction clubs, and belonged to the wrestling team. Honors he had won included science awards in biology and chemistry, and in intramural weightlift-

ing. In addition to the regular school work, he had taken a typing course, participated in a physics seminar at the university level, and held summer vacation jobs. He plans to attend the California Institute of Technology, and after graduate study would like to do research in mathematics or science.



Paul E. Norris



Karen J. Schueler

Barbara Ziermann, 18, was salutatorian of her class at the DeForest Union Free High School in DeForest, Wis., graduating with a near-perfect A record for four years. She was a member of the National Honor Society, had received a commendation in the National Merit Scholarship program, the school's Pro Merito Award for scholarship, leadership and extra curricular participation, and the D.A.R. Citizenship Award.

Characterized by her teachers as "extremely talented, hard-working and cooperative", Barbara was vice president of the Student Council, active in drama, forensics, the band and chorus, worked on the newspaper, belonged to several clubs, served as secretary of the Girls Athletic Association and business manager of the annual, and participated in a variety of sports. Outside of the prescribed course she had studied music and foreign languages, was active in 4-H,

won honors in state music and forensics contests, a writing award from the Madison Capital Times, and held jobs as a baby sitter and waitress. She is looking forward to attending the University of Wisconsin and majoring in English or science, preparatory to a teaching career or possibly joining the Peace Corps.

Charles Nixon, 19, graduated 10th in a class of 165 at Cotter High School in La Crosse where, as a member of the accelerated group for four years, he had consistently maintained high grades and



Barbara L. Ziermann



Charles T. Nixon

been named to the National Honor Society. He had also received a National Merit Scholarship commendation, won the school's Outstanding Debator award, and honors for debate and original oratory in state and district tournaments.

Among his extra curricular activities, Charles was a member of the Student Council, a class officer, co-editor of the newspaper, and belonged to the band, the golf and science clubs, and the Senior Boys Sodality, a school religious group. He had studied French, typing and anthropology at summer school, held vacation jobs as a construction worker and Day Camp counselor, and been named Outstanding Newspaper Boy and Honor Carrier Salesman while working for the Winona Daily News.

In addition, he was vice chairman of the Red Cross Midwestern Area Youth Advisory Council and a youth director for the Catholic Order of Foresters, a

Boy Scout leader, a delegate to the American Legion Boys State, and active in Teen Age Republicans. He is working this summer on the railroad as a section hand before entering Winona State College. After graduation he hopes to attend law school, his goal being a career in law or the diplomatic corps, or teaching political science.

Karen Schueler, 17, who received the Women's Club scholarship, was graduated from the Redfield Public High School at the head of a class of 75 students. Graded "superior" in intellectual interests and personal characteristics, she was a National Merit Scholarship finalist, a member of the National Honor Society, and the winner of the Kiwanis Scholar-

ship Award. In addition to maintaining an almost straight A record in all of her regular and optional courses, she belonged to the science, Spanish and Pep clubs, took part in declamation and class plays, and worked on the newspaper. Outside of the school program she was active in 4-H, the Catholic Youth Organization and her church choir, and had a job in the school cafeteria.

Listed also among Karen's qualifications for scholarship assistance were exceptionally high scores in educational development and college entrance tests. Her ambition is to become a medical technologist, studying the first year at Northern State College and later at South Dakota State University.



"Shucks,"

The Railroad Says Good-bye to Phil Linderoth

by **W. E. Fuhr**, assistant chief engineer
—signals and communications



Head table group at the retirement banquet, reading from right: **W. E. Fuhr**, assistant chief engineer-signals and communications, and **Mrs. Fuhr**; **Mr. and Mrs. P. H. Linderoth**; **F. G. McGinn**, vice president-operation, and **Mrs. McGinn**; **V. E. Glosup**, assistant vice president-operation, chief engineer, and **Mrs. Glosup**; **M. I. Rayner**, vice president-manager, Edison Battery Company, and **Mrs. Rayner**; **G. M. Hill**, assistant engineer signals, and **Mrs. Hill**; and **D. E. Twitchell**, general chairman Brotherhood of Railroad Signalmen, with **Mrs. Twitchell**.

THE main dining room of the Illinois Athletic Club in Chicago was the scene of a gala gathering the evening of June 26 as Signal Engineer **Phil H. Linderoth**, joining the Retirement Club, was honored by about 200 of his close friends and associates.

Phil, as those who know him will attest, is possessed of considerable talent as a commentator on many subjects, including the principles of card playing, fishing and golf, and as a perpetrator of practical jokes. To cite an example of his sportive bent, a letter concerning his retirement received from **Rev. Elmer Hjortland**, pastor of the United Lutheran Church in Oak Park, Ill., contained

this sidelight:

"On one occasion when Phil visited my church on a Sunday morning he mentioned to the usher that he had come to hear Reverend Hjortland. The usher asked 'Do you know him?' 'Oh, yes,' said Phil, 'he and I were in the reformatory together.' That usher still hesitates to hand over the offering plate to me."

During **Phil's** 47 plus years of service with the railroad many of us have on numerous occasions been entertained by his wit, his wisdom, his philosophy and his delightful dissertations. While the authenticity of many of his stories and

feats is questionable, there is one area in which he is recognized as an authority, and that is in the field of signaling.

Phil's early training began as a newsboy in Milwaukee, his parents having moved there from Rockford, Ill., where he was born. In December, 1917 he started with the Road as a stenographer in the signal department at Milwaukee, and in 1922 was assigned to a signal construction crew. After two years of experience in the field, he returned to the Milwaukee office as a draftsman, and from that point moved up the ladder until, in 1954, he was appointed signal engineer.

As a so-called expert on the aforementioned subjects of cards, fishing and golf, **Phil** has figured in many interesting anecdotes. At poker, for instance, he is generally the big winner, but to hear him tell it, he is always a big loser, he was robbed, there was a misdeal, or some other cavilling. According to him, the initials **P.H.L.** stand for Poor Honest Loser.

Golfing, for **Phil**, is an annual event. He plays once a year, at the annual engineering department outing, and talks about it the balance of the year. Surprising as it may seem, he does fairly well with his neighbor's clubs, and his specialty shot, the "hand mashie". His generous nature won't permit him to accept a prize, but he will gladly relieve you of your money on the putting green.

I had the pleasure several years ago of making a fishing trip with **Phil** and two of our friends. We were fishing for muskies, and at **Phil's** suggestion, each put a dollar in the pot, which would go to the one catching the largest. Unfortunately, fishing wasn't too good. **Phil** did manage to get his line caught around the tail of a muskie, but it was under legal size and our guide made him throw it back. He has been complaining ever since because we wouldn't pay off on an illegal sized fish.

For the banquet at which he was honored, **Morgan Nyberg**, retired supervisor
(Continued at right below)

The Milwaukee Road Magazine

What's New On The Milwaukee?

new diesel fleet boosts power on locomotive line

THE performance of our motive power pool was boosted this summer when 21 new turbo-charged diesel locomotives, each capable of 2500 horsepower, were placed in freight service between Chicago and the North Pacific Coast.

The high powered units are part of an order of 24 being acquired for use on the XL Special and the Thunderhawk, our crack daily time freights. Those already in service include twelve GP-35's built by the Electro-Motive Division of General Motors, and nine General Electric U25B's. Three more GE units will be delivered in August.

The two types of locomotives are essentially similar in characteristics and capability. Each has a loaded weight of approximately 265,000 pounds, a tractive effort of 65,000 pounds, and a fuel storage capacity of 3,000 gallons—750 gallons more than the standard models. The extra large fuel tanks, together with extra size crankcases, are special features incorporated for our road to allow long-distance operations without refueling or servicing.

These heavier units, of a simplified design, are more durable and efficient than earlier general purpose models in heavy duty and high speed freight service. They are also more economical to operate because of less need for overhauling and their capability for reducing running and turnaround time. The combination of elevated horsepower with the traction provided by their weight is of particular benefit on our

S. C. Pulford, assistant superintendent of the Chicago Terminals Division, and Engineer Max Horowitz pictured with one of the first GP-35's to be delivered as it was being readied for an initial run between Bensenville Yard and Council Bluffs, Ia.



transcontinental route, where trains operate over mountain terrain.

The general improvement in fleet efficiency augments that provided by the 16 new GP-30's of the 2250 horsepower type acquired by our road previously as part of the continuous program to modernize and upgrade head end equipment. With the delivery of the final units, they will represent an investment of approximately \$5 million in better service to our shipper customers.

A. W. Hallenberg, assistant chief mechanical officer (right), and D. E. Miller, assistant general road foreman of engines, study the installation of the electronic bell on one of the new GP-35's. The electronic operation precludes the possibility of a freeze-up in winter.



(Continued from page 16)

of signals and communications, came all the way from Tacoma to be with Phil and his wife, Florence—Phil was best man at Morgan's wedding. Their daughter Phyllis was there also, from Long Island, N. Y., their son Cliff from Richland, Wash., and Phil's brother Carl from La Fayette, N. Y. Yours Truly had the pleasure of presenting to Phil and Florence a cabinet type record player and a complete set of table silver from their friends. Expressing the sentiments of everyone present, they were wished health and much happiness in the years ahead; also, that the gods will help Phil shoot par always, make the fish big, and the lies he tells about them small.



Two of the units from our new locomotive line of GP-35's (left) and U25B's pictured side by side at Bensenville Yard. Each is capable of 2500 horsepower traction.

Bill Manion Retires From Passenger Service



W. R. Manion (third from right) leaves Chicago on the Afternoon Hiawatha June 30 for his last trip, with the good wishes of (from left) T. M. McGinley, advertising department clerk; J. K. Pain, general passenger agent; M. P. Burns, assistant general passenger agent; O. R. Anderson, assistant to passenger traffic manager; C. C. Dilley, passenger traffic manager; and H. C. Reupert, traveling passenger agent.

WILLIAM R. MANION, whose genial countenance has been a familiar sight on our trains since he was 17 years old, called it a career on June 30. His retirement as supervisor of passenger train personnel terminated 48 years of service, during which he was probably known by more travelers and train crews than any one else on the railroad.

Bill Manion is a native of Prescott, Wis., who started with the company in 1917 at Minneapolis as a trainman and baggageman on the La Crosse Division, following a brief stint in the Army for the first World War. He served on the Hiawathas for about 23 years, beginning with the first run of the Afternoon Hiawatha out of Minneapolis on May 29, 1935, and was appointed supervisor of passenger train personnel on May 19, 1959. Since that time he had traveled

on all of our trains, including those operated jointly with the Union Pacific.

Mr. Manion and his wife plan to remain in Minneapolis, where he has been a ringleader in employe activities. He is a former commander of Jim Gillick Post No. 476 of the American Legion and has for many years served as master of ceremonies at the retirement-reunion held every fall honoring employes in the Twin Cities area who retired during the year. For a number of years he has served also on the executive committee of the Veteran Employes' Association.

The Manions have five children, a daughter who lives in Minneapolis, a son in Hartford, Conn., another son in Laguna Beach, Calif., and two sons in Pacific Beach, Calif. Rounding out the family are 21 grandchildren.

Milwaukee NARBW Receives Kate Shelley Activities Award

MILWAUKEE CHAPTER of the National Association of Railway Business Women, which is composed for the most part of women employed in our company, was selected as one of eight winners of Achievement Awards in the 1965 Kate Shelley public activities competition sponsored by Modern Railroads magazine.

The Achievement plaque was presented to the Wisconsin unit at a banquet

in Portland, Ore., on May 20 which climaxed the association's annual meeting, and accepted on behalf of the members by Mrs. Grace Johnson, secretary to general superintendent, the current president.

The presentation of the awards by Nancy Ford, special features editor of Modern Railroads, was a highlight of the banquet, at which L. H. Dugan, vice president and western counsel of our road, made the keynote speech. The Grand Award for group effort was won by the Twin Cities Chapter, in which

Milwaukee Road women are active also.

The awards are named for the Iowa heroine who saved a Chicago and North Western passenger train from disaster in July, 1881, when she struggled through a heavy storm to warn the crew of a washout ahead. They were established by Modern Railroads for the purpose of giving national recognition to railroad women for activities beyond their job responsibilities that build public understanding of railroad problems and enhance the image of the industry in our national life.

The Milwaukee Chapter was honored for a project carried out under Miss Elvira Wurch, medical secretary to our



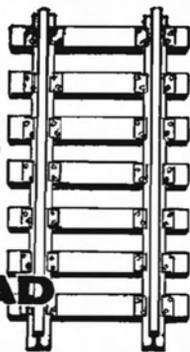
Mrs. Grace Johnson, president of Milwaukee Chapter of the NARBW (left), accepts the Achievement Award plaque from Nancy Ford, special features editor of Modern Railroads magazine.

company doctors in Milwaukee, as public affairs chairman. In a public relations undertaking, the chapter arranged for the televising of four films featuring operations and accomplishments of the railroads and their vital role as transport agencies. The films were shown over Station WMVS-TV, Milwaukee's educational channel, which has an estimated audience of 200,000 homes.

The Twin Cities Chapter received the contest trophy for sponsoring a public affairs dinner at which 275 persons, including officers of nearly 90 civic and other organizations, heard a panel discussion by top railroad executives. The members also distributed railroad literature and arranged the showing of an industry educational film to the Minneapolis Inter-Club Council.

The Milwaukee Road Magazine

ABOUT PEOPLE OF THE RAILROAD



Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Retired Chief Clerk Lloyd LeGros and wife celebrated their 50th wedding anniversary recently by attending a service at the Lakeland Baptist Church, Lake Villa, Ill., followed by a reception at the Renwood Country Club at Round Lake.

Cashier Stanley Rebaz welcomed his fifth granddaughter, Patricia Ann, June 7.

Among those who retired recently were Chief Clerk Adolph Monterde, Kinzie Street, with 47 years of service; Demurrage Clerk Mathilde Nauheimer with 45 years of service, and Stowers James Flood and Birger Swerin retired after 16 years each.

We have been notified that Retired Clerk Archie Ludwig died in March after a long illness. He retired in 1962 after 42 years service.

Ethel Reaume, who retired in 1946, passed away in May. She had worked for the Road as a clerk since 1920 in the Union Street office.

Sympathy was extended to Mathilde Nauheimer, retired demurrage clerk, upon the sudden death of her brother.

BENSENVILLE

Contributed by Dorothy Lee Camp

Train Clerk Leon Schell's wife and son Robin will be Nassau bound when this goes to press. Robin is thrilled over the prospect of the boat trip from Florida.

Hazel Hanes, widow of deceased C&M conductor, writes of a wonderful southwest and western vacation. Among other places visited were Disneyland, Marine Land, Las Vegas and the Will Rogers Memorial in Oklahoma.

Retired Yard Conductor Jim Imbler and wife Ila are enjoying their new home in Largo, Fla. They have had visits from all their children since moving there. From Ila we heard that GYM Vern Bradshaw and wife started on a trip to Chicago but met with an auto accident in which they escaped injury but their car was damaged.

Retired C&M Conductor Jim Murphy and wife recently spent a month in Wisconsin. They then returned to

Hiawatha Bowling Play-off Draws Record Attendance

The Sioux Falls winners of the team event display their trophies. From left: Traveling Auditor L. C. Riley, Yardmaster C. K. McClaren, General Agent L. A. Fiorello (captain), Conductor J. M. Dunham and Engineer K. Rothembuehler.



THIS year's Hiawatha Bowling Tournament held at St. Paul the week end of Apr. 24-25 drew an attendance of 48 teams, despite the record flood on the Mississippi, which was then at a critical level in that area. With passenger trains obliged to by-pass the city, the host committee solved the transportation problem for out-of-town players and their wives by providing bus and car service to and from Minneapolis some 20 miles away.

The 22nd annual play-off was conducted on a handicap basis at the Harkins Palace alleys, with the team title going to Sioux Falls, S.D. In a "first" for Sioux Falls, the champions ran up a score of 3,069.

Altogether, 249 single and 124 double games were bowled. The singles title was won by Mel Timberman of Miles City, Mont., who turned in a 701, and the doubles competition by the team of A. Klein and I. Warfield of Beloit, Wis., who netted 1295. The high single game was bowled by D. Protz of Tomah, Wis., who had a 245, and the high three game score of 638 by B. Miller Jr. of Minneapolis. The All Events title stayed in St. Paul, won by City Freight Agent V. R. Baruch with a score of 1972. All of the

winners received a trophy.

The two-day event included a dinner dance on Saturday evening in the St. Paul Elks Club, at which the visitors were entertained royally. Arrangements were made also to hold next year's tournament in Milwaukee. The date selected is the first week end after Easter Sunday.

Switch Forëman R. E. Young of St. Paul, the tournament manager, introduces Mrs. Rollie Clemmons of Portage, Wis., as Queen of the dinner dance.



Tucson to sell the home belonging to Jim's sister Jeanette, who recently passed away.

Clyde Pifer, second trick operator at tower B-17, his wife Gertie and children are settled in their newly purchased home in Bensenville. Their baby son Donald was christened July 4 and an open house was held for all their friends.

A beautiful card arrived recently from Singapore, China, sent by Tom, son of Chief Clerk Tony Martinek. He said his travels have been like reading an exciting adventure story — only this is for real since he is in the Navy.

Alta May Sherwood, mother of this correspondent, celebrated her 85th birthday July 11 and shared her birthday cake with a few close friends.

Nellie Holton, widow of deceased operator at Sturtevant, Wis., and her sister-in-law Mildred are spending the summer at their cottage, "Singing

Birches", at St. Germain, Wis. They are always happy to have railroad friends drop in.

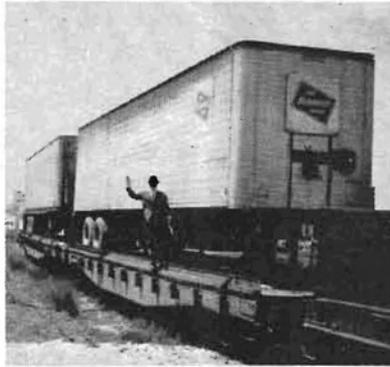
Mrs. William (Bill) Snip, wife of retired sleeping car conductor, visited recently with her daughter Norma, Mrs. Clarence Shear. Clarence is an IHB engineer. Mrs. Snip plans to spend part of the summer in Wisconsin and will then return to her home in Florida.

Switchman Freddie Elders and two friends have just returned from an auto tour throughout the entire western part of the country, both north and south, and parts of Mexico. A special pleasure for your contributor was receiving a picture of the DRGW narrow gauge railroad where her father, George Sherwood, worked many years ago. It brought back happy memories of Colorado, its beautiful scenery and also some snowbound winters in the mountains.

Piggyback "Firsts" From Great Falls



A new development in our piggyback service at Great Falls, Mont., was highlighted on June 17 with the departure of train No. 196 carrying two van loads of fresh meat that had originated at the plant of the Needham Packing Corporation of Montana southeast of the city, and two loads of copper rods from the Anacanda Wire & Cable Company at Black Eagle, Mont. Both shipments were "firsts" for the handling of this traffic by our road. The meat was billed to Milwaukee and Chicago, and the copper was a Chicago movement. Pictured at the Needham plant as the meat vans were being loaded are, left to right, Jim Courtney, office manager, Leo Walsh, division freight agent for the Road at Great Falls, and Joe McCullough, terminal manager for Milwaukee Motor Transportation Company facilities. Shown also is City Freight Agent Tom Martyn, on hand at the piggyback ramp to examine placement of the vans on two trailer cars. The movements initiated a service by our company that had formerly been performed by a competitive highway motor carrier.



Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT— CAR DEPARTMENT

Richard D. Andrews, Correspondent

George Sternig, machinist in the air brake shop, became a proud papa on June 4 when his fifth child, Donald Andrew, was born.

Gary Weber, airbrakeman, left June 10 for a two year tour in the Army. At this writing he is undergoing basic training at Fort Leonard Wood.

Sympathy was extended to the families of Retired Blacksmith Clarence Rischmann, who passed away June 18, and George W. Kelly, freight airbrakeman, who died Apr. 19.

Freight Foreman Ralph Midgely and his wife recently spent an enjoyable vacation in Northern Wisconsin. An eight pound Northern and a six pound Walleye were caught; however, this reporter was unable to find out who caught the fish and who merely rowed the boat.

The South Shore Coin Club of Milwaukee awarded Bob Voight, tractor driver and numismatist, second prize for his collection of commemorative coins of the world.

The 757th Transportation Battalion, Railway Shops, which is sponsored by the Milwaukee Road, spent the two-week period June 27 through July 10 at Fort Eustis, Va., undergoing their annual active duty training. It was a change of scenery for those employed in the shops, but the work was comparable as they spent the time working on steam locomotives, which brought nostalgic memories to some of the old timers.

Ray Baum, general foreman in the forge shop, landed a Walleye 31 inches—repeat, 31 inches—long and weighing over 13 pounds while fishing in Lake Superior. He has entered the fish in a contest and stands a good chance of walking off with a prize.

The Veteran Employees' Association held their annual convention at Minneapolis the week end of June 12.

According to all reports of those attending, a most enjoyable time was had. This organization is composed of employes with 20 years or more service, and all those who are eligible are invited to join this worthwhile group. See your bulletin board or foreman for details.

Robert W. Fenner, welder in the carpenter shop, retired May 28 after 51 years service.

Milwaukee Terminals

DAVIES YARD

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

Carman Maurice Gibeaut of Milwaukee Terminal train yard recently spent a weekend in the South to inspect a small peanut ranch he purchased during the past year. Possibly the traffic department should contact him to make sure his future goober shipments will go Milwaukee Road.

Several retired employes visited our office recently. Rudy Broeksma, former draftsman, now 80 years young, looks just as spry as ever although considerably lighter. It must be the goat's milk he drinks. . . . Joe Valesano, carman checker from the freight shop, certainly appears to be enjoying his retirement and life as a whole. . . . Mr. and Mrs. Ernie Ugglia, former Fullerton Avenue employes, visited in Milwaukee and stopped in to say hello.

Belated congratulations were extended to Car Inspector Eugene Schlegel and wife who spent an early spring honeymoon in the southwest part of the country.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

REGIONAL DATA OFFICE: Pat Koceja, keypunch operator, and Thomas Ogden, grain clerk at the Oregon Street office, received congratulations May 6 when their engagement was announced. Wedding plans are still in the making. . . . Wedding bells pealed in June for Conrad Wencka, comptometer operator, who was married to Sharon Schneider. A quiet reception for the immediate families followed. Conrad is the son of Ed Wencka, revising clerk, third shift. . . . Tom Schwingle is the new keypunch operator. He is a graduate of the Antigo Business College. . . . Charles Hofkes, brother of Jerome, outbound revising clerk, enjoyed a jet flight to Puerto Rico with his wife, and a vacation there. The trip was awarded by General Motors to the dealer selling the most used cars in the Minneapolis district. . . . Bob Gendron has returned to work after an illness and is now a Grade A machine operator on the second shift, replacing Ron Davely who is assigned to the relief revising position. . . . Roger Brandenburg, clerk at Reed Street, was among the fans who took in the races at Indianapolis

(Continued on page 22)

The Milwaukee Road Magazine



IT'S A SILVER PASS for Chicago Terminals Conductor G. C. Beltman (center), showing it to Assistant Superintendent W. K. Peterson and Engineer H. Taubman. He started with the Road in 1918 at Sioux City, and has worked in the Chicago district since May, 1920, for the last three years on the Western Avenue-Galewood transfer assignment. An inventor, he designed a retarder and an electric switch used in former years, and holds several patents. Engineer Taubman, whose service date is Jan. 1, 1917, also has a 45-year pass.



GOING ON MILITARY LEAVE, Guy H. Corry, clerk in the public relations department in Chicago, receives the good wishes of G. H. Kronberg, director of public relations and advertising. The office force marked the occasion with a cake-and-coffee party which was attended by his replacement, Kee T. Chang, formerly a clerk in the auditor of freight settlements department.

MR. AND MRS. CHUCK MUELLER at the reception that followed their marriage in St. Jude the Apostle Church, Dolton, Ill., June 19. The bride is the former Mary Basetich, secretary to the road's signal engineer, and the groom is a teacher at the Harry E. Fry School in Stickney, Ill. They honeymooned in Las Vegas and California and are housekeeping in Chicago.



RESERVISTS OF THE 757th TRANSPORTATION BATTALION employed at Milwaukee Shops who were on active duty training at Fort Eustis, Va., June 27-July 10. Standing are (from left) J. W. Mulhollon, supervisor of diesel reclamation, who is battalion commander of the railway shop unit, E. R. Becker, J. C. Krochalk, Joseph Reikowski, J. E. Feldhusen, Miles Cronic and Edwin Wentland. In the foreground are George Brusewitz (left) and Daniel Bigalke. The refresher course covered the operation and repair of steam and diesel electric locomotives.



RECEIVES GOLD PASS. Electrician Howard W. Ahrends of Harlowton, Mont., is presented with a Gold Pass by Master Mechanic D. A. Radabaugh, in recognition of more than a half century of service—52 years, to be exact. The occasion highlighted the fact that he also holds a 52-year perfect safety record, never having been involved in a personal injury.



CHAMPIONS OF THE MONTEVIDEO LEGION BOWLING LEAGUE the past season were, front, left to right, Electrician John Lanning, Elmer Anderson, retired B&B man, (substitute), and back row, from left, Car Foreman Ronald Quirk, Brakeman Ronald Anderson and Trainmaster Jerry Groves. Others not pictured were Engineer Edgar Mohn and Clerk "By" McKeown (substitute). This team also took third place in the road's Hiawatha tournament in St. Paul this spring.

here's how we're doing



	Second Quarter Ending June 30		Six Months Ending June 30	
	1965	1964	1965	1964
RECEIVED FROM CUSTOMERS for hauling freight, passen- gers, mail, etc.	\$58,269,816	\$55,940,914	\$113,944,012	\$110,833,447
PAID OUT IN WAGES	27,382,897	26,304,827	54,462,390	51,810,573
PER DOLLAR RECEIVED (cents)	47.0	47.0	47.8	46.7
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment In- surance Act	2,613,231	2,473,501	5,169,085	4,864,057
PER DOLLAR RECEIVED (cents)	4.5	4.4	4.5	4.4
ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest..	28,901,878	28,127,093	56,549,400	55,038,707
PER DOLLAR RECEIVED (cents)	49.6	50.3	49.6	49.7
NET LOSS	\$628,190	\$964,507	\$2,236,863	\$879,890
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	264,803	262,918	521,121	521,740
Increase 1965 over 1964..	1,885			
Decrease 1965 under 1964.			619	

(Continued from page 20)
over the Memorial Day weekend . . . Assistant Cashier Lois Scott is on a short leave of absence, having undergone surgery at Milwaukee Hospital. She is at home recuperating at this writing . . . Mary McCormick has left her duties as revising clerk to take a position at Oregon Street on the C&O payroll. At this writing she is in St. Mary's Hospital because of ill health . . . Walter Nowicki, expense clerk on the night force, has also been an employe of the Clairmont Transfer Company since July 1952. He is the first member of Local 200 to retire from that company under an Office Workers agreement which qualifies him to receive \$250 a month for five years and \$110 a month thereafter for life. Prior employment was with Mercury Motorways from September 1943 to July 1952. Walter and his wife plan to do some traveling and also enjoy more time with their five children and eight grandchildren. Any remaining time will be spent by Walter in managing amateur baseball teams. He expects to continue his work with the Road for a time. Camille, his daughter, is a relief employe in the IBM department during her summer vacation from Mount Mary College, Milwaukee.

AGENCY: George Ronbeck, C&O clerk, underwent surgery at West Allis Memorial Hospital, but at this writing is recovering at home . . . Marie Tomasik retired Jan. 25 only to undergo surgery at Milwaukee Hospi-

tal. We hope there are better times ahead for her retirement years. She started with the Road Mar. 17, 1948 and filled positions as messenger, general clerk, mail clerk, pick up and delivery clerk at North Milwaukee and Fowler Street, and finally the C&O accounting position at Oregon Street. Marie has a home and finds delight in her many grandchildren . . . Emma Steiner, who retired also, started work May 1, 1917 at Chestnut Street station as a bill clerk. When the station was closed temporarily 10 years later she transferred to Fowler Street as expense clerk and later served as a clerk in the OS&D and claim departments for 28 years. Emma holds a Silver Pass and likes to travel, spending time in California and Florida where she has many members of her family to visit. Her permanent home, however, is in Milwaukee.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Bertha, 11 year old daughter of Yardmaster Ed Sisk, is a talented Scottish dancer who has won gold medals in competition in Minnesota, Indiana, and Illinois. Recently she competed in dancing at the Midwest Canadian Highland Games in Winnipeg, Canada. She has also made three TV appearances at Milwaukee on Channel 4.

Congratulations to the Roger Voborils on the recent arrival of

Joseph Ray.

Switchmen Walter Markert and Lloyd Montgomery retired July 1.

Sympathy was extended to the families of John Gares, switchman, and Don Baranowski, whose brother and brother-in-law respectively went down with the recent flying boxcar plane which was lost over the Bahamas.

Bernard J. K. (Ben) Kruczynski died suddenly May 3 at the age of 64. His service with the Road began Mar. 1, 1937 and at the time of death he was a B&B foreman. Two daughters, Evelyn Stock and Nancy Stys, and two sons, Paul and James, survive; also two brothers, two sisters, and four grandchildren. Funeral services were held at St. John Kanty Church and interment was in St. Adalbert's Cemetery.

Retired Switchman William E. Raffel, 69, died June 24 leaving his widow, Marie, and a daughter, Velma Gollier of San Francisco. He is also survived by a sister and five grandchildren. Funeral services were held in Milwaukee and burial was in Arlington Park Cemetery there.

Switchman Willard Obst was married June 19, but we have no particulars—not even the name of his bride.

Joseph A. J. Wuerl has been promoted to the position of chief clerk in the car record office at Muskego Yard; Jim LaCroix is the per diem clerk; Lloyd Christianson is disposition clerk, and Ed Schultz is car record clerk.

Aberdeen Division

EAST END

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



Janell Redel

Janell Redel, granddaughter of Retired Engineer Fred Redel, left June 30 to be an American Field Service student in Brazil for the summer. She will live as a foster daughter in a Brazilian family in a city near Rio de Janeiro.

Janell, 17, has been an honor student during her years in Montevideo High School. She will be a senior next year and has been elected vice president of the Student Council for 1965-1966. Her parents are Mr. and Mrs. Robert Redel and she has an older brother, Lon.

Little Michele Lois has joined two older sisters at the home of Brakeman Pat Darrington . . . And John Charles is the eighth child at the home of Agent Tom Fasching in Cologne.

Engineer Art Starbeck has brought in some of the most breath-taking specimens of roses from his garden. The Peace rose with raindrops on it was "magnifico"!

After a long period of misery due to a ruptured disk, Conductor Floyd Lund underwent surgery in Rochester and is now recuperating at home.

The Milwaukee Road Magazine

"Mr. Milwaukee Road" Retires From Long-Time Travel Post



F. C. Foug

was referred to affectionately by many of his associates as "Mr. Milwaukee Road".

Frank started with the company in 1924 as a stenographer in the city ticket office, and served subsequently as cashier, ticket seller and passenger representative. In 1935 he took the position of city ticket agent in Kansas City, returning to Milwaukee as city passenger agent in 1952.

His retirement was observed by more than 150 friends and associates in travel circles with a reception held in his honor May 24 at the Milwaukee Athletic Club. He and his wife, Edythe, planned to move after June 15 to a new home they bought recently in Sun City, Ariz. (*Jim Scribbins photo*)

FRANK C. FOGG, one of the Milwaukee area's best known travel men, retired as city passenger agent there on May 31 after 41 years of service. Twenty four of those years were spent in Milwaukee, where he

Although he won't be working for some time, life without that nagging pain is wonderful.

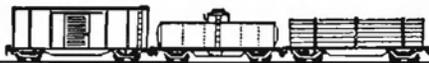
When Traveling Engineer Ray Baldwin acted as roundhouse foreman at Montevideo during Tom Golden's vacation, he brought along his wife and eight young tax deductions and they camped in his converted bus, "Baldy's Ark", in Lagoon Park.

Retired Engineer C. J. (Con) Daugherty passed away at his farm home in Blanchardville, Wis., June 12 at the age of 81 . . . Margaret Eggersgluess, wife of Sectionman Oswald Eggersgluess of Glencoe, died suddenly at home April 30 . . . Charles Hadrath, who retired as a crossing flagman at Montevideo in 1959, died in Sheboygan, Wis., May 3 . . . Bert Fuller, retired dispatcher of Aberdeen, died May 5 just three days after his 72nd birthday. Bert's railroad career ran from 1912 to his retirement in 1959.

Brakeman Hollis Anderson has been home on furlough from Texas and called on railroad friends just to absorb some of the "cindery" atmosphere which he misses. Come April, 1966, he'll be the happiest man under the Minnesota sun — that's when Uncle Sam will let him come back to us.

Dale Christopherson is in Montevideo for the summer doing vacation stints for employes in and around the station.

Carloadings



JANUARY-JULY 1965 compared with same period in 1964

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS				
		INCREASED in 1965 over 1964	SEVEN MONTHS		INCREASE	
			1965	* 1964	1965 over 1964	% of increase
10.1%	Grain	47,550	40,112	+ 7,438	+ 18.5%	
3.9	All Other Wood Products (Inc. Plywood)	16,093	14,375	+ 1,718	+ 12.0	
3.4	Motor Vehicles	9,673	7,911	+ 1,762	+ 22.3	
3.1	Primary Iron or Steel Products	21,708	18,034	+ 3,674	+ 20.4	
2.9	All Other Transportation Equipment	21,567	21,179	+ 388	+ 1.8	
2.8	Nonmetallic, Minerals; Except Fuels	30,270	29,628	+ 642	+ 2.2	
2.7	All Other Primary Metal Products	13,346	9,692	+ 3,654	+ 37.7	
2.6	Pulp and Pulp Mill Products	8,893	6,476	+ 2,417	+ 37.3	
2.2	All Other Chemicals or Allied Products	15,354	13,067	+ 2,287	+ 17.5	
2.0	Freight Forwarder & Shipper Assn. Traffic	18,008	11,975	+ 6,033	+ 50.4	
1.9	Malt Liquors	13,803	12,569	+ 1,234	+ 9.8	
1.9	Primary Forest Products	29,205	26,238	+ 2,967	+ 11.3	
1.6	Canned Fruits, Vegetables and Seafoods	12,396	8,342	+ 4,054	+ 48.6	
1.4	Farm Machinery and Equipment	10,135	8,676	+ 1,459	+ 16.8	
.6	Coke Oven or Blast Furnace Products	5,322	4,837	+ 485	+ 10.0	
.4	Metallic Ores	4,184	2,403	+ 1,781	+ 74.1	
4.2	All Other Carload Traffic	29,396	26,879	+ 2,517	+ 9.4	
47.7%		306,903	262,393	+ 44,510	+ 17.0%	

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS				
		DECREASED in 1965 under 1964	SEVEN MONTHS		DECREASE	
			1965	* 1964	1965 under 1964	% of decrease
11.2%	Lumber or Dimension Stock	32,097	34,682	- 2,585	- 7.5%	
5.5	All Other Paper or Allied Products	33,445	34,516	- 1,071	- 3.1	
4.2	Meat (Fresh, Chilled or Frozen)	18,279	22,988	- 4,709	- 20.5	
4.0	Coal	41,424	43,746	- 2,322	- 5.3	
4.0	Stone, Clay or Glass Products	24,216	25,435	- 1,219	- 4.8	
3.2	Grain Mill Products	31,525	33,783	- 2,258	- 6.7	
3.2	All Other Food, (Incl. Sugar)	18,439	23,270	- 4,831	- 20.8	
2.6	Industrial Chemicals	8,772	12,520	- 3,748	- 29.9	
2.4	Petroleum, Natural Gas or Gasoline	16,539	20,330	- 3,791	- 18.6	
1.8	Waste or Scrap Materials	12,770	14,035	- 1,265	- 9.0	
1.7	Fabricated Metal Products	9,006	10,410	- 1,404	- 13.5	
1.5	All Other Machinery (Except Electrical)	5,651	7,007	- 1,356	- 19.4	
1.4	Dairy Products	7,710	8,834	- 1,124	- 12.7	
1.2	Electrical Machinery and Equipment	5,502	6,343	- 841	- 13.3	
.9	Soybeans	5,753	5,931	- 178	- 3.0	
.7	Fresh Fruits and Vegetables	6,929	7,019	- 90	- 1.3	
.7	Beverages (Except Malt Liquors)	5,456	6,227	- 771	- 12.4	
.7	Small Packaged Freight Shipments	11,979	16,110	- 4,131	- 25.6	
.5	Potatoes (Other than Sweet)	3,704	4,522	- 818	- 18.1	
.5	All Other Farm Products (Incl. Sugar Beets)	3,164	4,822	- 1,658	- 34.4	
.4	Livestock	1,977	3,843	- 1,866	- 48.6	
52.3%		304,337	346,373	- 42,036	- 12.1%	

100.0% 611,240 608,766 + 2,474 + .4%

*Total is actual. By commodities, estimated.

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BAKER'S DOZEN. This look-alike group is the family of A. H. Austin, who retired on June 5 as chief clerk in the car department at Terre Haute, Ind. The picture was posed this spring when all 13 of the Austins' children were home for the wedding of their youngest daughter. Two of their sons, Robert and Kenneth, are employed in the car department at Latta, Ind. Mr. Austin's retirement terminated 44 years and 7 months of service with the company.

Terre Haute Division

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

Retired Conductor Thomas W. Mulvihill died June 19. He was past chairman of the Local Brotherhood of Railway Trainmen, a member of the Scottish Rite, the Zorah Shrine Temple, and the Euclid Masonic Lodge. He was a co-founder and member of the original board of directors of the Eugene V. Debs Foundation, and a member of the Retired Railroadmen's Association. At the time of his retirement in August 1962 he had 42 years service. Mr. Mulvihill is survived by his widow, Helen, a daughter, Mrs. Betty Wells of Terre Haute, three sisters and one brother.

Sympathy was extended to Mrs. H. A. VanBrunt, wife of retired engineer, and to Retired Engineer J. T. Jones, on the death of their nephew, John T. Jones, who was killed while helping unload a bulldozer on May 17 at Walla Walla, Wash.; also to Engineer E. I.

Morris whose brother died at Terre Haute June 14.

Conductor E. E. Watson, who is Scoutmaster of Troop 58 at Jasonville, Ind., recently led 19 boys on the third annual 100-mile hike of his troop. They left Jasonville by bus on May 22 with Evansville as their destination. Following church services on May 23 the boys began their homeward trek and arrived in Jasonville about 4:30 p.m. May 28, having camped overnight at such places as Princeton, Mirror Lake and Sullivan. The group were assured the protection of State Police and Sheriff Units at all times, and they carried with them two walkie talkies tuned to Channel 5 for communications, so there were no uneasy parents waiting at home, and as for the boys they had a wonderful time!

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Local Storekeeper Joseph Brennan recently transferred to the St. Paul materials division from Terre Haute.

Mrs. Oriole Smythe of the Minneapolis Coach Yard is a patient in St. Barnabas Hospital at this writing. All of us wish her a rapid recovery.

Michael Lang of the locomotive department retired June 30 as a machinist helper. He started with the company on Sept. 26, 1919 and his entire service was in the St. Paul roundhouse.

Louis Seidl, laborer in the locomotive department, was inducted into the Army in June.

A warm welcome was extended to two new employes—Don Olson, stenographer in the district general car foreman's office, and Lucille Jelinek,

(Continued on page 26)



WINNERS FOR 1965 of the annual engineering department golf tournament held recently at the Mohawk Country Club, Bensenville, Ill., were B. J. Ornburn, assistant chief engineer-structures (left), and N. E. Smith, bridge engineer. Mr. Ornburn took possession of the handicap trophy and Mr. Smith won that for low gross score.

J. A. Guzy Retires; Named to Bowlers' Hall of Fame



J. A. Guzy

THE recent retirement of John A. Guzy as general agent passenger department in his native Minneapolis was marked by tributes from a host of railroad associates and other friends, including many in the sports field. Mr. Guzy, who retired after 40 years of service, is known in the Twin Cities area for his long-time work of arranging transportation for University of Minnesota football teams and other athletic groups, and followers of sports events.

He is also a top rank bowler, and on May 8 was one of six members of the Minneapolis Men's District Bowling Association honored at the annual City Association Awards dinner as new members of the association's Hall of Fame.

Mr. Guzy has been active in bowling in Minneapolis for 46 years, starting with the Transportation League while working for the Western Pacific. He entered the service of our company in 1924 because the Milwaukee needed a man on its team, or so he says, and advanced through the positions of ticket seller, traveling passenger agent and assistant general agent to general agent in 1960.

He has competed in 23 ABC tournaments and numerous city and state events. His qualifications for the local Hall of Fame include one sanctioned 300 game and a 299, cleaning the 7-10 split in the 1951 ABC tournament, the State all events title, and the IBA all events, in which he upset the previous record with a 1,974 total.

July-August, 1965



RETIREMENT FESTIVITIES honoring Mabel Hanson, head typist in our central typing bureau in the Chicago Union Station, show her (seated, center) at a luncheon held in Harvey's Canterbury Room June 23 by 30 of her women friends in the company. Those here, all from the typing bureau, are (seated, from left) Marie McAuliffe, Virginia Utter, Catherine Freeman (bureau head), Evelyn Jannes, (standing, same order) Mary Ann Rathbun, Mary Kay Reibel, Dawn Eldred, Karen Ham, Elsie Kratky and Zora McNamara. Mrs. Hanson had been with the Road since 1937, entering service shortly after the death of her husband, George, who had been employed in the engineering and capital expenditure departments. She will continue to live in the Chicago area.



RETIRING WITH 48 YEARS OF SERVICE from the Chicago accounting department force, J. L. Gautchier, assistant bureau head of home and foreign interline accounts (center), receives the best wishes of J. Jacobson, assistant comptroller (right), and R. C. Tiedje, auditor of passenger accounts. Upon leaving the railroad June 25, his associates in the Fullerton Avenue building gave an office party in his honor.



WISCONSIN VETERAN RETIRES. John Whaley (right), agent at Port Edwards, Wis., since 1948, is congratulated by Donald G. Kettner, traffic manager for the Ne-koosa-Edwards Paper Company, on his retirement May 2 after 57 years and four months of service with the railroad. He had been stationed in many Wisconsin communities, including Wausau, Mosinee and Babcock. He plans to spend his time traveling and taking care of the flower garden at his home.

FULL-FLEDGED MACHINIST. Russell Hemsey, who recently completed his machinist apprenticeship at our Tomah (Wis.) Shops, is presented with his craft certificate by Shop Superintendent Frank Reese as Otis Thompson, motor car shop foreman, stands by. The on-the-job training program at Tomah provides for the enrollment of a new apprentice as each man graduates to the machinist rank. Russell is a son of Clayton Hemsey, who retired as shop superintendent last October. (Photo by Donald Rehm)



YOU'RE WORTH A FORTUNE, IF . . .

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

Your Provident agent will be glad to tell you about these plans.

Write
Railroad Division

PROVIDENT LIFE AND ACCIDENT INSURANCE COMPANY

Chattanooga

(Continued from page 24)
stenographer in the master mechanic's office.

Susan, daughter of District General Car Foreman H. R. Anderson, was graduated from Prospect Hall Secretarial College in June. She completed the two year course in one year and is now in the employ of Foley, Sammond and Lardner, a law firm in Milwaukee.

Carman William Carsik and family recently enjoyed a trip to Glacier National Park . . . Car Foreman Bill Peck of Minneapolis and his family drove to Denver during his vacation and visited his daughter.

Bill Sukau, electrician foreman in the St. Paul roundhouse, suffered a freak accident June 25. While repairing a garage window, the glass fell on his arm causing severe lacerations.

Gus Bergland, machinist in the St. Paul roundhouse, is a patient in the Minneapolis Deaconess Hospital at this writing.

John Christianson, retired carman helper at Minneapolis, died May 23.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang for Wallace Urbanski of this office and Madeline Collins of the central computing bureau May 29 at the Belmont Church of God. A reception was held at Luigi's Restaurant and the couple honeymooned in New Orleans.

R. C. Tiedje recently presented George Wiegand, bureau head of the interline bureau, with a 40-year pass.

Emily Trezek, Margaret Wagenknecht, Ruby Dunaven and Gertrude Walsh have all been welcomed back to the office.

Kathleen Svoboda announced her engagement to Ray Wicklander June 14. Ray is an engineering student at Chicago Technical College.

The girls of the central computing bureau held their sixth annual reunion at the Normennes Club recently and a grand time was had by all.

A "Creative Cook," She Wins Dairy Products Pie Bake-off



Mrs. William Verick displays her prize-winning pie and the stove she won in the contest.

MRS. WILLIAM VERICK, president of Tomah (Wis.) Chapter of The Milwaukee Road Women's Club, enhanced her local reputation for creative cookery by winning the Monroe County Dairy Pie Bake-off held June 30 in the Tomah High School. The prize was a Hotpoint electric range and the opportunity to compete in a televised bake-off at Wausau, Wis., on Sept. 9 with the winners from 12 other counties.

Mrs. Verick's prize-winner, which she originated, consists 85 per cent of dairy products and is called "Dairy Dessert Pie". The recipe may be obtained by writing to the Monroe County Extension office at the courthouse in Sparta, Wis.

Among the more interesting vacations taken recently was a trip to Alaska by Gertrude Walsh and Juanita Chambers . . . Agnes McGrath went to Portland, Ore. . . . Adele Walke traveled throughout the West . . . Ebba Anderson, Cele Koob and Arde Westerberg all visited New York, and Cele also spent some time in Washington.

OFFICE OF PAYMASTER

Val J. Purchla, who started his business career as an IBM operator in our payroll accounting department and who for the last six years has been data processing manager for the Marine Instrument Company, was promoted on June 14 to production control manager, that company has announced. He is well remembered here as the son of Mrs. Helen Purchla, head cook in our building cafeteria. Val attended Paul University, graduating with a B.A. degree, and has a Master's degree in Industrial Relations from Loyola. His wife, Constance, was employed here also, as secretary to the superintendent of mines.

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RETIREMENT AT WISCONSIN RAPIDS. Winding up close to a half century of service, Leonard Kroll, agent at Wisconsin Rapids (left), receives good wishes for the years ahead from Conductor Dick VanWormer. Len began his career at Port Edwards, where he learned telegraphy, and worked at most of the stations on the former Valley Division before going to Wisconsin Rapids, where he had been our agent since 1928. His railroad and business associates marked his retirement on June 14 with gifts, and traffic officials of The Consolidated Papers held a luncheon in his honor. (Wisconsin Rapids Tribune photo)



LAST TRIP of F. L. Bottoni Sr. as engineer on the Pioneer Limited shows him being congratulated recently by G. W. Riley, assistant superintendent of the La Crosse Division (left), and Traveling Engineer Bob Guse. Mr. Bottoni has made his home for some time at Eagle River, Wis., where he operates an antique and novelty store, which will now get his full attention.

St. Maries Loggers Cited for Errand of Mercy

During the spring floods along the St. Joe River, a news broadcast from the TV station at St. Maries, Idaho, featured a human interest story that reflected credit on our company and employes.

It concerned a phone call to C. N. Beal, our agent there, informing him that down the line at Calder, Idaho, 13-year-old Patti Fraser had been thrown by a horse. According to a first aid report, her back appeared to be broken, and transportation was needed to the St. Maries hospital right away. With the roads under water, could the railroad help?

The railroad could, and did. The crew of the St. Maries logger volunteered to bring her in, an engine and caboose were hitched up and, 10 minutes after being notified, the mercy mission was under way. About an hour later it was back at St. Maries, where an ambulance was waiting to take Patti to the hospital. Under examination there, her injuries proved to be a severe back sprain and torn leg ligaments.

The action of the Coast Division crew was commended by Superintendent J. J. Nenti, who, in citing the members, said, "I am sure the girl and her parents will be forever grateful, and you can be assured that any 'rails' who heard of the incident were proud of your performance." The men were Brakeman Lowry, Engineer Graham and Conductor Donlon, pictured here (left to right), Fireman Miley and Brakeman Barber.



RETIREMENT PARTY ON THE LA CROSSE DIVISION June 18 honored Ben H. Dey, division lineman, and his wife, shown (right) as guests of honor at the Commodore Supper Club in La Crescent, Minn. With them are their daughter, Mrs. Carole Trbovick, H. W. Wellenstein, signal supervisor, Milwaukee (next), and D. L. Wylie, communications engineer. It was a double celebration for the Deys, who were married 45 years on June 20. Mr. Dey retired June 1 after 42 years of service, as division lineman at La Crosse since 1943.



ENDING MORE THAN 40 YEARS OF SERVICE, John W. Singer is shown finishing up his work as agent at Brokaw, Wis. Gifts presented to him when he retired on May 6 included a remembrance from his business associates at the Wausau Paper Mills Company. He and his wife will make their permanent residence at their home on a lake near Merrill, Wis.

BAXTER-WYCKOFF COMPANY

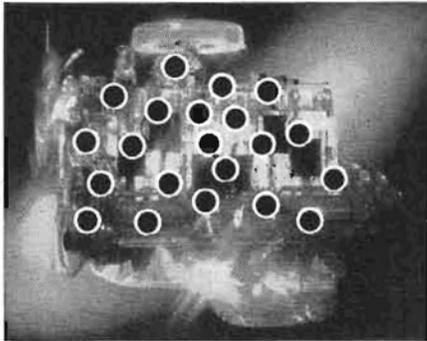
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AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Robert B. Phillips, clerk in the AFE bureau, and his wife Marilyn proudly announced the recent birth of Robert B. Phillips III.

Best wishes were extended to Rosalin Budzien, assistant bureau head of the miscellaneous timekeeping bureau, on her retirement.

Bureau Head N. J. McGinley of the bill and voucher bureau was presented with a Silver Pass in recognition of his 45 years service. A large office party was held in honor of the event and his co-workers presented him with a gift of luggage.

Sympathy was expressed to Janet Johnson, clerk in the AFE bureau, on the death of her mother.

REAL ESTATE AND INDUSTRIAL DEVELOPMENT

Mr. and Mrs. Ronald Maciejewski are accepting congratulations these days on the birth of a son, Michael Allen, born June 30 at the Elmhurst Hospital. Ronald joined the railroad as a draftsman this spring, coming from Western Illinois University, and Donna, the proud mother, was a secretary in the department for several years. The baby is the first grandchild for the Bill Jensens (retired assistant engineer-signals) of Franklin Park.

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TRAFFIC DEPARTMENT

Betty McCoy, Correspondent

In our continuing effort to provide the best possible service to our customers, the traffic department has recently employed six junior analysts. They are: Joseph DiJohn, Kenn R. Hesterman, Donald S. Kinney, John V. Serio, Ronald H. Super, and Joseph L. Wright. Most of these men will be directed toward work in sales after they complete their training period. In order to learn as much as possible about the railroad, the trainees will assist in data processing, and cost and marketing research projects in the traffic research department.

On May 13 Rose and Ken Kuhlman became the proud parents of a baby boy, who has been christened Paul Richard. Rose was formerly secretary to F. J. Swierenga, assistant freight traffic manager.

Beverly Luedeke, secretary to Ward H. Wait, freight traffic manager-grain, left our company July 2 to attend college in Miami, Fla., where she will major in psychology. Before she starts classes this fall, Bev is going on a six weeks interpretative dancing tour of seven cities in Massachusetts, New York and Pennsylvania.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Harry Stansbury, formerly of this office, visited us recently and told of his plans to go to South Africa by freighter. He will sail from Calumet Harbor in August.

Larry Marino and his wife Janet are the proud parents of Bernadette born May 12. She is the second daughter in the family. Larry was recently promoted to head clerk in the office of vice president and comptroller at the Union Station.

Lew Krause has been welcomed to the joint facility bureau. He came to us from Northern Illinois University in De Kalb.

Jean, daughter of Assistant Engineer Jack Fraser and his wife Lillian, who is a clerk in the office of auditor of passenger accounts, received her B.S. degree in Chemistry from the University of Illinois and is now employed in the analytic chemical department of the Dow Company at Midland, Mich.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Office of Assistant Vice President

C. George Orrben, former terminal manager at Minneapolis-St. Paul, died May 23 after a long illness. His wife Mariam, five daughters and one son survive. The two oldest daughters are nuns, one in the Order of St. Joseph and the other a Sister of Charity. Funeral services were held in Minneapolis.

W. L. LaShure, assistant terminal manager at Bensenville, and his wife

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"LADIES NIGHT" WINNER at Sportsman's Park in Chicago on June 29 was Lida Van Buren, secretary to assistant passenger traffic manager, who held the lucky stub in the drawing for a mink stole that is featured each Tuesday at the harness racing events. Other members of the secretarial force congratulating her here are (from left) Michaelene Szumilas, Bernice Fase, Doris Jones (secretary to passenger traffic manager), Ann Weber and Karen Such. The stole, designed by the Philip Fur Company, is valued at \$1,000.

celebrated their 25th wedding anniversary June 29. Then "Jiggs", as Mr. LaShure is known, his wife and two children, Judi and Jim, further celebrated by taking a trip to the West Coast. They planned to visit friends in Seattle and relatives in Portland before heading for home.

Grace Albertz, secretary to P. J. Walsh, supervisor of safety and personnel, became Mrs. Sam Carlson on May 29 in a candlelight ceremony at the Ravenswood Covenant Church in Chicago. After a honeymoon in Salem, Va., the couple are back at work.

Jean Poer, MMTC controller, was father of the bride on June 5 when Linda Mae became Mrs. Carl G. Johnson at the Church of Christ, Lowell, Ind. Linda Mae will be a junior at Indiana University in the fall. The Johnsons are now living in Belshaw, Ind.

Edna Wailes is back at work as comptometer operator-clerk after undergoing surgery in Little Company of Mary Hospital on May 14.

Roy R. Miskimins, assistant vice president of the MMTC, has a new plaque on his office wall. It was received from members of the Western Railroad Truck Lines Association at the end of his term of office as president of the association.

Bob Miller, crane operator at Great Falls, Mont., suffered a broken leg May 25. He expected to be in Columbus Hospital there for six to eight weeks and then be in a cast at home for another three months.

Patricia Natynka, who works in the Chicago general offices as secretary to E. A. Solvie, MMTC manager of piggyback services, had a very busy day July 2. She reported to work as usual;

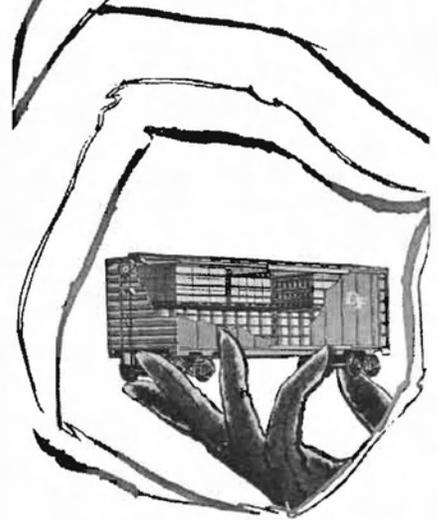
however, she was a little late returning from lunch. It seems that at 1 o'clock that day she became Mrs. Bernard Szeszol. After the ceremony Pat returned to the office with her husband and mother, and coffee and cake were served. She then remained to complete her dictation and normal office duties. After a week's honeymoon in Wisconsin, Pat returned to work.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Grace Minor, Correspondent

AUDITOR OF FREIGHT ACCOUNTS OFFICE: Congratulations to Edith, daughter of Bureau Head W. Krause, who on June 24 was graduated from Waller High School ranking 15th on the honor roll. After visiting friends at Smith Center, Kans., also in New York and New Jersey, Edith will take a secretarial position until the end of the year, then make plans to attend college . . . Elsie Dreher, clerk, vacationed in Hawaii this year, including in her itinerary the islands of Maui, Oahu and Kauai. From her accounts, this was a delightful trip, beauty, scenic and weather-wise. All the color of the islands was captured by her in film. On her return trip Elsie spent a week with members of her family in California . . . A. V. Gallagher, bureau head, and his wife vacationed in Florida. They reported a wonderful time with the exception of the day a huge "mama" turtle came onto the beach to lay her eggs. There was no more swimming at that point for the rest of the day . . . Claim Investigator A. W. Slodowy, his wife, their son and wife and three children spent a week

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at Monk's Corner, S. C., visiting the A. W. Slodowys' son, Brother William at Mepkin Abbey of the Trappist Order . . . Clerk Frank Voldan, secretary of the Milwaukee Road Employees' Association, reports that on June 5 employees and their friends to the number of 340 enjoyed a delightful outing at Schwartz's Resort, Elkhart Lake, Wis. The trip originated and terminated at the Western Avenue station. Aboard, refreshments and dancing were enjoyed, followed by a "hot" ball game, dancing, and lots of good food upon arrival at the lake . . . It is good to be able to report that Otto Hartung, bureau head, who underwent surgery on May 6 has fully recovered and is back at work . . . Frank Zientarski, clerk, has also returned to work following an attack of pleurisy . . . and Clerk Helen Burke is with us again after an extended leave due to illness . . . J. Oken, L. Klauser, F. Chereck, J. Pokryfke, B. O'Brien and P. Zimmerman have recently joined our staff . . . Sympathy was extended to the family of Retired Review Clerk Fred Bartel who died June 25. His brother-in-law, C. Kemnitz, is lead review clerk in the A.F.S. office.

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Dressed in Norwegian national costumes are the daughters of Bob Caspersen, assistant engineer-communications in Tacoma, two of whom are broadening their education this summer by spending their vacation with their grandparents in Norway. Berit and the twins, Linda (left) and Laila, are studying music and have their own ensemble. For more about these talented youngsters, see the Chicago engineering department news.

FREIGHT SETTLEMENTS: She's "Queen of the House"—that describes Lisa Ann, born May 27 at the Garfield Park Hospital to David and Marilyn Krondon. Lisa Ann, black haired and blue eyed, has brothers Scott and Kevin to love and spoil her. Proud daddy is a review clerk . . . Rate Clerk Joseph Chisesi marked his 45th anniversary with the company on June 21. His wife, a former employe in the A.F.A. offices, came down to share the honors of the day, along with grandson Lawrence who was greatly interested in "what makes the wheels go round" . . . Frank Seiser, claim investigator, is convalescing at home after undergoing surgery June 10 . . . Homer Lindner, clerk, is also recuperating at home following a bout with pneumonia and an attack of asthma . . . Sympathy was extended to Clerk J. Jennings on the death of his father June 11, and

to C. Cotosman on the death of his father June 14.

We were pleasantly surprised May 27 by a visit from Otto Reinert who had come north to attend several family celebrations.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Adele C. Bartling, file clerk, ended her service to the railroad with her retirement on June 30. She is a Gold Pass veteran, having been with the company since Sept. 2, 1914.

A luncheon held in her honor June 30 in the Canterbury Room of Fred Harvey's Union Station restaurant was attended by 75 of her associates and friends, including a number of employees now enjoying retirement. F. L. Clark was toastmaster, and called on C. E. Crippen and C. V. Lund, who spoke briefly, recalling their early days in the engineering department and the assistance that Adele gave them in carrying out their assignments. V. E. Glosup presented her with a "graduation" gift on behalf of her friends and associates.

Adele's sister Irene, with whom she lives, attended the luncheon also. Their future plans include some travel and eventually settling in Florida in the Fort Myers area.

Mrs. R. J. Middleton, 82, widow of former chief engineer, died in Seattle on July 11 of a heart attack. Funeral services were conducted in Seattle with graveside rites later at Fayetteville, Ark. She is survived by two daughters, Mrs. P. L. Kelley of Seattle and Mrs. C. L. Waterbury of Evanston, Ill., wife of assistant engineer, six grandchildren and nine great grandchildren.

Contributed by Betty A. Naughton
Signals and Communications



Bill Jensen

Bill Jensen, assistant engineer-signals, who retired after more than 38 years of service, was honored at a dinner in the Cross Country Room in the Chicago Union Station on May 22. More than 150 friends of Bill and Ruby wished him "the best" and much success in pursuing his hobby of furniture reupholstering at his home in Franklin Park. W. E. Fuhr, assistant chief engineer-signals and communications, presented Bill with a wallet containing folding money, and his wife Ruby with an Irish Belleek cup and saucer for her collection. Among those attending were their daughter Donna and son-in-law Ron Maciejewski, a draftsman in the real estate and industrial development department, who presented them with their first grandchild, Michael Allen, on June 30.

The Milwaukee Road Magazine



Adele C. Bartling (right) shares the spotlight with her sister Irene at a luncheon honoring her retirement from the engineering department in Chicago. The speakers pictured are (from left) C. V. Lund, assistant to chief engineer, C. E. Crippen, vice president-finance and accounting, V. E. Glosup, assistant vice president-operation and chief engineer, and F. L. Clark, chief clerk of Mr. Glosup's department. For details, please see the Chicago "personals".

Dressed in Norwegian national costumes (see picture in this magazine) are the three daughters of Bob Caspersen, assistant engineer-communications, Tacoma. Berit, 15, is an honor student going into her sophomore year this fall. She won a science award for placing among the nation's upper 10 per cent in a national science test. She also received a music scholarship and is attending a summer music institute at the University of Washington in Seattle. Among other activities, she is a member of the advanced girls glee club and accompanies choral groups on the piano.

The 11 year old twins, Laila and Linda, are fifth graders at Mary Lyon elementary school where Linda plays the cello and is a member of the All City Orchestra consisting of talented fifth and sixth graders. Laila plays the flute in the school band. The twins are top students in their classes and are further broadening their education by traveling alone to Norway this summer. On May 12 they left for a three months vacation to visit grandparents and other relatives. They traveled by jet via Anchorage and the polar flight via Copenhagen to Oslo and will return via London on a direct flight to the Sea-Tac airport. The girls and their mother, Eva, who sings and plays the guitar, have their own ensemble.

Special Lineman Jim Doroff of the Chicago "CG" telegraph, wife and son enroute recently to Portland, Ore., were involved in an automobile accident near Joliet. Mrs. Doroff and son were released from St. Joseph's Hospital, Joliet, soon afterwards but Jim had a longer hospital stay. Messages to Jim should be sent to his home in Streamwood as he may be

convalescing there by the time this appears in print.

Signal Draftsman Gunther Klein received his second class F. C. C. license from the Federal Communications Commission Apr. 27.

We were all sorry to learn of the death of Johnny Slepovitch in Chicago at the age of 39. He worked for many years in the Chicago telegraph office as a broadcast clerk before going to the IBM room as a lead operator.

Sympathy was extended to Electronics Maintainer Dick Feddema at St. Paul whose father died July 2.

Lineman Bob Zasada in Communications Foreman L. I. Roundy's crew has been appointed division lineman at Sioux City, and H. E. Hansen, whom he replaces, has transferred to LaCrosse because of the retirement of Division Lineman Ben Dey on May 31. About 60 of Ben's family and friends gathered to honor him June 18 at the Commodore Restaurant in LaCrosse, Minn. He was presented with a transistor radio and folding money with which he and Mrs. Dey plan to purchase lawn furniture for their home. Ben says he is considering conducting classes for retired folks who aspire to be proficient fishermen.



Mary Ziemann

"AMERICA — Yesterday, Today, and Tomorrow" was the theme for the 1965 Lyons Fourth of July celebration. The winning essay from which this theme was taken was selected from hundreds submitted by Lyons grammar school children who participated in the Independence Day theme contest conducted by the Lyons Fourth of July committee. Mary, daughter of Don Ziemann, communications draftsman, won the honors for St. Hugh School, and was awarded a trophy. Upon graduating from Grade VIII in June, Mary was also awarded a scholarship from the Holy Name Society of her church to be used toward her high school education at Nazareth Academy in LaGrange.



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Signalman L. L. Lietz of Milwaukee Shops joined the Army June 20 . . . L. F. Tatu and H. A. Hoefs of Signal Foreman F. S. Brawley's crew transferred permanently to the Shops . . . and B. D. Barton transferred to the position of special signal maintainer of tests under Supervisor Whitey Merts in Milwaukee.

Telephone Operator Tillie Verdak was congratulated July 1 on having completed 40 years of service.

Two maintainers were added to our ranks at the end of June — David

Cooley as electronics maintainer at Aberdeen, and Tyrone Rauschert as assistant electronics maintainer in Tacoma.

Dick Feddema, electronics maintainer at St. Paul, and his wife Rita added to their family June 9 with the adoption of six months old Lisa Marie. They already had an adopted son, Paul, 22 months old.

Division Lineman Bill Kirley of Milwaukee, his wife Ruby, and their adopted three year old son, David William, welcomed the arrival of four

months old Kristine Kay on June 24.

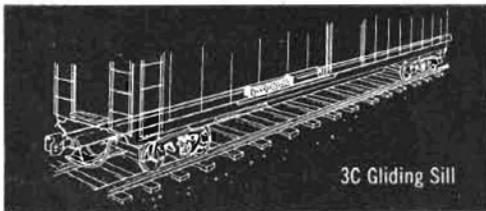
Roger Lotto, who was appointed senior communications inspector Apr. 15, has been permanently transferred to the Chicago office from Aberdeen. He plans to live in one of the western suburbs.

Emilie Auriemma has been appointed to the position of stenographer in Mr. Ornburn's office, and Adele Vasquez, stenographer in the signal department, will become secretary to Mr. Wylie, communications engineer.

Fiftieth wedding anniversary wishes were extended to Frank "73" Ross and his wife Helen at a celebration held at the Seven Seas Supper Club on Lake Nagawicka, Wis., on May 18. The three Ross children and six grandchildren were present as well as many close friends. Frank is a retired supervisor of the telegraph offices and Helen has held several positions in the Milwaukee Road Women's Club since 1949, at present being on the General Governing Board in an advisory capacity.

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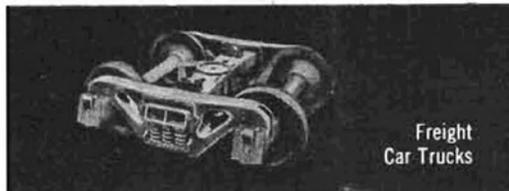
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Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL MANAGER'S OFFICE: After 21 years of service as clerk in the Seattle office, Douglas D. Duncan—better known as "Dunc"—has retired. June 30 was his last day on the job. His many friends from Tacoma and Seattle gathered in the conference room in the White Building in Seattle for a cake and coffee party. The cake, appropriately decorated with a train, and a goodly supply of "out of this world" cookies supplied by Telephone Operator Ingrid Mann of Tacoma, were enjoyed by all. Dunc plans to do a little remodeling and garage construction at his home and the necessary electrical tools for this work were presented to him. At the same time, Mrs. Duncan retired from her position at Frederick & Nelson.

FREIGHT CLAIM DEPARTMENT: Jack Schaffert, former claim adjuster, and son of Retired General Agent-

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D. D. Duncan of the assistant general manager's staff in Seattle (center) with some of his well wishers as he retired on June 30. From left are W. F. Kramer, Margaret Hickey (now secretary to superintendent of transportation in Tacoma), Assistant General Manager M. Garelick, Roger Wilhelm and Al Chaney. Please see the Coast Division news.

Passenger Department R. E. Schaffert and wife, was ordained to the ministry by the Seattle Presbytery June 18 in the Beacon Hill Presbyterian Church. Jack was graduated from the San Francisco Theological Seminary May 29 and, as of August 1, will be pastor of a Presbyterian church in Moraga, Calif.

GENERAL AGENT'S OFFICE: Kathy Flynn, daughter of Assistant General Agent George F. Flynn, has been elected president of the University of Washington Y.W.C.A., the oldest women's organization on the campus. A Junior with a major in speech therapy, Kathy is one of 20 students in the country who have been chosen to participate in the National Student Y.W.C.A. Latin American Seminar in Chile this summer.

REGIONAL DATA OFFICE: Esther Ray is our new bill and expense clerk. She comes from a railroad family and has had two years experience with the Columbia and Cowlitz Railroad at Longview, Wash. An uncle is agent for the Northern Pacific at Seattle . . . Astri Juul, expense clerk, is on a leave of absence to visit her family at Namdalen, Norway, after having been in this country three years.

SEATTLE YARD: Friends and co-workers were sorry to learn of the death of Assistant Chief Yard Clerk John T. Hogan on May 25. John, 66, died at a rest home in Kent, Wash., after a short illness. A veteran of 42 years service, John was one of the best liked yard clerks on Lines West. Services were held in St. Anthony's Church in Kent and interment was in St. Patrick's Cemetery, O'Brien, Wash. His widow, Pearl, survives.

TELEPHONES AND TELEGRAPH DEPARTMENT: Mrs. W. R. Wright of Minneapolis, mother of Lucille Eaton, chief operator at Seattle, took her first jet ride when she flew here to visit Lucille in June . . . Julie Morrison, messenger and relief operator, reports that she and her husband have bought a new home in the Richmond Beach area. She is the former Julie Norman who was married Feb. 18 . . . Retired Chief Operator Leona Murphy was hospitalized for a short time recently, but is now at home and recuperating nicely.

TRAFFIC DEPARTMENT: Harry A. Sauter, foreign freight agent and board member of the Transportation Club, was co-chairman with Mrs. Gladys Collier of the Women's Traffic and Transportation Club when the two organizations sponsored the National Transportation week luncheon May 17 at the Arctic Club. Highlight of the luncheon was the presentation of Miss Transportation 1965—Miss Betty Wiggins of Pacific Lumber and Shipping, an active Women's Traffic and Transportation Club member. Vice President L. H. Dugan was MC and Harry Smith, western traffic manager of the Weyerhaeuser Company in Tacoma, was guest speaker. Approximately 150 transportation people attended.

James G. (Jim) Norris, 84, a pioneer of our road's western development, died in Tacoma May 24. Jim was a native of Cedar Rapids, Ia., who attended the Cedar Rapids Business College and signed on with the company as a roundhouse clerk at Perry, Ia. Later he held various clerical positions in Ottumwa and Dubuque. When work was begun on the extension to the Pacific Coast he transferred to Moberge, S. D., as chief clerk in the mechanical department, living in a box car while the bridge was being built across the Missouri, and then followed the line westward, first to Miles City



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Section Foremen Earn 35-Year Superior Service Awards

The section foremen named here have been presented with 35-year Superior Service Awards for outstanding safety records. The awards signify that for 35 years prior to Dec. 31, 1964, neither they nor any man under their jurisdiction had ever been involved in a reportable injury.

Bagaus, T., -----Summit, S.D.
Cave, Edward, -----Sumas, Wash.
Fielder, J. R., -----Cheneyville, Ill.
Flom, A. G., -----Iron Mountain, Mich.
Glasnapp, L. G., -----Oshkosh, Wis.
Hafemeister, F. E., -----Granville, Wis.
Hilt, Thomas, -----Zeeland, N.D.
Houston, J. C., -----Ingomar, Mont.

Hummel, Z. O., -----Selfridge, N.D.
King, W. H., -----Emmetsburg, Ia.
Myers, William, -----Rockwell City, Ia.
Rankin, C. W., -----Marmarth, N.D.
Stratton, E. W., -----Worley, Ida.
Tonsager, G. E., -----Elko, Minn.
Udell, G., -----Sparta, Wis.

and later to Deer Lodge. In 1908 he was promoted to chief clerk to superintendent of motive power, whereupon he moved to Tacoma. He retired there in 1950. Mrs. Erma Norris survives her husband.

La Crosse Division

EAST END

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

Conductor J. H. Taylor of Portage sustained injuries in an automobile accident May 5 which kept him hospitalized for some time. He is back home at this writing and progressing very satisfactorily.

Retired Engineer Edmund F. Tessman, 76, passed away May 8 at Portage after a long illness. Mr. Tessman retired in 1957. He is survived by his widow and four sons, Willis, Norman, John and Donald, all of Portage.

Retired Switchman Archie R. Stowers, 73, died suddenly at his home May 30. He had worked as a switchman in Portage Yard and held a seniority date of December 1937. He was a veteran of World War I. Mr. Stowers' widow, Edith, a brother and two sisters survive.

Robyn Carol was born June 8 to brighten the home of Brakeman and Mrs. Lynn Loomans.

There were three lovely church weddings in railroad families in Portage during June. David, son of Car Clerk K. C. Cawley and wife, and Sue Pomplum were married June 12; Robert, son of Engineer Sidney Seidner and wife, was married to Kristine Peterson June 19 and Barbara, daughter of Conductor and Mrs. J. J. Robinson, and Clayton Selbach also had a June 19 date.

Retired Section Foreman Sam J. Babcock, 91, died June 18 after a brief illness. He is survived by a son Harold in Riverside, Calif., and a daughter, Mrs. Nettie Butzlaff of Portage.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse



Sue Betsinger

Sue Ann Betsinger, Route 2, Onalaska, Wis., has been awarded an assistantship at the University of Wyoming, Laramie, which amounts to \$2,400 plus tuition. Miss Betsinger will work toward her master's degree. She is a 1965 graduate of La Crosse State University and the daughter of Roadmaster F. T. Betsinger and wife of Marion, Ia.

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UNDERFRAME END CASTINGS
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THE BUCKEYE STEEL CASTINGS COMPANY

COLUMBUS 7, OHIO



Train Dispatcher H. M. Davis holds the floor at a retirement dinner held in his honor at La Crescent, Minn., June 5. From left are Mrs. N. D. Owen, wife of trainmaster, F. H. Ryan, superintendent of the La Crosse Division, Mrs. Ryan, Mrs. Davis and Mrs. H. E. Hurst, wife of division engineer. Please turn to the La Crosse Division news for details.

Train Dispatcher Harry M. Davis, who retired June 1 after completing 51 years service, was honored at a dinner at the Commodore Supper Club, La Crescent, Minn., on June 5. Harry began work for the Pennsylvania as a clerk at Scipio, Ind., in 1914 and came to the Milwaukee in 1937 as a telegrapher on the Dubuque Division headquartered at Bellevue, Ia. He moved to Mitchell, S. D., as a train dispatcher in 1944 and since June 1953 had been working in La Crosse in the same capacity. Mr. Davis took office in January 1956 as General Chairman of the American Train Dispatchers' Association of the Milwaukee and is still active. His wife is president of the Women's Auxiliary of the association. They plan to remain in La Crescent, but spend the winters in Florida.

Retired Conductor Joseph M. Murphy, 82, died in La Crosse May 19. Mr. Murphy worked for the Road 51 years prior to retirement in 1957. He is survived by his widow, Mae, and two daughters, Helen (Mrs. John Belke)

of Stoddard and Loretta (Mrs. Howard Masrud) of La Crosse. Burial was in the Catholic Cemetery at La Crosse.

Two teams in the 23d annual Herb Ristow Pro-Am golf tournament at Maple Grove near La Crosse shared honors recently with 100 apiece in the 27 hole competition. Russ Bakkum and Tom Isler of La Crosse are proud of their trophy as one of the winning teams. Russ is a cashier in the freight house and has worked for the Road many years in several different capacities.

Mr. and Mrs. Homer Harris and family recently moved to La Crosse where Mr. Harris has assumed the duties of chief train dispatcher. He was formerly train dispatcher at Beloit, Wis., and at Dubuque, Ia.

Mr. and Mrs. Arthur Jacobson welcomed a baby boy, Richard, on June

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SERVICE PASSES AWARDED

Gold 50-Year Passes

Hackett, E. J., agent -----Calmar, Ia.
Koepp, Harold, machinist -----Wauwatosa, Wis.
Miller, E. D., section foreman -----Hornick, Ia.

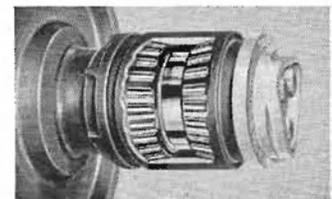
Silver 45-Year Passes

Carufel, Adolph, chief clerk -----Veradale, Wash.
Chisesi, J. A., clerk -----Chicago, Ill.
Davey, Albert R., cashier -----Lewistown, Mont.
Detienne, George H., crossingman -Milwaukee, Wis.
Elser, Mary Agnes, cost clerk -----Chicago, Ill.
Esser, Leon M., secretary -----Milwaukee, Wis.
Gordon G. K., assistant
chief yard clerk -----Tacoma, Wash.
Grendler, A. O., operator -----Austin, Minn.
Hrivnak, Joseph, chauffeur -----Chicago, Ill.
Kirchgesler, Walter, carman -----Aberdeen, S.D.
Krantz, H. G., section laborer -----Manilla, Ia.
Markert, W. D., switchtender ----Milwaukee, Wis.
McGinley, Nile J., bureau head -----Chicago, Ill.
Mefford, C. L., section foreman ----Laredo, Mo.
Montgomery, Lloyd,
yard conductor -----Milwaukee, Wis.
Peterson, Walter M.,
switchtender -----Bensenville, Ill.
Prata, T. A., roadmaster -----Avery, Ida.
Robinson, Clark, cashier -----Bellingham, Wash.
Thelen, Bert E., machinist -----Chicago, Ill.
Unmacht, H. A., district
material manager -----Cudahy, Wis.

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TAPERED ROLLER
BEARINGS



30. Arthur is chief clerk in the freight house. The new baby joins a brother and sister at home.

Engineer Frank McGraw, 65, died suddenly June 1 while working in the yards at Wabasha, Minn. He had 48 years service, the last 30 as an engineer. He is survived by a son, Lawrence of White Bear Lake, a daughter, Roseann (Mrs. James Young) of Barstow, Calif., and two sisters, Mrs. Raymond Gorman of Wabasha and Mrs. George Grant of Chicago, Ill. Interment was in St. Felix Catholic Cemetery at Wabasha, Minn.

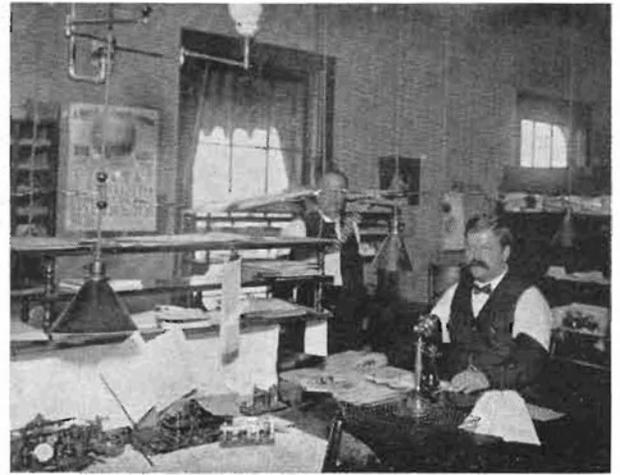
WISCONSIN VALLEY

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

John A. Steele, 91, retired agent, died Apr. 22 in Orlando, Fla., where he had made his home since retiring in 1953. He is survived by his widow.

Word was received of the recent death of Retired Trainman Lloyd Soper, 70, at Choteau, Mont. He was born in Babcock, Wis., which was then the headquarters of the Valley Division. His father, a Valley Division conductor, transferred to the Montana Division and Lloyd began his railroad

DUSTING OFF THE OLD ONES. The dispatcher's office in Channing, Mich., as it was in 1907 when the late W. C. Zimmerman (seated) worked there as chief dispatcher. Mr. Zimmerman was later employed for many years in the dispatcher's office at division headquarters in Milwaukee. The picture was contributed by his son-in-law, C. A. Hoppe, general traffic manager of S. C. Johnson & Son, Inc., Racine, Wis.



career there shortly after World War I. Wausau Chapter of the Women's Club celebrated its 40th anniversary with a luncheon at Palms Supper Club.

Mr. and Mrs. Otto Zander recently observed their 65th wedding anniversary at a dinner given by their son and daughter-in-law.

Carol Jean, daughter of Car Foreman and Mrs. Ralph LePage, was recently married to Andrew J. Kavajecz.

Dinner and a reception were held in the American Legion Clubhouse, following the ceremony in St. Mary's Catholic Church. A supper and evening reception were held in the LePage home. The newlyweds honeymooned in California. Andrew is a lithographer at Marathon Press and his bride is employed by the J. C. Penney Co. store.

Trudy Conklin, daughter of Engineer Ken Conklin, vacationed in Panama where her sister Mary, a Peace Corps volunteer, is teaching in an orphanage in Panama City. The sisters toured the area together.

In a recent ceremony Gale Wensole and Fireman Jerome Kolberg exchanged marriage vows in Zion Lutheran Church, Wausau. A reception and buffet supper followed at WBS Hall and dancing was enjoyed at Schmidt's Ballroom. The couple plan a wedding trip to Canada in August.

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RAILROAD REQUIREMENTS

ATTENTION, SC&D! Annual Retirement Party Planned for Oct. 3

The third annual dinner party to be held by employes of the old SC&D territory of the Iowa, Minnesota & Dakota Division in honor of their co-workers retiring this year is planned for the first Sunday in October—October 3. The place is the Flamingo Inn at the junction of Highways 77 and 20 in South Sioux City, Neb. Dinner will be served at 2 p.m., continental style; tickets \$2.50 per person.

All SC&D employes, retired as well as active, are invited to attend. For reservations, contact the trainmaster's office in Sioux City.

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Hugo C. Gurrath, veteran electrician at Milwaukee Shops (second from right), is wished many years of pleasant retirement by C. E. Wellnitz, general foreman of the electrical shop. Looking on are his sons Hugo M. (left) and Carl F., electricians also.

Head of Family Electrician Team Retires

Hugo C. "Hooks" Gurrath, the senior member of a well known father-and-sons team of electricians at Milwaukee Shops, retired on May 28 with the intention of enjoying the easy life after a working career of more than 52 years. His veteran service with the company, starting in 1913 as a mail boy in the stores department, included several years as a fireman and 43 years as an electrician working on steam engines and diesels as well as many of the construction projects carried out at various points on the system. In recent years his duties in Milwaukee had involved electrical maintenance in the car and locomotive shops.

The sons who followed in his footsteps are Carl F., who joined the Road as an electrician helper in November, 1941, and Hugo M., who signed on in the same capacity in January, 1942. His retirement highlighted the fact that their combined service totals almost 100 years.

"Hooks" will continue to live in Milwaukee, making his home with Hugo's family. His plans for the future include a lot of time for reading, fishing and gardening, and enjoying the role of neighborhood "Grandpa".

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Richard, son of Engineer A. J. Waskow, has gone to the University of Missouri at Rolla where he will pursue his studies and at the same time teach as an associate professor of chemistry.

Among employes retiring in June were Engineer H. J. Knuth and Conductor W. V. Scott. Harry began service as a fireman in 1923 and has been working as a freight engineer the past few years. "Scotty", as Conductor Scott is affectionately known, has been in train service since 1924 and is well known in the suburban territory. He will be long remembered for his many favors to riders and employes. He has also been active in the Milwaukee Road Employes Association, and was conductor on the special to Elkhart Lake on June 5 for the annual picnic, which was another fine success. In that connection, a big "thank you" is in order for him and the other crew members on both the C&M and Superior Districts, all of whom donated their services.

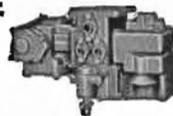
Telephone Operator Betty Schwantes and Retired Engineer Julius Blank of the northern division were married in Milwaukee June 26. Betty is also retiring. They plan to live during the summer near Friendship, Wis.

Engineer J. A. Bohner of Fox Lake retired May 25 after more than 42 years of engine service. He is planning to move to California and reside in the San Fernando Valley.

Employes in the superintendent's office held their second annual picnic June 20 at Mauthe Lake. The affair was somewhat dampened by thunder-showers in the late afternoon. It has been suggested that next year we invite all the division employes to share in the fun.

There are some politicians who, if their constituents were cannibals, would promise them missionaries for dinner.—H. L. Mencken

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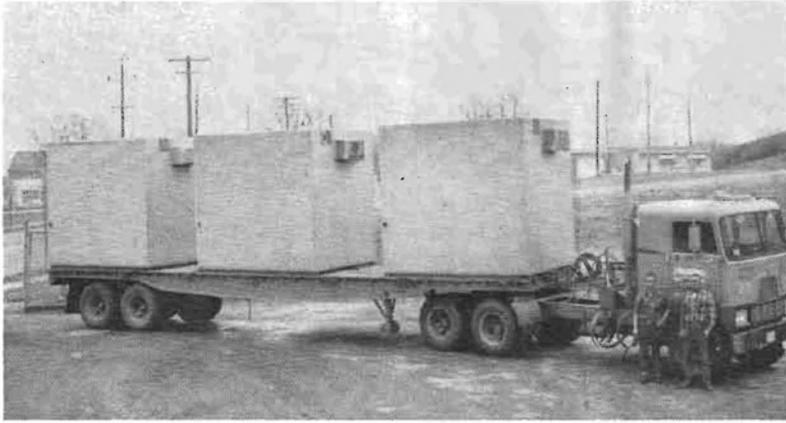
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PROMPT AND EFFICIENT SERVICE

MMTC Operators Expedite Emergency Move



Drivers Russell Pace (left) and Duane Kroft pose with their \$750,000 load—each of the microwave units is valued at \$250,000.

AMONG stories circulating about conditions that affected traffic during the record spring floods, one of the more interesting concerns an emergency movement handled by personnel of the Milwaukee Motor Transportation Company at Rapid City, S. D.

It started with a phone call received by R. E. Macy, manager of western operations, shortly after noon on Apr. 9 in which a representative of the Northwestern Bell Telephone Company asked if the motor carrier could help expedite the movement to Sioux Falls of three microwave self-sustaining buildings that had been used the previous month in a Minuteman missile test shot at the Ellsworth Air Force Base near Sturgis, S. D. The units were needed to supplement communications in the disaster area.

Driver Russell Pace immediately arranged for the loading, and by 6 P.M. a truck was at the site with a crane and accessorial safety equipment. Permission had been obtained also from the State

Highway Department and Patrol to move straight through to Sioux Falls by night, and to provide an escort in areas of question, if necessary.

The convoy left at 8 P.M. and arrived safely in Sioux Falls the next morning at 7:30, right on schedule. At 8 o'clock unloading had commenced, and at noon everything was on site and in operation.

The buildings involved in the unusual move form one of only 10 such nerve centers in the country and are valued at \$750,000. Handling them called for considerable know-how, since the load, in addition to being highly sensitive, was top-heavy and nearly two feet over-height. Consequently, seven bridges had to be by-passed in the middle of the night, and this in a snow storm. Both the telephone company and the disaster area committee declared themselves amazed as well as pleased with the efficiency of the operation—the loading, transporting and unloading of the cargo, all within a 24-hour period.

C. Oscar Larson

C. OSCAR LARSON, retired general car foreman who was well known to Milwaukee Road people throughout Iowa, died May 24 in a hospital in Sioux City at the age of 74. Funeral services were conducted there and also in Mason City, where he had spent a great part of his years with the company.

Mr. Larson, born in Sanborn, Ia., began his railroad career there in 1907 with a section crew, transferring to the car department two years later. In 1918 he was advanced to car foreman, and in 1925 to wrecking foreman with headquarters in Mason City. He was appointed car foreman at that point in 1929, general foreman at Sioux City in 1949, and retired from that position in 1956. At Mason City he was active in the road's Service Club and as president of the employees' Credit Union.

Surviving are his wife, Maude, a former president of the Mason City and Sioux City chapters of the Women's Club; a daughter, Mrs. D. E. Hibbard, Buffalo, N. Y.; a stepdaughter, Mrs. Sterle Crandall, Mason City; a stepson, Col. L. W. Conway, with the Army in Heidelberg, Germany; eight grandchildren and a great grandchild. Pallbearers at the last rites in Mason City were Harris Dillabough, William French, LeRoy A. Ream, Karl Walters, Walter EauClaire and Lawrence Harris, all of whom had worked under Mr. Larson's supervision while he was employed there.

I M & D Division

AUSTIN-EAST END

R. D. True, Correspondent
Office of Superintendent

John Wood, instrumentman in the engineering department at Austin, was given a farewell coffee party and presented with a traveling bag in May. He has accepted a proposition from his brother, with whom he will be associated in business near Sioux Falls.

Chief Clerk H. J. "Babe" Swank recently returned from three weeks vacation, traveling first to Fort Bragg, N.C., to pick up his son Fred who is stationed there, and then driving around the southeastern states. Babe reports that he saw the USS North Carolina at Wilmington, N.C., and also saw some parachutists in action at Fort Bragg, which is an airborne training center. Fred is a dental technician there, Specialist Fourth Class.

Agent R. J. Finnegan and Frances McLaughlin were married May 1 at Bloomington, Minn. The happy couple honeymooned in Chicago and are now at home in Mason City.

Due to the alertness and prompt action of 13-year old David and his sister Kay, aged five, children of Agent P. F. Finnegan at Rosemount,



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EMPLOYEES of the MILWAUKEE ROAD

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

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

MONTHLY INCOME OF \$300.00

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

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

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

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

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

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

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

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

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

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

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

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

POLICY FOR DEPENDENT WIFE } The beneficiary is to be Relationship
 Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife.
 Wife's name Date of birth
 Amount of monthly premium for wife's policy \$.....
 (See rate above according to age)

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

.....
Signature of applicant

Minn., our railroad was saved a big expense. They noticed a small fire which had started on the roof of the depot and promptly told a nearby resident who called the Fire Department, thereby greatly limiting the damage which could have resulted. Good work, kids!

SIOUX CITY AREA

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

William Lagan, assistant agent, Sioux City, recently retired from service after 46 years of railroad-ing. He entered the service at Yankton, S.D., as baggageman and subsequently worked at Geddes, Menno and Sioux Falls, S.D., before coming to Sioux City. In September 1949 he was appointed assistant agent in charge of the stock yards office, from which position he retired. He was well known among the livestock shippers and packinghouse interests at the stock yards as well as the employes of the Road. The Lagans plan to remain in Sioux City.

Ronald Carl Clarstrom, yard clerk



William Lagan

at Sioux City, was recently married to Sandra Kay Carlson of Sioux City in the Trinity Lutheran Church there. Yard Clerk James Krohn and his wife were among the attendants. After a wedding trip to Omaha they will live in Sioux City.

Victor Rigen is the new keypunch operator in the regional office. He and his wife have just announced the arrival of their first baby, Bradley E., on June 1—and they're very proud parents.

This reporter was recently surprised to receive a call from H. O. Davis, retired conductor of Rapid City, S.D., who was visiting his daughter in Sioux City and celebrating his 40th wedding anniversary. "Spooks", as he is known, spends his winters traveling and visiting in California, and his summers fishing at Rapid City.

We are sorry to report the following deaths—Josephine K. Harrington, sister of Assistant Cashier Lucille S. Fels, died in Chicago June 25 . . . Dick Postmas, 61, engineer, Mason City, died suddenly at his home June 1. He is survived by his widow, two sons, Dick G. of Mason City, and William E. of San Jose, Calif. . . . Retired Engineer Edward Mattison, 89, died recently in Sioux City. His survivors include his widow, six daughters and one son . . . W. F. Ingraham, Jr., president of the Anchor Oil Company, died in Omaha June 27. He was the son of



HONORED WITH A SILVER PASS. Stanley F. Martin, city freight agent in Milwaukee (left), is presented with the company's token of appreciation for 45 years of service by R. T. White, traffic manager of the Wisconsin Region. He started his railroad career in the main freight house in Milwaukee and was chief clerk of the Chestnut Street freight operation there in 1954, when he transferred to the traffic department force.

W. F. Ingraham Sr., retired superintendent of the IM&D Division. In addition to his father, he is survived by his widow, a son and a daughter, a sister and a brother. Interment was in Omaha.

E. A. Walter, 76, retired engineer, passed away May 22 in Mason City where he had lived for 59 years after starting work with the Milwaukee in 1906. He ended his service Aug. 30, 1963. His widow, a son Jack and three daughters, 15 grandchildren and five great grandchildren survive; also a brother Lou, a retired engineer in Mason City.

James E. Ellis has been appointed assistant agent in Sioux City, to fill the position vacated by Bill Lagan.

Conductor Raymond Tierney of Mason City is in Park Hospital for treatment at this writing.

Iowa Division

MIDDLE AND WEST

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

Ivan Whightman, switchman at Perry yard, and his wife were both hospitalized in May—he, because of a heart attack, and Mrs. Whightman to receive treatment for a foot infection. At this writing both are convalescing at home.

Retired Agent F. W. Bean of Bagley and his wife were among the "oldsters" attending the Three-Quarter Century Club banquet held in Perry every year. Mr. Bean was "King" for the evening, being the oldest man in attendance.

Herman C. Krasche, 86, passed away May 27 in Montezuma, Ia., where he and his wife have been living the past few years. Herman was a station agent

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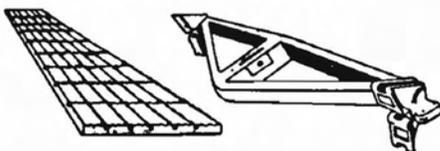
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"ALL ABOARD" FOR RETIREMENT. W. V. Scott, popular conductor on our suburban route north of Chicago, shown (center) with some of his associates in the Union Station at a gathering that marked his retirement June 30. Several hundred of his railroad and other friends had previously held a dinner dance in his honor at the Renwood Country Club. "Scotty", as he is known to commuters, started railroading with the Pennsylvania in 1920 and joined the Milwaukee in 1924. All of his service was on the Milwaukee Division, beginning as a brakeman and advancing through trainman to conductor in 1940. He had been a passenger runs since 1946, most recently on 138 and 139 between Fox Lake and Chicago.

and telegrapher at various points on the Iowa Division prior to his retirement in 1943. He was a member of the Masonic fraternity, including the Shrine, and also of the Perry Elks Lodge. Funeral services were held in Montezuma and interment was in Violet Hill Cemetery in Perry.

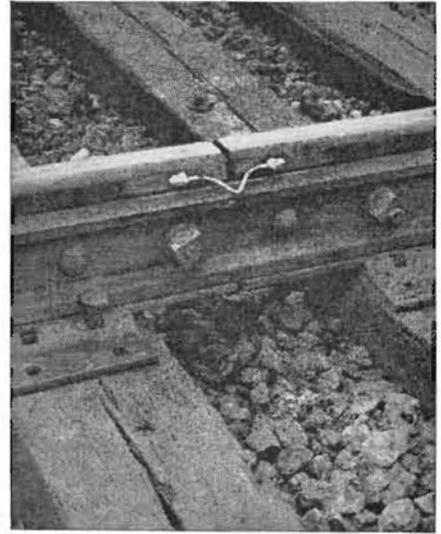
Funeral services were held in Perry June 2 for Retired Freight Conductor John Cross who died in the Perry Hospital May 31. John was 63 years old, but he had retired from railroad service in 1962 due to failing health. He is survived by his widow, Irene, a son, John Jr., and a daughter, Mrs. Dean Barcus.

Tom, young son of Agent R. E. Burns of Bagley, was one of the boys in the Space Cadets Club of Bayard which made a "gold strike" there a few weeks ago. The boys, ages 12 to 15, were digging at a location that

once was the home of an elderly lady who died suddenly. Their intention was to erect a club house where a garage had formerly stood, but while digging one of the boys came upon a metal can full of money. Going deeper they found several other containers of money including gold pieces and paper money—more than \$11,000! If no claims are filed for ownership, the boys may be able to split the find. Actually, because of the age of some of the money and the gold pieces found, the money may have more than face value, since some of it will be collector's items. The boys have received letters from all over the country with offers of help and advice in regard to their legal claim on the money.

Lars J. Legvold, 86, died June 20 in the Perry Hospital after only two days hospitalization. Lars was born in Norway and came to the U.S. at the age of

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Reviewing National Transportation Week as it was observed in Seattle, Harry Smith, western traffic manager of the Weyerhaeuser Company, is shown as the guest speaker at a luncheon held in the Arctic Club on May 17. With him are L. H. Dugan, our road's vice president and western counsel (left), Mrs. Gladys Collier of the Women's Traffic & Transportation Club, and H. A. Sauter, our foreign freight agent at Seattle. For details, please see the Coast Division News.

14. For many years prior to retirement he was a B&B foreman for the Milwaukee. He was a 50-year member of the Odd Fellows and a long time member of the Masonic Lodge. Interment was in Perry.

District Safety Engineer C. V. Peterson, who headquarters in Savanna, was hospitalized in Perry after becoming suddenly ill at the Milwaukee station there June 22. He was released from the hospital and returned home to Savanna June 30.

Iowa people who spend the winter months in the Rio Grande Valley in Texas have formed an association called the Iowa-Texas Picnic Association. They choose some Iowa location each year for a meeting and picnic. This year the spot chosen was Marshalltown. Among retired railroaders from Perry who belong are the Ralph Van Horns, the A. W. Nicholsons, the Owen Foxes and Mr. and Mrs. Stanley Thomas. Mrs. Van Horn is secretary-treasurer of the group and assisted in the registration at this year's meeting.

Locomotive Engineer Donald Hoes and wife are the parents of a son born June 30. The proud grandparents are Retired Roundhouse Foreman Frank Hoes and wife. If the newborn follows family tradition, he will make a fourth generation Milwaukee employe.

Off Line Offices

CLEVELAND, OHIO

Mrs. Clair M. Park, wife of the former general agent in Cleveland (1927-1942) and Pittsburgh (1942-50), died in Cleveland May 26 at the age of 82. Funeral Mass was said at St. Luke's Church in Lakewood, Ohio. Mr. Park survives his wife, making his home in Cleveland at 1359 Elbur Avenue.

Rocky Mountain Division

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Susan Ranney, the daughter of this magazine correspondent, was valedictorian of the 1965 graduating class of the Three Forks high school. Susan was 1964 Girls State alternate, attended High School Week, and was named Betty Crocker Homemaker of Tomorrow. She also won third place in the VFW Auxiliary essay contest and received a Letter of Commendation



Susan Ranney



Nancy Mielke

When Engineer Earle H. Hogan stepped off No. 264 at Miles City on May 25 he ended 52 years of service with the company. He started in Tacoma in 1913 as an engine helper, made a date as fireman in December 1916, on the old Musselshell District, and was promoted to engineer in March, 1914. A host of friends greeted him at the station on his last run.

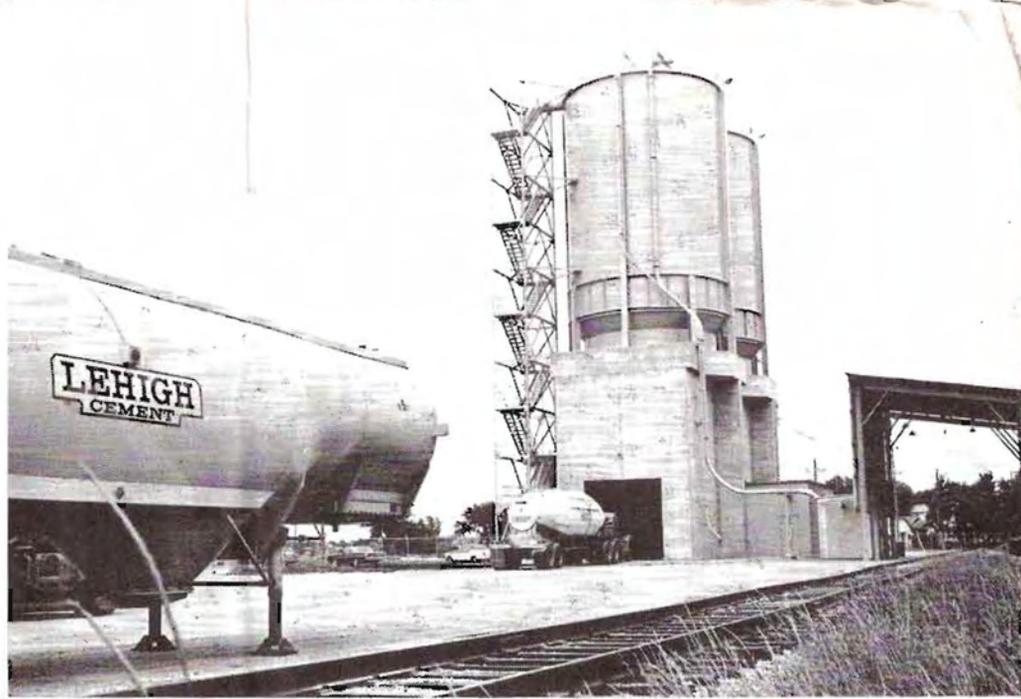
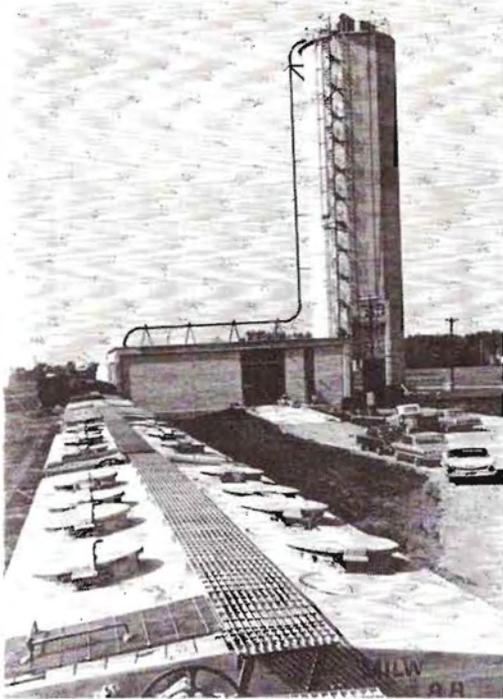
Mr. Hogan has many plans for his retirement. First he was going to pick up his grandson, and together they planned to fish several Montana streams. Later he and his wife will take a trip to Seattle, and afterward they have tentative plans to spend the winter in Arizona. He is an avid golfer and expects to spend many hours on the greens.



"Hogan on Last Trip" was the big news at Miles City, Mont., on May 25. For details of Engineer Hogan's final run on No. 264, please turn to the Rocky Mountain Division personals. (Harold Reid photo)

TACT

Tact is a priceless quality in good human relations. Whenever you find anyone who is outstandingly successful and popular, you will find a person who is outstandingly tactful. Tact is merely doing things in the way the other person would like them done, rather than in the way you yourself would do them if you had only yourself to please. Watch your tact—and watch your influence over others rise.—Advertiser's Digest



INDUSTRIAL EXPANSION AT FARGO, N. D. These are the new distribution terminals completed recently on Milwaukee Road trackage at Fargo, N. D., by the Lehigh Portland Cement Company of Allentown, Pa., and the Northwestern States Portland Cement Company of Mason City, Ia. Both structures are com-

pletely modern and dustproof, and have a capacity of 16,000 barrels of cement, which is shipped in hopper cars from their manufacturing plants. They are located on property purchased from the railroad, in an area which, as the result of city growth, has become highly desirable for industrial sites.

DENNIS THE MENACE



LOOKING LIKE A MILLION. President William J. Quinn, serving as chairman of the Chicago Metropolitan Area Savings Bond Drive, lends a hand as Actress Tommy O'Connell models a picture hat representing \$1,000,000 in United States Savings Bonds for Mrs. Artie Higgins, well known Chicago millinery designer. The hat was created especially for the use of the Treasury Department in publicizing the 1965 Chicago area campaign.



RICHARD BURTON AND ELIZABETH TAYLOR pictured as they were boarding the Domeliner "City of Los Angeles" in the Chicago Union Station on June 29. The famous acting couple were en route from New York to Hollywood, where they were scheduled to start work on the film "Who's Afraid of Virginia Woolf?"



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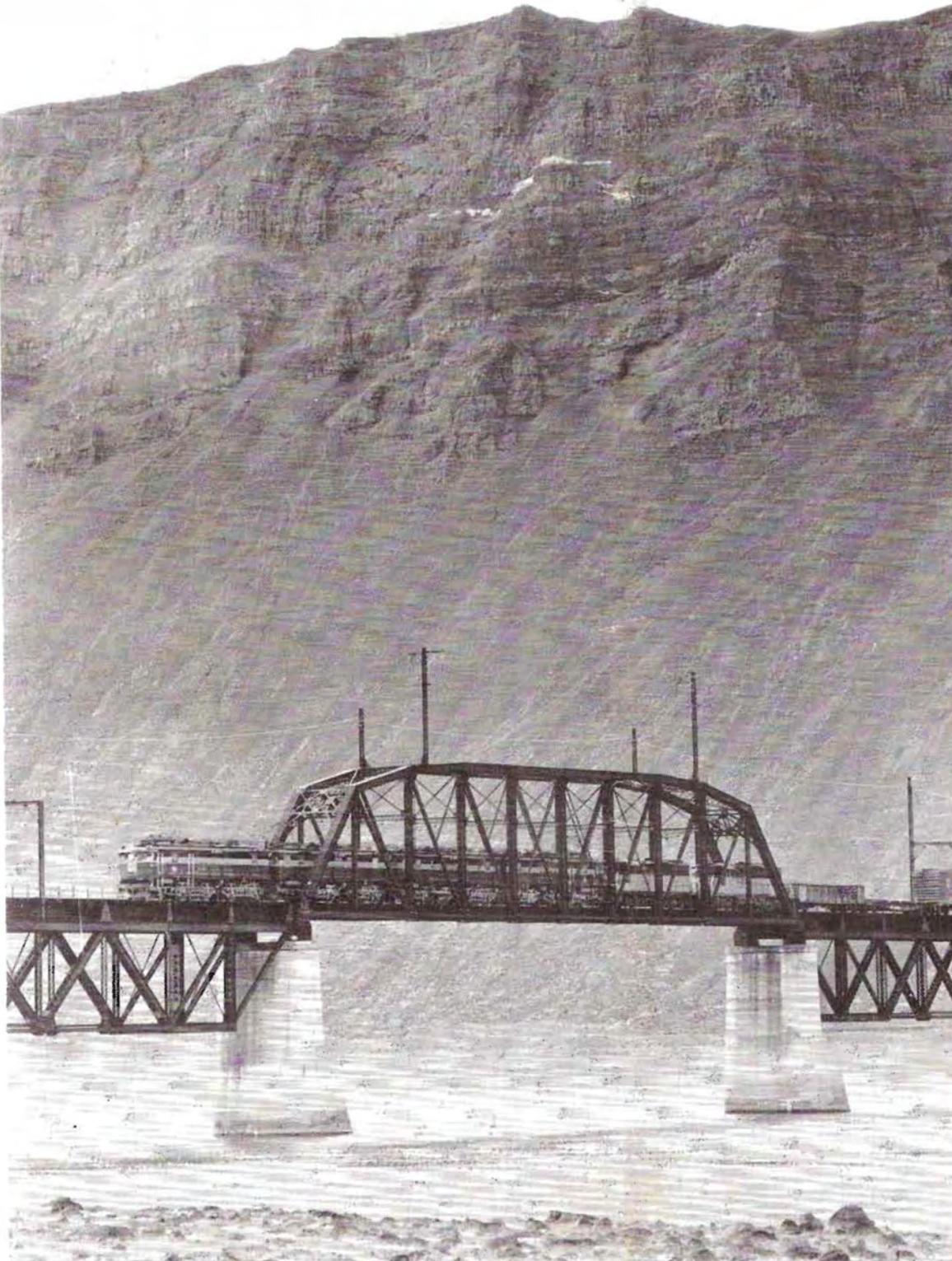
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