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*Editor*

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## To The Milwaukee Road Family

IN THIS brief and joyous interlude in our workaday lives, it is a pleasure to wish all of you a Merry Christmas and to extend my heartfelt thanks for the cooperation I experienced while administering the affairs of our company during the past year.

That it was an arduous year in some respects will not be forgotten by many of us, I'm sure, considering that our operations were affected by an extremely severe winter and the worst flood in the railroad's history. Looking back to the problems and challenges which confronted us during those periods, I feel that the spirit in which they were met was good will in its finest demonstration.

Among other instances I might mention, one of which I am always mindful at this particular time is the effort exerted to meet the special demands on our services occasioned by the home-for-Christmas rush. My thanks to those members of our family group who, during this season devoted to the customs of "getting together," will be running our trains and performing the countless other duties necessary to our around-the-clock functions.

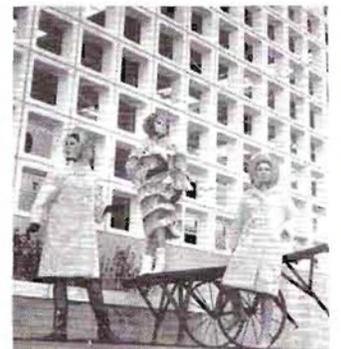
And also to the men and women who represent our interests at our far-flung headquarters throughout the country. This acknowledgement of a job well done lacks no warmth though the miles between us are great.

It pleases me to add that 1965 has been a good year for the railroad, thanks to our success in offsetting the losses we suffered from adverse weather. May the new year be a good year, too, for each of you and for our company.

*William J. Quinn*

### The Cover

All this and a train, too, although the double deck coaches glimpsed through the gridded screen wall of the train shed at our new passenger station in Milwaukee are not apt to steal the scene from these smartly clad holiday travelers. This is the "total look" in the fur story—narrow bunny fur and lynx coats topped by warm fur bonnets—as photographed by Robert Leister for Gimbels-Schusters. For more views of taking off in style from the new station, see page 43.



## R. A. Brinkley Is Elected Assistant Treasurer-Seattle

R. A. BRINKLEY, chief clerk to vice president and western counsel in Seattle, was elected assistant treasurer of the railroad with headquarters in that city at a meeting of the board of directors on Oct. 21. He succeeded D. T. Mankey, who retired after more than 45 years of service.



R. A. Brinkley

Mr. Brinkley, a native of Bend, Ore., who grew up in Snoqualmie Falls, Wash., joined the Road in the general freight traffic department in Seattle in 1936. He was employed in various traffic department positions in Seattle before being assigned to the office of assistant to president in 1946, and had been chief clerk in the office of vice president and western counsel since 1950. His election to assistant treasurer became effective Nov. 1.

## did you know?

Starting Nov. 1, travel on the Milwaukee Road by the Family Fare Plan was liberalized to include all days of the week. Heretofore the reduced rates for family groups were not granted for trips starting on Friday, Saturday and Sunday. The new provision pertains to complete routing over the Milwaukee, and via the Milwaukee in connection with 21 of the nation's larger carriers.

Locomotive and car department employees of the Milwaukee-Kansas City Southern Joint Agency won the 1964-65 first place award of the Greater Kansas City Area Safety Council for leadership in industrial accident prevention. K. R. Cordray is in charge of the locomotive department, and A. L. Westman of the car department. The Kansas City employees also won the 1963-64 award and placed second in the previous contest.

Reduced furlough fares for military personnel traveling in uniform at their own expense were extended indefinitely by all of the nation's railroads on Dec. 24—existing reductions would have expired on Dec. 31. The railroad action continues one-way and round-trip coach fares for furloughed military personnel at savings of as much as 50 per cent. Also eligible for the special rates are students at the Army, Navy, Air Force

and Coast Guard academies, ROTC senior cadets, and foreign military students at U. S. installations.

"Not a single instance of delay" in the delivery of ammunition to Viet Nam has been recorded because of any railroad freight car shortage, the president of the Association of American Railroads has declared. Describing as "not correct" a report regarding such a delay, he said that, on the contrary, the performance of the railroads has brought high praise from the Department of the Army.

## Retired Agent G. F. Rediske Cited for Conservation Work

AN important contribution to conservation work by a retired agent of long service on our former Trans-Missouri Division was recognized on Oct. 23 when George F. Rediske of Livingston, Mont., received a "Conservation Communications Award of the Year" during ceremonies at the Governor's Awards Banquet in Helena. The award, a mountain lion statuette, was presented through a program sponsored by the Montana Wildlife Federation and the Sears Roebuck Foundation.

Mr. Rediske has been active in the conservation field ever since he retired in 1955, following a railroad career that spanned 44 years. He has held offices in the Park County Rod and Gun Club for more than 10 years, and is currently secretary of the club. In addition, he has served three consecutive

terms as president of District Two of the Montana Wildlife Federation.

Since 1960 he has also published the "Montana Wildlife Federation News," starting with an issue of 2,500 copies. The paper, which now has more than 4,000 subscribers, has been given recognition by the National Wildlife Federation for bringing into homes information on all phases of conservation in an interesting and enlightening manner.

Mr. Rediske is chief hunter safety instructor for Park County, and has personally trained more than 1,000 young people in the safe use of firearms over the last several years.



George F. Rediske is presented with the Conservation Communications Award of the Year by Jack Hallowel, executive secretary of Governor Tim Babacock of Montana.

## Women's Traffic—Transportation Clubs Announce \$1,000 Transportation Scholarship for Women

The women's traffic and transportation clubs affiliated with the Associated Traffic Clubs have announced the sixth Fred A. Hooper Memorial Scholarship of \$1,000 to be awarded for the 1966-67 academic year. The scholarship is offered to women enrolled in a degree program at a college or university offering courses in transportation and traffic management who intend to enter these fields. The award will be based on scholastic ability, need and potential. Candidates desiring information and an application form should write, enclosing a large self-addressed stamped envelope, to:

Miss Bess Jackson, Chairman  
FRED A. HOOPER MEMORIAL SCHOLARSHIP FUND  
538 Glen View Avenue, Apartment 6  
Oakland, Calif. 94610

The completed application form and all other information necessary to meet the requirements must be in the hands of the Awards Committee by Mar. 15, 1966. The winner of the scholarship will be announced during NATIONAL TRANSPORTATION WEEK, May 15-21, 1966.



Vice President-Operation F. G. McGinn opens the safety staff meeting on an enthusiastic note. Seated are, from left: L. V. Anderson, general manager-system; V. E. Glosup, assistant vice president-operation and chief engineer; District Safety Engineers H. V. Allen, C. C. Clinker, D. O. Anderson and L.

G. Reeve; G. M. Dempsey, assistant superintendent of safety; G. J. Barry, superintendent of safety; District Safety Engineers M. E. Stewart, F. J. Ladwig, C. J. Delin and C. V. Peterson; P. L. Dempsey, statistician (forward); and R. L. Hicks, chief train rules examiner.

# SAFETY—The Thinking Man's Choice



## Future Goals Outlined at Meeting in Chicago

**B**ack in the early days of this century accidents were accepted as the regrettable but inevitable price paid for technological progress. Casualty records were loosely kept, and lost man-hours received scant attention, unless someone was badly hurt. People felt that human beings (other than themselves, that is) were just naturally careless and there wasn't much that could be done about it.

Then in 1912 a handful of enlightened men met in Milwaukee's Hotel Pfister and started the first collective effort in this country to check the mounting accident rate—the original Safety First movement. Included in their ranks were safety-minded men from the railroads dedicated to the idea that accidents are preventable; that injuries and fatalities need not be a necessary by-product of industrial operations. The fact that one of the organizers was our then chief safety officer, A. W. Smallen, has always been a source of gratification to our railroad.

Gratifying, too, have been the results of the campaign waged continuously on our railroad to inform, train, and work with employes for ever-increasing safety. The records of more than 50 years will bear witness to impressive accom-

F. G. McGinn, vice president-operation (left), and G. J. Barry, superintendent of safety, review a tabulation of the safety performances of the Road's operating divisions for the first nine months of the year.



plishments in eliminating causes of accidents in the various branches of service and preventing unnecessary suffering through the application of safe practices to daily work.

But regardless of the long way we have come, what really counts is our safety performance now and in the future. To get a clearer view of that objective, a meeting was held in Chicago on Oct. 29 at which the Road's safety engineers conferred with Vice President-Operation F. G. McGinn and other operating officers on procedures for keeping it on the move in the right direction.

Mr. McGinn, in reviewing the safety standings of the various divisions and departments, discussed certain areas in which there is room for improvement and steps to bring about the desired results. Noting that among accidents occurring today relatively few are the products of pure chance—that many could be prevented—he attached great importance to faithful compliance with safety rules and to correcting unsafe practices as soon as they are observed.

Mr. McGinn pointed out that the primary concern of management and supervision is not chalking up records for the pride of the company, but wanting to do everything possible to prevent employes from getting hurt. In that connection, he cited the necessity for teamwork on the part of everyone involved with the safety department programs. He said that in spite of the considerable achievements of the past, when accidents still continue to happen, no safety performance is quite good enough, "and we must do more."

Addresses, short but to the point, were made also by V. E. Glosup, assistant vice president-operation and chief engineer, L. V. Anderson general manager-system, G. J. Barry, superintendent of safety, and R. L. Hicks, chief train rules examiner.

In the round table discussion, personal injuries were examined in the light of both conditions surrounding them and the responsibility of the individual to work in a manner that will assure his own safety and protect his fellow workers, as well. Trouble spots dealt with included those suffered by people who seem to have a habit of being involved in accidents, whereas their fellow employes of equal on-the-job experience may have worked for years without ever incurring an injury. The difference, in most cases, could be attributed to failure to realize or respect the importance of abiding by safety rules, as opposed to an

appreciation of their protective value in everyday work situations.

To achieve the goal of fewer accidents, plans were outlined for stepping up activities in all of the Road's organized safety programs. The campaign will include an intensification of effort in fields such as on-the-job safety meetings, education in safe working habits, attention to the Rule of the Day, good house-keeping, and detecting and eliminating potential hazards to safety.

Commenting on the fact that most accidents could be prevented with just a little extra care, Mr. Barry emphasized the importance of people accepting the responsibility for their own well being. Where human error is the cause, he attributed it to thoughtlessness, rather than carelessness, as such—the person doesn't think the job through. "Safety is the thinking man's choice", he said. "As a person develops safety-consciousness, he builds accident prevention."

Above: Vice President-Operation F. G. McGinn (left) and Superintendent of Safety G. J. Barry inspect samples of industrial safety equipment displayed at the National Safety Congress in Chicago October 26-28.

Right: L. G. Reeve, left, recently appointed district safety engineer for the Twin City Terminals and the La Crosse Division second district, discusses the use of hard hats with G. M. Dempsey, assistant superintendent of safety, center, and Superintendent G. J. Barry.



## SAFETY GLASSES AGAIN A SIGHT-SAVER

*Thanks to the few seconds it took to put on a pair of safety glasses, Signalman D. E. Mudgett was spared the experience of living through that last critical moment when it was "too late." In recognition of his foresight he is pictured (center) being presented recently with a certificate of membership in the Wise Owl Club of America with the congratulations of H. W. Wellenstein, supervisor of signals and communications on the La Crosse Division (right), and District Safety Engineer D. O. Anderson.*

*Not that Signalman Mudgett is likely to forget the incident at Canton, S. D., where he was working on June 10, when the unforeseen happened. He had been cutting a piece of iron with a chisel when suddenly a chip flew upward and*



*struck the right lens of his glasses with stunning force. He was almost afraid to remove them, but there was no cause for worry—although the lens was fractured, his eye was unharmed. Does it pay to wear safety glasses? Just ask him.*

# NEW TICKETING SYSTEM Simplifies

## Selling —

## Reporting —

## Accounting —

Completely changed, totally new, remarkably improved or much simpler—any or all of these phrases describe the Milwaukee's new, first-in-the-industry ticket system that, by the time you read this, will have been installed at nearly all passenger service locations.

From the agent's work at the ticket counter to the complex revenue accounting operations, virtually everything affecting passenger ticketing has been changed, improved, speeded-up and simplified. In this sweeping change, special imprinting machinery has been installed, new ticket forms developed, and new accounting and reporting procedures designed to improve our entire ticketing system.

Why all the changes? Some of the reasons become obvious when you study this partial list of the benefits of the new system:

—More than a thousand ticket forms have been replaced by a handful of new forms.

—In many cases, hand-writing of tickets has been completely eliminated.

—Accounting is faster, simpler and more accurate—for both the Fullerton Avenue accounting operation in Chicago and the local agent.

—Ticket inventories and stock control—at Chicago and at each local station—have been simplified.

—Many ticket sales report forms have been eliminated entirely.

—And the benefits to the passenger include these: faster ticket sales; a receipt he didn't get before; more legible and convenient ticket forms; more attractive, colorful tickets and envelopes and fewer problems with rate adjustments because of wrong rates charged.



E. H. Moll, assistant city ticket agent in the Chicago city ticket office (left), discusses the new imprinter system with C. C. Dilley, passenger traffic manager (right), and J. K. Pain, general passenger agent.

The greatest degree of change affects Milwaukee Road and inter-line tickets, other than suburban, in ticket preparation, sales, accounting, reporting, and the ticket forms used, although commutation tickets also have been changed and improved.

In regard to on-line and off-line tickets, there are several key parts to the new system.

An essential part is the use of a ticket imprinting machine, which is a slightly larger version of the machines you've seen used by department stores or gas stations to charge your purchases. The Milwaukee's imprinting machines use plastic plates, or cards, to print information on newly-designed ticket forms, with two plates used at a time in the machines. One plate contains basic information about the trip, including origin and destination stations, ticket rates and a coded number that is used in machine accounting of ticket sales. The other plate identifies the agency and ticket salesman. A six-wheel dater on the machine gives the date of the ticket sale.

These two plates print directly on a new series of ticket forms containing carbons. The new forms, numbered from one to nine, are used for rail passage and are similar except that each has a different number of coupons for

collection by conductors. For example, Form 1 has one coupon, Form 2 has two, and so on through Form 6.

Forms 7 through 9 are used for reserved accommodations—parlor car and reserved coach seats, etc. and so are really a supplement to the 1 through 6 forms used for rail passage. Incidentally, there is no Form 5, since five coupons is an unlikely combination for round trips, and any such trip can be covered just as well by voiding a coupon in Form 6.

In addition to the trip coupons, each form also contains a passenger receipt and an agent's coupon. Passengers now will have receipts for all trips made with the new forms, something not true before. This will be especially handy for businessmen who need to report and verify expenses.

The present plans are that the imprinting machines will be used only at about a quarter of our stations, although the intention in time ahead is to get the widest possible use of the machines.

For the time being, the 35 highest volume stations will have imprinters while about 80 other stations will continue to hand-write the non-commutation tickets. However, all stations, with or without machines, will use the new forms.

The stations selected for machine

installations are those that account for the highest proportion of ticket sales and, therefore, are the stations where the use of machines is most advantageous.

At the imprinter-equipped stations, ticket selling will be considerably speeded-up because so much necessary information is contained on the color-coded plastic plates. Even so, for certain ticket sales some hand-written information must still be included, although the need for writing has been held to a minimum. For example, for an agent to note half-fare tickets, all the agent has to do is circle the proper endorsement. Quite a few other endorsements—government travel, tickets purchased on credit cards, and others—need only circling plus an appropriate number written in, such as the number of a Government Transportation Request.

The purpose of the imprinter system is not to cover all tickets that might ever be sold, but to cover the bulk of tickets most commonly sold at particular stations. It's expected that 60 of the plastic plates at the Glenview, Ill., station will cover 80 to 85 per cent of the non-commuter tickets sold there. The number of plates at other stations, of course, varies according to the station and its passenger traffic.

At stations equipped with the imprinter operation, one machine plus a rack of plastic cards will be at each ticket window, in most cases. This arrangement will keep the ticket salesman from having to leave waiting customers as he runs back and forth to get ticket forms.

Life will be easier for the agent in another way, too. His reporting and accounting for ticket sales will be simpler and less time-consuming with the new forms. For one thing, the eight new forms replace hundreds of pre-printed tickets, blank forms and others previously used, and this means less of an inventory and stock control problem.

Then, with the agent's coupon that is in each form, agents have a complete record of ticket sales. In many cases, the former reporting system, and the long forms to fill out, have been entirely eliminated. Instead, now the agent adds the total of tickets sold on an adding machine, wraps the adding machine tape around the coupons and then sends the coupons and tape to accounting.

At the other end—the Fullerton Avenue passenger accounting bureau—the accounting work is also simpler, faster and definitely more accurate. A major reason for the greater accuracy is that elimination of hand-writing in

R. C. Tiedje, auditor of passenger accounts (left), and R. L. Bell, manager of systems and procedures, study the new plastic plate, ticket form and ticket imprinting machine that are key parts of the new comprehensive ticket system.



favor of machine printing has improved legibility of sales recording. Then, since accurate rates for a given trip are printed on the plates and coupons, there's less chance for error, as when an agent reads a wrong line while looking up a rate.

As a second check, all of the information about a particular ticket sale is coded on the plastic plate in a series of numbers. These numbers have a built-in "cross-check" that calls immediate attention to any contradictory or wrong information.

At present, ticket accounting is handled with IBM equipment, with key-punching of cards which can then be fed to the computer operation.

This is now a fast, efficient operation—but the new forms have a provision

for an even better, faster system to come sometime in the future.

The forms were designed so that each one presently has a numbering system capable of being "read" by a computer with a scanning device. At this time, we're not equipped to use a scanner, but consideration is being given to converting to this system, in which the computer itself will read the agent's coupons and store the information.

The use of a computer in accounting, and in compiling and recording statistical information, is a great improvement in yet another way. Information that is made available more completely and more quickly by computer can be used in such work as making market studies or traffic research.

It will now be possible—more quickly than before—to find out, for example, how many people bought tickets at a given station on a particular day or week, and to know where they were going. Other information available could include studies of seasonal traffic variations; state, regional or inter-city traffic volume and patterns; how many trips were one-way or round-trip, and so on.

The new ticket imprinting system was first tested at Glenview, Ill., with a machine installed in early September. Then, a month later, other machines were put in at La Crosse, Winona and Marion. The test operation, successful in all aspects, led to the full adoption of the new system, with machines installed at most other points in November. Also in November, the new ticket forms went into company-wide use.

As we went to press, the biggest, and, in some ways, most difficult installation of all was ready to begin. This will be at the busy ticket windows at Chicago's Union Station where ticket sales volume



At top, the new ticket forms for rail passage and reserved accommodations used in the ticket-imprinting system, below, the new one-way and round-trip suburban tickets, and at bottom, envelope designed for the new coupon-book forms.



At Winona, Minn., one of the first four stations to be equipped with imprinters, Stan Wanek, ticket clerk, sells some of the brand new tickets to local college students. The rack at his right contains plastic plates used to print tickets.



◀ K. C. Donisch, senior systems analyst, demonstrates how the new ticket forms are placed over the plastic plates on the imprinting machine.

is large, a great variety of tickets are sold, there are many ticket windows and many ticket salesmen.

Despite the size of the change in the system, the changeover has been remarkably easy and uncomplicated. One major reason for this is that previous coupon-type tickets were very much like the new ones, and because of this it was easy for agents to become accustomed to the new ticket forms. So far, response from agents has been entirely favorable to the improved system.

Up to this point, we've talked primarily about other-than-suburban ticket changes, with little reference to the changes in commutation tickets.

Changes in these tickets also have been significant, although not on as large a scale. For one thing, an entirely new ticket form has been developed for single or round-trip suburban tickets. Formerly, two basic types were used, with one being the small, pre-printed card tickets and the other the hand-written coupon type. Each suburban station had to maintain a large inventory of pre-printed tickets.

With the new ticket forms, each west or north line suburban agent needs only two ticket forms: a one-way and a round-trip. These two forms include all combinations of trips that could be made on a suburban line, and they're printed and folded so that two punches by the agent cover all possible origin or destination points on that line.

The "flash" type of commutation tickets also has been changed. For one thing, it has been re-designed to reduce the steps in printing the tickets from three to one. However, the major change is that the flash tickets no longer have the validation period printed on the ticket face. Instead, this period is now stamped by the agent.

When pre-printed tickets with the month or period printed on the face were being used, agents had to order tickets for each month; keep these on hand; account for sales; and then return the unsold tickets. Comparable inventory and stock control problems bothered the Chicago headquarters where ticket stocks are kept.

Now, agents can be supplied with a full stock of tickets once or twice a year, and there's no returning of unsold tickets.

That also means, of course, that the Chicago stock needs to be printed less often; inventory and stock control problems are reduced; and there's less paperwork needed.

How did the new system come to be developed?



Mary Mitchell, ticket clerk in the Chicago city ticket office, records sales from report forms used in the old system. The new system has made it possible to eliminate many of these forms, since the improved accounting technique uses the agent's coupon contained in most of the new forms.

That's an interesting story, and one that's an excellent example of interdepartmental cooperation.

To begin with, it was felt that the passenger accounting operation could be improved and the job of finding a better way was assigned to the systems and procedures department, headed by R. L. Bell, the department's manager.

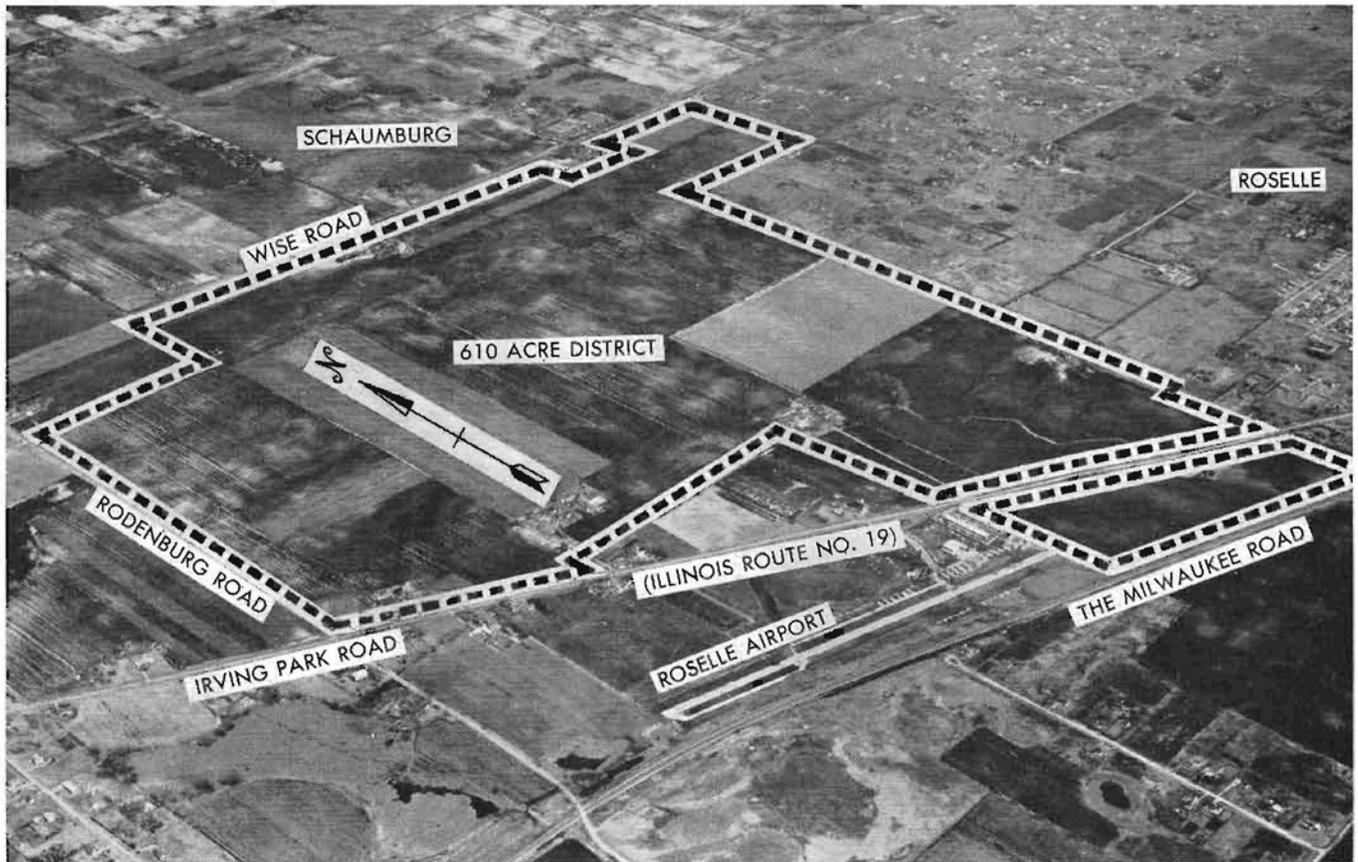
After making thorough studies in the field and at the Fullerton Avenue offices, the department saw ways in which a complete new ticketing system—going well beyond accounting applications—could be developed.

A cooperative project, involving three different sections of the company, then got under way. From the passenger department, C. C. Dilley, passenger traffic manager, took part in the project, and assigned J. K. Pain, general passenger agent, and R. A. Freitag, assistant to general passenger agent, as men particularly involved in the developmental work and eventual installation of the system.

Also, early in the work, representatives of the accounting department joined the project. R. C. Tiedje, auditor of passenger accounts, was closely involved, as were A. E. Baumgartner, bureau head-conductor's accounts, and Jack Brandenburger and Anthony Dandre, special accountants.

K. C. Donisch, senior systems analyst, served as project leader for the systems and procedures department.

The result of this cooperative effort is that the Milwaukee is the first railroad to have an integrated, complete new system for ticketing, reporting and accounting. One or two other railroads are also using the imprinted coupon tickets, but the Milwaukee is clearly first in integrating the new forms into an overall system.



Aerial view of the Schaumburg, Ill., area outlined to show the location of the 610-acre industrial development planned by

the Road. It will be the largest industrial district anywhere on our trackage.

## New Industrial Development Planned; Schaumburg District to Be Road's Largest

PLANS for the largest industrial development on the entire railroad were revealed in November, in a statement from our real estate and industrial development department regarding the purchase of a 610-acre tract of land in the Chicago area.

The property, which exceeds in total acreage any single industrial district the company has developed heretofore, has been annexed industrially to the Village of Schaumburg, just north and west of Roselle, Ill.

The site, approximately 25 miles west of downtown Chicago, is ideally situated for both freight and passenger service. It will be served by trackage connecting with the main line between Chicago and Omaha, and is only a short distance from the Bensenville classification yard. Commuter train service is available at Roselle on our suburban line west of Chicago, and O'Hare International Airport is only a few miles east.

Preliminary plans have been made for the rail service, as well as for the instal-

lation of sanitary and storm sewers, a water system, and access roadways.

In announcing the plans, President William J. Quinn paid a tribute to the "progressive, helpful attitude" displayed by the Village of Schaumburg. "As a matter of fact," he said, "the cooperative approach of the village authorities to this project, together with other recent development activities in Schaumburg, influenced us in our decision to acquire the property." He added that the real estate and industrial development department already has been approached by several industries interested in locating on the site.

### Arrangement Made to Share New Milwaukee Passenger Station With the North Western

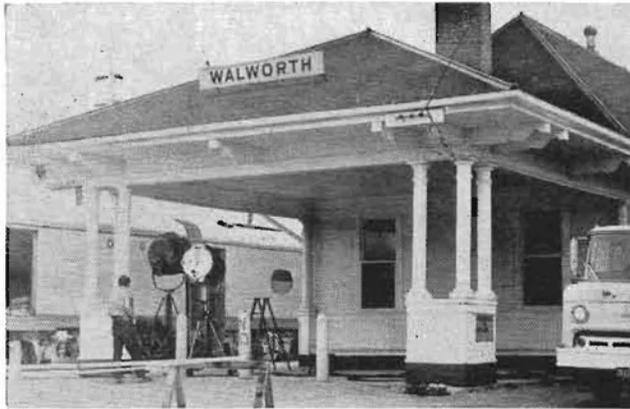
OUR railroad announced on Oct. 7 that arrangements have been made to share the facilities of our new passenger terminal in Milwaukee, Wis., with the

Chicago and North Western Railway. The arrangement is subject to approval by the Interstate Commerce Commission.

President William J. Quinn, together with Ben W. Heineman, chairman of the North Western, said that the agreement for joint usage of the station "fulfills a cherished goal of Milwaukee civic and business interests for a consolidated rail terminal in the central business area, convenient to the needs of the public and with contemporary, attractive facilities."

The two railroads operate 30 passenger trains arriving and departing from Milwaukee daily. In addition to our road's 18 trains, which include the Morning and Afternoon Hiawathas and the Pioneer Limited, the North Western operates 12 trains of the "400" streamliner type.

The construction of the new passenger station, which went into service on Aug. 4, was part of our road's contribution to the broad plan of redevelopment and improvement now under way in the downtown area of Milwaukee. The North Western station and the land on which it stands was purchased by the County of Milwaukee last year for the purpose of lakefront civic development.



## "Coming Home to Flavor" at Walworth; Station Featured in TV Commercial

THE prettiest railroad station in an 800-mile area—that's why our road's station at Walworth, Wis., became the setting for that new TV commercial extolling the flavor of Philip Morris filter tip cigarettes.

The commercial is the one which shows the small town boy who made good in the big city returning to the home town and enjoying a smoke at the station after alighting from a train. Starting in November, it was scheduled for viewing throughout the country on more than half a dozen of the high-rated Columbia Broadcasting System programs.

This is the second of the "come home to flavor" color series of commercials being developed for Philip Morris by the Leo Burnett advertising agency, and Walworth was selected because of being an attractive, typical small town. The first of the series, based on the return to the home farm, was filmed in June near Rockford, Ill.

Walworth was chosen for the second filming at the suggestion of the producer for Leo Burnett, who drove 800 miles in quest of just the right station. He also walked the rails for a considerable distance north and south to make certain that the approaches were equally desirable.

The train appearing in the commercial is a three-car special—a storage car, a deluxe coach and a parlor car—leased from the railroad and loaded with equipment, including a tractor-mounted eight ton generator. Two truckloads of additional equipment were also sent to the site.

Excitement was riding high in Walworth on the morning of Sept. 21 when it arrived from Chicago bringing some 40 people. In addition to the camera

crew from Video Productions of Illinois, the company hired to do the filming, there were about half a dozen from the advertising agency, a group of actors, the production supervisor, director, chief charge man, electrician, script girl, make-up artist, prop men, and the sponsor's representative from New York. On hand to assist the local agent, Dallas Reynolds, with the arrangements were H. C. Reupert, traveling passenger agent from Chicago, J. J. Schwantes, assistant superintendent of the Milwaukee Division, and W. A. Cruickshank, assistant general road foreman of engines.

A long day was spent shooting Bob

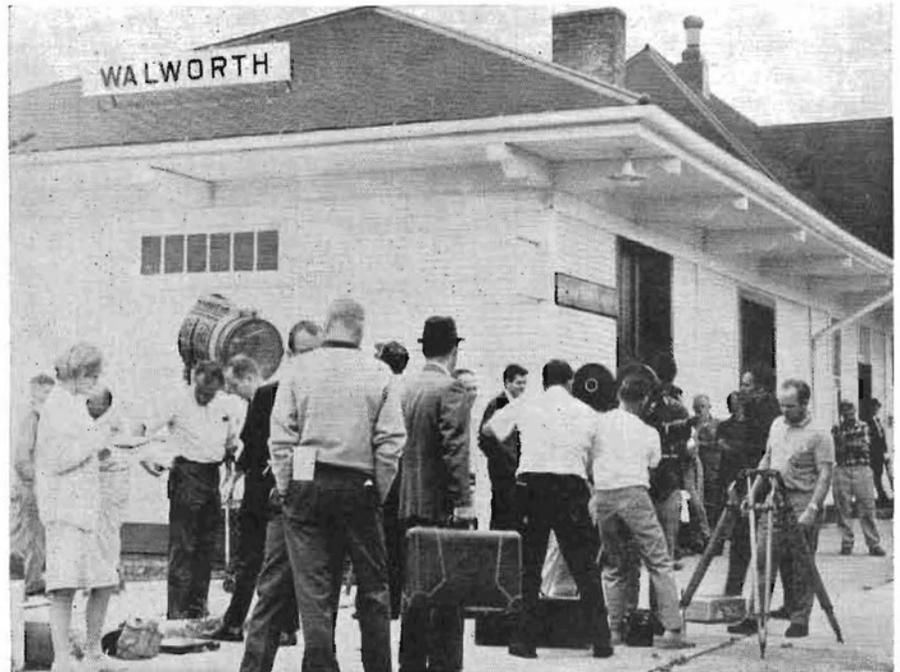
Bramerel, a personable actor from New York, in the role of the home town boy getting off the train and lighting up a cigarette as he surveyed the familiar scene. Meanwhile the supporting cast acted the parts of home town people in the background and other passengers boarding and leaving the train.

Shots were made from the train in motion, as well, with the camera positioned in the window of the parlor car. The countryside provided a wealth of color material—lush green fields, banks of gold and blue wildflowers, shocks of corn, and grazing herds of Holsteins. In order to film both sides, the train was



H. C. Reupert, traveling passenger agent from Chicago (left), checks the work of a property man putting a yellow filter over the "camera" window to photograph the countryside.

Scene at the station as "bit" actors are instructed in their roles.



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Actor Bob Brammer "comes home" to Walworth. In the background is J. J. Schwantes, assistant superintendent of the Milwaukee Division, who supervised the operating moves involved in the filming.

backed eight miles to Zenda several times.

Due to intermittent rain, two days of shooting were required for the 60-second commercial. On the second day, a motorized handcar was used to get the de-

sired footage. The material developed for television viewing will be adapted also to magazine advertisements of the filter type cigarette based on the "come home" theme. (Photos by *The Walworth Times*)

## APPOINTMENTS

### Office of President

Effective Nov. 1, 1965:

G. A. Kellow is named director of management services, reporting directly to the president.

The Management Services Department, a new department, will function first in a staff capacity as a corporate study and planning group. The department will assist other departments by undertaking major studies, both of inter- and intra-departmental nature, and will provide liaison between departments as needed.

The department, as a line organization, will be directly responsible for all computer operations required to provide all other departments with regular and special reports needed to meet their responsibilities.

### Management Services Department

Effective Nov. 1, 1965:

R. L. Bell is appointed manager of systems and procedures.

L. S. Imbery is appointed manager of data operations.

### Finance and Accounting Department

Effective Nov. 1, 1965:

At a meeting of the board of directors on Oct. 21, R. A. Brinkley was elected assistant treasurer, Seattle, Wash. (See article elsewhere in the Magazine.) He succeeds D. T. Mankey, who retired Oct.

31 after more than 45 years of service.

### Operating Department

Effective Nov. 1, 1965:

H. J. Mahoney is appointed assistant superintendent of the Milwaukee Division with headquarters in Milwaukee.

F. A. Deutsch is appointed assistant superintendent of the Twin City Terminals with headquarters in St. Paul.

J. J. Schwantes is appointed trainmaster of the Aberdeen Division with headquarters at Montevideo, Minn.

B. A. Webster is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, Ill.

J. T. Gregerson is appointed trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

R. L. Crist is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, Ill.

J. D. Cowart is appointed trainmaster of the Milwaukee Terminals with headquarters in Milwaukee.

The following assistant trainmasters are promoted to trainmaster:

R. A. Adams, Milwaukee Terminals, with headquarters in Milwaukee.

J. P. McMullin, Rocky Mountain Division, with headquarters at Deer Lodge, Mont.

P. J. Rooney, Iowa Division, with headquarters at Council Bluffs, Ia.

W. F. McCann, Iowa, Minnesota &

Dakota Division, with headquarters at Austin, Minn.

Effective Nov. 16, 1965:

E. L. Hubbs is appointed trainmaster-traveling engineer at Iron Mountain, Mich.

N. G. Struve is appointed assistant trainmaster at St. Paul.

Effective Dec. 1, 1965:

Q. W. Torpin is appointed general superintendent of transportation with headquarters in Chicago, following the resignation of D. P. Valentine.

R. E. Beck is appointed superintendent of transportation with headquarters in Chicago, following the promotion of Q. W. Torpin.

### Mechanical Department

Effective Nov. 16, 1965:

W. C. Gage is appointed superintendent of motive power-system, with headquarters at Milwaukee Shops.

H. W. Reinold is appointed district master mechanic of the Milwaukee diesel house, Tomah Shops, Wis., that part of the La Crosse & River Division including Madison, Watertown and Portage, Wis., and the Milwaukee Division, excluding Beloit and Janesville, with headquarters in Milwaukee.

E. J. Mueller is appointed district master mechanic with jurisdiction over locomotive and car department matters at Western Avenue, Chicago, with headquarters at Western Avenue.

R. P. Drew is appointed district master mechanic with jurisdiction over Bensenville and Galewood, Ill., in the Chicago Terminal-Terre Haute Division.

W. A. Hisman is appointed assistant master mechanic at St. Paul.

(Continued on page 42)



Q. W. Torpin, left, who was appointed general superintendent of transportation on Dec. 1, pictured with his predecessor, D. P. Valentine, who has taken a position with Consolidated Freightways.



L. V. Anderson, general manager-system (standing), answers a question posed by an Iowa Wesleyan student. Also participating in the discussion are (from left at the far end of the table) G. A. Kellow, director of management services; G. H.

Kronberg, director of public relations and advertising; T. H. Desnoyers, director of traffic research; and W. W. Rogers, staff assistant to president. Third from right is R. F. Lundy, assistant professor of economics at Iowa Wesleyan.

## Students Tour the "Campus"

THE Chicago operations of The Milwaukee Road became a part of the Iowa Wesleyan College "campus" on Nov. 12 as 15 students from that school studied our computer operations, toured Bensenville Yard, and met with company officers in the Union Station to ask questions about the railroad industry.

And the questions really came! In advance of the visit, the students—all primarily business and economics students with a strong interest in transportation—had prepared a five-page single-spaced list. G. H. Kronberg, director of public relations and advertising, moderated the question-and-answer session, which covered topics such as accounting procedures, operating costs, data processing, finance and profitability, passenger operations, rates and competition, industry regulations, and others.

Following the discussion period, the students spent the balance of the morning at the Fullerton Avenue office building, where they watched the various computer operations and were instructed in the work of the data processing and systems and procedures departments.

The itinerary for the afternoon, at Bensenville Yard, included a look at the departing XL Special and stops at the master control tower, the one-spot car repair shop and the diesel house. The tour ended at Piggyback Park with a demonstration of the loading and unloading of Flexi-Van trailers.

In charge of the tour were Robert Lundy and David Cooper, assistant professors of economics and business administration.

Car Foreman Merle Buchholtz explains the operations of the one-spot car repair shop at Bensenville Yard to part of the Iowa Wesleyan group.

BELOW: L. S. Imbery, manager of data operations (left), and G. A. Kellow, director of management services (next on left), explain the data processing operations to Iowa Wesleyan students.



## New Teletypewriter Network Links Off-Line Offices

FREIGHT car reporting and tracing information, as well as general communication between Chicago and off-line offices, is moving at greatly increased speed because of a new off-line teletypewriter network.

The new system can send two or three messages in the time that one message took with the formerly manually operated teletypewriters. The automatic system avoids busy circuits, tie-ups when long messages or information lists are moving, delays in making connections and, in the case of the West Coast, delays in relaying messages, something that could happen with the former system.

To date, the automatic teletypewriter equipment has been installed in off-line traffic offices on both the East and West Coast. The control center for the operation is the Chicago relay office. It is eventually planned that the on-line offices also be switched over to automatic switching and handling of messages.

Last spring, new sending and receiving teletypewriters were installed at offices in St. Louis, Indianapolis, Cincinnati, Detroit, Cleveland, Buffalo, Toronto, Pittsburgh, Washington, Philadelphia, New York and Boston, as well as at Chicago, the central control point of the system.

This fall, the automatic system was extended to the West Coast, with equipment installed at Sacramento, Oakland, San Francisco, Portland, Eugene, and Tacoma, linking these cities with Chicago and the rest of the off-line network.

Except for Chicago, each of these cities is equipped with an automatic teletypewriter that sends by means of a pre-punched perforated tape. Receiving is in the standard typewritten form. At Chicago, four of the teletypewriter units are being used at this time.

Sending and receiving is handled automatically by controls which poll each station in sequence. With the equipment formerly used, operators had to individually contact each station, wait for circuits to clear if necessary, and then make connections—with all of this being done before messages could be manually sent.

Now when a message is to be sent,

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W. C. Kelly, system relay office supervisor, looks on as Esther Foy, teletype operator in the Chicago office, routes a message through one of the new automatic teletypewriter units.

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the perforated tape is placed on the teletypewriter and it is automatically started and routed to the proper station. The "polling" part of the system's name comes from the fact that the control point, Chicago, constantly polls all other stations on the network, asking each in rotation if a message is waiting to be sent. If a message is waiting, connections are made mechanically and the message is sent to the proper receiving station, whether this is Chicago or another city.

Tapes are put on the machine in advance of the time when the message actually moves, relieving operators of the need to sit at the machines while waiting to send.

The new teletypewriters, working at 100 words per minute, transmit messages several times faster than a manual operator. But the major time saving does not come in the actual sending of the message, so much as it does in the time saved in contacting stations, making connections, and waiting for circuits to clear.

In operation of the automatic network, when any one station is sending, all others on the hook-up are waiting to receive, so there can't be any "busy numbers" or connections that can't be made. The network constantly "hunts" from station to station, checking for messages.

Much of the information transmitted daily is intended for use at Carscope in

Chicago. However, the transmission of car tracing and reporting data, as well as other information, moves in two directions. Each reporting station, several times a day, sends information on cars leaving its territory, with this listing including train numbers, shippers, consignees, lading and other information.

At Chicago, this material is collated and then reports are sent to all off-line and other stations, so that each station has an accurate, current list of cars destined to arrive in its area, as well as lists of all cars departing from the individual areas. This information, of course, is also on hand at Carscope.

One advantage of the new system concerns the West Coast operation. In the past, all communications from the western off-line offices to Chicago had to be relayed by the Tacoma office, and, at times, this meant delay in sending. The same thing could happen with messages moving from Chicago to the west.

Now, connections are made automatically between these cities, eliminating the Tacoma relay operation so that messages move directly point-to-point. However, Chicago still is the central control and relay point for many messages. For example, in a Boston-to-Oakland communication, the connection will be made in Chicago.

Operation of the new system is overseen by W. C. Kelly, systems supervisor of relay offices, and S. G. Barrett, manager of the Chicago relay office.



Chapter presidents and other delegates to the district meeting in Minneapolis.

## At the Women's Club District Meeting in Minneapolis

THE Milwaukee Road Women's Club, heading into its 41st year as a service organization, reviewed the annual reports of the working body at a district meeting called to order in Minneapolis on Oct. 5.

Delegates from 27 of the 50 chapters, plus 12 general officers, participated in the day-long conference at the Radisson Hotel and the club's 23rd get-together luncheon. Mrs. Roy E. Melquist of Minneapolis, president general, presided at both the business session and the social function.

The reports, covering activities for 1964-65, provided a clear picture of the club's well known endeavors with the interest of the railroad family at heart—affairs such as family picnics, potluck suppers and Veterans' parties, help with hospital bills, visits to the sick and aged, scholarships for the junior members,

Christmas programs, funeral dinners for bereaved families, and contributions to worthwhile community causes, to name a few. Hand in hand went work done in raising money to support the various activities—rummage and bake sales, card parties, sales of greeting cards and magazine subscriptions, houseware demonstrations, meals catered for other organizations, and the like. For the year 1964, they added up to the following:

Spent for welfare and good cheer, \$4,753; scholarship awards, \$2,400; earned on fund-raising programs, \$3,533; "no cost" donations (estimated value), \$833; general governing board grants for "over the top" membership drives (38 chapters qualified), \$2,925; families given aid and cheer, 1,902; "sunshine" calls, 6,743; good cheer messages, 4,484.

In summarizing the two-year report,



Mrs. Roy E. Melquist, president general (right), introduces Mary Kay Bruns, winner of the Women's Club scholarship for 1962, at the get-together luncheon, as Mrs. Ralph Vannella, secretary general, stands by.

Mrs. Melquist announced that the voting and contributing membership for 1965, as of the meeting, totaled 11,575, or a gain of approximately 150 over the number enrolled at the same time last year. Among other items of current interest, she announced scholarship awards for 1965 of \$2,600, with the most recent award of \$600 for four years going to Karen Jeanne Schueler, the daughter of the Road's agent at Redfield, S. D.

The luncheon, always welcomed as an opportunity to renew friendships formed at previous meetings, was attended by approximately 115 members. Featured on the entertainment bill were performers with a following in the Twin Cities area—George Bina and His Trio in a medley of songs, and Lennie "Skeets" Langley, champion accordionist. At the conclusion Mrs. Melquist expressed her appreciation for the accomplishments read into the record at the business session and the spirit which has enabled the organization to move forward in what promises to be another successful year.



Members of the executive committee who participated in the business session. Seated, from left: Miss Marilyn McNicholas, Mrs. Ralph Vannella, Mrs. Roy E. Melquist and Mrs. H. F. Shannon. Standing (same order): Mmes. R. A. Rathbun, W. E. Swingle, Oscar Bond, Steve Kloeckner, Roy Christie, L. G. Ellis, H. H. Jacobs and William Doherty.

## In the Retirement Spotlight



T. A. Hunt, industrial engineer (center), takes a bow at the testimonial dinner in Chicago. Others in the head table group are E. J. Stoll, director of real estate and industrial development (right), S. J. Cooley, retired head of that department, Mrs. Cooley, Mrs. Hunt and Mrs. Stoll (left to right).

### T. A. Hunt

T. A. HUNT, industrial engineer and key representative of the real estate and industrial development department in Minnesota, the Dakotas and western Wisconsin for many years, retired on Oct. 1.

Marking the conclusion of his career, he and Mrs. Hunt were feted by a large number of their railroad associates in Chicago at a dinner held Sept. 30 in the Fred Harvey restaurant in the Union Station. Another group of associates and friends in the Twin Cities business community held a retirement dinner in his honor at the Minnesota Valley Country Club in Minneapolis on Oct. 5.

Tom Hunt, a native of Seattle, received his degree in civil engineering from the University of Washington in 1924 and joined the Road's engineering staff at Tacoma shortly after graduation. Starting as a rodman, he was promoted to instrumentman at Mobridge, S. D., the next year. Following five years away from the railroad, he returned in 1932 as instrumentman at Miles City, Mont., and later held the same position in Seattle. He joined the real estate and industrial development department in Chicago in May, 1936, and served on various assignments prior to being appointed industrial engineer for the territory named in 1946.

November-December, 1965

### J. J. Dombrowski

JOHN J. DOMBROWSKI, superintendent of the Milwaukee Terminals Division, retired at his own request on Sept. 16, having served the railroad more than 45 years.

In Milwaukee, the scene of almost his entire career, about 150 railroad people and shippers honored him on Sept. 25 at a dinner held in the Tyrolean House. R. R. Brown, general superintendent of the Chicago Terminals, was the master of ceremonies and their spokesman in presenting him with a snow blower-lawn mower for his country home at Friess Lake as a token of their regard.

Mr. Dombrowski had been with the Road since he was 19, starting in Milwaukee as a switchman. Beginning in 1937, when he became a yardmaster there, he advanced through positions as assistant trainmaster and trainmaster to assistant superintendent of the Milwaukee Terminals in 1947. He had served as superintendent of the terminals division since Sept. 1, 1950.

Describing himself as "purely a home town boy," Mr. Dombrowski will divide his time between his home in Milwaukee and his lake property. He plans to do a lot of fishing, he says.



J. J. Dombrowski

**CLOSING HIS CAREER AT CINCINNATI**, General Agent W. B. Conradi poses with (from left) Bill Wilson, traveling freight and passenger agent, Ron Kohlman, chief clerk, and TFG PAs Bob Young and Bob Adams. Mr. Conradi's retirement on Nov. 1 terminated 39 years of service, starting in Cincinnati as special coal agent.



### J. A. Hehn

JOHN A. HEHN, assistant engineer for maintenance of way-track, was honored by his co-workers and friends in Chicago's Union Station at a luncheon held in the Fred Harvey Canterbury Room on Oct. 27 upon his retirement from the railroad.

John, a native of Windsor, Ontario, Can., graduated from the University of Manitoba in 1922 with an engineering degree, and from the Graduate School of Commerce of Northwestern University in 1944. He started with the railroad as an instrumentman in the Chicago Terminals in 1944, and on Oct. 1, 1949, was transferred to the Chicago general office. His appointment to the position of assistant engineer followed on Aug. 16, 1951.

For the present, John plans to live in Chicago.



Assistant Engineer J. A. Hehn (second from left), at the retirement luncheon in his honor, receives a send-off from, left to right, B. J. Worley, engineer maintenance of way-track, V. E. Glosup, assistant vice president-operation and chief engineer, and R. D. Claborn, office engineer.



Scene during the speaking program, showing part of the record crowd.

## The Sioux City All-Employe Retirement Reunion

MEASURED in terms of attendance, enthusiasm and manifestations of good fellowship, the third annual all-employe retirement banquet and homecoming for persons on the old Sioux City and Dakota district of the IM&D Division was successful beyond all expectations. These scenes of the get-together show the sociability that prevailed in the Parisian Room of the Flamingo Inn at South Sioux City, Neb., on Sunday afternoon, Oct. 3, as an overflow crowd of about 220 active and retired employes, together with their wives and friends, paid tribute to the retirers of 1965. A highlight of the program which had special interest for the audience was an address by W. C. Bartlett, district manager of the Railroad Retirement Board at Des Moines, Ia., on changes in retirement benefits resulting from recent legislation. Of the group of employes new to the retirement ranks, 15 still living in the area were present and shared the spotlight honors.



Trainmaster R. D. Richter (second from right) presents Gold and Silver Passes to Veterans with upward of 45 and 50 years of service. Left to right: L. A. Quine, 51 years, W. T. Clark, 52 years, J. C. Clemens, 45 years, and B. M. Gallas, 52 years.

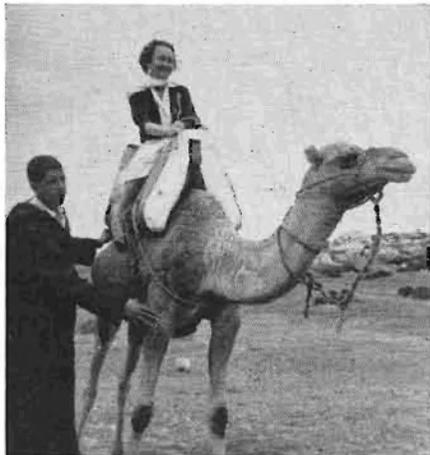


Head table group, including honored guests. Retired employes standing are (from left) Engineer F. E. Williams, Trainman J. C. Clemens, Carman Lars Holden, Conductor L. T. Deurmeier, Trainman L. A. Quine, Conductor W. T. Clark, Carman Frank

Vogelzang and Conductor B. M. Gallas. Seated (same order): Mrs. Williams, Mrs. Clemens and Mrs. Holden, George L. Smith, E. A. Weiland (toastmaster), and Mmes. Deurmeier, Weiland, Clark, Vogelzang and Gallas.



**A 45-YEAR VETERAN,** D. J. "Dave" McCloskey receives a Silver Pass with the congratulations of D. P. Valentine, general superintendent of transportation. Mr. McCloskey started in 1920 as a clerk at the Galewood freight station and was a traveling car agent before transferring in 1942 to the transportation office where, having advanced through various car distribution jobs, he is now chief clerk.



**DOING AS THE NATIVES DO,** Cele Abraham, chief clerk to general agent passenger department in Milwaukee, tries another type of transportation during her recent vacation trip to Spain, Morocco and the island of Majorca. This is "first class" for the sightseeing tour in the vicinity of Tangiers.



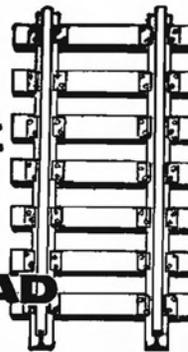
**LAST TRIP.** Mrs. Louis F. Parent tries the diesel horn as Engineer Parent begins his last passenger run between Minneapolis and Aberdeen, S. D., on Oct. 3. He started with the Road in September, 1912 and retired with an "all clear" safety record. (Minneapolis Tribune photo)



### Active Rider 40 Years In Shrine Horse Patrol

The clock displayed here by Harry A. Peterson, retired Sioux City locomotive engineer, is a gift from members of the Abu Bekr Shrine White Horse Mounted Patrol who staged a party on Oct. 19 to mark his 76th birthday and 40th year as an active rider in the patrol. He recalls that about 10 days after he joined he mentioned that the unit ought to have uniform tack for its parades and shows, whereupon he was immediately made equipment manager—a job he holds to this day. His wife, Grace, is an active member of the Stablemates, the patrol auxiliary. Mr. Peterson retired in 1963 after 54 years of service. (Sioux City Journal photo)

## ABOUT PEOPLE OF THE RAILROAD



**HONORED BY COMMUTERS.** Som Smith, popular conductor on suburban trains Nos. 134 and 139, posed with Mrs. Smith and several of his regular passengers as he left Chicago for his last run to Fox Lake on Oct. 29. His retirement after 48 years of service was marked aboard the trains with the presentation of many personal gifts. The Smiths have moved since to Colton, Calif., where their son, an electronics engineer, makes his home.

**RECENT MARRIAGE IN CHICAGO** united Tom Nickas, IBM machine operator at the Galewood regional data office, and Miss Rose Mary Coniglio. The couple are pictured after the ceremony in the foyer of Queen of Angels Church.



◀ **LEAVING FOR THE ARMY,** Robert McEligott, junior rate clerk in the Chicago office of the Milwaukee Motor Transportation Company (right), poses with R. M. Vieth, supervisor of rates and tariffs. He was inducted on Oct. 15 and when heard from last was completing basic training at Fort Knox, Ky.

## Rocky Mountain Division

### HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Anne Keeler, wife of Art Keeler, former roundhouse foreman of Lewis-town, reports a busy summer of pouring a cement sidewalk, repairing the roof, and maintaining a nice garden.

Locomotive Fireman V.C. "Sonny" Cotton of Harlowton is ill at this writing and has been absent from work for several months.

Machinist Fritz Nelson of Harlowton resigned and has moved to California to be near his son and family.

Henry Muneta, stationary fireman at Harlowton, and Beverly Hofmeier were married Sept. 25 at Cheyenne, Wyo.

Jean Murdock, daughter of William Murdock, roundhouse chauffeur, was married to Jurgen M. Harms Sept. 11. They are ranching at Lavina, Mont.

J. L. Smith, roundhouse laborer, has been absent from work for the past several months at this writing, because of illness.

Heavy grain movements off the North Montana gave way to movements of livestock with the approach of fall, and cattle and sheep were brought in off the open range. It reminded this writer of his boyhood days in Illinois when meat was transported live to the Chicago markets.

### EAST END

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

Dr. M. D. Winter Sr., Milwaukee Hospital Association surgeon at Miles City for many years, retired from active practice in September. He has joined the staff of the Veterans Administration Hospital at Miles City.

This fall has been the season of Golden Wedding anniversaries. Mr. and Mrs. Arlie W. Wickersham celebrated their anniversary on August 30. September 5 was the date for Mr. and Mrs. Leonard Riebe, and Mr. and Mrs. Duncan Finlayson had been married 50 years on September 9. The families and friends of the couples arranged various gatherings to celebrate the happy occasions.

Word has been received of the passing of Harvey A. Bishop, 86, retired trainman, who died in his sleep on September 23 in Seattle. He had recently moved there to make his home with his daughter.

Robert Eastwood, 70, retired section laborer, died Oct. 4 in a Miles City hospital after an illness of about one month. He was born in Puerto Rico and came with his family to the Terry area where he had lived most of his life. Since retiring he had lived in Miles City. He is survived by two sisters and two brothers. Requiem Mass was said at Sacred Heart Catholic Church and burial was in Calvary Cemetery.

Frank A. Radmer, 77, retired shop

helper, passed away at his home in Miles City Oct. 6. He was born at Bellingham, Minn., came to Montana in 1942 and worked in Miles City shop until his retirement in 1955. He is survived by his widow, six sons, two daughters, a brother, a sister, 34 grandchildren and five great grandchildren. Funeral services were conducted in the Chapel of Graves Funeral Home, and burial was in the family lot in Custer County Cemetery.

Jim St. Peter Jr., son of Mr. and Mrs. J. R. St. Peter, was one of the sparkplugs of the backfield of the Sacred Heart High School of Miles City football team, as the Shamrocks easily outclassed the Medicine Lake team 61-6 on Oct. 29. Sacred Heart has been undefeated in league play this season as in the past, and now will compete for the Eastern Divisional Class C football title. They presently are the defending divisional champions.

## Twin City Terminals

J. J. Taylor, Division Editor  
Stationmaster, Minneapolis

It has just come to our attention that James A. Larson, retired River division engineer, and his wife celebrated their 40th wedding anniversary in late summer with an open house at their home in Minneapolis. The hosts were their daughter and son-in-law, Mr. and Mrs. Peter DuFresne, who came from Woodstock, N. Y. Also present were all of the six members of their bridal party 40 years ago. Mr. Larson's retirement was effective this year on July 31.

### TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Mrs. Oriole Smythe, former stenographer in the Minneapolis coach yard office, retired in October after many years of service with the car depart-

ment. Our best wishes go with her for a long and happy retirement.

Art Anderson, carman welder at Minneapolis, has been off due to illness. Clarence Hofmaster and Floyd Manser, car inspectors at Minneapolis, have returned to work following a period of hospitalization for each.

John W. Moe, machinist, retired on Aug. 30 with 50 years of service. He started with the railroad in 1915 and was with the locomotive department at Minneapolis, Milwaukee and St. Paul.

Justus (Gus) Bergland passed away Oct. 25. Gus started with the locomotive department in 1923, and was a machinist at the time of his death.

Frank Ruzicka retired from the locomotive department as a machinist helper on Oct. 18. His service dates back to Sept. 4, 1916, and was spent with the locomotive department at Minneapolis and St. Paul.

At this writing Carmen Welders Henry Hentges and Al Bonneville are off work due to surgery.

Adolph Dressel, car inspector at St. Paul, passed away Oct. 22 at the age of 55.

Michael B. Larson, retired steamfitter from the Minneapolis coach yard, died Aug. 15.

## Milwaukee Shops

### LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

William Geil, senior clerk for the past 45 years, passed away suddenly on Sept. 11 in Milwaukee Hospital. Also, Nathaniel "Pete" Biggs, retired janitor, passed away Oct. 19 at County General Hospital. We express our sincerest sympathy to their families.

New faces in the locomotive department office: Frances Piper, stenographer, transferred from Test Department; Charles Morgano, clerk from diesel house; and Ray Sears, diesel clerk from diesel house.

## SERVICE PASSES AWARDED

### Gold 50-Year Passes

Brodhagen Fred M.,  
head investigator, freight claims---Chicago, Ill.  
Clark, W. T., conductor -----Sioux City, Ia.  
Davis, W. V., conductor -----Mason City, Ia.  
Fowler, E. F.,  
signal maintainer -----N. LaCrescent, Minn.  
Gallas, B. M. conductor -----Sioux City, Ia.  
Quine, L. A., passenger brakeman -Sioux City, Ia.  
Varick, Jos., switchman -----Milwaukee, Wis.

### Silver 45-Year Passes

Allen, F. J., engineer -----Clinton, Ind.  
Bennett, W. C., switchman ---Independence, Mo.  
Blair, E. W., local storekeeper-----Chicago, Ill.  
Bush, O. T., engineer -----Dubuque, Ia.  
Cary, R. G., assistant agent ---Milwaukee, Wis.  
Clemens, J. C., brakeman -----Sioux City, Ia.  
Evans, George J., switchman -----Chicago, Ill.  
Freeley, P. J., engineer -----Franklin Park, Ill.  
Gaffke, John J.,  
sheet metal worker -----Milwaukee, Wis.

Gajewski, T. S.,  
manager---EAM operations -----Chicago, Ill.  
Garcia, John A., laborer -----Savanna, Ill.  
Hackell, R. E., clerk -----Chicago, Ill.  
Hart, H. C., engineer -----Chicago, Ill.  
Hoerl, J. M.,  
assistant chief clerk -----Milwaukee, Wis.  
Johann, J. N. F., head accountant ---Chicago, Ill.  
Johnson, Louis V., engineer -----Bensenville, Ill.  
Kosloski, Nick P., switchman -----Chicago, Ill.  
Kruschke, Arno, crane operator -----Chicago, Ill.  
Lynn, Milburn K., conductor -----Elgin, Ill.  
McCloskey, D. J., chief clerk to general  
superintendent transportation ---Mundelein, Ill.  
Moore, R., pipefitter -----Chicago, Ill.  
Oiler, Lyle, engine watchman -----Ottumwa, Ia.  
O'Rourke V. P., engineer -----Dubuque, Ia.  
Potter, Warren D.,  
brakeman -----Glendale Heights, Ill.  
Schmieg, Wm. J., conductor ---Franklin Park, Ill.  
Stonskas, P., engineer -----Dubuque, Ia.  
Strader, H., engineer -----Dubuque, Ia.  
Struve, John F., conductor -----Elgin, Ill.  
Turner, Paul E., conductor -----Elgin, Ill.  
Wise, H. H., switchman -----Chicago, Ill.

The Milwaukee Road Magazine



**LAST RUN ON "CITY" TRAIN.** Leaving Chicago on Oct. 29 for his last round trip on the City of San Francisco, Brakeman Casper Stearns (left) receives the best wishes of Porter Albert Harris. Mr. Stearns, who lives in Itasca, Ill., retired with 24 years of service.



**CLOSING LONG CAREER IN CHICAGO'S UNION STATION,** W. A. "Bill" Clemens, station ticket agent (fourth from left), is surrounded by well wishers (left to right) W. M. VanBuren, city passenger agent; W. C. Severino, his successor as ticket agent; O. R. Anderson, assistant to passenger traffic manager; C. C. Dilley, passenger traffic manager; J. K. Pain, general passenger agent; M. P. Burns, assistant general passenger agent; and G. W. Hyett, general agent passenger department. Mr. Clemens' retirement terminated 46 years of railroad service, including three years with the Milwaukee before joining the Union Station Company force in 1922. A testimonial dinner in his honor at the Midland Hotel on Oct. 28 was attended by 175 members of the Chicago travel fraternity.



**A SILVER PASS** for 45 years of service is presented to O. R. Anderson, traffic manager in Seattle (right), with the good wishes of L. H. Dugan, vice president and western counsel. Starting with the Road in the Midwest, Mr. Anderson held freight traffic positions in Wisconsin, Minnesota and Illinois before going to Seattle, where he has been stationed since 1948, with the exception of five years as traffic manager of the Illinois Region.



**SILVER PASS PRESENTATION.** T. J. Kubal, assistant master mechanic at Milwaukee Shops, center, receives a Silver Pass in recognition of his 45th year of service with the Road. Congratulating him are, left, F. A. Upton, chief mechanical officer, and A. W. Hallenberg, assistant chief mechanical officer.



**45-YEAR VETERAN.** R. W. Schulze, agent at Albert Lea, Minn. (left), who recently completed 45 years of service, receives his Silver Pass. Doing the honors is Assistant Trainmaster W. F. McCann.



**A FOND FAREWELL.** Joyce Ieron, secretary to assistant to president and vice president-general manager of the Milwaukee Motor Transportation Company (wearing orchid), pictured with the MMTC secretarial force at an office party in her honor as she went on a maternity leave at the end of October. Seated is Judy Coss, and standing are (from left) Marian Petersen, Grace Carlson, Paula Krasny, Virginia Fritz and Pat Szeszol.



**RETIRING AT MILWAUKEE SHOPS,** Lemon Cooper, laborer in the diesel house (right), is congratulated by Labor Foreman Cecil Smith. Mr. Cooper's service with the Road dated back to July 18, 1925.

## Be Your Own Remodeling Specialist



"Before"—American Gothic

THAT change can be a great refresher, indoors as well as out, is neatly vouched for by the newly remodeled home of Yardman Les Natzel in Montevideo, Minn.

Les and his wife Phyllis had rented this house for several years and, recognizing the possibilities for remodeling, bought it to carry out their ideas. What you see is the result of a mostly do-it-yourself project—a contemporary house with a sharply lowered roof, an additional 18 by 14-foot room, new casement type windows, and a practically new interior. One of its charms is the widespread and inventive use of wood paneling, as much for ornament as utility, and wall to wall carpeting throughout.

Since most of this was spare time and vacation work, the project didn't move speedily, but time wasn't too important. The Natzels lived in the house, too, all the while it was under way, although



"After"—modern ranch type

occasionally their Siamese cat had to leave, or so the neighbors say.

The remodeling specialist framed in the divider that admits light to both the entryway and the dining room.



### OFFICE OF SHOP SUPERINTENDENT— CAR DEPARTMENT

Richard D. Andrews, Correspondent

Ray Fendrick, carman welder in the freight shop, has lost 25 of his original 235 pounds. His secret is a grapefruit diet.

Am happy to announce that the car department shop United Fund Drive went over the top when compared to last year's total. Thanks to all of you for making this possible.

Tom Zdrzil, timekeeper for the freight shop, spent an interesting (that's not quite the word) two weeks on annual active duty at Fort Leonard Wood, Mo., training with the 84th Division.

Best wishes for a speedy recovery go to Ruth Lewis, wife of Freight Shop Foreman A. J. (Blackie) Lewis, who is convalescing from a broken knee. This reporter has investigated

and can verify that she slipped on the driveway. There is absolutely no truth in the rumor that she was fixing the antenna on the roof when she fell, almost hitting her husband who was reclining in a lawn chair.

Sympathy is extended to Shop Superintendent Jake Hansen and his family on the recent loss of his mother-in-law, Mrs. Edna Bender. Mrs. Bender had previously been married to Dick Weckwerth, former captain of police at Milwaukee Shops, who died of a heart attack in 1957.

Ruth Schmidt, secretary in the office of the shop superintendent, was married on Nov. 13 to Arthur Smith. The ceremony took place in Christ United Church of Christ, with the reception held at Johns Hall.

Bob Winter, air brake foreman, Richard Peaslee, carman painter in the freight car shop, and Dwight Reynolds, former clerk in the office of the

shop superintendent and now diesel house clerk, have enrolled in a Shelter Management course being conducted by the Milwaukee Civil Defense Authority. All report the course to be interesting but were somewhat unhappy when they learned that at the conclusion they will spend 24 hours in an actual air raid shelter. Upon completion of the course it is expected that they will be designated shelter managers for fall-out shelters located at Milwaukee Shops.

Joe Hintz, airbrakeman in the passenger car shop, was off for about a week with a knee injury. It seems that he was teaching his son and some neighborhood boys the fine points of football when . . .

Steve Carroll, welder in the forge shops, joined the ranks of fathers upon the birth of a daughter, Michelle Lyn, on Oct. 16. Welcome to the club, Steve.

Ray Baum, general foreman, reports unusual results from a recent hunting safari. All he got was a couple of ducks.

## I M & D Division

SIoux CITY AREA

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

Robert L. Everett, secretary in the D.F.&P.A. office, Mason City, Iowa, was recently elected secretary-treasurer of the North Iowa Traffic Club, Mason City. Mr. Everett has been with the Road for over eight years, serving as agent and operator on the IM&D Division and has been secretary in the D.F.&P.A. office for a year and a half.

Sympathy was extended to the family of Lowell W. Peterson, 47, conductor from Mason City, Ia., upon his sudden death in September. Lowell was killed when lightning struck the tree under which he was standing on the Highland Park Municipal Golf Course at Mason City. Lowell began with the Milwaukee in 1939. He was a son of Mr. and Mrs. Arthur Peterson, retired engineer of Mason City, and is also survived by his wife, two daughters and two grandchildren.

Sympathy was extended to Mr. and Mrs. Robert L. Johnson, D.F.&P.A., Sioux City, upon the death of Mrs. Johnson's mother, Mrs. Mae Hoehn, on Sept. 17 in Sioux City, Ia.

Thirty five members of the Milwaukee Women's Club met at Bishop's Cafeteria for a farewell party honoring Mrs. Maud Larson who was moving to Mason City. Mrs. Larson was presented with a beautiful floral arrangement to take along for her new home.

Mrs. A. G. Broom represented the Sioux City Women's Club at the general meeting of the Milwaukee Women's Club at Minneapolis in October.

Sympathy was extended to the family of Vern Winter, retired storekeeper, Mason City, Ia. He is survived by his wife, two daughters and six grandchildren. Funeral services were held at Mason City. Vern is to be remembered



**TALENTED SCOTTISH DANCER.** Bertha Sisk, daughter of Yardmaster Ed Sisk of the Milwaukee Terminals, who has won gold medals in competitions in a three-state area, displays the trophy she received recently as high point winner at Dayton's Foreign Fair in Minneapolis, in which she was awarded one silver and two gold medals. She has also danced for clubs and banquets, made TV appearances in Milwaukee on Channel 4, and recently competed in the Midwest Canadian Highland Games at Winnipeg.



**THE JOE BRUNTS, MARRIED 25 YEARS,** were honored Sept. 28 at Portage, Wis., with the party pictured here in the home of Car Clerk and Mrs. Kermit Cawley. The group of well wishers includes several other railroad couples, and Mrs. Harlan Smith, who designed the train motif centerpiece. Joe, cashier at the Portage freight house, and Natalie, secretary to assistant superintendent (seated, center), received a gift of silver and miniature silvered desk sets signifying their service with the company.



**FINAL RUN.** N. A. Irons, agent at Canton, S. D., greeting B. M. Gallas (center) and L. A. Quine, conductor and trainman, respectively, on Na. 219 as it arrived in Canton for the last time on Sept. 17. The runs of trains 219 and 220 between Manilla, Ia., and Sioux Falls, S. D., were discontinued on that date, due to lack of patronage.



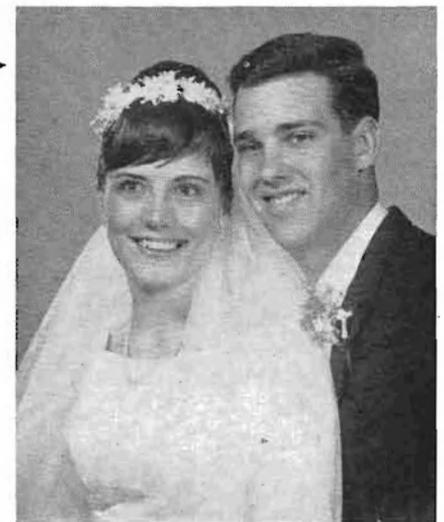
**MARKING 45 YEARS AT MILWAUKEE SHOPS,** Arno F. Kruschke (right) is presented with a Silver Pass by W. N. Bittner, shop superintendent of the locomotive department. Mr. Kruschke retired on Oct. 29 after serving for the most part as overhead crane operator.

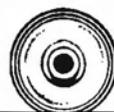


**HONORED AT UNION STREET.** Adolph Manterde, chief clerk at the Union Street freight office in Chicago (left) who retired recently after 47 years of service, is presented with a purse from his co-workers by Agent A. M. Detuno at a cake and coffee party in his honor. Most of Mr. Manterde's service was at Union Street.



**IN RECOGNITION OF 45 YEARS' SERVICE.** Shown at the Western Avenue freight yard in Chicago are Yard Foreman G. J. Evans and Yardman N. P. Kosloski (left and right) receiving their Silver Passes with the good wishes of Yardmaster K. A. Lehr. Mr. Evans started with the Road on Aug. 26, 1920, and Mr. Kosloski's service dates from July 13 of that year.





	Third Quarter Ending September 30		Nine Months Ending September 30	
	1965	1964	1965	1964
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$64,768,459	\$59,993,063	\$178,712,471	\$170,826,510
<b>PAID OUT IN WAGES</b>	28,600,756	28,244,249	83,063,146	80,054,822
<b>PER DOLLAR RECEIVED</b>				
(cents) .....	44.2	47.1	46.5	46.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	2,687,489	2,530,444	7,856,574	7,394,501
<b>PER DOLLAR RECEIVED</b>				
(cents) .....	4.1	4.2	4.4	4.3
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest..	30,794,485	28,009,039	87,343,885	81,633,587
<b>PER DOLLAR RECEIVED</b>				
(cents) .....	47.5	46.7	48.9	47.8
<b>NET INCOME</b>	<b>\$2,685,729</b>	<b>\$1,209,331</b>	<b>\$448,866</b>	<b>\$1,743,600</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	283,712	271,334	804,833	793,074
Increase 1965 over 1964..	12,378		11,759	

for his devotion to his work. He gave his all to the Milwaukee Road and was liked by his fellow employees.

Wayne Head, the 14-year-old son of Switchman R. H. Head of Council Bluffs, made his first parachute jump recently, after the Parachute Club of America waived the usual minimum age requirement of 16. Wayne qualified for exception by five years of association with the Omaha Skydivers Club as mascot and pupil. He jumped from 2,800 feet and landed in a cornfield about a quarter of a mile off a canvas strip target. His feat was the subject of a three-page article in the Sunday magazine section of the *Omaha World-Herald* for Sept. 19, including the Colorphoto cover. Wayne has packed more than 100 parachutes and packed his own for his first jump.

#### AUSTIN-EAST END

R. D. True, Correspondent  
Office of Superintendent

Mr. and Mrs. Alfred B. Bertilson were honored at an open house sponsored by their children at their home in Austin on Oct. 19 on the occasion of their golden wedding anniversary. The Bertilsons completed 50 years of marriage on Sept. 18. Mr. Bertilson began his railroad career as a fireman at Madison, S. D., in 1911 and later moved to Austin, serving as a fireman and engineer until his retirement in 1961, after over 50 years of service.

Vern Winter, retired storekeeper at Austin, passed away at his home in Mason City, Ia., on Oct. 25. He was 64. Surviving are his wife; two daughters, Mrs. Merle Olson, Garden Grove, Calif., and Mrs. Ralph Harms, Cedar Rapids; a brother, Leon from Mason City; two sisters, Mrs. Harold Cook of Long Beach, Calif., and Mrs. William Muhlstein of Mason City; six grandchildren and one great-grandchild.

Word has been received of the passing of two more of our retired employees. They are Ole G. Winjum, retired engineer, who passed away at

Mr. and Mrs. Alfred B. Bertilson



Faribault, Minn., on Oct. 29; and J. D. Wohlenberg, retired general agent at Sioux Falls, who passed away from a heart attack on Oct. 29 while vacationing with his family at Black Hills, S. D. Mr. Wohlenberg was general agent at Sioux Falls from 1937 until his retirement in 1959.

## Iowa Division

### MIDDLE AND WEST

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

Mr. and Mrs. R. E. Waisner of Spirit Lake, Ia., celebrated their 50th wedding anniversary in June. He was an agent-operator on the Iowa Division second district for more than 30 years before retiring in 1955. He and his wife are the parents of three children, Donna of Worthington, Minn., Jean of Collins, Ia., and Carl, agent-operator at Marathon, Ia. Mr. Waisner has been enjoying his retirement by golfing, fishing and hunting. He also has been learning to water ski—at 71!

Mr. and Mrs. Richard Agan of Perry are the proud parents of a son born Sept. 1 at the Dallas County Hospital. The new arrival was named Sean Allen. His father is a statistician in the superintendent's office at Perry.

Homer W. Lee, 95, passed away at the Lutheran Home for the Aged in Perry on Sept. 2. Homer retired as a freight conductor in 1938 after many years of service. He is survived by one son, Jack of Minneapolis, and two daughters, Ethel of Wichita, Kans., and Bessie of Perry, who is the wife of Retired Conductor H. J. Fuller. Funeral services were held in Perry.

Passenger Conductor Raymond Reel was off duty in September because of illness, and was hospitalized at the Methodist Hospital in Des Moines.

A. C. Novak is the new superintendent at Perry, as of the middle of September. He returns to us after a five year absence, since he served in Perry before being transferred to Savanna, Ill., as superintendent of the D&I Division. G. J. Barry, who had been superintendent at Perry, has been appointed superintendent of the safety department in Chicago.

Passenger Conductor Lowell Fox, 55, passed away at the Dallas County Hospital in Perry on Sept. 23. He had been ill with a heart condition for a little over two weeks. Lowell started his railroad career in 1927. Burial was in Violet Hill Cemetery, Perry. He is survived by one son, Lowell Edward of Audubon, Ia., and by an aunt, Celeste Council of Perry.

Mrs. Blanche Cooper, sister of H. J. Fuller, retired conductor, passed away at her home in West Palm Beach, Fla., in October. Mrs. Cooper was a former Perry resident. Survivors besides a brother are her husband, a son and daughter.

Francis Cannon, night ticket clerk at the Perry office, was surprised in the early hours of Oct. 18 by a masked and armed robber. The man, with a

stocking pulled over his face, walked up to the ticket window, pointed a revolver at Francis and demanded the money from the ticket cash drawer. He then made away with \$286. There were no passengers in the waiting room at the time and the only other person in the depot besides Cannon was Baggage man George Keene. They were unable to give a good description of the robber because of the silk stocking mask.

Ken LaBorde, cashier at the Perry ticket office, and his wife are parents of a baby daughter born Oct. 17. The little miss was named Dawn Lynette.

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna.



**FOR 45 YEARS OF SERVICE.** Conductor W. J. Schmieg of the Dubuque & Illinois Division, upon arriving at Savanna, Ill., with train No. 61 on Oct. 29, is presented with a Silver Pass by Assistant Superintendent N. D. Owen. Looking on are, from left, Brakeman G. M. Robson, Engineer W. P. Prindiville and Brakeman W. M. Drabentstot.

Greetings are extended to all for a very merry Christmas and a happy and safe New Year.

We learned of a few new arrivals on the Division in the past few months. David James Karr was welcomed in the home of Savanna Relay Operator and Mrs. James Karr; Karen Ann is the new daughter of Mike and Marilyn Cravatta of the yard and car departments, Savanna; and twin daughters, the second set of twin girls in the Gilman family, were born to Yardmaster and Mrs. W. L. Gilman.

Retired Engineer Al Born—whose career as an engineer terminated in 1954 with his retirement after 45 years of service—passed away at Bensenville on Oct. 24, where funeral services were held. Besides other survivors, he leaves two sons—D&I Division Fireman Frank and Brake-man Al.

Michael E. Howard, conductor on the division's First District, passed away in the City Hospital in Savanna on Oct. 22. Surviving are his widow and a sister, both of Savanna. Funeral

# Carloadings



## JANUARY-NOVEMBER 1965 compared with same period in 1964

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1965 over 1964	NUMBER OF CARLOADS			
		ELEVEN MONTHS		INCREASE	
		1965	1964*	1965 over 1964	% of increase
11.2%	Grain	80,655	70,158	+ 10,497	+ 15.0%
	All Other Wood Products (incl. Plywood)	25,708	22,556	+ 3,152	+ 14.0
3.8	Primary Iron or Steel				
3.2	Products	32,566	29,980	+ 2,586	+ 8.6
	Nonmetallic Minerals;				
2.9	Except Fuels	53,427	51,144	+ 2,283	+ 4.5
2.9	Motor Vehicles	14,268	10,556	+ 3,712	+ 35.2
	All Other Primary Metal				
2.6	Products	19,207	14,675	+ 4,532	+ 30.9
	All Other Transportation				
2.6	Equipment	32,789	31,275	+ 1,514	+ 4.8
2.4	Pulp and Pulp Mill Products	15,564	9,969	+ 5,595	+ 56.1
2.0	Primary Forest Products	52,107	45,952	+ 6,155	+ 13.4
	Freight Forwarder and				
2.0	Shipper Assn. Traffic	30,799	19,226	+ 11,573	+ 60.2
	All Other Chemicals or				
1.9	Allied Products	22,619	18,418	+ 4,201	+ 22.8
	Canned Fruits, Vegetables				
1.8	and Seafoods	22,140	14,533	+ 7,607	+ 52.3
1.8	Malt Liquors	21,093	18,717	+ 2,376	+ 12.7
	Farm Machinery and				
1.2	Equipment	13,932	11,839	+ 2,093	+ 17.7
	Coke Oven or Blast				
.6	Furnace Products	8,367	7,468	+ 899	+ 12.0
.4	Metallic Ores	7,063	3,473	+ 3,590	+ 3.4
4.2	All other Carload Traffic	47,239	44,620	+ 2,619	+ 5.9
<b>47.5%</b>		<b>499,543</b>	<b>424,559</b>	<b>+74,984</b>	<b>+ 17.7%</b>
	loading of these commodities <b>DECREASED</b> in 1965 under 1964	ELEVEN MONTHS		DECREASE	
		1965	1964*	1965 under 1964	% of decrease
10.8%	Lumber or Dimension Stock	52,153	53,786	- 1,633	- 3.0%
	All other Paper or				
5.4	Allied Products	53,879	54,887	- 1,008	- 1.8
4.3	Stone, Clay or Glass Products	41,547	42,995	- 1,448	- 3.4
	Meat (Fresh, Chilled or				
3.9	Frozen)	29,740	34,891	- 5,151	- 14.8
3.8	Coal	67,854	68,254	- 400	- .6
3.3	All Other Food (Incl. Sugar)	29,227	38,593	- 9,366	- 24.3
3.1	Grain Mill Products	51,675	53,448	- 1,773	- 3.3
2.4	Industrial Chemicals	13,965	18,513	- 4,548	- 24.6
	Petroleum, Natural Gas or				
2.3	Gasoline	25,898	31,169	- 5,271	- 16.9
1.8	Waste or Scrap Materials	20,101	22,090	- 1,989	- 9.0
1.6	Fabricated Metal Products	14,377	15,747	- 1,370	- 8.7
	All Other Machinery				
1.4	(Except Electrical)	8,651	9,748	- 1,097	- 11.3
	Electrical Machinery and				
1.3	Equipment	9,669	10,897	- 1,228	- 11.3
1.2	Soybeans	9,928	12,901	- 2,973	- 23.0
1.2	Dairy Products	11,658	13,030	- 1,372	- 10.5
1.1	Potatoes (Other Than Sweet)	7,331	8,550	- 1,219	- 14.3
.8	Fresh Fruits and Vegetables	12,072	12,461	- 389	- 3.1
.8	Livestock	8,054	11,691	- 3,637	- 31.1
	All Other Farm Products				
.7	(Incl. Sugar Beets)	11,925	14,412	- 2,487	- 17.3
	Beverages (Except Malt				
.7	Liquors)	8,719	9,697	- 978	- 10.1
	Small Packaged Freight				
.6	Shipments (LCL Mdse)	13,864	24,956	- 11,092	- 44.4
<b>52.5%</b>		<b>502,287</b>	<b>562,716</b>	<b>-60,429</b>	<b>-10.7%</b>
<b>100.0%</b>	Total (Includes LCL Mdse.)	<b>1,001,830</b>	<b>987,275</b>	<b>+14,555</b>	<b>+ 1.5%</b>
	Total (Excludes LCL Mdse.)	<b>987,966</b>	<b>962,319</b>	<b>+25,647</b>	<b>+ 2.7%</b>

\*Total is actual. By commodities, estimated.

## 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

services were held in the Catholic Church with burial in the Catholic Cemetery at Savanna. Officiating as pallbearers were Yard Clerk T. F. Brennan, and Conductors Paul Turner and Stanley Darr of Elgin.

Sam Campe, chief clerk at the Elgin freight office for 10 years and with a railroad career that covered some 43 years, retired on June 11, at which time he was the honored guest at an office party attended by many of Elgin's leading businessmen, as well as by foreign line traffic representatives and fellow employes. A very fine gift was presented to him with the best wishes of his many friends and co-workers. Mr. and Mrs. Campe will continue to live at 352 Vincent, Elgin, Ill.

Have had so many changes in personnel on the Division, will have to go back a ways and mention a few of them:

Starting back in July, there was the retirement of Assistant Superintendent R. J. Dimmitt, at Dubuque, Ia. His career with the Milwaukee started as a laborer at Minneapolis in 1920, after which he transferred to engine service at Austin in 1924; was appointed fuel inspector in 1941; was made traveling engineer and assistant trainmaster, I&D, that same year; continued in that capacity at Mitchell, where he became assistant superintendent in 1955, before serving in the same capacity at Montevideo in 1959 and Dubuque in 1962. He also spent 13 months with the AAR on the Labor Board. Mr. and Mrs. Dimmitt were the honored guests at a retirement party at the Chateau Supper Club in Dubuque in July and were presented with gifts and the best wishes of their friends and associates.

Assistant Superintendent Chamberlain, who was transferred from Savanna to Portage in August, and Mrs. Chamberlain were honored at a farewell party at the Indian Head in Savanna on Aug. 28. Gifts were presented to both of them with best wishes.

A farewell party was held for Superintendent A. C. Novak—whose transfer to Perry became effective Sept. 15—at the Moose Hall in Savan-



Signal Shop Foreman Harold Nevitt and his wife, Vivian, shown as honored guests at a dinner party in Milwaukee on Oct. 23 marking his retirement with 46 years of service. For details, please see the Chicago signals and communications news.

na on Oct. 2, with 100 present. Mr. Novak was presented with a wristwatch and Mrs. Novak was given a silver tray.

Julie, the Novaks' daughter, will remain in Savanna to finish her senior year. Julie was elected to the National Honor Society of the Savanna Community High School on May 4; is a member of the Student Council, president of the Speech Club, editor of the Annavas year book, a class officer and is completing her fourth year of music study at Clarke College, Dubuque.

P. C. Slater, traveling engineer for the 3rd district, whose transfer to Mitchell, S. D., was effective Nov. 1, and his wife were honored guests at a farewell party at the Holiday Inn, Ottumwa, Ia., on Oct. 28. Gifts were presented and best wishes extended to the Slaters.

With the transfer of C. V. Peterson, D&I safety engineer, to Tacoma in a similar position, the Peterson family has made plans to move to that city. They were guests at a dinner party at the Clinton, Ia., Holiday Inn on Oct. 30, with best wishes and gifts presented to them.

Newcomers to the Division are Superintendent J. W. Stuckey, Savanna; Assistant Superintendent N. D. Owen, Savanna; Assistant Superintendent G. W. Riley, Dubuque; and District Safety Engineer C. J. Delin and Traveling Car Agent T. E. Witt, Jr., both at Savanna.

Savanna Chapter of the Women's Club resumed its meetings after the summer recess on Oct. 11 in the parish house of St. Paul's Episcopal Church with 20 members present. On the business agenda, Mrs. William Doherty, president, gave a report of the district meeting in Minneapolis Oct. 5, and the club voted to have a potluck dinner on Nov. 8. After the meeting cards were played, and refreshments were served by Mmes. Jake Engaldo, Matt Pollock and Donald Heimbaugh.

MILWAUKEE  
NEW  
COMMUTER  
CARS



26 Valve



Cobra Shoe



GB Unit

MOST  
MODERN  
BRAKE  
EQUIPMENT

From the air supply to the friction on the wheels—WESTINGHOUSE AIR BRAKE COMPANY enhances its position as the leader in the Best In Braking! We are proud that our equipment was specified on the new Double Deck cars for this important function  
**SAFE BRAKING!**

Associates of J. T. "Jim" Harvey, head of the review bureau in the auditor of freight settlements department in Chicago (third from left, wearing carnation), mark his retirement with an office party on Oct. 29. For details, please turn to the Chicago general office news of Magazine Correspondent Grace Minor.



## Chicago General Offices

### OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Grace Minor, Correspondent

**AUDITOR OF FREIGHT ACCOUNTS OFFICE:** M. Dorgan, J. Dal Compo, M. Pranczke and C. Carter were welcomed as new employes in the waybill filing bureau . . . Art Gentzcke, retired, honored us with a visit . . . Richard Stingle, claim investigator, is recuperating in the Oak Park Hospital at this writing, following surgery on Oct. 22 . . . Sympathy was extended to Richard Stingle, on the death of his wife Sept. 28, and to Gladys Gritzman on the death of her mother Oct. 11 . . . Have you ever tried to win a poker game with a parrot as your opponent? Believe it or not, the parrot wins every time. Wise bird I'd say. Well, this was one of the many enjoyable experiences of the Schoefernacker family during their vacation at The Parrot Jungle in Miami, Fla. Gene, his wife and daughter motored into the South and captured some unbelievable sights on film while visiting the Cypress Gardens, St. Augustine (where in preparation of their quadricentennial celebration, a unique application of crushed seashells mixed with mortar was being applied to the exterior of homes, resulting in a very unusual effect), and also at Okefenokee Swamps, Ga.

**AUDITOR OF FREIGHT SETTLEMENTS OFFICE:** After completing almost 52 years of service, J. T. Harvey, bureau head of the review bureau, retired on Oct. 29, carrying with him the good wishes of all his fellow workers, the sincerity of which was expressed by the attendance of 109 guests at his retirement dinner held Oct. 28 at Zum Deutschen Eck. The guests of honor included Mrs. Harvey, two sons and their wives. The third son, who resides in Albuquerque, N. M., was unable to attend. It was an evening of Gemutlichkeit, with Harry Wallace doing a splendid job in setting up a wonderful dinner menu; Ben Reinert acting as master of ceremonies; W. T. Kures making an impromptu speech; and the discovery of a very talented young man, Tom Carras, percent clerk, interline bureau, who led the guests in song. Many compliments have been paid Tom on his beautiful voice. At the dinner, Mr. Harvey received a Zenith radio as a gift. An office party was held Oct. 29, at which he received, along with many personal gifts, a beautiful Zenith portable TV set, complete with stand. A charter member of 25 years, Mr. Harvey held the office of president of our Hiawatha Credit Union. Throughout his years of membership he held many official positions in the Credit Union and is also director of the Northwest Chapter of Credit Unions.

Want to try something different during your vacation? See William Condon, lead review clerk, who, with his wife, Mr. and Mrs. Al Dinoffria and Mr. and Mrs. Ken Stone, made a boat trip down the Mississippi from La Crosse to Prairie du Chien, Wis. The first day out was a stormy one, but due to the efficient handling of the craft by "Captain" Condon, the trip from there on was much better. After making several shore stops, including one at Lansing, Ia., where they visited the Lookout Tower, getting a panoramic view of the Mississippi, they started for home only to suffer the mishap of stripping the gears on the motor and being forced to send out an "SOS" call for towing into port. After all of this, says "Captain" Condon, I'm most content to be known as a "land-lubber." . . . Sympathy was extended to Tony Dandre on the death of his mother Sept. 24; Mark Lange on the death of his father Oct. 17; and to the family of William J. Stern, retired asst. bureau head, review bureau, who passed away on Oct. 27.

### ENGINEERING DEPARTMENT

Contributed by Betty A. Naughton  
Signals and Communications

Signal Maintainer Ernie Fowler retired Sept. 30 after 50 years of service. A dinner was held at the DeJarlais Supper Club in La Crescent, Minn.,

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Oct. 16, on which occasion Signal Engineer Gordon Hill presented Ernie with a Gold Pass, but with one stipulation—that Ernie return his silver one! Along with over 100 of Ernie and Etta Fowler's friends and co-workers, their two sons were present—Leonard, who was awarded the J. T. Gillick Scholarship the second year it was offered, and Don, who received the Rothschild Scholarship while attending the University of Minnesota.

Dean Twitchell, general chairman of the Brotherhood of Railway Signalmen, presented Ernie with a gold lapel pin from the local B.R.S. lodge in recognition of his service and loyalty during his many years of membership. The master of ceremonies, Assistant Signal Engineer Joe Aldern, presented Ernie with a purse from his many friends, and spoke for all when he wished the Fowlers a long and happy retirement.

For Ernie, this partially means getting out on the "green" at least twice weekly. Assistant Chief Engineer Walt Fuhr sent along a thermometer so that Ernie could "be sure to play golf in the 70's." Division Engineer H. E. Hurst, along with

Supervisor H. J. Dunn, extended congratulations and expressed their appreciation for a job well done.

Sympathy was extended to the Al Kissel family on the death of his father, Jacob, in late October.

The Committee of Direction of the Association of American Railroads, at its Sept. 12 meeting, named Retired Signal Engineer Phil Linderoth as a life member of the section as a token of appreciation for his contributions and efforts for many years in the activities of the section, and extended to Phil best wishes for many years of active, healthful retirement.

Morgan A. Nyberg, 65, retired supervisor of signals and communications in Washington, died on Sept. 27 in Seattle. He retired about a year ago. Mr. Nyberg worked for the Road for 47 years. He transferred to Seattle in 1954 from Milwaukee, where he began with the railroad. A native of Sweden, Morgan first went to Minneapolis in 1914. He was a member of the Milwaukee Road Veterans Club. Survivors are his wife, Alice, and a sister in Sweden.

Chicago Telephone Operator Tillie Verdak is settling down after that



E. F. Fowler, signal maintainer at La Crescent, Minn., and his wife take a bow as Ernie is presented with a Gold Pass by Signal Engineer Gordon M. Hill on the occasion of his retirement. For the story, see the Chicago signals and communications news.

shindig celebrating her retirement, recently held at the Cafe Bohemia, and wants to thank everyone who remembered her and made her party a memorable occasion.

Ray Blakesley, 84, retired T&T inspector, was recently hospitalized but is now recuperating at his home in Milwaukee. As of this writing, we hope he is fully recovered. His grandson, Electronics Maintainer Ray Brown of the Milwaukee radio shop, can be contacted for further details.

H. J. Dunn, supervisor of signals and communications at Minneapolis, retired at the end of October after 39 years of faithful service, and carries with him the best wishes of his many friends and co-workers. S. L. Bartels, supervisor of signals and communications, was transferred from Deer Lodge to Minneapolis, replacing Mr. Dunn, and Signal Inspector W. C. Giannonatti at Deer Lodge was appointed supervisor succeeding Mr. Bartels. Signal Draftsman Bill Withans was transferred from the Chicago drafting department to Deer Lodge as an inspector.

On Nov. 6, Janice Morsl, stenographer in the signal department, was escorted by Richard Abbott of the Air Force Academy to the cadet reception and dance held at Chicago's McCormick Place after the Air Force-West Point football game in Soldier Field. Janice was one of the 2,000 girls accepted, out of 5,000 who were screened and interviewed before being given this honor. We are of the definite opinion that if Janice is typical of the other 1,999 young misses so honored, there certainly were a lot of lucky young cadets!!

Ferd Hubley of Hastings, Minn., who started with the engineering department in 1929, retired as signal foreman on Sept. 30. A purse was given to Ferd and Mrs. Hubley as a remembrance from his co-workers who wish them many healthful and happy years to come.

The annual picnic committee, con-

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**A 45-YEAR SERVICE RECORD** was marked in the Fullerton Avenue accounting center in Chicago recently with the presentation of a Silver Pass to R. E. "Ray" Hackell (center), shown with fellow employes in the auditor of passenger accounts office. All of Ray's service has been in this office, where he now fills the position of assistant bureau head of the foreign interline bureau.

sisting of Supervisors Tom Hanlon, Whitey Merta, Al Trinkka and Hank Wellenstein, Electronics Supervisor Elmer Rowekamp, Signal Maintainer C. Carlson and Special Signal Maintainer B. D. Barton, all of Milwaukee, got about 200 families to come out to Jackson Park in Milwaukee for the signals and communications picnic in September. A great time was had by the kiddies, who were given prizes for their feats in races and games. The men handled the outdoor grills for hamburgers and hot dogs, and the ladies brought the homemade salads and cakes. Those who didn't attend really missed some specialties!

J. C. Awe, of Milbank, S. D., recently started as signal helper in Signal Foreman B. R. Lundberg's crew . . . K. S. Stanke, of Milwaukee, as signal helper in Foreman J. W. Peckham's crew . . . and M. L. Miller of Crisman, Ill., as signal maintainer at Delmar, Ill.

L. J. Thompson, assistant signalman, was inducted into the armed forces during November.

Dick Mather, son of Assistant Engineer-Signals Paul Mather, and himself the assistant engineer-signals and electrical of the Belt Railroad of Chicago, recently returned from a *Railway Age* tour in September and October that went to Munich, Germany, to attend the International Exhibition of Transportation and Communications. Dick also visited other points of interest in Switzerland, Austria, France, Belgium, England, Italy and the Netherlands, and looked over the foreign railroad operations of these countries.

Upon completion of 46 years of service, Signal Shop Foreman Harold Nevitt and his wife Vivian were honored at a party given by 110 of their friends, in the Sky Room of the

Plankinton House in Milwaukee on Oct. 23. Supervisor Whitey Merta presented folding money to Harold, and Vivian received an evening handbag. The master of ceremonies, Tom Hanlon, introduced L. B. Porter, retired superintendent of telegraph; V. E. Glosup, assistant vice president-operation and chief engineer; Walt Fuhr, assistant chief engineer; and Dean Twitchell, general chairman of the B.R.S. All wished them much happiness in the years to come. Retired General Storekeeper G. V. Ireland came for the festivities as did W. C. Lummer and L. W. Schwartz, retired district storekeepers.

Signal Maintainer P. M. Hurzeler at Lake, Wis., was named to succeed Mr. Nevitt as signal shop foreman at Milwaukee.

#### TRAFFIC DEPARTMENT

Betty McCoy, Correspondent

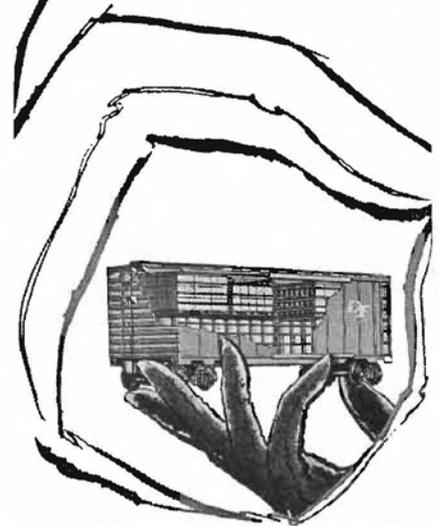


John J. Burke

St. Joseph's College in Rennselaer, and will return there for his senior year.

Mrs. V. E. Straus, 58, wife of freight traffic manager-special duties, died Sept. 19 in Wesley Memorial Hospital. She is survived by her husband; a daughter, Peggy Bennett of Denver; and a son, Donald V. of Butte. She was a former president of

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the Butte Newcomers Club, and also was active in women's Masonic orders. Services were conducted in the Lewis Funeral Home, Elmwood Park.

Everett C. Larson, who spent the last few years as chief clerk in the coal department, is now a traffic analyst for the traffic research department.

Judi Meskauskas of the traffic research department became Mrs. Bernard Goblet on Sept. 11 in the Church of the Immaculate Conception. The couple honeymooned in Minneapolis and are now residing in Cicero.

Mr. and Mrs. Forrest A. Williford are now parents of their fifth son, Dwight William.

**MILWAUKEE MOTOR TRANSPORTATION  
 COMPANY**

Marian Petersen, Correspondent  
 Office of Assistant Vice President

The Milwaukee Motor Transportation Co. received a Trailmobile Award for fleet safety achievement from the Wisconsin Motor Carriers Association at a banquet held at Lake Lawn Lodge, Delavan, Wis., on Sept. 14. The award was presented to Roy R. Miskimins, assistant vice president of MMTC, and P. J. Walsh, supervisor of safety and personnel, MMTC, on behalf of the State of Wisconsin Motor Vehicle Department. The MMTC also received this award in 1955 and 1959.

On Sept. 17, Bensenville Piggyback Park was visited by Tom Degenaars and Viggo Hundseid, engineers, and Reidar Onshus, traffic planner, of the Oslo Central Station established by the Norwegian government. These gentlemen from Oslo were visiting the U.S.A. for the purpose of studying freight transport systems, freight handling and terminals, and were very impressed with the Piggyback Park operation.

Jana Marie Halverstadt, with dark curly hair and dark blue eyes, arrived at the Lee Halverstadt residence, Sioux City, Ia., on Sept. 8. Born Aug.

1, she joins a brother, John, who is a first grader.

R. S. (Scotty) Philip of the Chamberlain, S.D., terminal, who spent 10 days in the Sioux Valley Hospital in Sioux Falls following surgery on his back, is back to work and feels "great".

Lloyd Allen Jr., terminal manager at Billings, Mont., packed into the mountains on an elk and moose hunting trip for five days during October. He was accompanied on the trek by four of his Montana friends. Due to warm weather, hunting was not too good, but one of Lloyd's companions brought down a 1,000 pound bull moose which they packed out on horseback.

Ralph McJunkin was granted a military leave of absence as of Sept. 24. He immediately flew to Memphis, Tenn., for a week's visit with his father, after which he was inducted into the Army.

**OFFICE OF TREASURER**



Margaret Ellen May

The Bill Mays recently announced the engagement of their daughter Margaret Ellen to William M. Barth, Jr., son of Circuit Judge and Mrs. Barth of Chicago. Since her graduation from Loyola University in

January with a degree in sociology, Margaret Ellen has been doing social work for the Cook County Department of Public Aid. Her fiance, a graduate of the University of Notre Dame, attends Loyola's law school. The wedding will take place in January.

J. J. (Joe) O'Shea, former credit clerk for the treasurer's office who retired in 1964 with 44 years of service, died suddenly on Nov. 4 in St. Joseph's Hospital, Ashland, Wis., following surgery. Funeral services were held in Ashland, where the O'Sheas bought a home after he retired. Surviving are his wife and a son.

**FREIGHT CLAIM DEPARTMENT**

Ervin Zielke, Correspondent

Fred Brodhagen, chief investigator, celebrated his 50th anniversary with the company on Nov. 11, at a dinner given in his honor. The dinner was highlighted with the presentation of a Gold Pass to commend his half century of faithful service. Gifts were given by all of his co-workers to commemorate the occasion.

Cornelius Buckley, clerk, recently returned from a vacation trip to his native Ireland.

Lillian Synwolt returned to her typing duties, concluding a sabbatical leave.

Sympathy was extended to Virginia Kuhrt, whose father passed away Oct. 1.

Rosalie Suffredini was welcomed as a new employe.

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Fred Brodhagen, chief investigator of over, short and damage claims in the Chicago freight claim department (left), is presented with a Gold Pass for 50 years of service in that department by R. K. Merrill, general solicitor, at an office party. See the news column of Correspondent Ervin Zielke for details.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang out on Oct. 30 when Ann Gibbons became Mrs. Michael Gibbons at Our Lady of Victory Church, followed by an afternoon reception at the Lions Club. Mr. and Mrs. Gibbons honeymooned at Miami Beach.

Heartfelt sympathy is extended to Genevieve Tanny and her family on the death of her mother.

Tony Caliendo was recently married and after a short honeymoon joined the armed forces.

Vacations: Mary Kelly picked Spain and Portugal to spend a few weeks; Elsie Harbeck vacationed in Texas; the Charles Bakers in Washington, D.C.; Mary Distad in South Dakota, and Kitty McCants spent a few pleasant days in Freeport with Elizabeth Miller (retired from the central typing bureau) who has her home there.

#### AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

David Miller, son of Fred H. Miller, auditor of expenditure, is teaching the 7th and 8th grades in the Bethany Lutheran Church school. David has about one more year to go to obtain his Master's degree.

Congratulations to: Gates Schero, clerk in shop timekeeping, and his wife, Nadeane, on the birth of a girl, Lisa Laura; Ed Zegler, clerk in the AFE bureau, and his wife, Gertrude, on the birth of a girl, Rosemary Jean; and Ed Tuszyński of the audit section of the B&V bureau, and his wife, Dorothy, on the birth of a baby girl, Christine.

Sincere sympathy to Fern Jolle of the paymaster's office on the loss of her brother.

Ella Corless, formerly a clerk in the bill and voucher bureau at Fullerton

Avenue, recently retired from Western Avenue.

If you happened to notice the gleam in Sophie Kustron's eye (she is a clerk in the audit section of the bill and voucher bureau), it was because she is the proud aunt of Jan Gjovik, 17, who was chosen Miss Teen-Age Chicagoland. Jan won the title over 10 other finalists with a prize of a \$1,000 scholarship given by the sponsors of the contest. Jan is the daughter of Sophie's sister and brother-in-law, Mr. and Mrs. Olaf E. Gjovik of Oak Brook, Ill. She competed for the national title of Miss Teen-Age America, finishing as a runner-up, at a competition in Dallas in October. Sophie and Jan's mother accompanied her on the trip.

#### OFFICE OF AUDITOR EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

We were happy to welcome Violet Asa back from sick leave on Oct. 27, looking wonderfully well and saying she feels that way too.

We were also glad to see Helen Ewald return to work Nov. 1, after being on sick leave since Aug. 1.

On Oct. 25, we were pleasantly surprised by a visit from Ralph Upham, formerly of this office but more recently with Carscope. He has retired and now lives in Seattle.

Our sympathy to the family of Irving Steger, formerly of this office and Carscope, who died on Oct. 10.

#### OPERATING DEPARTMENT

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

Irven A. Steger, who had been in poor health for some time, passed away Oct. 8. Mr. Steger, former bureau head of Carscope, retired Oct. 1 after 47 years of service.

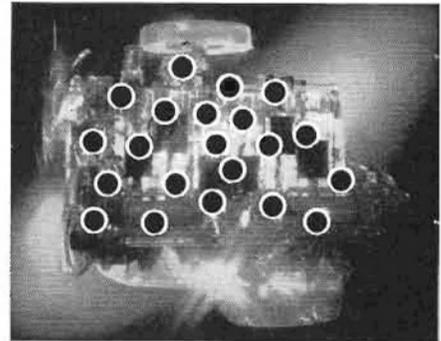
Ralph Upham, who ended 36 years of service with his retirement in May, 1964, was a visitor in Chicago recently and returned to his Seattle home in October.

Newcomer Margaret Mary arrived at the home of Ernest and Martina Backman on Oct. 16.

Wedding bells rang on Nov. 6 for

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**WILSON  
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Marsha Cygan, secretary and 32 report clerk in the office of the general superintendent of transportation, when she wed Anthony Stec at Assumption B.V.M. Church. Tony is employed by the Republic Packaging Corp., and will receive his degree in engineering from Illinois Institute of Technology in January. A reception was held at an American Legion post for approximately 300 guests, after which the couple honeymooned in Florida.

In the September-October issue I had an article about G. A. Nummendor, retired general superintendent of transportation, having returned to his home in Woodland, Wis., after undergoing surgery in St. Agnes Hospital, Fond du Lac, and that he was expected to return for further surgery in September. After three operations, he is home and I am happy to report that he is improving nicely. Said he missed out on a lot of fishing and on his trip to Montana. Hope he can make up for it next year.

Bob Easton, file clerk in the general manager's office, underwent lung surgery on Oct. 6 in the Highland Park Hospital. At this writing, he is improving at home. We hope he soon will be back with us.

Sympathy was expressed to Everett Klotz, special representative of vice president-operation, whose sister, Gladys Klotz, passed away Nov. 3., at Palatine, Ill., after a brief illness.

Blanche Polzin, tracer in Carscope, died on Nov. 3 at her home in Chicago, after an illness of several months. She is survived by two sisters and a brother. Blanche had 26 years of service with the Road.

**TAX DEPARTMENT**

At the recent national conference of the National Tax Association, Tax Commissioner Max Boydston was elected to a three-year term on the Executive Committee.

Mr. Boydston's son Craig was a member of the Northwestern University cross country team that won the Big Ten conference title and placed second in the National Collegiate Athletic Association championship competition. Because of finishing among the first 15, he was awarded an All-American classification. Craig is also captain of the Northwestern track team.

**AUDITOR OF CAPITAL EXPENDITURES  
OFFICE**

Marion J. Frank, Correspondent

Sympathy was expressed to Cy Kisiel, head accountant, whose father passed away on Oct. 24.

Joe Johann, who had surgery performed on Oct. 4 at Ravenswood Hospital, is home now and recovering nicely. He has taken a three-month leave of absence at this writing. Hurry and get well, Joe, and come back to us soon.

Nick Bell, who retired from this office on Oct. 31, 1962, celebrated his 50th wedding anniversary. A Mass was said on Nov. 25 at St. Angela's Parish in honor of Mr. and Mrs. Bell.

John Miesel, our office boy, left us Nov. 19. He is being inducted into the Army.

Congratulations are in order for new appointments in our office. They are as follows: Grace Strey, chief clerk; Bernice Gambill, engineer accountant; Cy Kisiel, head accountant; Rudy Spandau, equipment engineer; and Vivian Mortell, secretary to auditor of capital expenditures. Congratulations to all of you.

**Milwaukee Division**

**FIRST DISTRICT AND SUPERINTENDENT'S  
OFFICE**

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

Firemen Walter Day and Anthony Magdic are now qualified to work as engineers, having passed the operating rules examination at Milwaukee on Oct. 25.

**SECOND DISTRICT**

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

Dorothy Kiernan and her husband, Mike, have a new baby boy, born Oct. 20. Baby Kenny joins brothers Timmy and Danny. Dorothy is relief clerk in the freight office at Green Bay.

Among the recent deaths were former employes William Earl Procter and Mrs. Edward Radue. Mr. Radue formerly was a conductor. William W. Vieau, Sr., passed away Sept. 29. Mr. Vieau, who retired in 1940, is survived by one son, William Jr.

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Lynn O'Leary, secretary to traffic manager in Seattle (right), and a friend, Maxine Boslund of the Canadian Pacific's Seattle office, leave Roermond, Holland, for a motor bike tour of the north European countries. For details of Lynn's unusual vacation, see the Coast Division news.

## Coast Division

### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

**AUDITOR'S OFFICE:** Multiple injuries received in an automobile accident in early September confined Myrtle Browne to Providence Hospital for nine weeks. Myrtle, who retired in February as bookkeeper for the Milwaukee Land Company, was in a body cast for over five weeks. Her sister, driving the car, also sustained numerous injuries. We are glad to report that Myrtle is home now and recuperating nicely, and although she is "up", it will be a little while before she is "out" and around.

**MILWAUKEE LAND COMPANY:** Alice Butler, secretary to the general manager of the Milwaukee Land Company, who was thrilled by the sights and grandeur of Yellowstone Park and Grand Canyon last year, decided to travel just a little farther on her vacation this year. Alice flew to New York where she joined the United States group of SITA (Students' International Travel Association) before flying to London and then on to Amsterdam. From there the group made a tour by bus through 14 countries. Never-to-be forgotten places of interest included Heidelberg in Germany; Vaduz, the quaint capital of Liechtenstein; Switzerland, and the breathtaking Alps; both the Italian and French Riviera; the Leaning Tower of Pisa and the ruins of Pompeii, as well as Monaco with Monte Carlo and its casinos. Alice reported that the intense blue of the Mediterranean was a distinct contrast to the vivid red bougainvillea blossoms which predominated along

the shore. The bus tour, starting in Holland and ending in France, covered 3,500 miles, but Alice traveled a good many more miles during the trip which took a little over three weeks.

**REAL ESTATE & INDUSTRIAL DEVELOPMENT:** October 9 found Assistant Industrial Engineer Bruce Solly happily moving into a new home in Lynnwood, Wash.

**REGIONAL DATA OFFICE:** Employees who enjoyed fall vacations included Ray Kester, who spent some time in his home town in Montana and then went to El Paso, Tex.; Lola Thompson, who battled snowdrifts in Denver in September; and George Gravelle, who visited California and Las Vegas. Cora Guthridge is devoting her vacation to assisting in caring for her sister who underwent surgery in October.

**TRAFFIC DEPARTMENT:** A most unusual vacation was one Lynn O'Leary took in September. Lynn, secretary to traffic manager, with a group of some 75 from the northwest, flew from Vancouver, B.C., over the polar route, landed at Amsterdam and then left by bus for Rotterdam where members of the tour—known as The Rangers—picked up Solex motor bikes. The tour by bike included Holland, Germany through the Rhine country, Luxembourg, and Belgium before returning to Amsterdam, after going over 500 miles on less than \$2 worth of gasoline! A flight to Paris with four days there before flying back to the Northwest was one of the highlights of the trip. Others long to be remembered included the wine festivals in Germany, the cathedrals of Cologne and Notre Dame, the Eiffel Tower, the Euromast (European space needle) in Rotterdam, and the battlefields of Bastogne and Waterloo. The tour was so enjoyable that Lynn is already planning to sign up for the one next year which will cover the southern countries on the continent.

Carroll P. Parker, who started with the Milwaukee as a brakeman in 1906 and retired in 1957 after many years as a conductor on the Olympian Hiawatha, passed away on Oct. 16 after a short illness. Services were held at St. John the Baptist Episcopal Church,

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followed by cremation. Mr. Parker, who was 78, was born in Cleveland and came to Seattle in 1909 from Milwaukee. He was a member of Alki Lodge No. 152, F&AM; Seattle Commandery No. 2, Knights Templar; Nile Temple of the Shrine; of Local 33, Cooks & Assistants' Union; and a past member of the Order of Railway Conductors. Mr. Parker and his wife, Onada, were married 53 years and, besides her, he is survived by a son, David E., Seattle; two daughters, Mrs. Jean P. Selfidge, Seattle, and Mrs. Margaret P. Rose, Puyallup; a sister and one grandchild.

Funeral services for Morgan A. Nyberg, 65, retired supervisor of signals and communications, were held Sept. 29 in Seattle. Mr. Nyberg died at his home after a long illness. He had been with the Road for 47 years, serving at Milwaukee and, from 1954 till retirement, at Seattle. He is survived by his wife, Alice, and a sister in Sweden.

#### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Safety Engineer H. V. "Herb" Allen is making preparations for another cycle of life. After completing 44 years of service with the Milwaukee, he retired Nov. 1, stating "I've been working since my early teens and decided to enjoy a new frontier." Many of his



A long way from home, Alice Butler, secretary to the general manager of the Milwaukee Land Company in Seattle, visits the Tower of London on her recent vacation abroad. Read all about it in the Coast Division news.

long time associates, together with friends he made since his assignment to the Coast Division 3 years ago, honored him with a dinner at the New Yorker. Assistant General Manager Marty

Garellick, as master of ceremonies, outlined highlights of Mr. Allen's activities since joining the Road in Minneapolis in 1923. His entire life, with the exception of military service in Europe during World War II, was spent in service to the Road. An interesting fact was that he went in the Army as a private and came out as a major.

Some of Mr. Deland's sparkling wit helped to make an entertaining evening. A major attraction was a giant "safety" pencil in the form of a mock-up version 7½ feet long.

We will miss Mr. Allen's enthusiasm and friendliness, and wish him a rewarding retirement. The Allens plan to settle down in Minneapolis.

## Terre Haute Division

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

Mr. and Mrs. Mike Brown announce the arrival of another son, Jeffrey Todd, on Aug. 26. Jeffrey has a two-year-old brother, Michael. Mike is roundhouse foreman at Latta, Ind., and the proud grandmother, Mrs. Elizabeth LeBow, works in the master mechanic's office at Bensenville.

Joseph F. Farmer, retired locomotive engineer, died Sept. 22. He had been retired on disability since 1954 after 34 years of service. He is survived by the widow, Mary Jane; one daughter, Mrs. J. Ann Osterbur, Danville; one brother, two sisters and two grandchildren. Services were held at Terre Haute with burial in Roselawn Memorial Park, with the services in charge of the Retired Railroad Men's Association.

We extend our sympathy to Mrs. Marie Rusbason, roadmaster's clerk, on the death of her sister.

## Aberdeen Division

EAST END

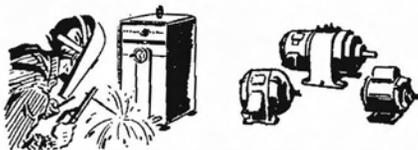
Martha Moehring, Correspondent  
Asst. Superintendent's Office, Montevideo

On their trip west recently, Conductor Joe Tessari and his wife experienced a sudden "what-did-I-do-now" feeling when they were stopped by the highway patrol at East Sioux City, Ia. The nice patrolman informed them that they had been picked to be guests of the city that night—free lodging, swimming, golfing, eating, etc., as an advertising stunt of the Jaycees. Because it was only 3 P.M. and they had miles to go before nightfall, they had to pass it up, but they experienced a warm glow as they proceeded down the highway . . . at the required speed.

The Milwaukee Women's Club at Montevideo entertained all members at a dinner party at Hotel Hunt on the evening of Oct. 24. It was nice to have so many of the retired employes and their wives present. Mr. and Mrs. Ralph Vannella of Bensenville, Ill., were also guests. Mrs. Vannella is secretary general of the Women's Club.

*In the shop or on the road*  
**two names to rely on**

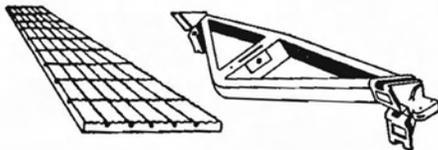
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At a dinner in Tacoma honoring H. V. Allen, retiring as district safety engineer for the Coast Division, he is presented with a king sized "safety pencil" by (from left) Dan Walker, Roger Robbins, James Crippen, and George DeLand of the Tacoma engineering department, who made it. Please turn to the Coast Division news.

Conductor Archie Bagaus and his wife recently celebrated their silver wedding anniversary at a family dinner at Milan, Minn.

Brakeman Hollis Anderson, now serving with the armed forces, has been promoted to corporal, but that still doesn't keep him from wishing he were back here with the rest of us.

Engineer Lawrence "Bud" Reeve has been appointed safety engineer in the Minneapolis Terminals.

Richard Eliason, of the Granite Falls section forces, has enlisted in the Navy. Dick's father, Joe, is foreman at Granite Falls.

In spite of LBJ's suggestion that we take U. S. vacations this year, several of our division employes took European jaunts. Section Foreman Frank Hilt and his wife, of Aberdeen, visited their daughter and family in Germany, branching out to visit some of the northern countries also. Mabel Falk, widow of brakeman Fred, also had a most enjoyable vacation on the "continent". Engineer Ralph Preston and wife took a European Shrine tour.

Retired Engineer Lew Hewit passed away Oct. 11. Retired Engineer Oscar Hagelberg died Aug. 26 at the age of 74. Retired Conductor Ray Nichols died Oct. 7, after being in poor health for some time. Lorraine, the wife of Engineer Jess Schaller, died Oct. 8. Robert Coyne, 49, former employe of the Milwaukee shops in Minneapolis, passed away suddenly at the home of his stepfather, Steve Brophy, on Sept. 14.

Engineer Ed Mohn was one of the lucky ones to secure tickets for the World Series games. He no sooner simmered down to normal after seeing a game when the mailman brought him two more tickets. The second time, Ed took Engineer Ron Boerger with him.

Pat Maloney's wife, Effie, and daughter, Margaret, were involved in an unhappy accident recently when a motorist cut in ahead of their car. Margaret's forehead was badly cut after hitting the windshield, and Effie's left arm was broken. And Pat's nice blue Chevy will never cruise the highways again.

The first couple of weeks of "Hub" Peterson's retirement weren't exactly ideal, as he spent some time in the



**BIG NIGHT AT MONTEVIDEO.** G. C. "Jerry" Groves got a big send-off at Montevideo recently when, having chosen to relinquish the position of trainmaster-traveling engineer on the Aberdeen Division, he transferred to a locomotive run. At a farewell dinner in the Hotel Hunt on Sept. 25, he and his wife were honored by a large group of employes and presented with a purse, a TV set and a radio. He also received an engineer's outfit, and because Sept. 24 was his birthday, a birthday cake. Shown handing him his "running orders for many happy returns" is Ron Kamla, local chairman of the B. of R.T., while looking on are Al Moe, local chairman of the B. of L. E. (center), and Engineer Jerry Ross, who was master of ceremonies.

hospital in Appleton. However, he's on the mend now and busy with household duties. He and his brother in-law, Agent Martin Ogren of Appleton, "batch" together. Hub's retirement was celebrated at a dinner party on Oct. 2, given by his friends in the signal department and others, who presented him with a purse.

Conductor Joe Norby, 55, passed away at his home in Moberge Oct. 13 of a heart attack. He was born at Hettinger, N.D., and attended school there. He entered the employ of the railroad in 1941. Survivors include his widow, Sylvia, one son, a grandson, his mother, eight brothers and two sisters. Funeral services were conducted at United Congregational Church. Burial was in Greenwood Cemetery.



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## Off Line Offices

NEW ORLEANS, LA.

In the widespread damage caused by Hurricane Betsy, the home of General Agent R. W. Keenan was in the direct path of the flood and Bob and his family were rescued from the roof by boat with only the clothes on their backs. In addition to losing their possessions, it will be some time before the home can be made habitable, due to the large number listed with contractors for major repairs.

## Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

On Oct. 1, Division Engineer M. B. Kaufman of the Chicago Terminals retired. A party was held in his honor on Sept. 21 at the "Gay Spot", Chicago, which was attended by some 140 persons. Mr. Kaufman is a graduate civil engineer of the University of Minnesota and started his railroad career as a rodman at Savanna in 1925. He worked in various locations until 1936 and in 1943 was appointed assistant engineer, Chicago. In 1949, Mr. Kaufman was appointed assistant division engineer for Chicago Terminals and in 1964 was appointed division engineer, Chicago Terminals and Terre Haute division. He and his wife, Rose, live in Skokie and have two



A FINE SEND-OFF marked the recent retirement of William D. Dafnis, machinist helper at Aberdeen, S. D., shown (center) receiving a gift from his co-workers. Those posed with him are, left to right, Roundhouse Foreman W. A. Rogers, Engine Watchman Eugene Northcutt, Roundhouse Clerk Fred Schriever and Traveling Engineer E. F. Hatzenbuhler Jr. Mr. Dafnis had almost 50 years of service.

children, Adrienne, who is now Mrs. Ronald Kirschbaum, and son Stephen, a senior at the University of Illinois school of journalism.

Congratulations were extended to Chief Yard Clerk Ray Rebesco on the birth of Lynette Ann on Oct. 1; Yard Clerk Fred Pfeiffer and wife on the arrival of Kimberly Ann, Oct. 26;

Yard Clerk William Silver and wife on the birth of William, Oct. 21; Signal Maintainer Jim Nerison and wife on John Eric, born Oct. 15; and Signal Maintainer Don Saewert and wife on Marshall Todd, born Sept. 23.

Had a note from former Steno-Clerk Eunice Chadwick who is now living in Ogden Dunes, Ind., and she stated that Jane Allison had arrived on Oct. 31.

Our best wishes and thoughts are with Trainmasters Jim Cowart and A. V. O'Hara who were recently transferred to Milwaukee Terminal to work with their old friends, Roy Love and Ronnie Tewell. They were replaced by Trainmaster Bob Crist from Savanna and Trainmaster Ben Webster from St. Paul.

On Sept. 29, Assistant Time Revisor Knut O. Kleven was the guest of honor, with Mrs. Kleven, at a surprise dinner party held at Stevens Steak House, Elmhurst, by the general superintendent's office to wish him well on his retirement. Mr. Kleven began with the Milwaukee in the clerical department in 1941 and transferred to the superintendent's office in 1953. He is well known around the Itasca area, where he lives, because of his activi-



Mr. and Mrs. Knut O. Kleven

ties for many years as police magistrate. Knut and Esther will keep their home in Itasca and will enjoy the winter in Florida with their many friends after Esther's retirement from the telephone company in early 1966. Knut was presented with a Zenith "500" transistor radio for his listening enjoyment.

Sympathy was extended to Yard Clerk Jack Verstege and his family on the passing of Jack's father recently. Mr. Verstege suffered a stroke and was sick about two weeks. Also to the family of Bridgetender Edward Rzepa who passed away on Oct. 21 at Hines Hospital. Mr. Rzepa had been sick since mid-September.

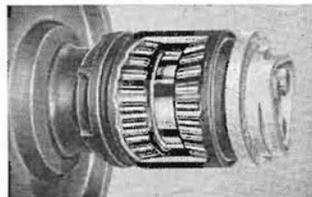
Donald Gurn was welcomed to the superintendent's office as assistant time revisor after the retirement of Knut Kleven.

We also welcomed F. G. Benner, who was appointed division engineer succeeding M. B. Kaufman, retired. Fred is known to most of us in the office as he formerly worked as an engineer before being assigned special duties.

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Mr. and Mrs. M. B. Kaufman (seated, left) at a dinner party in Chicago marking his recent retirement as division engineer for the Chicago Terminals. With them are Mrs. R. R. Brown, wife of the general superintendent of the Chicago Terminal-Terre Haute Division, and (from left) N. E. Smith, bridge engineer; F. G. McGinn, vice president-operation; Mr. Brown; V. E. Glosup, assistant vice president-operation and chief engineer; and K. L. Clark, principal assistant engineer. For details, see the Chicago Terminals news.



#### DIVISION STREET

Carolyn DiCicco, Correspondent

At the installation of officers of the American Legion Pioneer Post 768 held in October in the Memorial Room at Union Station, William C. Stockwell, chief yard clerk, was made commander. Jim Lyons, retired car department employe, is senior vice commander, and "Ducks" Halverson of Galewood Control Center is junior vice commander.

Sympathy was extended to the families of Leo Becker and Floyd Peterson, switchmen, who passed away in September; and of Emil Cuicci, retired janitor, who died in November.

A retirement party was given for Mathilde Nauheimer, demurrage clerk with 45 years of service, at the Gay Spot, at which her many friends wished her well. Most of her service was in the Union Street district. Mathilde is very active in various organizations and will find her retirement years fully occupied. We are sorry that with all the pictures taken at the party, we couldn't get a good print for the magazine.

Yardmaster J. A. Warner is on the sick list and will be off until further notice.

#### GALEWOOD

Linda M. Kuchl, Correspondent

Congratulations to Ken Graham, former report clerk now working in the traffic department, and his wife, Tommie, on the birth of their first child, a little daughter named Kelly. The proud grandpa is Howard Graham, section foreman at Galewood.

Sympathy was extended to the family of Bob Pruemmer, former demurrage inspector, on his sudden death Sept. 18, due to a heart attack.

A familiar face is back at Galewood, that of Ann Zenger, formerly at Jefferson Street, who is now the transit clerk at Galewood.

Glad to hear that Walter Lapinski is feeling better and hope to see him back to work in the near future.

Tom Schiller, former assistant reconsigning clerk, is now working at Fullerton Avenue.

New faces around Galewood are those of Wayne Gray, now working in the car record department; Glen Stark, IBM department; and John Remillong, billing department.

Thrift is a wonderful thing—and who hasn't wished his ancestors had practiced it more!

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## La Crosse Division

### MADISON AREA

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

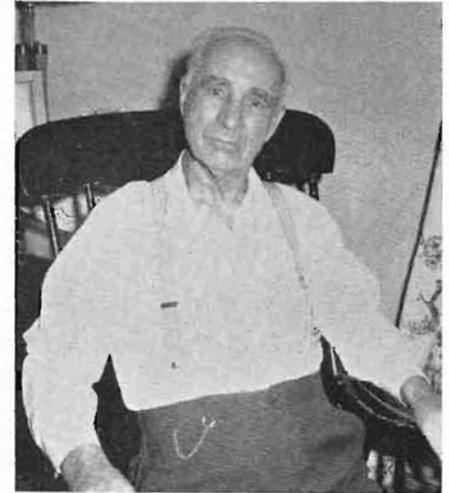
Mary Kay Bruns, daughter of Mr. and Mrs. W. O. Bruns (agent at Middleton, Wis.), was recently elected north central regional director of the Collegiate Council for the United Nations. The purpose of the council is to create an awareness and understanding of the UN and its operations in the promotion of international peace and cooperation. An Edgewood College senior majoring in French, Miss Bruns is president of the school's International Relations Club. She will serve as coordinator of college UN activities in Minnesota, North and South Dakota, and Wisconsin.

Our beloved Mrs. Alma Speckner, the alert 91 year old widow of former Agent Joe Speckner, has returned from Ann Arbor, Mich., where she was re-elected national chaplain of the Daughters of the Grand Army of the Republic. Mrs. Speckner has served in this position for six years.

Victor G. Brantmeyer, 71, retired conductor, passed away in a Madison nursing home after a long illness. Mr. Brantmeyer worked for the Milwaukee for 50 years, retiring in 1963. Surviving are his wife, two sons and six grandchildren.

Mr. and Mrs. Earl Hohenadel (car foreman of Milwaukee Terminals), the writer and her husband, Chauncey Mahaffey, have returned from a trip to colorful Colorado and a trip from Durango to Silverton on the narrow gauge of the D&RG. This is a trip that all "old rails" should take—never to be forgotten. We are real boosters, having made the trip in 1964 as well as 1965.

Mr. and Mrs. Ernest Just of Sauk



**HIS NINETIETH BIRTHDAY** was observed by Theodore Comeau, retired La Crosse Division engineer, on Oct. 7. Mr. Comeau, who retired in 1951 after 50 years of service, enjoys fishing and gardening and takes an interest in sports, particularly baseball. He and Mrs. Comeau live in Onalaska, Wis.

City observed their golden wedding anniversary with an open house on Nov. 14 in the United Church of Christ. Mr. Just retired eight years ago as agent at Sauk City after more than 40 years of service.

Frank Hazen, retired Madison Division engineer was one of eight residents of the Oakwood Lutheran Home in Madison who were honored on Veterans Day for their service in the armed forces. The honors were conferred at Armistice observances conducted in the chapel by Maj. Donald F. Riechers of the Air Force, chaplain at Truax Field.

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### EAST END

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

Retired Sectionman William J. Haberman, 93, passed away in Divine Savior Hospital, Portage, on Sept. 3. He is survived by a sister, Mrs. Edith McMahon of Portage.

Brakeman R. J. Finzel returned to service after active duty in the Army since October, 1963.

### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

A tragic accident on the Mississippi River bridge at La Crosse on Sept. 18 claimed the life of Train Dispatcher Jack Wurm, 45. Jack had a minor accident on the bridge and, in the act of climbing over the fence to get on the sidewalk, slipped and fell into the river. His body was recovered on Sept. 21. He is survived by his widow, Eileen; one daughter, Mrs. Robert (Judy) Potter of New Albin, Ia.; four sons, Francis James of New Albin, and

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	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of Insured Member	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for			
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
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(to determine age, subtract year of birth from this the present year)

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2. Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
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My first name is.....(Initial).....(Last Name) .....

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

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

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

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

**POLICY FOR DEPENDENT WIFE**

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

David, Jeffrey and John at home; his mother; and two sisters. Burial was in the Catholic cemetery at La Crosse.

The Saley family of La Crosse is proud that they have a total of 150 years with the Milwaukee. Clifford L. Saley Sr. began as a switchman in 1914, retiring in 1965 after 51 years of service. John Saley, father of Clifford, started switching in 1906 and retired in 1943 after 37 years with the railroad. Antone Saley, John's brother, began as a switchman in 1910 and retired in 1951. John E., son of Clifford Sr., began in March, 1944, and is now chief clerk in the yard office at La Crosse. He is also local chairman for the Brotherhood of Railway and Steamship Clerks.

A retirement party was held on Oct. 16 at the DeJarlais Supper Club in La Crescent, Minn., in honor of Ernie Fowler, who retired on Sept. 30 after 49 years of service. He began as a section laborer at Camp Douglas, Wis., in 1914 during a summer vacation. The past 29 years have been spent as a signal maintainer at River Junction, Minn. Mr. and Mrs. Fowler's son,

Leonard, was a Gillick Scholarship winner and now teaches at Racine. The Fowlers also have another son, Donald.

Mr. and Mrs. Walter Miller celebrated their 25th wedding anniversary at an open house on Sept. 19. Mr. Miller is a truck driver with the Road at La Crosse, and Mrs. Miller is a past president of the local Milwaukee Women's Club.

Retired Conductor Charles T. Finney, 78, passed away at Menomonie, Wis., on Sept. 4. Mr. Finney was a conductor on the Menomonie to Wabasha line from 1907 until retirement in 1952. He is survived by his widow, Margaret; two sons, Charles of Rantoul, Ill., and John of Norman, Okla.; and by two daughters, Mrs. O. B. Iverson, Wauwatosa, Wis., and Mrs. Frank W. DuLin of West Hartford, Conn. Burial was in Menomonie.

A retirement party in honor of Edward W. Raetz was held on Aug. 23 at Mary's Supper Club in Red Wing. Mr. Raetz was employed as a brakeman in 1917 and later worked as a switchman at Hastings before coming

to Red Wing in 1921, where he worked until he retired on Apr. 5.

Michael Ott, son of Train Dispatcher Don Ott, was one of nine area high school students among more than 14,000 semi-finalists named in the 1965-66 competition held by the Merit Scholarship Corporation of Evanston, Ill. Michael attends La Crescent High School.

Clyde Richardson, 74, retired telegrapher, passed away suddenly in his home at La Crescent on Oct. 23. He is survived by his widow, Anna; four sons, James and William of San Diego, Calif., Joseph of Winnetka, Ill., and David of Central Falls, R. I.; his mother; and one brother. Burial was in Grandview Cemetery, Hopkins, Minn.

A farewell party in honor of Superintendent F. H. Ryan of the La Crosse Division, was held at the Commodore Club at La Crescent on Oct. 9. Mr. Ryan was recently transferred to Milwaukee as superintendent.

Mr. and Mrs. Armour Macaulay, rate clerk at the La Crosse freight house, celebrated their silver wedding anniversary with an open house at home on Sept. 12. Mr. Macaulay has worked for the Road for 20 years.

Alice Hovind, secretary to the superintendent at La Crosse, was married to Charles Y. Dempsey, traveling engineer, at La Crosse on Oct. 27. The newlyweds will reside at Onalaska, Wis.

Gordon T. Sims, district freight and passenger agent at La Crosse, was elected a director of the La Crosse Traffic Club at its annual fall meeting on Oct. 19. He will serve a two-year term as the representative of the railroad industry.

## Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Assistant Manager William Jepson made sport page headlines Oct. 21 when he bowled an almost perfect game in the Milwaukee Presbyterian League at the Rose Bowl. His 299 highlighted area bowling, and he finished with a 625 series.

Carolyn Dombrowski attended the retirement dinner for her dad, John J. Dombrowski, superintendent of Milwaukee Terminals. It was held at the Tyrolean Town House Sept. 26 and was attended by railroad associates and Milwaukee area shippers. Another retirement party for friends and relatives was given Oct. 30, hosted by son Raymond and daughter Carolyn.

Rosemary Fernbach, key punch operator, is confined at St. Michaels Hospital for surgery at this writing.

Newcomers in the IBM Room are Key Punch Operators Joann Wencka, daughter of Ed Wencka, night chief clerk, and Mrs. Karen Jordan. Joann, a recent graduate of Bay View High School, is engaged to Richard Glodowski. Karen, formerly employed with the Milwaukee Journal in the same



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**180 YEARS OF SERVICE** are represented in this group of mechanics for the Chicago Terminal district, posed with District Master Mechanic H. W. Reinold. The veterans, who recently received their lifetime Silver Pass, are (from right) Machinist Welder Otto Zwicker, Steamfitter Elmer Goerner, Machinist Vernon Lahre and Machinist Helper Lawrence Homelstad. To fill you in on their occupations and other interests, Mr. Homelstad is a native of Minnesota and uses his pass for week end trips between Chicago and Minneapolis. Mr. Lahre, who lives in McHenry, Ill., repairs air equipment and is a trouble shooter on diesels. Mr. Goerner, a resident of Westchester, Ill., works on steam lines and services tank cars at Western Avenue. Mr. Swicker, who handles diesel trucks, is in the Naval Reserves and spends two weeks each year training with the Seabees. Also of interest is that Mr. Goerner and Mr. Lahre started with the Road on the same day—July 28, 1920—at Galewood and Savanna, Ill., respectively.

capacity, has two children, Kevin, 5, and Debbie, 3.

Marilyn Bintzler, keypunch operator and experienced motor cyclist, is a member of the "Milwaukee Civic Riders," an organization dedicated to assisting the police department in their handling of parades and events that require extra control measures.

Gordonna (Pavlovic) Stojanovic is presently on leave awaiting a visit from the stork.

Word has been received of the death of Mrs. Angeline Tillidetzke, former secretary and timekeeper at the old Fowler Street office. Her home was in Hollywood, Fla., where she and her husband, Henry, owned and operated the St. Thomas Motel. She is well remembered by Milwaukee Terminal employes. She is survived by her husband and four children. Burial services were held in Hollywood.

#### AGENCY



George Welik

Freight Service Inspector George Welik's son George, who is in his senior year at Brookfield Central High School, recently brought home the report that the teachers and students had elected him National Honor Society president. In addition to maintaining top grades, young George belongs to a combo that plays for the school dances and is active in the CYO.

Cheryl Gromacki, daughter of Harold Gromacki, has been elected homecoming queen of her class at the New Berlin High School, where she is a



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senior. Cheryl was also prom queen in her junior year, and as a junior was president of the Girl's Athletic Association. She has been elected to Mortar Board, an honor given only to students with the highest scholastic standing at high school level. On Nov. 6, along with other students receiving this award in other city high schools, Cheryl was honored at a tea. If her aims materialize, she hopes to continue her education at Whitewater State College. She is also active in the PEP Club and Dramatic Club.

R. D. McLean, assistant agent at Milwaukee, has located here with wife Mitzi and two children, Andrew, 11, and Elizabeth, 5. Mr. McLean, who was formerly agent at Mason City, Ia., has been working out of Oregon Street and the Muskego Yard control center.

Due to the closing of the warehouse at Oregon Street on Nov. 4, no intrastate l.c.l. merchandise will be handled. Only split delivery on furniture will be in effect. While oldtimers Otto Kettner, Claire Hempe and Mike Kurth remain in service at Oregon Street, the

following have relocated at Milwaukee Shops under the supervision of H. R. Marxen, district material manager: Jack Kroll, former check clerk, Walter Kaebish, motorman, and Vernon Riordan, clerk. Harry Frinks took a job as janitor at Humboldt Control, and Harold Neumann as janitor at Reed Street.

Changes in messenger lineup include newcomer Andrew Sykes, auto messenger, and Elois Ruiz, walking messenger, both new. Former Messenger Jerry Steinfeldt has transferred to Muskego Control, as has Maurice Ninham, carload bill clerk of the regional office. Maurice has been assigned duties of teletype train clerk.

#### MUSKEGO YARD & UNION STATION

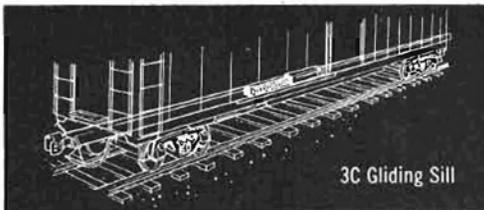
Grace M. Johnson, Correspondent  
Office of General Superintendent

We received word that John F. Wendland, retired traveling freight and passenger agent formerly of the Milwaukee office and with more than 45 years of service, passed away on Oct. 7 in Milwaukee. He is survived by his wife, Rose.

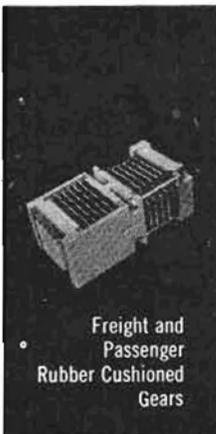
Milton C. Freidrich, head car record clerk who retired in May, has been hospitalized for surgery at the Veterans Hospital (Section 8-S), Wood, Wis. Best wishes go to him from all of us for a complete and early recovery.

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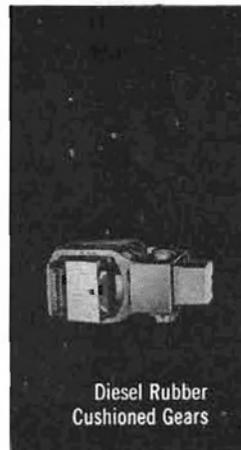
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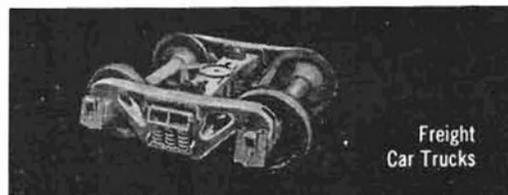
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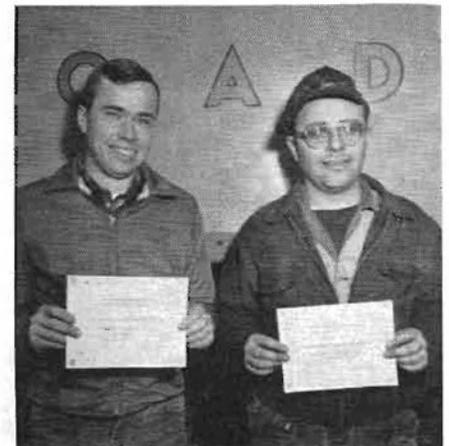


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### "Outstanding" in Apprenticeship

Bob Conley and Richard Gibbons, machinist apprentices at Milwaukee Shops (left to right), display the Outstanding Achievement Awards for 1965 presented to them on Nov. 12 in recognition of their fine records both on the job and at the Milwaukee Vocational and Adult School. The awards were made through the National Railroad Conference, which furthers the interest of management and labor on railroads and air, steamship and pipe lines in fostering training programs for shop craftsmen. The achievement awards recognize a high standard of apprenticeship skill.



The complete Oregon Street freight office and warehouse force in Milwaukee pictured on Nov. 15 when Terminal Agent R. E. Chalifoux presented Silver Passes to four employes with 45 years of service—Raymond G. Cary, assistant agent at Muskego Yard; Joseph M. Hoerl, assistant chief clerk, Oregon Street; Francis W. Vail, chief yard clerk, Walnut Street; and Mrs. Lucille (Stowell) Adolphsen, time-keeper-stenographer, Oregon Street.



The 45-year veterans display their Silver Passes presented by Agent R. E. Chalifoux (center). From left: F. W. Vail, J. M. Hoerl, Lucille Adolphsen and R. G. Cary.

The new arrivals of September and October are the news of the day. Switchman Donald Sorrem announced the birth of Richard Ray, born Sept. 7; Clerk Larry Gleason is proud of his baby girl, Stacy Ann, born Sept. 4; Clerk Lee Quartemont of a fine boy, Allen, on Sept. 7; Switchman Warren Bailey announced the arrival of Kathleen Laura; La Crosse Division Conductor Robert Kaine reported the birth of Kathleen Ann on Oct. 16; and the David Nixons announced the birth of a boy, David, Jr., on Oct. 20.

Switchman Howard Russell retired on Sept. 16, and Benny Frye retired on Oct. 14. The good wishes of their friends and fellow workers are extended to them for many happy years of retirement.

Sympathy was extended to the family of Retired Roundhouse Foreman Ed Schwanke, formerly of the northern division, who passed away on Oct. 17, with burial at Horicon, Wis. Mr. Schwanke was the father-in-law of Switchman Wallace Braatz.

Trainmaster P. C. White now has supervision of all callers.

Retired Switchman Sigmund (Ziggy) Mathieson passed away on Oct. 27. Sympathy was extended to his family.

Flash! Milwaukee Division Engineer Casey Jones recently bowled a total of 645 for three games, and Conductor Jim Komberec bowled a total of 640. This high class bowling

took place at Kuglitsch's Lanes in Milwaukee, and the boys got newspaper publicity on their scores.

Muskego Yard Switchman Dennis Long and Mrs. welcomed a baby girl, Donna, on Nov. 2. . . . Mr. and Mrs. Gerry Dolge have a baby girl born Nov. 10—"Cynthia Marie".

George M. Dunn, 84, a conductor on the former Madison Division and general chairman of the O. of R.C. on the Road's eastern district before his retirement in 1954, died in Milwaukee on Oct. 7. He is survived by his wife, Bertha.

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# R E T I R E M E N T S

The following employes' applications for retirement were recorded during September-October 1965

## General Office & System Employes

Degner, Helen H. ....Clerk..Chicago, Ill.  
 Harvey, J. T. ....Bureau Head.. " "  
 Hoyer, Lydia A. ....Clerk.. " "  
 Hunt, T. A. ....Industrial Engineer.. " "  
 Hurley, Aileen M. ....Asst. to Editor.. " "  
 Linsley, A. C. ....Steel-Bridge Erector.. " "  
 Prentiss, Annette R. ....Asst. Bureau Head.. " "  
 Verdak, Tillie P. ....Switch Board Operator.. " "  
 Wales, J. W. ....Clerk.. " "

## Chicago Terminals

Delancy, L. ....Yard Clerk..Chicago, Ill.  
 Echavarría, C. ....Section Laborer.. " "  
 Hubley, F. W. ....Signal Foreman.. " "  
 Kaufman, M. B. ....Division Engineer.. Bensenville, "  
 Kleven, K. O. ....Time Revisor..Chicago, Ill.  
 McNamara, W. T. ....Rodman.. Bensenville, "  
 Olson, A. L. ....Switchman..Chicago, "  
 Osborne, L. ....Car Inspector.. Bensenville, Illinois  
 Payette, E. T. ....Bridge Tender..Chicago, "  
 Ponders, W. I. ....Yard Conductor.. " "  
 Sawicki, C. ....Helper.. Bensenville, "

## Aberdeen Division

Beck, F. F. ....Agent..Wheaton, Minn.  
 Cusick, R. ....Section Foreman..Britton, S. D.  
 Hilton, Helen T. ....Stenographer-Clerk..Mobridge, "  
 Hilton G. J. ....Yard Clerk.. " "  
 Kumpf, C. F. ....Section Laborer..Mina, "

## Coast Division

Allen, H. V. ....District Safety Engr..Tacoma, Wash.  
 Spatafore, J. ....District Roadmaster.. " "  
 Stevens, C. M. ....Storekeeper..Othello, "  
 Strunk, A. J. ....Fireman..Everett, "  
 Wiggins, T. C. ....Brakeman..Malden, "

## Glenn H. Rowley

GLENN H. ROWLEY, who retired as superintendent of the Madison Division in 1956, died unexpectedly on Oct. 17 in a Rochester, Minn., hospital.

Mr. Rowley, a native of Mitchell, S. D., started with the Road in 1909 as a trucker and clerk and subsequently became chief clerk to division superintendents at various points as well as to assistant general manager. Following a promotion to trainmaster and later to assistant superintendent at Savanna, he was appointed superintendent of the I&SM Division in 1947 and to the same position at Madison in 1952.

Mr. Rowley was an Army veteran of World War I, a 32nd degree Mason, a deacon and trustee of the First Baptist Church in Madison and a member of the Madison Transportation Club. Funeral services were held in Madison and burial was in Savanna, Ill. He is survived by his wife, Mae.

## Dubuque & Illinois Division

Cassidy, L. K. ....Brakeman..Elgin, Ill.  
 Coakley, C. L. ....Switchman..Savanna, "  
 Hammen, J. H. ....Car Inspector.. " "  
 Herrington, W. J. ....Brakeman..Ottumwa, Ia.  
 Hibler, R. C. ....Brakeman..Kansas City, Mo.  
 Mercuri, M. Z. ....Section Foreman..Elgin, Ill.  
 Wacker, H. M. ....Engineer..Marquette, Ia.  
 Wymore, A. E. ....Conductor..Ottumwa, "  
 Yoder, W. ....Engineer.. " "

## Iowa Division

Bartlett, P. C. ....Section Laborer..Marion, Ia.  
 Finders, G. E. ....Agent..Melbourne, "  
 Gallatin, J. O. ....Foreman..Manilla, "  
 Gregory, C. L. ....Brakeman..Marion, "  
 Hartwig, E. L. ....Section Laborer..Olin, "  
 Johnson, A. T. ....Engine Watchman..Perry, "  
 Krantz, H. ....Section Foreman..Manilla, "  
 Paul, E. ....Foreman..Cedar Rapids, "  
 Slater, Dorothy M. ....Secretary To Supt..Perry, "  
 Taute, C. E. ....Section Laborer..Sioux City, "

## Iowa, Minnesota & Dakota Division

Clark, W. T. ....Conductor..Yankton, S. D.  
 Clemens, J. C. ....Brakeman..Sioux City, Ia.  
 Davis, W. V. ....Conductor..Mason City, "  
 Gallas, B. M. ....Conductor..Sioux City, "  
 Kemper, F. L. ....Engineer..Mitchell, S. D.  
 Loney, J. R. ....Section Foreman..LeCenter, Minn.  
 Olson, E. E. ....Engineer..Austin, "  
 Quine, L. A. ....Brakeman..Sioux City, Ia.  
 Pater, C. ....Assistant Foreman..Yankton, S. D.

## La Crosse Division

Braund, M. T. ....Carman..New Lisbon, Wis.  
 Brawley, F. S. ....Signal Foreman..Oconomowoc, "  
 Dillon, H. ....Section Laborer..La Crosse, "  
 Foley, J. ....Crane Operator..Tomah, "  
 Fowler, E. F. ....Signal Maintainer..River Jct., Minn.  
 McDonald, J. F. ....Agent..Wabasha, "  
 Saley, C. L. ....Switchman..La Crosse, Wis.  
 Taylor, R. S. ....Signal Maintainer..Tomah, "  
 Thompson, R. ....Engineer..Minneapolis, Minn.

## Milwaukee Division

Carlson, H. A. ....Conductor..Channing, Mich.  
 Haddock, J. J. ....Passenger Conductor..Fox Lake, Ill.  
 Kuhn, H. G. ....Chief Clerk..Beaver Dam, Wis.  
 Lande, C. J. ....Conductor..Green Bay, "  
 Mayer, C. C. ....Chief Clerk..Freeport, Ill.  
 Patterson, C. F. ....Conductor..Green Bay, Wis.  
 Shivy, J. H. ....Agent-Operator..Sagola, Mich.  
 Simmons, Arletta E. ....Cashier..Racine, Wis.  
 Smith, S. E. ....Passenger Conductor..Fox Lake, Ill.  
 Zeidler, H. F. ....Clerk..Fond du Lac, Wis.

## Milwaukee Terminals & Shops

Brushaber, R. H. ....Machinist..Milwaukee, Wis.  
 Ciskowski, F. T. ....Checker.. " "  
 Cooper, L. ....Laborer.. " "  
 Cuccinella, P. ....Janitor.. " "  
 Dombrowski, J. J. ....Superintendent.. " "  
 Einsiedel, Emma L. ....Janitress.. " "  
 Frye, B. F. ....Switchman.. " "  
 Janesch, S. ....Blacksmith Helper.. " "  
 Koch, W. C. ....Electrician.. " "  
 Lubenau, W. F. ....Mail & Baggage Handler.. " "  
 Maciolek, J. F. ....Engineer.. " "  
 McGowan, T. E. ....Mail & Baggage Handler.. " "  
 McMonagle, J. F. ....Carman.. " "  
 Merz, F. O. ....Mail & Baggage Handler.. " "  
 Oden, E. E. ....Blacksmith.. " "  
 Rucinski, J. J. ....Steamfitter.. " "  
 Russell, H. D. ....Yard Conductor.. " "  
 Smerlinski, J. S. ....Machinist.. " "  
 Uhlenperger, E. J. ....Air Brake Mechanic.. " "

## Off Line

Goss, W. D. ....General Agent..Boston, Mass.

## Rocky Mountain Division

Glenn, T. ....Engine Watchman..Miles City, Mont.  
 Hale, R. M. ....Roadmaster..Deer Lodge, "  
 Jennings, C. F. ....Carman..Harlowton, "  
 Reighard, R. E. ....B & B Foreman..Deer Lodge, "  
 Ries, A. W. ....Brakeman..Mobridge, S. D.  
 Smith, J. L. ....Roundhouse Laborer..Harlowton, Mont.

## Terre Haute Division

Ferrero, P. ....Switchman..Faithorn, Ill.  
 McBride, K. ....Road Conductor..Terre Haute, Ind.  
 Scholl, G. J. ....Car Dist. Clerk.. " "

## Twin City Terminals

Ahl, W. C. ....Switchman..St. Paul, Minn.  
 Bryant, L. ....Janitor..Minneapolis, "  
 Conroy, W. F. ....Yard Clerk..St. Paul, "  
 Longendyke, H. W. ....Carman.. " "  
 Moe, J. W. ....Machinist..Minneapolis, "  
 Moir, A. G. ....Yard Clerk.. " "  
 Mourning, R. H. ....Train Dispatcher..Newport, "  
 Pearce, W. J. ....Mail Handler..St. Paul, "  
 Ruzicka, F. H. ....Machinist Helper..Minneapolis, "  
 Smythe, Oriole M. ....Stenographer-Clerk.. " "  
 Tourville, E. F. ....Electrician.. " "

## APPOINTMENTS . . . .

*(Continued from page 11)*

J. W. Yaeger is appointed general foreman at the Milwaukee diesel house.

H. E. VonderLinde is appointed general foreman at Western Avenue, Chicago.

T. E. Hall is appointed general foreman at Bensenville, Ill.

## Engineering Department

Effective Oct. 1, 1965:

F. G. Benner, assistant engineer for the Milwaukee Terminals, is appointed division engineer of the Chicago Terminals and Terre Haute Division with headquarters at Bensenville, Ill., following the retirement of M. B. Kaufman.

## Traffic Department

Effective Oct. 1, 1965:

W. L. Furbush, traveling freight and passenger agent, Boston, Mass., is appointed general agent at Boston, following the retirement of W. D. Goss.

## Safety Department

Effective Nov. 1, 1965:

C. V. Peterson, district safety engineer, is transferred to the Coast Division territory with headquarters at Tacoma, following the retirement of H. V. Allen.

C. J. Delin, district safety engineer, is transferred to the Dubuque & Illinois Division territory with headquarters at Savanna, succeeding C. V. Peterson.

L. G. Reeve is appointed district safety engineer on the Twin City Terminal Division and La Crosse Division Second District territory with headquarters in Minneapolis, succeeding C. J. Delin.

## TRAVELING IN STYLE

The striking architecture of our new passenger station in Milwaukee has caught on with photographers as an attractive and exciting background for shooting Milwaukee on the go. Among recent such comings and goings, here we're on location with a group of high fashion models wearing the City Look in frosty weather clothes—distinctive styles attuned to both casual living and dress up occasions in town.

(Photos by The Milwaukee Journal and by, at right, below, Robert Leister for Gimbels-Schusters Fashion Forum)



The reversible coat for the travel wardrobe—black mink lined in black and white python, soft and pliable as fur. On wet days, turn it inside out and you have a warm raincoat.



**ABOVE:** This guardsman coat photographed in front of the station—note the bell tower—is navy blue rabbit with military type shoulder boards showing a flash of embroidery in red and gold.

**RIGHT:** Golden brown seal shaved to the weight of heavy satin lends itself to tailoring in a coat trimmed with amber colored buttons and slot pockets; posed on the platform of the umbrella shed.

**FAR RIGHT:** For holiday elegance, a narrow column of pale yellow silk complimented with glittering drop earrings and brocade hostess mules.



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