

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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**THE  
MILWAUKEE ROAD  
MAGAZINE**

**Vol. 53 January-February 1966 No. 6**

**MARIE HOTTON**

*Editor*

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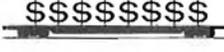
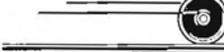
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**Railroad Highlights of 1965**

Year end reports by the Association of American Railroads indicate that 1965 was a year of continued advances associated with new records in national production and incomes.

Class I railroads handled more than 690 billion ton-miles of revenue freight, making it the best year for freight traffic since 1944 and the fourth consecutive year in which a 5 per cent annual increase was recorded.

	FREIGHT TRAFFIC VOLUME	<b>UP 5%</b>
	PIGGYBACKING OF TRUCK TRAILERS	<b>UP 15%</b>
	HAULING OF NEW MOTOR VEHICLES	<b>UP 30%</b>
	PASSENGER TRAVEL	<b>DOWN 5%</b>
	TOTAL OPERATING REVENUE	<b>UP 3%</b>
	NET INCOME	<b>UP 12%</b>
	IMPROVEMENT SPENDING	<b>UP 15%</b>

Spending for new plant and equipment reached an all-time high, topping \$1.6 billion. This was 15 per cent above 1964 and double the level of 1962. Other signs of continued annual progress were:

- \* \* Total operating revenue of \$10.1 billion, up 3 per cent from 1964.
- \* \* Return on net investment of 3.5 per cent, up from 3.2 per cent.
- \* \* Net income from all sources, after deducting fixed charges, of about \$775 million, an increase of 12 per cent.
- \* \* Freight carloadings totalling 29.5 million, up about 1.5 per cent.
- \* \* Installation of some 67,000 new and rebuilt freight cars by Class I railroads, raising their fleet's total carrying capacity from 87 million to 89 million tons. In addition, about 18,000 freight cars were installed by private owners. The average new freight car had a capacity of 78 tons, nearly half again more than the 54-ton average of cars retired.

Passenger travel continued its downward trend, falling 5 per cent under 1964. Nationally, all passenger categories declined, although the decrease in commuter travel was only about 1 per cent.

Piggybacking of truck trailers and containers on flat cars ran 15 per cent above 1964 and passed the million-car mark for the first time. Rack car movements of new autos involved more than 4.5 million vehicles—nearly half of the year's production, a 30 per cent increase over 1964 and the railroad's largest share of the market in 30 years.

Through greater efficiency associated with technological and operating advances as well as market research, freight charges dropped, as they have seven straight years, to 14 per cent below 1958. By contrast, the Consumer Price Index increased by nearly 10 per cent during the seven-year span. Thus the railroads' rate reduction program continued to act as a counter-inflationary force in the nation's economy.

**THE COVER**

With a "Hi!" from the head end, two of the Road's transcontinental freights—eastbound No. 262 at left and westbound No. 263 on the right—meet in Coast Division territory. A camera study by Dick Steinheimer, photo historian of railroad action in the scenic West.

## G. M. Dempsey Heads Chicago Railroad Safety Officers



G. M. Dempsey

GEORGE M. DEMPSEY, assistant superintendent of safety, was elected chairman of the Association of Railroad Safety Officers of Chicago at a meeting of the membership on Dec. 20.

The association is composed of officers of Chicago based railroads and those with headquarters in the city.

Mr. Dempsey is the ranking safety officer of the American railroad industry, having been active in the promotion of safety education since Jan. 1, 1929. He is a former chairman of the National Safety Council Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings, and is currently serving his second term as chairman of the Railroad Highway Traffic Safety Committee.

## Chicago Passenger Club Elects B. F. Fuechtmann President



B. F. Fuechtmann

B. F. "BERNIE" FUECHTMANN, assistant to passenger traffic manager, was elected president of the Chicago Passenger Club for 1966, and installed in the office Jan. 19. He

had served the organization last year as first vice president.

Mr. Fuechtmann, a native of Melrose, Minn., is a graduate of the Minneapolis College of Advanced Traffic. He has been with the passenger traffic department since 1943, starting in the Minneapolis city ticket office and transferring in 1963 to Chicago as city passenger agent. He was advanced to chief clerk to passenger traffic manager in January, 1964, and appointed assistant to passenger traffic manager on Dec. 1 that year.

The Chicago Passenger Club, established in 1914, has more than 600 members from transportation companies, travel agencies, traffic supervision, and industrial and commercial concerns.

January-February, 1966

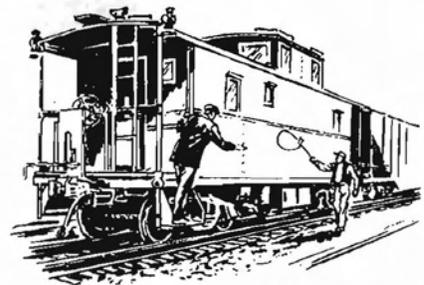
## OPPORTUNITY for a Future with The Milwaukee Road

### JOBS NOW OPEN in Yard \* Train \* Agency Work

ATTENTION, MILWAUKEE ROAD EMPLOYEES! Is someone in your family—a son, brother, uncle, nephew, grandson—or a friend or neighbor interested in working for a railroad? Specifically, for The Milwaukee Road?

Our company currently has listed jobs for both experienced people and trainees, and as the best source of filling them, will welcome applications from members of Milwaukee Road families or from people recommended by employees.

Among openings which have developed, most of the opportunities exist in train and engine service and yard and station work—employment for individuals who can qualify as yard clerks, switchmen, road brakemen, agents, telegraphers, firemen.



In these areas we are now hiring both capable older people and young people who want work.

Among the advantages of working for a railroad you may wish to point out are good starting salaries—average hourly wages are now the highest in railroad history—retirement pensions greater than those under general social security, and unemployment insurance and sickness benefits more liberal than in any other major industry. If you know anyone who is interested in working under these conditions, notify your foreman, supervisor or department head.



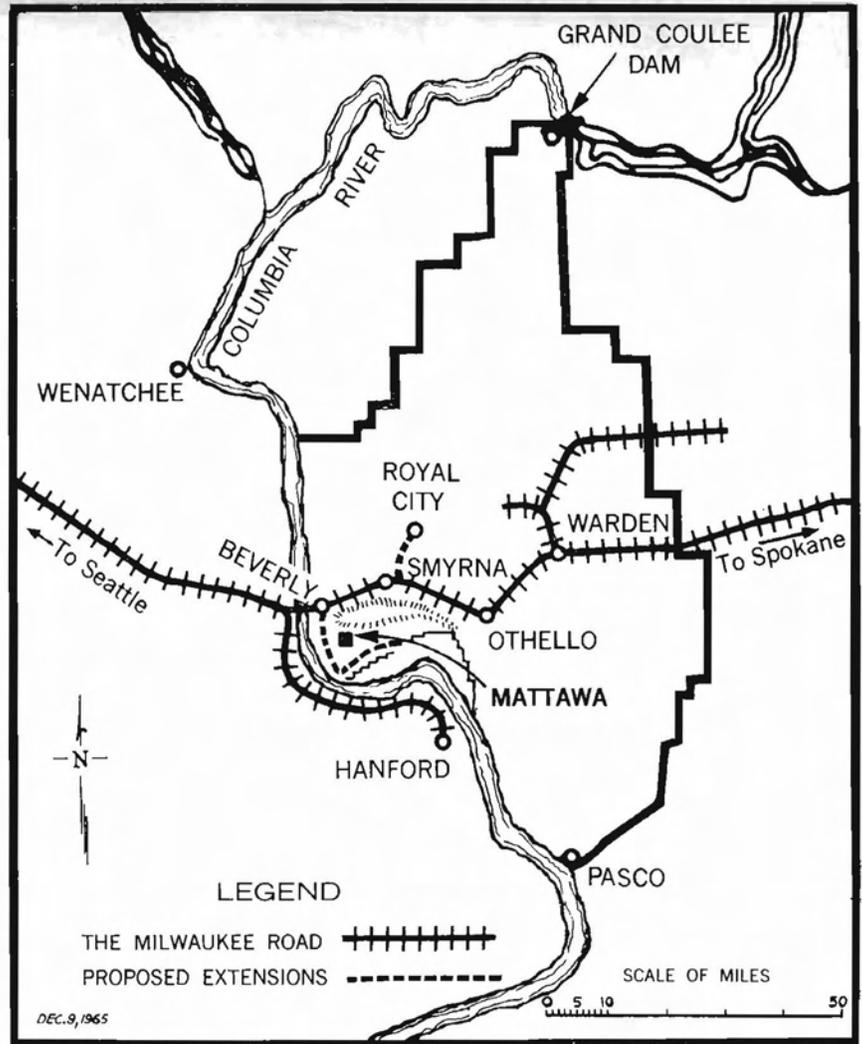
# NEW RAIL LINES Planned for COLUMBIA BASIN

To meet the burgeoning need for transportation in Washington state's Columbia Basin, the Milwaukee Road has requested authority of the Interstate Commerce Commission to construct extensions from its main line serving the Basin Project to areas close by which have been irrigated in recent years or are scheduled to come into production as irrigation proceeds.

The plan, revealed by President William J. Quinn last Dec. 8, calls for building two branch lines totaling approximately 29 miles in length. One would start 2½ miles east of Smyrna, Wash., and extend 6.4 miles in a northeasterly direction to Royal City, Wash., through the area known as the Royal Slope. The other involves building 22.5 miles from Beverly, Wash., through the vicinity of Mattawa and the Wahluke Slope to a point on the west boundary of the Atomic Energy Commission's primary control zone (see map).

The main line between Beverly, Othello and Warden approximately bisects the area known as the Columbia Basin Project. As the result of receiving irrigation water from Grand Coulee Dam on the Columbia River, this once vast wasteland has during the past 15 years become an extremely important region for the production of a wide variety of fruits and vegetables. The irrigation project will eventually reclaim more than 1 million acres, of which more than 480,000 are currently receiving water.

In the Royal Slope area, which contains more than 90,000 irrigable acres, approximately 70,000 are now irrigated and in production. The petition before the ICC points out that vegetables now being grown here must be trucked to Othello, 24 miles east of Royal City, or to Quincy, Wash., 31 miles north and west of Royal City, for processing, packing and shipping. Fruits are truck hauled to Wenatchee, Wash., a distance of approximately 65 miles, or to Yakima,



Wash., 92 miles away. The fruit trees planted in the area are just beginning to come into commercial production and will double their yield each year until they reach full maturity.

The marketing of these crops requires rail-served processing, packing, freezing and storage plants near the producing areas, and many agricultural industrialists have already indicated they will invest in such facilities on the proposed line. It is anticipated that the area will become a major location for marketing facilities and for the making of outbound rail shipments, either in the raw or processed state, and for receiving inbound shipments required for production and processing.

The 22.5-mile branch line connection at Beverly would serve the western portion of the Wahluke Slope embracing 47,400 acres of irrigable land in one of the most potentially productive areas in the Basin. The Wahluke Branch Canal, which is intended to bring water to the area, is now under construction, and the expectation is that beginning in

1969 a total of 15,900 acres will be receiving water. An additional 16,200 acres will receive water in 1970, and the balance of 15,300 acres will be irrigated in 1971.

The Road's petition cites that the western portion of the slope is tributary to the main line through Beverly, and to reach ultimate capability, it should be served by the proposed branch line. The area will be devoted mainly to vegetable and orchard crops requiring the same rail-served marketing facilities as those outlined in connection with the Royal Slope area. Here, too, it is anticipated that as soon as land comes into production, numerous facilities to meet this need will be located on the line.

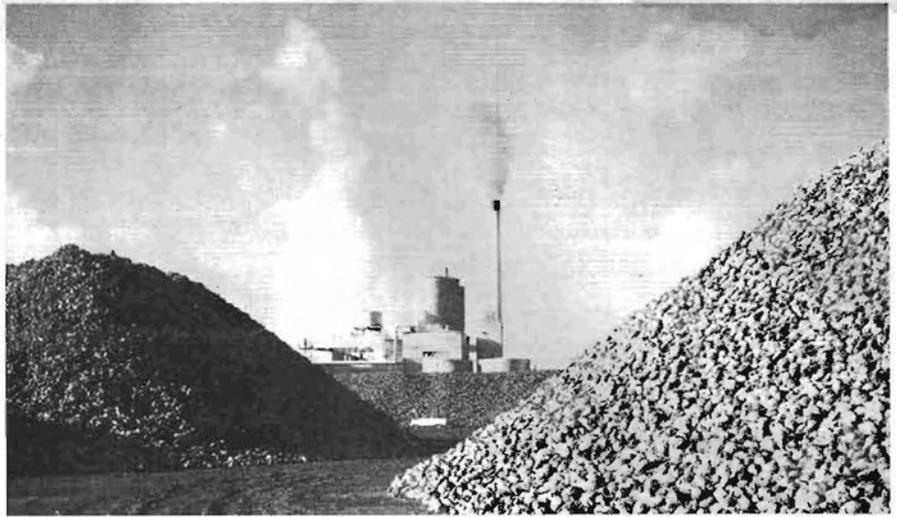
Today's activity in the Columbia Basin was a dream of pioneers in the Big Bend country, few of whom survived the struggle to cultivate the rich volcanic soil without water. The dream began to take form in 1933 when work began on the Grand Coulee and became a reality when the desert-dry basin received the first trickle of irrigation water in 1951.

The irrigation project, the largest in number of farms in federal reclamation history, currently includes 2,000 miles of canals and is expected to eventually create 10,000 individual farms. Every year some 500 to 1,000 farms averaging 85 irrigable acres are reclaimed.

The farms, varying in size, cover an area 100 miles long and 60 miles wide. Potatoes lead in gross crop value, other major crops being sugar beets, alfalfa hay, small grains, dry beans, pea seed and silage. In 1964, a total of 63 different crops was raised, for a gross return exceeding \$64 million.

The railroads, with their ability to link remote areas with markets and resources for promoting colonization, have played a major role in this rapid growth of the economy. From the very beginning of the project, and even before, their agricultural agents worked with The Extension Service, the Bureau of Reclamation, local people and others to help new farmers get started and bring them the benefits of crop research. The potato industry, for instance, is known to have originated from a pioneering effort of the Milwaukee Road—in 1933, the farmer who became the first potato grower in the Basin was persuaded into the move by the western agent of the agricultural and mineral development department.

The Milwaukee's association with the project since its inception has involved working closely with public and private agencies to improve the quality of potatoes, conduct shipping studies, locate transportation facilities and — of vital importance to its future — establish the warehouses, elevators, processing and other service plants required to move produce to the consumer. Due to the foresight of the real estate and industrial development department in acquiring



A view of the Utah and Idaho Company beet sugar factory near Moses Lake, Wash., with stockpiles in the foreground. Last year the company harvested an estimated 32,000 acres of sugar beets. Average yield per acre in the Columbia Basin was 24 tons.

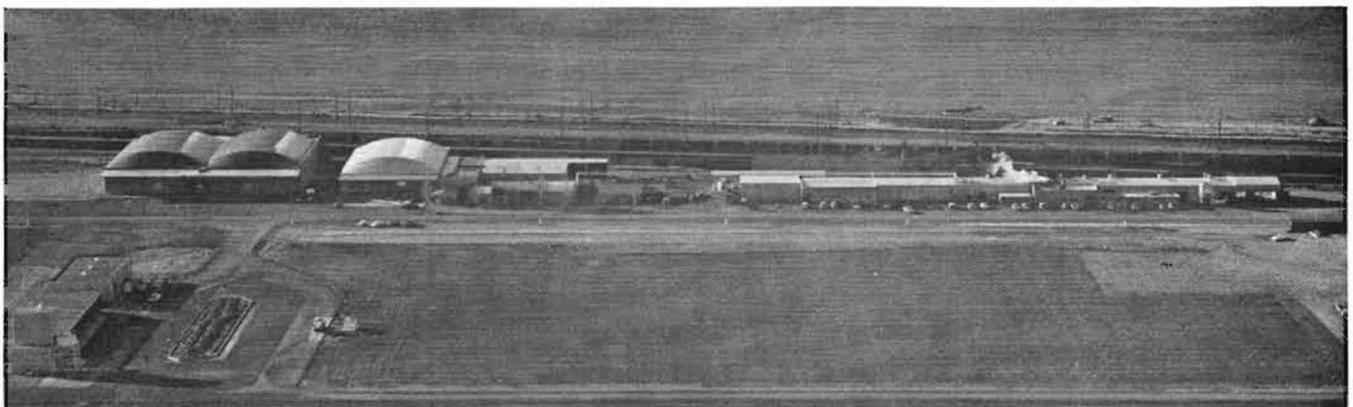
land for future development, today there are, on the Milwaukee Road alone, fourteen processing plants, two french fry plants, a frozen vegetable plant, and a potato dehydrating plant.

The most recent to be located is the modern flake potato processing plant of the American Potato Company, which was built last year at McDonald, Wash., on 272 acres of land acquired from the railroad. The plant, the first of its kind in the Basin area, currently processes several tons of granule potatoes a day. Starting this year, the company planned to package as well as process potatoes, and over the next few years increase production until it eventually employs 350 to 400 people.

Several of the industries located on the line also found it necessary recently to expand their facilities. In this construction activity, the Chef-Reddy Foods

Corporation at Othello doubled the capacity of its frozen french fry processing plant and constructed a new frozen food storage warehouse, L-B Frozen Foods there carried out an extensive project in anticipation of tripling its output, and Othello Ice & Cold Storage enlarged the capacity of its plant from 2,000 tons to 7,000 tons—or in the processor's language, to 14 million pounds of capacity.

According to the manager of the cold storage plant, "Even if we built twice this size, we still wouldn't have enough space for the Basin's needs, the potential is so great. Basin farmers have produced high quality raw products on nearby farms, and the processors are finding ever-expanding markets for these quality products. Consequently, we're having to move faster than ever before just to keep from getting too far behind the marketing demands."



Scene of expansion programs carried out recently at Othello, Wash. In the left foreground is the Calchem fertilizer blending plant, above it the three buildings of Othello Ice & Cold

Storage, and extending to the right the L-B Frozen Foods french fry plant.

# A Review of 1965 Operations And the Outlook for 1966

The close of 1965 bore good tidings from President William J. Quinn concerning the company's year-end showing and the perspective for 1966.

He said that rising revenues and a general improvement in the profitability of operations during the closing months of 1965 enabled the railroad and its wholly-owned subsidiary companies to produce consolidated net income for the year estimated at approximately \$9,338,000.

This shaped up to an increase of more than 50 per cent over consolidated net results of \$6,205,665 in 1964. For the railroad company alone, estimated net income of \$7,136,000 was the highest since 1958 and compared with \$5,314,801 in 1964. The figures reflected, in addition to the recent growth and profitable operations of the subsidiary companies, \$990,000 in federal income tax refunds and interest.

The year's "very gratifying results," Mr. Quinn said, were realized despite losses of more than \$4,000,000 suffered during the Mississippi River flood last spring and the need to absorb an increase of \$5,693,000 in wages, payroll taxes and fringe benefits which became effective in 1965. He reported that estimated consolidated gross revenues rose to approximately \$245,057,000 from \$231,679,000 in 1964, and estimated consolidated operating expenses were \$196,519,000 compared with the 1964 cost of \$188,681,000.

Commenting that 1965 had turned out to be "profitable beyond our original expectations," Mr. Quinn announced that traffic in new automobiles, which has been increasing steadily from year to year, rose another 33 per cent, and that other commodities basic to the company's profitable operations showed large percentage gains. Among these were grain, forest products, canned goods, chemicals, and general piggyback traffic, the latter having exceeded that of 1964 by more than 26 per cent.

Despite early setbacks, the year was marked by a broad pattern of improved operations and strong activity in long-range programs. Among these moves, one of the more significant was the establishment of the Management Services Department, in which connection the systems and procedures staff of the finance and accounting department be-

came a corporate study and planning group on a system-wide rather than a departmental basis, and the utilization of computer techniques was expanded to serve all departments of the railroad. Other advances included the following:

## Freight and Passenger Traffic

In addition to the over-all growth of automobile, grain and piggyback traffic, unit trainloads of grain and coal moved regularly and in heavy volume. . . The trailer-on-flat-car equipment fleet again underwent expansion with the addition of 250 new 40-foot trailer vans, and Plan I Piggyback was initiated. . . Traffic research was stepped up, and a training program carried out for sales and marketing personnel involved in specific projects. . . A decline in the volume of L.C.L. traffic combined with burdensome losses led to the discontinuance of the service and the release of the equipment for other revenue uses. . . The new passenger station in Milwaukee, made necessary by the city's multi-

million dollar civic improvement plan, was opened in August, modernization of the suburban equipment fleet was finalized with the delivery of 22 additional bi-level coaches, and a completely new and simplified ticket system was adopted.

## New and Improved Equipment

Twenty-four new 2,500 h.p. diesel-electric locomotives, representing an investment of \$5 million, were acquired for main line freight service, and a considerable number of locomotives were upgraded to improve versatility and serviceability. . . During the year 452 new freight cars of various types were acquired, approximately 1,400 existing cars were involved in conversion programs, and 688 received heavy or medium repairs.

## Engineering Projects

The highlight of departmental activities was the completion of the new passenger terminal in Milwaukee, together with the related facilities. . . Direct long distance dialing over the company network was extended to the regional area centered at Austin, Minn., and new automatic teletypewriter links were established between additional off-line traffic



## A Starring Role for Freight on the Move

The XL Special (No. 261), the fastest freight train from Chicago to the Pacific Northwest, is here the focus of attention as a camera crew of the Atlas Film Company was working on our property in November to shoot a film for the B. F. Goodrich Company. The film, intended for high school audiences, will show the many items and products that are a direct or indirect part of the chemical industry. Included in the shots are cars carrying chemicals, food and meat products, lumber, farm implements, autos, and piggyback trailers, with some made, as shown here, when the XL Special was leaving Bensenville Yard on Nov. 2. Pictured, left, conducting the film crew around the property is Trainmaster Victor R. Cheesebro.

offices and Chicago headquarters . . . Highway crossing gates and flashing light protection were installed at 16 locations, a broken flange and loose wheel detector was placed in operation near Savanna, Ill., and units of the new servotrip signal control system for switching areas were installed at various points.

### Real Estate—Industrial Development

Activity continued at a high level, the major acceleration being the purchase for development of a 610-acre tract of land annexed industrially to the Village of Schaumburg west of Chicago . . . Large industries to select locations adjacent to the railroad included the Jones & Laughlin Steel Corporation, at Hennepin, Ill.; Caterpillar Tractor, at Davenport, Ia.; the American Potato Company, at McDonald, Wash.; Kingsberry Homes, at Sigourney, Ia.; and the Wolverine Shoe & Tanning Corporation, at Muscatine, Ia. . . . Additional industries were located in Andover Industrial Park near Seattle and other privately owned industrial parks served by the road, and a number of large on-line industries carried out extensive expansion projects . . . Arrangements were completed with the Chicago and North Western for joint use of the Milwaukee's new passenger terminal in Milwaukee, beginning in the summer of 1966.

Regarding prospects for the current year, Mr. Quinn commented that the continuation of the favorable trend of traffic and the country's business expansion point to the strong likelihood that consolidated gross revenues will increase in 1966. He added that the company, having succeeded in recent years in controlling operation costs and improving efficiency through such techniques as computerization, modernized communications and its new system of car utilization, is hopeful it will be able to retain a larger percentage of such additional revenues. These factors, he observed, will assist the company in offsetting the increased labor costs which are applicable again this year, and enable it to anticipate favorable results.

A view of part of the visual control system for piggyback equipment established last year in transportation department headquarters in Chicago. The installation, planned for expansion, currently consists of 70 slotted racks containing a plastic card for each unit, color coded as to type. Inserting cards is J. L. Agnew, assistant to superintendent of transportation, and seated are W. H. Robinson (center) and T. E. Haben, assistants to general superintendent transportation.

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The first of the 250 new 40-foot piggyback trailers acquired by the road in 1965 are examined by P. L. Cowling, vice president and general manager of the Milwaukee Motor Transportation Company (left), and C. E. Goldsmith, manager of MMTC eastern operations. Two hundred are heavy duty refrigerator units equipped with meat rails, although they are designed for handling other commodities requiring refrigeration, and the other 50 are "dry van" units. Built to MMTC specifications, the refrigerated vans have fiberglass linings, and the dry van interiors are lined with a special epoxy paint which is easily cleaned and is non-toxic to perishables.



Over-all traffic volume increases during 1965 reflected the high level of national production. This is a typical switch movement from the Chicago-Milwaukee main line over the inbound track of the new \$22 million Kitchens of Sara Lee plant at Deerfield, Ill. At the rear is the storage building for flour and sugar. Capacity of the building is 36 million pounds.



# Operating Department Projects Highlighted at Staff Meeting



F. G. McGinn, vice president-operation, presides over the staff meeting. Other head table speakers are V. E. Glosup, assistant vice president-operation, chief engineer (left), and F. A. Upton, chief mechanical officer.

ALL things considered, the Milwaukee Road made a remarkable showing in 1965, one in which operating department employees—and those in other departments—can take great pride, President William J. Quinn said in the highlight speech of the operating department staff meeting.

In his talk at the Knickerbocker Hotel meeting in Chicago on Jan. 20, Mr. Quinn said that our employees deserve great credit for overcoming the problems of the Mississippi flood, and for bringing the company much better results than could have been foreseen.

He then went on to point out that

prospects for 1966 seem very good. Even so, he said, we cannot relax because competition will continue to be strong, the demand by shippers for equipment and service will be greater than ever before, and we must continue to improve our efficiency and economy of operations.

Other speakers at the meeting emphasized this same point. F. G. McGinn, vice president-operation and chairman of the meeting, particularly stressed the need for greater utilization of equipment as a way to meet both the needs of rising traffic volume and to save money in operating expenses.

The same point was discussed in detail by Q. W. Torpin, general superintendent of transportation, who used a slide presentation to indicate areas of equipment utilization that could be improved.

Considerable savings can also result from greater care and more attention to the areas of claim prevention, safety and police and fire protection, as was pointed out by R. J. Kemp, assistant to the vice president-operation-claim prevention, refrigerator and merchandise service; G. J. Barry, superintendent of safety; and A. W. Hass, superintendent of police.

Better efforts in rules compliance and signal tests were called for by R. L. Hicks, chief train rules examiner, in a speech during the morning session.

Most of the afternoon session was given over to a discussion of what we must do in such areas of operation as maintenance of way, signals and communications, equipment maintenance, transportation costs, train operations and other matters.

Among those speaking on these subjects were V. E. Glosup, assistant vice president-operation, chief engineer; B. J. Ornburn, assistant chief engineer-structures; B. J. Worley, engineer maintenance of way; L. V. Anderson, general manager-system; D. O. Burke and M. Garelick, assistant general managers; J. A. Jakubec and W. E. Swingle, assistants to vice president-operation; F. A. Upton, chief mechanical officer; W. E. Fuhr, assistant chief engineer—signals and communications; and members of their staffs.

J. T. Hayes, assistant to vice president-operation, reported on work being done in preparation for filing an application



Nearly 100 operating department supervisors attended the day-long session. Here part of the group takes notes on the talk being made at the time.

R. E. Beck, superintendent of transportation, speaks on means for improving the utilization of equipment, as part of the presentation made by the transportation department.



President William J. Quinn, discussing the results of operations in 1965, displays a copy of the report to the company's stockholders which was issued on the day of the meeting.



to consolidate the Milwaukee and the North Western (with these comments in addition to those made by Mr. Quinn earlier in the meeting) and said that work was progressing very well.

In other speeches during the meeting, S. W. Amour, director of labor relations and assistant to vice president—operation, discussed trends in personnel matters, while W. W. Rogers, special assist-

ant to president, explained details of the Tuition Refund Plan and commented on the need to encourage qualified employees to participate in the Plan.

G. W. Berg, special representative to vice president-operation, reported on the financial side of operating department activities, explaining the effects of seasonal needs and variations in the department's budget.

## A P P O I N T M E N T S

### **Traffic Department**

Effective Dec. 1, 1965:

S. P. Elmslie is appointed traffic manager-grain sales, with headquarters in Chicago.

W. E. Cartwright is appointed assistant general foreign freight agent, Chicago.

H. A. Sauter is appointed assistant traffic manager, Seattle.

G. F. Flynn is appointed foreign freight agent, Seattle.

R. E. Anderson is appointed general agent, Cincinnati, following the retirement of W. B. Conradi.

E. P. Schilling is appointed general agent, Atlanta.

R. N. Dosch is appointed general agent, Aberdeen, S. D., following the retirement of A. F. Reuland.

W. R. Bickley is appointed traveling freight and passenger agent, St. Louis.

W. L. Boggs is appointed city freight agent, Chicago.

A. E. Bourgeault is appointed general agent, Dubuque.

R. O. Hansen is appointed traveling freight agent, Minneapolis.

J. L. Werner is appointed assistant general agent, Seattle.

E. W. Jacobson is appointed general agent, Tacoma. The position of division freight agent is abolished.

Effective Jan. 1, 1966:

G. A. Sansverie is appointed assistant manager rail-highway sales, Chicago.

H. J. Millard is appointed assistant to manager rail-highway sales, Chicago.

### **Operating Department**

Effective Dec. 16, 1965:

I. G. Wallace is appointed general supervisor of stations and yard offices with headquarters in Chicago.

L. E. Martin is appointed supervisor of stations and yard offices with headquarters in Chicago.

The general supervisor of stations and yard offices will be responsible for coordinating, reviewing and assisting division officers in policing all station and yard office clerical activities, including all punch card procedures in yard offices and perpetual inventory control centers.

The position of supervisor of stations-system is abolished.

Effective Jan. 1, 1966:

A. W. Hass is appointed superintendent of police and fire prevention with headquarters in Chicago, following the retirement of R. T. Shields.

J. D. Simon is appointed train rules examiner with headquarters at Marion, Ia. The position of assistant trainmaster, Marion, is abolished.

### **Law Department**

Effective Jan. 1, 1966:

John Martin, district adjuster, succeeds W. G. Zickerick as district adjuster, Milwaukee Terminals, following the retirement of Mr. Zickerick at his own request.

J. F. Johnson, district adjuster, Perry, Ia., succeeds Mr. Martin as district adjuster, Milwaukee.

H. J. McCann is appointed district adjuster, Perry, Ia., succeeding J. F. Johnson.

### **Finance and Accounting Department**

Effective Jan. 1, 1966:

E. H. Nank is appointed auditor of capital expenditures following the retirement of W. J. Cusack.

D. J. Ulrich is appointed assistant comptroller-taxes, with office in the Union Station, Chicago.

Effective Feb. 1, 1966:

M. W. Bonnom is appointed assistant auditor-valuation, following the retirement of R. A. Johnson.

P. P. Kania is appointed assistant engineer-budget, succeeding M. W. Bonnom.

### **Milwaukee Motor Transportation Company**

Effective Jan. 1, 1966:

R. R. Miskimins is appointed assistant vice president-special duties, with headquarters in Chicago.

L. H. Tietz is appointed assistant vice president with headquarters in Chicago.

D. J. Kinsfather is appointed director of maintenance with headquarters in Chicago.

C. E. Goldsmith is appointed manager of eastern operations, with headquarters in Chicago.

C. J. Calabria is appointed manager of Chicago Terminal operations, with headquarters at Bensenville Piggyback Park.

G. K. Danielson is appointed terminal manager—Sioux City, Ia.

D. H. Nelson is appointed terminal manager—Council Bluffs, Ia.

D. J. Miller is appointed assistant manager piggyback services with headquarters in Chicago.

P. J. Malo is appointed assistant supervisor of rates and tariffs, with headquarters in Chicago.

(Continued on page 10)

(Continued from page 9)

### Mechanical Department

Effective Dec. 16, 1965:

H. J. Thayer is appointed traveling engineer in the Chicago Terminals with headquarters at Western Avenue, following the promotion of F. J. Huart.

Effective Jan. 1, 1966:

D. E. Miller is appointed general road foreman of engines-system with headquarters in Milwaukee, following the retirement of P. J. Lucas.

W. Cruickshank is appointed assistant general road foreman of engines-system with headquarters in Milwaukee.

E. W. Prindiville is appointed assistant general road foreman of engines with jurisdiction over suburban equipment, C&M and D&I Divisions, with headquarters in Elgin, Ill.

J. J. Rosenbach is appointed traveling engineer on the Iowa Division from Omaha to Tama, Des Moines to Spirit Lake, and all branch lines, with headquarters at Perry.

F. J. Hedstrom is appointed traveling engineer on the Iowa Division, Tama to Savanna, Paralta to Jackson Jet., and all branch lines, with headquarters at Marion.

A. J. Cini, traveling engineer at Savanna, Ill., in addition to his present assignment, will cover territory to include the Illinois Division First District, with headquarters at Savanna.

D. K. Krider is appointed traveling engineer on the Milwaukee Division, Chicago to Milwaukee, Rondout to Janesville, and the entire Northern Division, with headquarters in Milwaukee.

A. E. Smith is appointed assistant traveling engineer at the Twin City Terminals, with headquarters at St. Paul.

R. G. Miller is appointed assistant traveling engineer with headquarters in Milwaukee.

### Ray B. Birchard

RAY B. BIRCHARD, who retired in 1963 as general agent at Buffalo, N. Y., died suddenly at his home in West Milwaukee, Wis., last Dec. 8, following a heart seizure.

Mr. Birchard, born in Milwaukee, started with the Road there as a yard clerk in 1922 and served on various positions in the operating department until 1944, when he became city freight agent. Subsequently he was appointed assistant general agent, freight department, with headquarters in Chicago, and in 1953 was made general agent in Milwaukee. He was appointed to the same position in Buffalo in April, 1962.

Surviving are his wife, Esther, and two sisters, Julia Birchard and Mrs. Grace Van Dyck.

## Elderly Persons Reminded to Sign Up for Medicare Insurance Coverage by March 31



Mailroom employees of the Railroad Retirement Board sort part of a day's applications for medical insurance benefits at the Chicago headquarters office. Some 10,000 applications are received daily.

RAILROAD employees who reached age 65 by the end of 1965 should remember that if they want to benefit from the supplemental medical coverage of the new Medicare plan when it starts in July, they must sign up by Mar. 31.

This reminder comes from the Railroad Retirement Board, which points out that only a few weeks are left for people 65 and older to get the additional medical insurance. If they do not apply by the Mar. 31 deadline, they will not have another chance before October, 1967, and after that time they won't be eligible for any of the benefits until July, 1968. Also, persons enrolling at a later date will have to pay a higher premium than if they join now. The cost now is \$3 a month.

Under the new law, nearly everyone, workers and non-workers alike, can qualify for Medicare at age 65. The basic plan will pay the major cost of hospital and related care when it becomes effective July 1. This portion will be financed by special taxes on workers and their employers. Railroad employees 65 and older who are receiving Railroad Retirement pensions will automatically participate without cost.

The voluntary insurance portion takes up where the hospitalization coverage ends. Here, briefly, is what it offers:

Under the medical coverage plan, the individual pays the first \$50 each year on doctor bills and services covered by the program. The government pays 80 per cent of the remainder of covered expenses, provided they are deemed reasonable, and the individual pays the remaining 20 per cent.

The services covered, summarized briefly, include: physicians' or surgeons' services; certain types of dental surgery; psychiatric attention (limited to \$250

a year); drugs and medicines administered by a physician; home health visits; ambulance service; X-ray and certain other laboratory tests and treatments; dressings and devices used in fractures and dislocations; rental of large medical equipment; and prosthetic devices, such as artificial eyes, arms and legs.

The Railroad Retirement Board has announced that persons already receiving Railroad Retirement pensions can expedite their enrollment for the supplemental benefits by filling out, as soon as possible, the cards included in the "enrollment kit" sent to them by the Board. Other eligible railroad employees and their wives can obtain coverage through any Board office, including proof of age with their application.

### Robert H. Harding

ROBERT H. HARDING, retired Minneapolis traffic manager-freight sales and service, died Dec. 19 in a hospital at Glendale, Ariz. The Hardings had been living in Sun City, Ariz., since he retired in 1964.

Mr. Harding's service with the traffic department spanned 44 years, starting in Kansas City where he was employed on various positions. In 1941 he became district freight and passenger agent in Terre Haute, and later served briefly as assistant general freight agent in Milwaukee. He was appointed assistant freight traffic manager in Chicago in 1948 and served in that capacity until 1959, when he went to Minneapolis as freight traffic manager. He was advanced to traffic manager-sales and service there in 1960 and retired on June 30, 1964.

Surviving Mr. Harding are his wife, Josephine, and son Robert Jr.



William Wilson, terminal manager at Spencer, Ia., for the Milwaukee Motor Transportation Company (left), with Thomas Meheson, president of the Spencer Packing Company (center), and John Hummel, traffic manager of that company, in a discussion about the Clip-Lok as a refrigerator van was being loaded at the packing plant.

## Tests of New Nylon Meat "Hook" Point Way to Improved Piggybacking Service

A NEW nylon meat "hook" is being tested in piggyback trailers by our railroad, with results that indicate it should be highly effective as a means to reduce meat loss and damage, cut shipping costs, and solve a number of costly piggybacking problems.

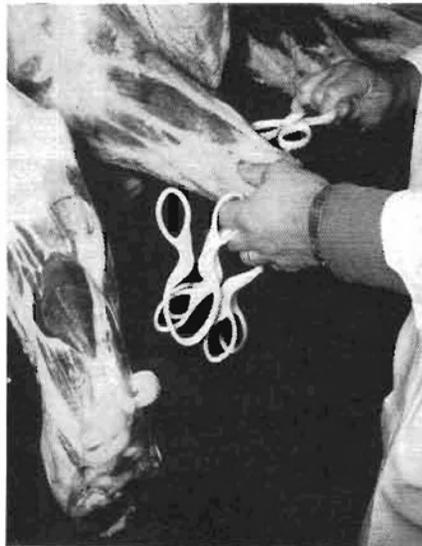
Shippers and railroad piggyback operators are displaying great interest in the test, a cooperative project with the Spencer (Ia.) Packing Company and the first by a midwestern railroad.

The focus of their attention is the Clip-Lok, a flexible scissor-like device which eliminates a great variety of problems experienced with the metal hooks generally in use. The Kansas City firm of A. Reich & Sons, which developed the Clip-Lok, cites among its numerous merits the fact that it hangs a forequarter of meat by the shank rather than through the rib eye, as is the case with metal hooks. Also, the nylon clip causes no discoloration and affords many other advantages over metal, including greatly reduced weight and unit cost, ease in cleaning, less frequent need for replacement, and the complete elimination of maintenance costs for straightening and re-plating.

P. L. Cowling, assistant to President Quinn, and vice president-general manager of the Milwaukee Motor Transportation Company, the railroad's trucking

subsidiary, has taken the lead in experimenting with the new clip as a way of improving piggyback service at lower cost to both the shipper and the carrier. He recently delivered a report on the subject at a meeting of the National Piggyback Association.

"With nylon clips costing less than metal hooks by as much as 50 cents each, and weighing only 1 ounce as compared to 48 ounces for a metal hook, the sav-



Close-up of the new nylon scissor-like clip being inserted in a shank of meat.

ings in initial cost and dead weight alone in a trailer equipped with 250 clips become an important consideration even without regard for the many other advantages," Mr. Cowling stated. "When you eliminate as much as 500 pounds of dead weight in a single trailer, you automatically increase your payload, and that's important in piggybacking."

### James L. Brown

JAMES L. BROWN, 79, retired general superintendent of transportation, died in St. Anne's Hospital in Chicago on Jan. 31.

During his 50-year career with the railroad, Mr. Brown was employed in numerous capacities at various points, including for a time as assistant superintendent of transportation in Seattle. He was general superintendent of transportation for the system with headquarters in Chicago from 1926 until his retirement in 1951. He was chairman of the Association of American Railroads car service rules committee for many years immediately prior to his retirement and was widely known in the field of transportation.

He is survived by his widow, Maude Katherine, of Oak Park, Ill., and two sons, Harry G. of Lombard, Ill., and James W. of Mason City, Ia.

### Verl E. McCoy

VERL E. MCCOY, chief purchasing officer of the Road prior to his retirement on June 30, 1964, died in the Community Memorial General Hospital, La Grange, Ill., on Jan. 11.

Mr. McCoy, a native of Lincoln, Neb., began his career with the company in 1925, following graduation from Montana State College. Between 1931 and 1950 he engaged in mechanical engineering for various firms associated with the railroad industry, and for a time served with the U. S. Department of Commerce. He was appointed assistant to the Road's vice president-finance and accounting in 1950 and became chief purchasing officer in 1951. He enjoyed an outstanding reputation in the field of materials handling and inventory management, and during his years with the railroad also did notable work in the field of personnel development.

Surviving are his wife, Dorothy; a daughter, Mrs. Irwin Cohen of Denver, Colo.; and a son Verl E. Jr. of Wilmington, Del.



The Milwaukee Road colony at Sun City, Ariz., posed in front of the Town Hall, center of civic and social activities.

# Soaking Up the Sunshine in Sun City

## *Retired Employes Pursue New Interests in Adult Community*

SO WHAT'S new in retirement living? Quite a number of Milwaukee Road people living in Sun City, Ariz., will tell you plenty is new. Busy doing things they have always liked to do or were unable to do while working, they'll tell you "this is the life."

More than 25 Milwaukee Road employes are sharing "active retirement" in this unique community for 50-and-older residents 12 miles northwest of Phoenix. In fact, a former Milwaukee Road couple, George Bayne and wife May, were the second residents.

George, who worked for the Road as a fireman some 15 years and subsequently for the Tidewater Oil Company, from which he retired, is a son of the late John Bayne, a 45-year employe who began his service in Iowa in 1889. The Baynes were vacationing from Seattle during Sun City's premiere in January, 1960, and liked what they saw. Besides homes, the community offered a nine-hole golf course, a swimming pool, arts and crafts center, community hall, an 11-business shopping center and a 12-unit hotel. Right then and there they decided to soak up some Arizona sunshine and joined 272 other couples in the purchase of new homes.

Today Sun City has a population nearing 10,000. The first shopping center has 28 businesses, and a second was

opened last year. The hotel has expanded to 100 units, the third 18-hole golf course is under construction, and a larger, more elaborate recreation center is in operation.

Brand new experiences for the Baynes upon settling there were lawn bowling for George and bicycling for May. George bowls three times a week, and May rides practically every morning.

Another avid cyclist is Fay Ness, who is instructor of the Town Hall Ladies Exercise Class. Fay, a former correspondent for this magazine, was secretary to our division freight and passenger agent in Sioux City, Ia., when she retired after 30 years of service. Of her switch from the desk to a daily dozen, she says, "I've made physical fitness my retirement trend." With her husband, Harold, she swims regularly and square dances with the Sun City Twirlers.

Golf held little interest for the W. T. Stewarts before 1962 when Bill Stewart retired as assistant superintendent of the D&I Division after 40 years with the Road. Now they play five days a week on the 18-hole courses. Bill likes overtime play, and last summer didn't miss a

day. "I'm making up for all those years I missed out", he explains.

Says Maxine Stewart, "Here we also enjoy the companionship of neighbors who, like ourselves, are retired. We share spur of the moment potlucks, cook-outs, card parties and holiday gatherings."

A. J. and Marion Farnham, who had



A. J. (Lonny) Farnham, retired chief train rules examiner, and wife Marion find the year-round sunshine ideal for bicycling.

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played several thousand games of cribbage, weren't about to give up their hobby of many years, but supplemented it when "Lonny" retired in 1964 as chief train rules examiner and they joined the community's ranks of pedal pushing people. Both have continued to be avid card players. Lonny is also learning to transform Arizona rock into jewelry as a member of the local lapidary club, enjoys year-round swimming, and bowls in two leagues.

One of his bowling and cycling companions is H. T. "Herb" Koegel, who, with his wife Marie, joined the Milwaukee Road colony in August, 1964 after working 20 years in the purchasing department in Chicago. Although it had been about 45 years between rides, Herb had no trouble balancing on a bicycle. He also continues his organ playing, a pastime of seven years, while Marie does needlepoint, plays pinochle, and enjoys roaming through Phoenix's large shopping center. She retired from the position of chief communications officer for the Wieboldt stores.

Three years ago, when it was discovered that many former railroad people were settling in Sun City, Unit 116 of the American Association of Retired and Veteran Railway Employees was formed. Now the organization numbers more than 600, including partners, and represents approximately 45 lines. The group meets monthly to share potlucks, movies, discussions, and to hear speakers.

About half of the community's more than 100 clubs and organizations are of



Aerial view of Sun City's motor hotel and shopping center (foreground, left and right), and some of the homes and apartment units adjacent to the two 18-hole golf courses.

a social nature. Others include civic, church, charitable and service groups.

Civic and church work have dominated the schedule of Carl Anderson since he retired at Austin, Minn., in 1962. Carl, a train dispatcher most of his 42 years with the Road, is assisting the development of the city's sixth sanctuary, the First Presbyterian Church. He is an elder, serves on the governing board, is chairman of the worship committee, and a member of the choir.

As a civic leader, Carl was a three-year member of the Sun City Home Owners Association election committee, was chairman of the Town Hall nomi-

nating committee, and presently serves as a community Town Crier. The duties of the latter include informing people in their district of special Town Hall events, and welcoming and offering information to new residents. "Keeping everyone informed promotes community unity," Carl states.

Unlike many residents who travel and visit family and friends during the summer, Carl and his wife Mae have yet to leave the community. Both are interested in music and enjoy the concerts in Phoenix. Carl sings in the Sun City Mixed Chorus, and Mae meets monthly with the Sun City Piano Club, which she helped organize. The piano club requires each member to prepare a solo number. "This motivates us to keep a regular practice schedule," Mae points out.

Today, as a result of retirement coming much earlier than it did in the past, it can open up a whole new period of zestful living. Given time and the opportunity, people are learning or relearning activities that many never dreamed they would pursue during their mature years.

The activities of Milwaukee Road people in Sun City would indicate that these experiences can be enjoyed ever more in maturity, and that the retirement years can be the best of all. In fact, some will tell you that they never had such a good time in their life as they are having right now.

Fay Ness, retired secretary to the division freight and passenger agent at Sioux City, Ia. (right), directs a work-out of the Ladies Exercise Class.





Head table group at the retirement luncheon honoring R. T. Shields, superintendent of police and fire prevention. From left: A. W. Hass, his successor on that position; J. J. Roche, retired secretary of the road; E. O. Schiewe, vice president

and general counsel; F. G. McGinn, vice president-operation; Mr. and Mrs. Shields; President William J. Quinn; W. W. Kremer, vice president-traffic; and C. E. Crippen, vice president-finance and accounting.

## In the Retirement Spotlight

### W. J. Cusack

A RECORD of outstanding service in the accounting department was concluded on Dec. 31 with the retirement of William J. Cusack as auditor of capital expenditures. Marking the occasion, his force held a luncheon and office party in the Chicago-Fullerton Avenue accounting center, and expressed their affectionate regard with a handsome farewell gift.

Mr. Cusack's career in the accounting field had its beginnings in 1921 with the Burlington Lines and included positions with the Norfolk and Western and the Chicago and Western Indiana railroads before joining the Milwaukee's accounting force. Starting in the capital expenditures department in 1929 as an engineering accountant on valuation work, he advanced to head accountant in 1947, and in 1956 became assistant auditor of investment. He was appointed assistant auditor of capital expenditures in 1959, and to the top position on Nov. 1, 1960.

### R. T. Shields

THE end of 1965 witnessed the retirement of Ralph T. Shields, superintendent of police and fire prevention, after a career with our company that had spanned 44 years. The congratulations of the official family were expressed at a luncheon held in the Fred Harvey Canterbury Room in Chicago's Union Station on Dec. 28, at which F. G. McGinn, vice president-operation, acted as host. About 50 were present, in-

cluding President William J. Quinn, members of Mr. Shields' force, and various officers with whom he had worked closely.

Mr. Shields' service dated from Nov. 1, 1921, when he entered the police department upon the invitation of the then chief special agent, W. A. Scholl. Starting under the supervision of the captain of police in Chicago, he was transferred in 1925 to the office of the superintendent of police, and in 1930 began serving in the dual capacity of police lieutenant and fire inspector. He was named chief fire and police inspector on Mar. 28, 1963 and appointed superintendent of police and fire prevention on Oct. 1 of that year.

He was the third member of his family to join the police department, his father and a brother having preceded him. In fact, ever since the de-



A. F. "Gus" Reuland, left, and his brother, Rev. J. Reuland, with W. W. Kremer, vice president-traffic, at the retirement party aboard Mr. Kremer's business car.

partment was established as an individual organization, a Shields has always worked in or been associated with it. The tradition is being perpetuated by his son Mark, who is on the staff of the captain of police in Chicago.

### A. F. Reuland

THE retirement last Nov. 30 of A. F. "Gus" Reuland, division freight and passenger agent at Aberdeen, S. D., was marked by a host of good wishes from traffic people near and far. About 75 of his friends, co-workers and former employes of the company gave a dinner party for him at Aberdeen's Holiday Inn, in addition to which he was honored by many others at a get-together held by W. W. Kremer, vice president-traffic, and W. D. Sunter, assistant vice president-traffic, aboard Mr. Kremer's business car.

Mr. Reuland, a native of South Dakota, had been a member of the traffic department force since 1924, starting at the age of 17 in the Aberdeen office where he rose to the position of chief clerk. In 1938 he transferred to Minneapolis as chief rate clerk and the year following was appointed city freight agent there. He left in 1945 to serve as traveling freight and passenger agent at Des Moines, Ia., and returned to Aberdeen in 1952, where he had been ever since as division freight and passenger agent.

He and Mrs. Reuland will continue to live in Aberdeen. Both received gifts at the retirement gatherings, his including a golf bag, cart and fishing equipment. Mr. Reuland plans to do more fishing and golfing than he has been able to during recent years, he says, and also devote more time to the civic interests in which he has been active.

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At the luncheon honoring W. J. Cusack, auditor of capital expenditures (wearing carnation), are, seated from left: C. E. Crippen, vice president-finance and accounting; J. Jacobson, assistant comptroller; and E. H. Nank, who succeeds Mr. Cusack. Standing, same order: F. H. Miller, auditor of expenditures; J. G. Kirchen, assistant auditor of capital expenditures; W. W. Franz, assistant auditor of investment; G. E. Stickler, assistant auditor of joint facilities; and R. A. Johnson, assistant auditor of valuation.

## Road Opposes U. S. Engineers' Yankton-Sioux City Navigation Project

THE MILWAUKEE ROAD, in conjunction with six other major railroads serving the Midwest, has filed a report with the U. S. Army Corps of Engineers opposing a proposal to open to navigation the 78-mile section of the Missouri River between Sioux City, Ia., and Gavins Point Dam, a few miles above Yankton, S. D.

The report, based on independent field research and other studies, maintains that the project would be economically undesirable and infeasible because transportation savings could not be realized. It states also that construction and operating costs would be much larger than the Corps anticipates, and points out that water might have to be diverted from agricultural and other needs in the region upstream from Yankton to meet the requirements for navigation.

Sponsoring the study and report together with the Milwaukee are the Burlington, North Western, Great Northern, Illinois Central, Northern Pacific and Soo Line railroads, all of which serve the region affected by the proposal.

The report states that the Corps significantly underestimated actual construction and annual operating costs of the project. Construction, estimated at nearly \$58 million, actually would cost about \$100 million, according to the report. Costs could be much higher, considering that those to date of the several Missouri River projects (from mouth to Sioux City) have been 43 times the pre-author-

ization estimates made by the Corps, the report says. Also, annual maintenance and operating costs would be as much as three times those estimated, to judge by the previous differences between Corps estimates and actual costs on other Missouri River projects.

The Corps justifies projects on the dollars of public benefits resulting annually, as compared with dollars required for construction and operation. In the Sioux City-Yankton project, the ratio claimed by the Corps is \$1.06 in benefits to \$1.00 in costs. This is one of the lowest benefit-cost ratios ever used by the Corps to justify a Missouri River project, the report notes.

When more accurate costs are compared to realistic benefits, the Yankton project would bring only 30 cents of benefits for each dollar spent during the 50-year life of the project. This conclusion in the report is based particularly on the Corps' estimates of possible transportation savings. In the Corps' recommendation, about 90 per cent of possible total savings would come from the movement of wheat and corn traffic attracted to Yankton for water movement.

The report shows that this movement would not take place and that the savings could not materialize because only 7 per cent of the wheat and corn tonnage forecast by the Engineers will actually move by water. Among the reasons given is that most Dakota grain is sold to

markets not located on the Missouri-Mississippi waterway and that, because of the characteristics and price structure of the national grain market, this grain would continue to go to such present markets as the West Coast, Minneapolis, Chicago, Buffalo and other areas.

The nation's grain marketing structure relies on the following advantages of rail shipment: competitive or lower rates; in-transit services for handling, storing, inspecting and blending grain; seasonal requirements for high storage and handling capacity at harvest time; and the ability to carry grain to the market most favorable price-wise to the grower and grain dealer—whether or not it is located on a river.

The report indicates that the Corps gave insufficient weight to these advantages, and that the availability of the services insures that the favored method of transporting Dakota grains will continue to be the railroads.

The report asserts that the Corps' recommendation is based on an apparent assumption of traffic tonnage that may develop in the future, even though these projections are based on waterway traffic volume that does not now exist. In evidence, the report says that in all the years since 1935, only 15.2 million tons of commercial traffic moved on the Missouri River, although the original estimate by the Corps was that 11.8 million tons would move *per year*.

With regard to other commodities used in the Corps' projections, the report concludes that the anticipated movement of iron and steel products, fertilizer and miscellaneous commodities also could not materialize. Although some would move by water, the tonnages are negligible and too small by far to justify the excessive construction and operating costs of making the river navigable from Sioux City to Yankton.

Grain that might move by water from Yankton, according to the report, is tonnage that now goes to Sioux City, rather than new tonnage. Any change in this tonnage, the report states, would require that grain handling facilities—including exchange and inspection, warehousing, shipping and transfer facilities—would have to be built at Yankton, only about 70 miles from already existing facilities in use at Sioux City. The result would be a duplication of facilities, and a weakening of Sioux City as a major grain marketing center.

Because of these reasons and others, the full report concludes that there is no economic benefit from, and no justification for, bringing barges to Yankton.

## Agent Joseph Ziebarth Retires; 73 Years Of Service Establish Industry Record

THE durable service of Joseph A. Ziebarth, sometimes referred to as "the grand old iron man of the railroad", led to a new distinction when he retired from the position of agent at Waterloo, Wis., at the close of 1965.

In addition to heading the seniority roster on the La Crosse Division, Mr. Ziebarth had long been recognized as the Road's oldest active employe. Upon retiring on Dec. 17, however, his 73 years and 7 months of continuous service shone out as the record for any living person in the railroad industry.

To his credit, also—and which may be a record in any industry—he had never missed a day's work on account of illness. Energetic beyond his years, he took great pride in carrying out his daily routine and his reputation for "never slipping up on a train order." His retirement became effective just a month short of his 93rd birthday.

This all began in Mr. Ziebarth's home town of Columbus, Wis., where, as a young fellow of 18, he decided to become a railroad man and paid the local agent \$50 to teach him telegraphy.

It was approximately one year later, on May 20, 1892, that he established his seniority date on the La Crosse Division as a relief agent at stations between Columbus and La Crosse, and in 1898 he became the regular agent at Morrisonville, Wis., the first of only two permanent assignments.

His wife Laura, who passed away last year, had been a teacher in the Morrisonville schools, and after their marriage in 1901 they remained there until 1932, when he transferred to Waterloo.

At both locations Mr. Ziebarth was well known as a good station agent who handled the railroad's business as if it were his own, and an active promoter of civic interests. His feeling about this was perhaps best expressed in the letter to Superintendent M. T. Sevedge announcing his retirement.

"I have now been in the service of the Milwaukee Road for 73 years," he wrote. "In other words, the Milwaukee has been my bread and butter all my life, for which I am devoutly thankful.

"I don't know what life would have held for me had I made my living some other way, but life on the Milwaukee, for me, has been exciting and satisfying, and rewarding, too.

"Naturally, there have been many

changes and improvements since 1892. The first public telephone was installed in the depot in Columbus in 1891, while I was a student there. We all took turns listening in. Box cars were small, 24,000 and 34,000 pounds capacity. Thirty



J. A. (Joe) Ziebarth pictured alongside the station at Waterloo, Wis., where he had served as agent since 1932.

cars were considered a big train.

"There was no seniority list, no Social Security, no overtime pay, no codes or functions or anything like that, still we moved forward.

"I anticipate that my retirement will carry with it many pleasant memories. Please accept my resignation at your

convenience, and thanks for everything."

In Waterloo, the retirement of "one of our oldest and finest citizens" was observed at a testimonial dinner given Dec. 7 by the Lions Club, of which Mr. Ziebarth is a past president. About 100 members and out of town people attended, including Vice President-Operation F. G. McGinn, who conveyed the regards of President William J. Quinn as well as his own.

Another dinner, attended by a large number of fellow employes, together with members of the Ziebarth family and business people in the area, was held in Madison, Wis., the night of Dec. 20. General Agent R. K. Hurlbut was the toastmaster, and L. V. Anderson, general manager-system, represented the railroad in presenting to Mr. Ziebarth a handsome plaque engraved with a fitting tribute to his many years of loyal and conscientious service.

In another highlight of the program, Mr. Ziebarth received a scrapbook containing letters of congratulation from many other well wishers who could not be present. In this regard, Mr. Quinn had written, upon learning of his intention to retire, "Men who have given their best over a period of many years to the service of our railroad are deserving of a kind of praise which is all but impossible to express. They are deserving of praise because they have not simply been on the payroll but have taken a responsible attitude toward their company's affairs. They have made its business their business, and both have benefited in the process.

"The Milwaukee Road is proud that the man who chose to stay in active service longer than any other railroad employe in the United States was a Milwaukee Road man, and we thank you."

### REUNION NOTICE—Members of The Veteran Employes Association of The Milwaukee Road

HEAR! HEAR! Members of The Veteran Employes Association! Your executive committee hereby announces that arrangements have been made to hold the 1966 reunion of the membership in Milwaukee, Wis., and that the date to remember is Saturday, June 25. Accommodations have been reserved at the Pfister Hotel, traditional host to conventions requiring extensive meeting room and banquet facilities.

This notice from the committee is timed to schedule your summer activities accordingly, so mark the date now—Saturday, June 25. Full information about the arrangements—hotel rates, transportation, and tickets—will appear in the March-April issue of this magazine.

# RETIREMENTS

The following employees' applications for retirement were recorded during November-December 1965

## General Office & System Employees

Cusack, W. J. . . . . Auditor . . . Chicago, Ill.  
 Gitzinger, J. R. . . . . Asst. Bureau Head . . . " "  
 Hehn, J. A. . . . . Asst. Engineer . . . " "  
 Hogan, L. J. . . . . Assistant Engineer . . . " "  
 Johnson, R. A. . . . . Assistant Auditor . . . " "  
 Malczynski, A. T. . . . . Chief Tariff Dist. Clerk . . . " "  
 Mankey, D. T. . . . . Asst. Treasurer . . . Seattle, Wash.  
 Neuschwander, Viola, I. . . . . Typist . . . Chicago, Ill.  
 Petri, H. B. . . . . Waiter . . . " "  
 Sherwood, Kathryn J. . . . . Switchboard Operator . . . " "

## Chicago Terminals

Antonelli, M. . . . . Engineman . . . Chicago, Ill.  
 Atchison, E. . . . . Carman . . . " "  
 Borman, H. A. . . . . Rate Clerk . . . " "  
 Browder, R. C. . . . . Jeep Operator . . . " "  
 Busse, J. F. . . . . Machinist Helper . . . Bensenville, Ill.  
 Fedak, C. B. . . . . Check Clerk . . . Chicago, Ill.  
 Hart, H. A. . . . . Engineer . . . " "  
 Hauskins, C. T. . . . . Freight Handler . . . " "  
 Kerr, V. R. . . . . Tie Inspector . . . Thebes, Illinois  
 Martell, H. J. . . . . Crane Operator . . . Bensenville, Ill.  
 Matheson, R. G. . . . . Switchman . . . Chicago, Ill.  
 Mohrman, E. W. . . . . Carman . . . " "  
 Pugh, D. H. . . . . Pipefitter . . . Bensenville, Ill.  
 Rose, J. . . . . Engineer . . . " "  
 Scheitler, E. J. . . . . Engineer . . . " "  
 Shradeja, A. M. . . . . Machinist . . . Chicago, Ill.  
 Wise, H. H. . . . . Switchman . . . " "

## Aberdeen Division

Klebe, A. C. . . . . Conductor . . . Aberdeen, S. D.  
 Kom, C. . . . . Section Laborer . . . Moberidge, " "  
 Lueder, O. C. . . . . Section Foreman . . . McLaughlin, " "  
 Parent, L. F. . . . . Engineer . . . Minneapolis, Minn.  
 Paron, A. J. . . . . Laborer . . . Shakopee, " "  
 Pfeiffer, J. W. . . . . Store Baggage man . . . Aberdeen, S. D.  
 Reuland, A. F. . . . . Divn.-Frt. Pass. Agent . . . " "

## Coast Division

Arnold, N. B. . . . . Burner . . . Tacoma, Wash.  
 Bodhaine, C. W. . . . . Conductor . . . " "  
 Cave, E. . . . . Asst. Foreman . . . Sumas, " "  
 Evans, C. K. . . . . Night Roundhouse Foreman . . . Tacoma, " "  
 Krause, W. J. . . . . Engineer . . . Malden, " "  
 McQuillan, S. E. . . . . Carman . . . Tacoma, " "  
 Sweazy, W. O. . . . . Section Laborer . . . Morton, " "  
 Thoreson, M. L. . . . . Yard Clerk . . . Spokane, " "  
 Tracy, C. E. . . . . Switchman . . . Tacoma, " "  
 Western, R. H. . . . . Conductor . . . " "

## Dubuque & Illinois Division

Arndt, F. . . . . Section Laborer . . . La Crescent, Minn.  
 Egland, P. . . . . Section Laborer . . . Kirkland, Ill.  
 Garcia, J. A. . . . . Laborer . . . Savanna, " "  
 Howe, F. W. . . . . Traveling Engineer . . . Chicago, " "  
 Huffar, V. . . . . Chief Carpenter . . . Savanna, " "  
 Huffstutter, J. E. . . . . Conductor . . . Kansas City, Mo.  
 Koecke, J. E. . . . . Carman . . . Savanna, Ill.  
 Stearns, C. A. . . . . Conductor . . . " "  
 Torres, A. C. . . . . Laborer . . . " "  
 Wymore, K. R. . . . . Brakeman . . . Ottumwa, Iowa

## Iowa Division

Blair, F. H. . . . . Section Foreman . . . Clive, Iowa  
 Freeman, C. V. . . . . Conductor . . . Marion, " "  
 Levin, J. . . . . Switchman . . . Cedar Rapids, " "  
 O'Brien, S. C. . . . . Chief Yard Clerk . . . Council Bluffs, " "  
 Pritchard, L. C. . . . . Section Laborer . . . Marion, " "  
 Thomson, I. L. . . . . Conductor . . . Pery, " "  
 Wightman, W. I. . . . . Switchman . . . " "

## Iowa, Minnesota & Dakota Division

Anderson, A. S. . . . . Section Foreman . . . Grafton, Iowa  
 Bacon, F. D. . . . . Switchman . . . Austin, Minn.  
 Bradshaw, G. R. . . . . Section Laborer . . . Sioux City, Iowa  
 Burris, C. W. . . . . Section Foreman . . . Westfield, " "  
 Crotty, G. R. . . . . Station Agent . . . Caledonia, Minn.  
 Hansen, A. F. . . . . Conductor . . . Sioux City, Iowa  
 Hennes, C. S. . . . . Engineer . . . " "  
 Iverson, J. C. . . . . Engineer . . . Austin, Minn.  
 Maertz, C. E. . . . . Agent . . . Boyden, Iowa  
 McGuire, V. E. . . . . Conductor . . . Austin, Minn.  
 Mostrom, L. A. . . . . Frt-Service Inspector . . . Sioux Falls, S. D.  
 Mraz, J. C. . . . . Brakeman . . . Scotland, " "  
 Nelles, F. S. . . . . Agent . . . " "  
 Samuel, G. C. . . . . Agent-Telegrapher . . . Blooming Prairie, Minn.  
 Watts, W. W. . . . . Section Laborer . . . Cresco, Iowa

## La Crosse Division

Botsford, B. R. . . . . Conductor . . . Milwaukee, Wis.  
 Burdick, B. C. . . . . Brakeman . . . Portage, " "  
 Donovan, J. E. . . . . Conductor . . . Minneapolis, Minn.  
 Essells, W. W. . . . . Yardmaster . . . Wausau, Wis.  
 Fiscus, L. J. . . . . Switchman . . . Madison, " "  
 Foster, H. J. . . . . Brakeman . . . Milwaukee, Wis.  
 Haley, B. J. . . . . Engineer . . . Portage, " "  
 Hilger, W. J. . . . . Chief Clerk . . . Eau Claire, " "  
 Hoessel, R. C. . . . . Engineer . . . Janesville, " "  
 Kohl, W. A. . . . . Store Keeper . . . Tomah, " "  
 Rosenquist, C. E. . . . . B&B Carpenter . . . Red Wing, Minn.  
 Roth, N. J. . . . . Section Laborer . . . Wabasha, " "  
 Yelk, R. E. . . . . Section Laborer . . . Sun Prairie, Wis.

## Milwaukee Division

Arvo, E. C. . . . . Section Laborer . . . Randville, Mich.  
 Atkinson, H. C. . . . . Agent-Telegrapher . . . Granville, Wis.  
 Falk, M. J. . . . . Switchman . . . Green Bay, " "  
 Gothe, Jr., W. . . . . Section Laborer . . . Iron Mountain, Mich.  
 Lee, W. J. . . . . Conductor . . . Walworth, Wis.  
 Le Claire, J. E. . . . . Agent . . . Merton, " "  
 Nevitt, H. R. . . . . Signal Foreman . . . Milwaukee, " "  
 Schmidt, O. C. . . . . Brakeman . . . Berlin, " "

## Milwaukee Terminals & Shops

Beth, Margaret M. . . . . Janitress . . . Milwaukee, Wis.  
 Carroll, J. P. . . . . Machinist . . . " "  
 Coleman, J. E. . . . . Fireman . . . " "  
 Drew, H. R. . . . . Asst. Supt.-Motive Power . . . " "  
 Dreyer, W. H. . . . . Yardmaster . . . " "  
 Duncan, G. W. . . . . Engineer . . . " "  
 Harris, C. J. . . . . Engineer . . . " "  
 Kelsner, J. C. . . . . Machinist . . . " "  
 Koepf, H. J. . . . . Machinist . . . " "  
 Kruschke, A. F. . . . . Crane Operator . . . " "  
 Kubal, T. J. . . . . Asst. Master Mechanic . . . " "  
 Lucas, P. J. . . . . Asst. Supt.-Motive Power . . . " "  
 Reule, R. R. . . . . Switchman . . . " "  
 Tema, M. . . . . Mail Sorter . . . " "  
 White, Sr., R. W. . . . . Switchman . . . " "  
 Ziemke, O. F. . . . . Sheet Metal Worker . . . " "  
 Zimmerman, E. E. . . . . Clerk . . . " "

## Off Line

Conradi, W. B. . . . . General Agent . . . Cincinnati, Ohio

## Rocky Mountain Division

Kelly, A. N. . . . . Section Foreman . . . Bozeman, Mont.  
 Milliron, P. C. . . . . Sub-Station Operator . . . Morel, " "

## Terre Haute Division

Baird, C. . . . . Fireman . . . Terre Haute, Ind.  
 Sewell, H. R. . . . . Fireman . . . " "  
 Parr, C. A. . . . . Telegraph Operator . . . " "  
 Terrell, E. L. . . . . Agent . . . Linton, " "  
 Walters, W. M. . . . . Engineer . . . " "

## Twin City Terminals

Allen, R. S. . . . . Carman . . . St. Paul, Minn.  
 Dunn, H. J. . . . . Supervisor-Signals & Communications . . . Mpls., " "  
 Halverson, R. T. . . . . Freight Handler . . . St. Paul, " "  
 Honcik, F. V. . . . . Coach Cleaner . . . Minneapolis, " "  
 Marshall, J. W. . . . . Towerman . . . " "  
 McGovern, L. J. . . . . Machinist . . . St. Paul, " "  
 Nelson, A. P. . . . . Car Cleaner . . . Minneapolis, " "  
 Peterson, A. L. . . . . Signal Maintainer . . . Appleton, " "  
 Snyder, C. H. . . . . Checker . . . Minneapolis, " "  
 Williams, D. D. . . . . Clerk . . . " "

**MOVING?**



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STREET ADDRESS			
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<input type="checkbox"/> ACTIVE EMPLOYEE		<input type="checkbox"/> RETIRED EMPLOYEE	



Jackie reports for work wearing her F.S.A. badge . . .

## Big Sister for a Day to A Secretary of Tomorrow

In her capacity of a career girl who has "arrived", Dorothy Blask, secretary to the traffic manager of the Wisconsin Region, participated in the Big Sister-Secretary Day program sponsored last Dec. 28 by Milwaukee Chapter of the National Secretaries Association (International) to give career girls of tomorrow an idea of what the business world holds for them.

The Milwaukee Road was one of 22 firms in Milwaukee which cooperated with the program whereby high school girls preparing to enter the secretarial field were provided with an opportunity to observe a secretary to an executive perform the duties of a routine workday.

Dorothy's pupil was Jackie Wells, a member of F.S.A. (Future Secretaries of America) at Bay View High School, who anticipates being graduated from the secretarial course next January. Jackie reported at the traffic office in the new passenger station promptly at 8:30 and, as the "little sister", watched attentively while Dorothy opened mail, handled phone calls, took dictation, interviewed visitors, and expedited the myriad other matters general to the business atmosphere. She was also assigned a few simple tasks on her own and encouraged to ask questions about why things are done as they are or how they contribute to the over-all job.

Back in school, Jackie wrote to Traffic Manager R. T. White, "Now, more than



Takes dictation from Traffic Manager R. T. White . . .



Sits in as Dorothy opens the mail . . .



Hands a report to L. A. Janus, chief clerk . . .



Is assigned to sorting files . . .

ever, I want to become a secretary. Please thank everyone in the department for the helpfulness shown to me, and especially Miss Blask, who taught me so many things. She is an ideal secretary, and one day I hope to be as efficient and good as she is."



Has lunch with Dorothy in the passenger station restaurant . . .



And on leaving, thanks the office force for helping her gain experience. From left: John Kuzba, tracing clerk; L. A. Janus, chief clerk to traffic manager; R. J. McCormick, chief clerk to assistant traffic manager; D. A. Frank, traveling freight agent; Jeanice Brewer, secretary to general agent; Oliver McKagan, rate clerk; and Leroy Wallace, chief rate clerk.

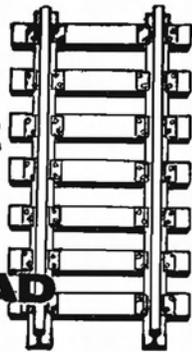
## Terre Haute Division

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

Elbert L. Kenney, retired switchman, who retired in 1951 with 44 years of service, died Nov. 24. He was a 50-year member of Euclid Masonic Lodge No. 573; Terre Haute Chapter No. 11, R&AM; Terre Haute Council No. 8, R&SM; Terre Haute Commandery No. 16; the Scottish Rite; the Zorah Shrine; and the Retired Railroad Men's Association. He is survived by his widow, Grace, and one niece of Topeka, Kans. Burial was in Roselawn Memorial Park, Terre Haute.

Wiley K. Edmondson, section laborer and former section foreman, died Dec. 8. He had worked for the railroad for 27 years. He is survived by his wife, Virginia; one daughter, Mrs. Janet Wilkinson, of Terre Haute; the parents, Mr. and Mrs. Wiley Edmond-

## ABOUT PEOPLE OF THE RAILROAD



son Sr., Terre Haute; two sisters, one brother and a grandson.

The Milwaukee Women's Club held its annual Christmas Party at Memorial Hall, Terre Haute, Dec. 15, with a covered dish dinner. The tables were beautifully decorated. Gary Roberts entertained with accordion solos of Christmas songs, and Mrs. Stout and her son sang Christmas carols accompanied by the banjo-guitar played by Mrs. Stout. All present joined in a "Sing-A-Long", after which a fellowship hour was enjoyed.

Jess Rusmisel, retired section laborer and foreman, died Nov. 8. He had worked for the railroad since 1931 and is survived by two brothers and four sisters.

## Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT—  
CAR DEPARTMENT

Richard D. Andrews, Correspondent

The First Aid station at Milwaukee Shops has been temporarily located in Building CD-41, in the offices recently vacated by the shop superintendent, while the old First Aid building is being rebuilt.

Bernice Kruse, clerk in the office of shop superintendent, recently purchased a fire extinguisher for her car,

hoping never again to have to get out of her car and just watch it burn.

Cliff Rammelt, tin shop foreman, and his wife have returned from a two-week vacation in Las Vegas. Cliff said that the scenery was terrific.

General opinion of the shop men is that 1965 was a poor deer season, with bucks hard to find, although some reported bringing home the venison. I understand one welder in the Freight Shop finally got a deer by hitting it with his car—accidentally, of course—and then purchased it from the Conservation Department.

Bob Winter, air brake foreman, recently had a "lost week end" (not the Ray Milland movie-type) spent in an air raid shelter under simulated fall-out conditions. This was the climax of a six-week course he took as a "shelter manager".

John Van Abel, steno-clerk in the office of the shop superintendent, has returned to work after a two-year hitch in the Army, including 16 months in Viet Nam.

Clarence Duchrow was elected general chairman of the Milwaukee Hiawatha Service Club at the annual election. He formerly held the post of secretary-treasurer.

Sympathy was extended to the family of Blacksmith Ted Haskins, who passed away suddenly at work. Mr. Haskins started with the Milwaukee in 1923 at Miles City and transferred to Milwaukee Shops in 1957.

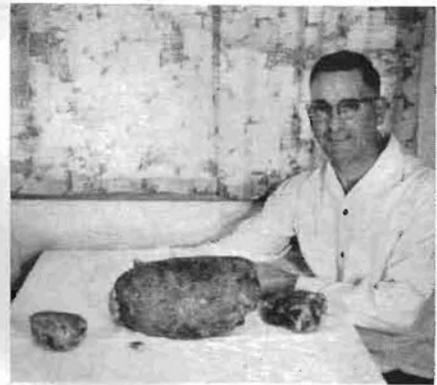
Ted Marino, clerk in the Freight Shop, recently purchased a pedigreed Doberman pinscher, and, I understand, is shopping around for stilts for the entire family.

Mrs. Karl F. Nystrom, widow of the Road's former chief mechanical engineer, died Dec. 2 in the Bethany Methodist Home in Chicago, where she had been a patient for two years. Surviving are two sons, Karl T. of Winnetka, Ill., and A. Vincent of Babbitt, Minn., and four grandchildren. Funeral services were held in Evanston, Ill., with burial in Hartland, Wis.

## Off Line Offices

DENVER, COLO.

Harry L. Holmes, retired general agent, died Nov. 27 last in St. Luke's Hospital, following a brief illness. He is survived by his wife, Ruth. Mr. Holmes, a native of Minneapolis, entered the Road's service there in 1924 and was a city freight agent in St. Paul and later traveling freight agent at Salt Lake City before transferring to Denver in 1933 as traveling freight and passenger agent. He was appointed general agent on June 16, 1938 and retired on Mar. 1, 1961. Active in organizational work, he was a past president of the Traffic Club of Denver, secretary of the Past President's group, and held membership in the Association of ICC Practitioners—to name a few of his interests. Since retiring he had been associated with the Empire Traffic Service.



**UNUSUAL GEM.** LaVerne White, signal maintainer at Miles City, Mont., found this 21-pound agate while hunting for wild grapes in the Yellowstone River bottoms near Rosebud, Mont. The gem is solid and measures a foot in length and 18 and three quarters inches around. It is shown with one and two-pound stones, the size usually found. LaVerne has received offers for it from agate cutters up to \$10 per pound.



**MEMBER OF THE WEDDING.** Engineer Leon Hainrich posed with his daughter Janine, in the Methodist Church at Montevideo, Minn., where her marriage to Steven Vassar was a social event of the Christmas holidays. The couple are living in Iowa City while the groom is completing graduate studies at the university. Janine is employed there as a nurse.



**A SILVER PASS** in recognition of 45 years of service is presented to H. A. Reed, assistant cashier of the joint agency freight house in Kansas City, center, by S. O. Jones, superintendent of the Milwaukee-Kansas City Southern agency. Standing by is Agent C. D. Nunley.

## Honored for 25 Years as Scoutmaster



Scoutmaster William E. Frank, right, with his latest group of Eagle Scouts.

A QUARTER of a century of service to the Boy Scouts was marked recently at Janesville, Wis., when Troop 19 of St. John's Lutheran Church observed its 25th anniversary. William Frank, rate clerk at the road's Janesville office, has been Scoutmaster for the troop since its inception, a record unequalled locally.

Actually, Mr. Frank's Scouting service goes back about 39 years. As a boy in Duluth, Minn., at the age of 13 he was the youngest Scout to reach the rank of Eagle.

Troop 19 is known in Scout circles as the "hiking troop," having covered more than 12,500 miles of recognized trails over the last 11 years. It has produced 50 Eagle Scouts, including Mr. Frank's son, Michael, and won many awards, so many, in fact that Frank has lost count. "We've got boxes of them stored away," he says.

Mr. Frank's awards include the Silver Beaver—top award for an adult—and the Lamb award—top honor of the Lutheran Church. He has found time also to help direct junior leadership training courses, rifle teams and emergency service squads, and for a while to assist the troop at the Wisconsin School for the Blind.

## Milwaukee Terminals

Pearl Freund, Correspondent

### AGENCY

Miss Cheryl Gromacki, 17, daughter of Clerk Harold Gromacki and recipient of various honors, again topped the list when she was recently named New Berlin's Junior Miss by the community's Jaycees. While Miss Gromacki did not place in the Wisconsin Junior Miss pageant, we feel sure she will do justice to the duties she must perform as the Junior Miss of her community.

Esther Millard made her annual pilgrimage east to spend her vacation and the holidays with her son and his family in Philadelphia.

Former C&O rate and bill clerk, Gene A. Summerfield Sr., who is now associated with the traffic department of Kearney and Trecker, has received approval to practice before the Interstate Commerce Commission. Approval followed successful completion of a written examination and two and a

half years of college credits, all on a part time basis since 1956 at the Milwaukee Institute of Technology and the University of Wisconsin at Milwaukee.

### REGIONAL DATA OFFICE

Renee Pruitt, niece of revising clerk, Mrs. Mary Bartelt, was one of the few Milwaukeeans who appeared on Allan Funt's television show. She and a girl friend at John Marshall High School were asked to take a test. "What is the title of the test?" Renee asked the man who supposedly was to give it. "You are to define an introductory adverb," he said. Renee gave him an amused look and said, "Oh-oh! I flunked already!" There were a few more comments and then Renee suddenly said, "You're beginning to sound like Candid Camera." He replied, "This is Candid Camera." Renee leaped up from her desk and with a bound was out of range of the television camera . . . and of millions of television viewers.

Former lead machine operator, Jean

Chittren, on vacation from his civilian job as purchasing agent for the U. S. Government, paid a visit to his co-workers. It was interesting to compare notes on life in the U. S. with that of his new location in the South Pacific island of Okinawa.

That bubbling effervescence displayed by Barbara Luebke, revising and stripping clerk, together with the fact she is holding her left hand higher than usual could account for only one thing—she is displaying a beautiful diamond ring, received from fiancé Bill Smith. Wedding plans are in the making.

Cheryl Habersat, daughter of Clerk Lois Scott, is now employed as a stenographer in the stores department under the supervision of H. R. Marxen. She transferred from the depot office of superintendent of the Milwaukee Division.

On the Wednesday before Christmas, the regional office employes staged a buffet luncheon at noon with baked ham and all the fixings. The table was decorated with a beautiful centerpiece donated by Bill Graves and Bob Gendron, and the colorful cookies and candies added charm to the setting. Many thanks to Mary Bartelt and Carolyn Dombrowski for their efforts in providing the food. The party was a success and enjoyed by everyone.

An evening party was held also at Hinmans Hotel and Restaurant on Dec. 18. Sweethearts, wives and friends attended with employes to enjoy supper, cocktails and dancing.

Mahlon S. Gilbert, chief revising clerk for outbound rates, has been promoted to assistant regional data manager of the Milwaukee office.

Marilyn Bintzler, keypunch operator, also has sparkling proof of her engagement to James Muscato.

### DAVIES YARD

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

Carman and Mrs. Chester Kozlencer proudly announced the birth of their first born, a boy, last Nov. 16.

Sympathy was extended to Carman Harry Rutowski and family on the death of their son, Dennis, 23, who was killed in action while serving in Viet Nam.

Carman Ed Anderson recently returned to work after a siege of illness at St. Luke's Hospital in Milwaukee.

Car Inspector John Dolkiewicz is sidelined by illness at this writing. We hope he will soon be feeling his usual good self.

Carman Karl Tschmelitsch, who had planned to retire Dec. 31, was struck down and fatally injured while coming to work on the morning of Dec. 30. He would have been 65 on Jan. 1. We were all saddened by this occurrence.

Clerk Elmer Liebnow and wife happily announced the birth of their fourth grandchild—another boy in the family—Peter Schmeling. This is the

(Continued on page 22)

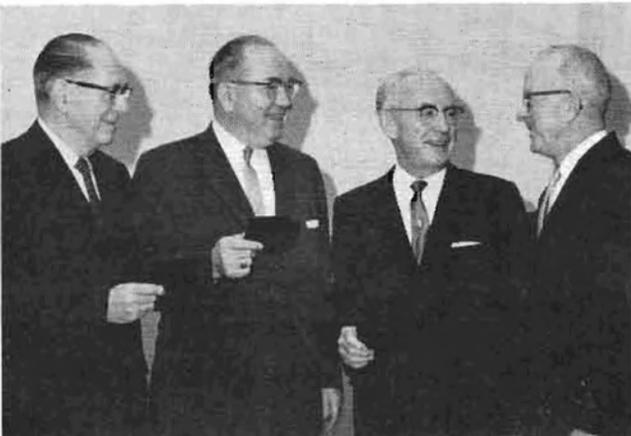
The Milwaukee Road Magazine



**CORN CHAMPION.** Bob Morse, son of Fireman Paul E. Morse of the Terre Haute Division, wears the winner's smile of the senior division Indiana Five-Acre Corn Growing Contest for 1965. Nearly 140 junior and senior contestants had yields of 200 bushels an acre, or more. Paul, who farms with his son at Lewis, Ind., won the contest in 1962. (Terre Haute Tribune photo)



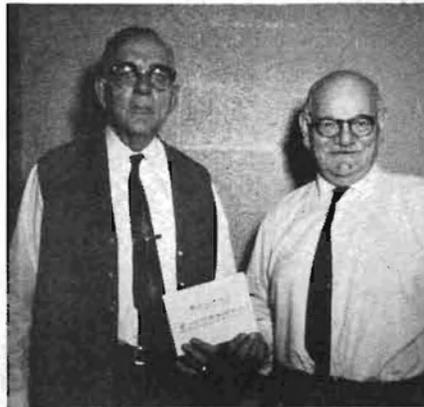
**GOLDEN WEDDING CELEBRATION.** Mr. and Mrs. Nicholas A. Bell of Chicago posed in front of St. Angela's Catholic Church after the Mass on last Thanksgiving Day commemorating the 50th anniversary of their marriage. Nick retired as assistant engineer in the auditor of capital expenditures office in November, 1962.



**SILVER PASS STATUS.**

Three mainstays of the operating department in Chicago are presented 45-year service passes with the congratulations of F. G. McGinn, vice president-operation. From left are G. C. Harder, supervisor of expenditures, J. A. Jakubec, assistant to vice president, and F. L. Freeman, special representative of vice president.

**LAST DAY ON THE "BEAN" JOB** at Galewood Yard, Switchman Harry Wise receives the good wishes of Chicago Terminals Assistant Superintendent W. K. Peterson. Waiting their turn are, from left, Switchmen Paul Steinhofel and Lyle Caines, Engineer Roy Lange (top) and Roundhouse Foreman Lionel Greco. All of Mr. Wise's service, from June 17, 1920 until he retired on Dec. 1, 1965, was in the Chicago Terminal district.



**MILWAUKEE SHOPS RETIREMENT.** E. E. "Ed" Zimmerman, clerk in the locomotive department office at Milwaukee Shops (left), poses with a Savings Bond Certificate presented to him with the good wishes of his co-workers when he retired in December after 55 years of service. Sharing the spotlight is Alex Bross, chief clerk. Ed's plans for his leisure include fishing in the summer of Random Lake, Wis., and bowling in the fall at Plymouth.

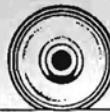


**ENDING 47 YEARS WITH THE RAILROAD,** Arnold H. Wirth Sr., special equipment operator at Harlowton, Mont., center, receives the best wishes of Roundhouse Foreman J. H. Trapp, left, and Relief Foreman E. H. Mielke.

**ANNUAL SANTA VISIT** to the Christmas party held by Aberdeen Chapter of the Milwaukee Road Women's Club was enjoyed by more than 100 children of employees' families. Behind the whiskers is Switchman Arnold Lowary. Mrs. Norman Meyer served as chairman of the party committee.



# here's how we're doing



	Fourth Quarter Ending December 31		Twelve Months Ending December 31	
	1965	1964	1965	1964
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$66,869,146	\$61,691,812	\$245,581,617	\$232,518,322
<b>PAID OUT IN WAGES</b>	27,675,348	28,768,948	110,738,494	108,823,770
PER DOLLAR RECEIVED (cents) .....	41.4	46.6	45.1	46.8
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	2,340,762	2,407,896	10,197,336	9,802,397
PER DOLLAR RECEIVED (cents) .....	3.5	3.9	4.2	4.2
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest..	30,039,018	26,943,767	117,382,903	108,577,354
PER DOLLAR RECEIVED (cents) .....	44.9	43.7	47.8	46.7
<b>NET INCOME</b>	<b>\$6,814,018</b>	<b>\$3,571,201</b>	<b>\$7,262,884</b>	<b>\$5,314,801</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	287,470	276,882	1,092,303	1,069,956
Increase 1965 over 1964..	+ 10,588		+ 22,347	

(Continued from page 20)

third son born to Ronald and Carolyn Schmeling.

I hope that all of his friends and co-workers both in Chicago and Milwaukee heard about the death of my father, Herbert W. Stark, retired builders accountant at Milwaukee Shops and former assistant material bureau head in the Fullerton Avenue accounting department. He passed away on Dec. 24. Dad had reached the ripe old age of 86 and until just recently often recalled many of the fine people he worked with during his 50-year railroad career.

## MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

Deer season has come and gone, but not without glory to those fellows who really proved their marksmanship this year. Will list here those reporting success: La Crosse Division Conductor R. T. Clemmons and C&M Conductor Robert Brunt, a 4-point buck each; Switchman Sherman Ehardt, an 8-point buck; Switchman Donald Christian, a 5-point buck; La Crosse Division Conductors Clyde Brinkman and Roland Clemmons, a doe and a 10-point buck, respectively; Switchman Steve Moniza, an 8-point buck and a doe; Time Revisor Harold Lemke—real news here—a yearling buck;

Frank Bienciewski, a spike buck and a doe; Switchman Charlie Kutcham, a 10-point buck; Switchman Wayne Kabitzke, a doe; Ray Thomas, a 7-point buck; and Yardmaster Fred Curd, a 9-point buck—don't think Fred ever fails.

Little girls held the spotlight in recent birth announcements. Mr. and Mrs. Russell Fons announced the arrival of daughter Tracy Lorraine. Mr. and Mrs. Ken Preuss that of baby Monica Ruth, born in November, and Muskego Yard Clerk Gene Cary and wife the arrival of baby Colleen Ann on Dec. 6.

Congratulations were extended to Switchman Leon Chernos on his marriage to the former June Wikkerink on Dec. 18 at St. Paul's Lutheran Church, Milwaukee. They honeymooned at Bayne Mountain, Mich., taking in the skiing.

Sympathy was expressed to the families of George Fahey, retired switchman, who passed away on Dec. 25; of Switchman John Cavey, whose young son was killed in an auto accident on Dec. 2; of Yardmaster Allan Quandt, whose death resulted from an auto accident on a Milwaukee Expressway; and of Chief Car Record Clerk Joe Wuerl, whose father passed away in a hospital on Jan. 3. Mr. Wuerl, 69, was a city employe for 36 years who retired last fall as a property appraiser for the tax department. He is survived by two sons, a daughter, a brother,

two sisters, and 14 grandchildren. Services were held at Mother of Good Counsel Church, Milwaukee, with interment in Holy Cross cemetery.

The freight traffic department employes were hosts to a delightful combined Christmas and "going away" party for Karen L. Marsch, secretary to assistant traffic manager, who left at that time for a Hawaiian vacation. She reported by mail that it was all fun-fun-fun.

Beverly Jean Blanck, the daughter of Assistant Trainmaster Ed Blanck, was chosen from a field of 70 girls to reign as Princess of the two-day Mitchell Park Winter Carnival. She was selected on the basis of her entry in an essay contest concerning the importance of family recreation. Beverly is a student at Longfellow Junior High in Wauwatosa. Her brother Robert, who attends Carthage College, worked for the Road last summer in Milwaukee as a caller.



Beverly Blanck

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

In our announcement of new arrivals in the December magazine, we overlooked mentioning the young man who arrived in the Al Klein family - Signal Department, Savanna—who has been named Mark Louis.

R. G. Sack, section foreman on the First District, retired Dec. 31. Mr. Sack had held a Superior Service Award for a perfect safety record of men supervised since 1934. We hope he will enjoy many years of good health during his retirement.

Paul B. Baecker, retired Second District engineer, passed away Dec. 14 in Mercy Hospital, Dubuque. Funeral services were held in Holy Trinity Church, with burial in Mt. Calvary Cemetery. Surviving are the widow, two daughters, two sons and 16 grandchildren. His career of railroading ended in 1944 with 46 years in engine service.

Savanna Chapter of the Women's Club met in St. Paul's Episcopal Parish House on Dec. 13, with 25 members present. Mrs. William Doherty was re-elected president; Mrs. Jerry Reiff was elected vice-president; Miss Clara Cush, secretary; and Mrs. Charles Bertholf, treasurer. The club voted donations to the Christmas basket fund and to the Carroll County Tuberculosis Seal fund.

Mr. and Mrs. Henry A. Becker of Bensenville, Ill., celebrated their 45th wedding anniversary at home during the Christmas holidays with all of their children and grandchildren present. Mr. Becker retired as a brakeman on the division in June, 1960.

The Milwaukee Road Magazine

## To Act for Road in New Chapter Of Executives' Secretaries, Inc.



Grace Johnson

THE Milwaukee Road is one of 30 firms in the Milwaukee area to recognize the role of the secretary in advancing company interests by subscribing to charter membership in Milwaukee Chapter of Executives' Secretaries, Inc. Officers were installed at a dinner meeting in the Wisconsin Club at which Mayor Henry W. Maier was the principal speaker.

The railroad is represented in the newly formed chapter by Mrs. Grace Johnson, secretary to general superintendent in Milwaukee. Mrs. Johnson, who is active in the National Association of Parliamentarians (currently president of the Waukesha YWCA unit), has been appointed parliamentarian and chairman of the bylaws, rules and regulations committee.

Executives' Secretaries, Inc., which has 48 chapters in the United States and Canada, is designed to bring together women in top secretarial and administrative positions for the purpose of establishing relationships that facilitate the transaction of business. Membership in each chapter is limited to 101 non-competitive classified firms. In the industry classification, the Milwaukee Road represents the "major transportation" member firm.

## I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent  
Office of Superintendent



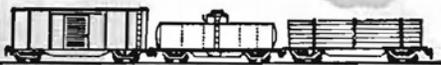
Les Winn

Conductor Les Winn was presented with a Gold Pass upon completion of 50 years of service by Superintendent Walleen. Les started as a freight handler at Calmar, Ia. in 1914, worked in

the car shops at Calmar, entered passenger braking service in 1917, and freight service in 1918. He was promoted to conductor in 1924 and now works between St. Paul and Austin. He and his wife live in the Twin Cities.

The IM&D Division was recently awarded a Minute Man Flag with Star by the U. S. Treasury Department in recognition of outstanding achieve-

## Carloadings



### JANUARY 1966 compared with January 1965

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1966 over 1965	NUMBER OF CARLOADS			
		JANUARY		INCREASE	
		1966	1965	1966 over 1965	% of increase
9.9%	Lumber or Dimension Stock ..	4,134	3,984	+ 150	+ 3.8%
9.1	Grain .....	8,259	5,791	+ 2,468	+ 42.6
	All Other Paper or Allied Products .....	5,266	4,815	+ 451	+ 9.4
6.1	Coal .....	8,272	7,953	+ 319	+ 4.0
4.5	Meat (Fresh, Chilled or Frozen) .....	3,222	3,054	+ 168	+ 5.5
4.2	All Other Wood Products (Incl. Plywood) .....	2,183	1,892	+ 291	+ 15.4
3.6	Primary Iron or Steel Products .....	2,958	2,910	+ 48	+ 1.6
3.3	Pulp and Pulp Mill Products ..	1,509	1,281	+ 228	+ 17.8
2.9	Stone, Clay or Glass Products ..	2,543	2,447	+ 96	+ 3.9
2.9	Industrial Chemicals .....	1,220	1,169	+ 51	+ 4.4
2.5	Nonmetallic Minerals; Except Fuels .....	2,765	2,511	+ 254	+ 10.1
2.4	All Other Chemicals or Allied Products .....	2,440	2,236	+ 204	+ 9.1
2.3	Canned Fruits, Vegetables and Seafoods .....	2,346	1,926	+ 420	+ 21.8
2.1	Fabricated Metal Products .....	1,286	1,054	+ 232	+ 22.0
1.8	Waste or Scrap Materials .....	1,922	1,671	+ 251	+ 15.0
1.8	Primary Forest Products .....	3,737	3,623	+ 114	+ 3.1
1.7	Malt Liquors .....	1,504	1,458	+ 46	+ 3.2
1.5	Farm Machinery and Equipment .....	1,489	1,315	+ 174	+ 13.2
1.4	All Other Machinery (Except Electrical) .....	786	722	+ 64	+ 8.9
1.4	Electrical Machinery and Equipment .....	846	659	+ 187	+ 28.4
1.3	Soybeans .....	1,164	1,079	+ 85	+ 7.9
.9	Beverages (Except Malt Liquors) .....	855	612	+ 243	+ 39.7
.7	Coke Oven or Blast Furnace Products .....	760	660	+ 100	+ 15.2
.7	Potatoes (Other Than Sweet) ..	461	349	+ 112	+ 32.1
.6	Metallic Ores .....	355	338	+ 17	+ 5.0
.4					
<b>70.0%</b>		<b>62,282</b>	<b>55,509</b>	<b>+6,773</b>	<b>+12.2%</b>

	loading of these commodities <b>DECREASED</b> in 1966 over 1965	JANUARY			
		JANUARY		DECREASE	
		1966	1965	1966 under 1965	% of decrease
5.0%	Motor Vehicles .....	1,395	1,625	- 230	- 14.2%
4.0	All Other Food (Incl. Sugar) ..	2,495	2,734	- 239	- 8.7
3.3	Grain Mill Products .....	4,740	4,816	- 76	- 1.6
	All Other Transportation Equipment .....	2,974	3,098	- 124	- 4.0
3.3	All Other Primary Metal Products .....	1,239	1,277	- 38	- 3.0
2.9	Freight Forwarder & Shipper Assn. Traffic .....	2,436	2,544	- 108	- 4.2
2.3	Petroleum, Natural Gas or Gasoline .....	2,042	2,615	- 573	- 21.9
2.1	Dairy Products .....	920	1,081	- 161	- 14.9
1.3	Fresh Fruits and Vegetables ..	704	862	- 158	- 18.3
.7	Livestock .....	330	467	- 137	- 29.3
.5	All Other Farm Products (Incl. Sugar Beets) .....	401	577	- 176	- 30.5
.5	Small Packaged Freight Shipments (LCL Mdse.) ..	33	1,692	- 1,659	- 98.0
.3	All Other Carload Traffic .....	3,802	3,843	- 41	- 1.1
<b>30.0%</b>		<b>23,511</b>	<b>27,231</b>	<b>-3,720</b>	<b>-13.7%</b>
<b>100.0%</b>	<b>Total (Includes LCL Mdse.) ..</b>	<b>85,793</b>	<b>82,740</b>	<b>+3,053</b>	<b>+ 3.7%</b>
	<b>Total (Excludes LCL Mdse.) ..</b>	<b>85,760</b>	<b>81,048</b>	<b>+4,712</b>	<b>+ 5.8%</b>

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ment in again attaining an unusually high percentage of employe participation in the payroll savings plan for U.S. Savings Bonds. During the 1965 campaign, 65.5 per cent of all employes on the division were listed as Bond purchasers. The flag was presented at a meeting of division supervisors by Roland Muller, area manager for the Treasury's Savings Bonds Division, and accepted for the employes by Superintendent Walleen.

John Iverson, a 50-year veteran of the Road, retired in December to enjoy warmer climates. He started as an engine watchman at Wells, Minn., in 1915, transferred to engine service in 1918, and had been working out of Austin since that time. John takes a great interest in railroad displays around the country and, now that he has more leisure time, no doubt will spend part of it extolling the attractions of the fine exhibit at the Mower County Fairgrounds here in Austin, which has been accumulated largely through contributions from the Milwaukee Road.

Sometime in the near future the exhibit will be enhanced by the addition of a suburban coach which has been donated to the Mower County Historical Society by our company. This coach, along with the steamer, Hormel refrigerator car, caboose, depot and various smaller items, will be on display this summer during the Mower County Fair. The coach, which came from our Western Avenue Coach Yard in Chicago, is now in the yard at Austin and will be moved soon by Martin Bustad & Son, Austin contractors, to the fairground site.

E. H. Dosey, retired cashier, passed away on Nov. 10 last, at Northfield, Minn. He is survived by four sisters.

Thomas Todoroff, former roundhouse employe at Austin, passed away



**RECEIVING A 45-YEAR PASS** is K. S. Lambert, agent at Marion Junction, S. D. (second from left), with Trainmaster R. D. Richter doing the honors. Standing by to congratulate him on his silver anniversary are Roadmaster N. J. Munoz, Canton, S. D. (right), and F. F. Hornig, division engineer of the IMGD Division.

on Dec. 8. He was 81 years old.

At the halfway mark in the bowling season here at Austin, a Milwaukee Road team has come out on top in the league. It consists of C. B. Davis, chief dispatcher; Art Kalland, special representative of superintendent; Frank Bradash, train dispatcher; J. E. Applebury, agent; H. J. Rafferty, perishable freight inspector; and Ed Carroll, chief clerk to agent.

Sympathy was extended to John Newlin, time reviser at Austin, on the death of his father, Harry, on Nov. 27 at Viola, Ia. The senior Mr. Newlin was at one time an agent for the Milwaukee, but later entered private business. He was very active in politics in the state of Iowa. Besides John,

## Attention—All Employe Bowlers! Schedule for the Annual Hiawatha Tournament

THIS is your notification that reservations are now in order for the 23rd annual Hiawatha Bowling Tournament to be held in Milwaukee, Wis., the week end of Apr. 16-17. The host committee has announced that the all-employe competition sanctioned by the American Bowling Congress will be conducted at Kuglitsch's Arcade, 44th Street and Greenfield Avenue. Single, Double and Team Events are scheduled for both days, with participation on a handicap basis.

The program will include a dinner dance on Saturday evening, Apr. 16, at the Eagle's Club, 24th Street and Wisconsin Avenue. Bowlers from other cities will be provided with free transportation between the Milwaukee Road passenger station, the bowling center, the Eagles Club and their hotel.

Entry forms are available at most key points on the railroad, and additional forms may be had by writing to J. W. Jones, Tournament Manager, 4517 S. Pennsylvania Ave., Milwaukee, Wis., 53207. Entries close on Mar. 18.



Retiring after 48 years of service, L. A. Mostrom, freight service inspector at Sioux Falls, S. D., center, is congratulated by, from left, Trainmaster R. D. Richter, L. C. Riley, chief clerk, Laura Sievert, cashier, Car Foreman Glen Kasak and General Agent L. A. Fiorello. For details, see the IM&D news.

other members of the Milwaukee family surviving are his brother Fred, retired baggageman living at Marion, Ia., who is 84 years old; his son-in-law, John Hart, a baggageman at Marion; and a grandson, John Hart, who works in the Regional Data Office at Cedar Rapids.

#### SIoux CITY AREA

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

A farewell retirement party was held for Leonard A. Mostrom, freight service inspector, at Kirk's Restaurant on Dec. 11, with this attended by a well-rounded group of Milwaukee Road friends and well-wishers from Sioux Falls and the surrounding area. Mr. Mostrom was presented with a set of power tools and a gift certificate to mark this eventful occasion. His only regret upon retiring was that he will miss the host of friends he acquired on the railroad during the past 48 years, people whom he called his "treasure chest" of the Milwaukee Road family.

Best wishes were extended to F. S. Nelles, agent at Scotland, S. D., upon his retirement after 52 years of service. Mr. Nelles started as station helper at Scotland, served as clerk at Sioux Falls, agent at various stations and as freight service inspector at Kansas City and Aberdeen before returning to Scotland 20 years ago.

Congratulations to Lt. and Mrs. R. L. Grandquist on the birth of a daughter, Sonya Kay, on Dec. 13 at St. Joseph Mercy Hospital, Sioux City. Little Robert F. Jr. is very happy with his sister.

Chief Carpenter and Mrs. J. D. Martin of Canton, S. D., welcomed two new members into their family circle this year. Their daughter, Jean, was married to George V. Kerr in a June ceremony in Vallejo, Calif., where they are making their home. Jean's twin brother, Jim, took Harriet Albers for his bride in October. Jim is presently employed in the track department for the Road in Canton.

Edwin L. Johnson, T.F.&P.A. at Sioux City, was elected vice president of the Siouland Gem and Mineral Society at the December meeting. Ed's wife gave up her position of secretary-treasurer which she held for two years.

This new job also automatically makes Ed the program chairman.

Benjamin (Ben) B. Wyant, 79, Sioux City, retired engineer, passed away suddenly at his home. Ben retired in 1960 after 54 years of service. He was engineer of the first diesel train brought into Sioux City. Survivors include the widow, three sons and three daughters, 12 grandchildren and 26 great-grandchildren.

John L. Myers, 88, Sioux City, also died recently. He was employed as an



**RETIRING WITH 45 YEARS OF SERVICE,** N. M. Martinson, roadmaster at Austin, Minn. (wearing carnation), receives a Silver Pass from Superintendent L. H. Walleen at a dinner party in his honor. Pictured also is Roadmaster E. E. Long (second from left) receiving a Silver Pass on the same occasion from Division Engineer F. F. Hornig.

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engineer for 45 years.

Carl S. Hemnes recently retired after 50 years as a locomotive fireman and engineer. Upon his retirement he was presented a Gold Pass. Mr. Hemnes plans to remain in Sioux City but will spend about three months of each year in warmer climates.

William F. Millard, agent at Garner, Ia., passed away Nov. 29 in a Mason City hospital. Mr. Millard started working for the railroad when 17 and for the past 50 years was station agent at Garner. He is survived by his wife; two sons, William of Nora Springs and John of Chicago; and a daughter.

Con LaGasse, 89, died Nov. 27 at Mason City, Ia. As a young man, he went to work for the M&STL. Later he joined the Milwaukee and was a machinist and blacksmith until his retirement in 1941. Surviving are a daughter and a son, five grandchildren and nine great-grandchildren, all of Mason City.

A vote of thanks to the Sioux City Women's Club for the wonderful annual turkey dinner which was held in November at the Scandinavian Hall with 250 people being served. This is a lot of work for the women and is really enjoyed by all.

After the dinner, they held their regular election of officers with Mrs. Harry Undine elected president, succeeding Mrs. A. G. Broom. Mrs. Vivian Sogn was elected first vice president; Mrs. Hazel Wright, second vice-president; Mrs. Roland Foster, treasurer; Mrs. Berkemier, secretary; and Mrs. Renne, recording secretary. The installation of officers was held Jan. 27.

The Women's Club also held its Christmas party for the children on Dec. 15 at the Scandinavian Hall and Santa appeared with his sack full of goodies. They also made cookies and candy for the shut-ins.

Enthusiastic supporters of our SC&D retirement banquets in past years will be glad to learn that the committee in charge has already engaged the Rickshaw Room of the Holiday Inn, Sioux City, Ia., for Sunday, Oct. 2, 1966 for our fourth annual banquet.

R. W. Hunt, agent for 47 years at Scenic, S. D., passed away Nov. 29 in Arcadia, La., where he and his wife



**BROTHER ACT.** Neil and Terry Bagaus, sons of Lloyd Bagaus, section foreman at Corona, S. D., display the first place trophy awarded to them in the talent contest held in conjunction with the Snow Queen Festival at Milbank, S. D., during the Christmas season. Neil, 15, plays an electric guitar and Terry, 13, plays a steel Hawaiian guitar with Neil vocalizing. The talented teen-agers are grandsons of Ted Bagaus, section foreman at Summit, S. D.

moved after he retired in 1952. He had been in poor health since suffering a stroke about four years ago. Surviving him, in addition to Mrs. Hunt, are a daughter, Irma Perkins of Santa Monica, Calif., and a stepson, Dr. Robert D. Hightower of Shreveport, La. Interment was in Arcadia.

**Chicago Terminals**

DIVISION STREET

Carolyn DiCicco, Correspondent

Elizabeth Stockwell, wife of William C., chief yard clerk, Division Street, and mother of Thomas McVey and Mrs. Alice Jeanne Fox of Streamwood, Ill., passed away Nov. 16 in Swedish Covenant Hospital following surgery.

Received a letter from Retired Freight House Foreman Pete Hagen telling about the European trip he and his wife made last fall touring Ireland, Scotland, Norway, Sweden and Denmark.

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**VETERANS OF 45 YEARS SERVICE**, all in the Chicago Terminals, Switchman A. G. VanAlstine (right) and Engineer L. Ellerman (next at right) receive Silver Passes with the congratulations of Trainmaster Emil Huart. Looking on is Switchman R. E. Siebert, who has 26 years of service.

### BENSENVILLE

Delores Barton, Correspondent



Cynthia Stark

Cynthia Jane Stark, daughter of Assistant Agent R. C. Stark, was installed as Honored Queen of Bethel 41 of Illinois, International Order of Job's Daughters, Franklin Park, on Dec. 19. Cyn-

thia is also a granddaughter of the late Carl L. Stark, former chief clerk to assistant superintendent.

We learned just recently that Dolores Sampson, daughter of Retired Yardmaster Lyall Sampson, now of Boscobel, Wis., was married last Aug. 7 to William Moneypenny of Fennimore, Wis. She wore a blue lace gown and chapel length veil and carried carnations. Lyall was elated over the whole affair, of course. He is still enjoying the fishing at Boscobel.

After a long illness, Mrs. James E. Bachelor, 78, wife of retired roundhouse machinist, passed away Dec. 12 in Union Hospital at Terre Haute. The Bachelors were married 57 years and had 7 grandchildren and 15 great grandchildren. Martin Bachelor, painter at the Bensenville roundhouse, is their youngest son, and Marlyn Kay Sullivan of the superintendent's office and Barbara Bachelor of Mr. Waterworth's office are two of their grandchildren. They moved to Terre Haute after James retired in 1949.

Sympathy was expressed to Switchman-Extra Yardmaster Wayne Barnes on the death of his mother Nov. 8, and to Retired Yardmaster Knut Johnson on the death of his wife Jan. 8 after a long illness.

Best wishes were extended to Engineers H. A. Hart and James Rose who retired Nov. 8 and Dec. 15 respectively.

Mrs. Erick Ericksen, wife of retired switchman passed away Jan. 8 in Largo, Fla. Retired Chicago Terminals employes who attended the services together with their wives were Walter

Rapp, William Earl, Walter Cable, Earl Simmons, Jim Imbler and Verney Bradshaw.

Ernest C. Kerndel, 81, retired switchman, died in Northwest Hospital in Chicago last Nov. 27. He was born in Chicago and started railroading here in 1902 with the Burlington. He also worked for a number of other roads, including the North Western, Santa Fe, Chicago Junction and Michigan Central, before coming to the Milwaukee in 1923. He retired in 1947. Preceded in death by wives Selma and Emma, he is survived by three brothers and a sister. Burial was in Acacia Park.

### GALEWOOD

Linda M. Kuchl, Correspondent

On Dec. 22, the Fullerton Avenue Chapter of the Women's Club brought its Christmas treat of coffee and cake for the freight office and freight house. Members who helped serve were Mrs. Portschy and Mrs. Waskow.

Also on that day, the freight office held its annual Christmas luncheon. Dorothy Parsons, switching clerk, headed the committee to handle the arrangements. A delicious lunch was

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**WEDDING PORTRAIT** of Camarino Rocha and the former Rosa Juarta, who were married recently in Chicago. Mr. Rocha is a maintenance man for the Division Street district.

served and a good time was had by all. Among retired employees who attended were Former Agent A. E. Ward, Re-consigning Clerk Frank Phillips, Stenographer Norma Gunderson and Bill Clerk Hattie Blackman; Dominick Boyle, cashier in the Regional Data Office; William Roach, car record supervisor; and Joe Roomey, car record supervisor before Bill Roach; also, Mrs. Joynt, Mrs. Auch and Mrs. Millard, Matilda Nauheimer, retired Division Street clerk, and Walter Lapinski, clerk on leave of absence.

Frank Cincinello, per diem clerk, and his wife are the proud parents of Paul Anthony, born Dec. 21.

M. E. Gerard, formerly of the CRFCA, is now working in the Regional Data Office, R. P. Ortman is again working at the freight office as a rate clerk, and John Ruder is a new employe in the machine room.

John Graney, former check clerk at the freight house, retired on a disability leave. John started working for the Milwaukee in September, 1925, and his wife Mae works in the freight office as a switching rate clerk. I'm sure John would like to hear from his old friends. You can write to him at his home, R.F.D. #2 Schubert Street, Melrose Park, Ill.

Get Well wishes are extended to Edna Trumbull, Ed Lemke, Grace Proctor and Walter Lapinski. We all hope to see them back at work soon.

Sympathy was extended recently to J. F. Millard, regional data manager, on the death of his father, and to Robert Pace, clerk in the regional office, on the death of his mother.

## La Crosse Division

### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

Conductor J. E. Donovan retired Dec. 1 after 48 years of service. Mr. and Mrs. Donovan reside in La Crosse.

George A. Lancaster, 65, retired B&B carpenter, passed away in St. Petersburg Fla., on Nov. 20. He is survived by his widow, Edna; one daughter, Mrs. Gloria Barclay of Hartland, Wis.; three sisters; one brother, Percy of La Crosse; and two granddaughters. Burial was in Mormon Coulee Memorial Park at La Crosse.

Oscar F. Miller, 72, passed away on Dec. 19 at the home of his daughter, Mrs. Russell Burkhardt. He worked for many years as a freight handler at La Crosse. He is survived by three daughters, Mrs. Burkhardt, Mrs. Frederick Thurston and Miss Marie

## Feted on His Fiftieth



Willard Shipley

CONDUCTOR Willard Shipley of Madison, Wis., became a local celebrity last Dec. 23 when he marked his 50th year of service on the run of No. 11 from Chicago. Two newspapers carried the story and a large group of relatives and friends held a dinner party in his honor at the Waterfall Restaurant. Those present at the anniversary celebration included his two daughters and their husbands, his son and daughter-in-law, and his three sisters, two of whom married railroad men.

The Shipleys take pride in a family service record that up to now has totaled more than 250 years on the railroad. Willard's father, the late Frank Shipley, was the agent at Cross Plains, Wis., for 57 years; his brother Frank Jr. retired as a trainman on the La Crosse Division after 42 years; Jay as an engineer on that division after 54 years; and his brother Robert, now chief yard clerk in Tacoma, has put in 48 years.

Willard, a widower, has lived in the Madison area most of his life and is one of the city's best known railroad men. Besides his wide acquaintanceship among regular travelers on Nos. 11 and 22 between Madison and Chicago, he is known to hundreds of others as the conductor on the Santa Claus shuttle special sponsored annually between Madison and Stoughton by the downtown merchants.

*The Milwaukee Road Magazine*



**HEAD OF THE CLAN.** K. D. "Scoop" Smith, who retired as telegrapher at Portage, Wis., in 1960, poses with his daughter, Mrs. Jeanne Huebner of Portage, and seven of her grandchildren. Altogether, he has 13 grandchildren and ten great-grandchildren. "Scoop" retired with 42 years service, during which he was a Mogazine correspondent for 35 years.



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Miller, all of La Crosse; and one sister. Burial was in Mormon Coulee Memorial Park at La Crosse.

La Crosse Chapter of the Milwaukee Railroad Women's Club held its Christmas party with a luncheon at the Mal Tai at La Crosse on Dec. 1. Fifty-three members were present. Cards were played and gifts exchanged.

Mrs. M. T. Sevedge, wife of the superintendent at La Crosse, was introduced and welcomed. Out of town guests included Mrs. R. Vannella, secretary general, Mrs. W. E. Swingle and Mrs. H. Shannon. Mrs. Vannella presented Mrs. L. D. Miller with a Past President's pin.

The new officers for 1966 are: Mrs. L. Ellis, president; Mrs. C. Hart, first vice president; Mrs. O. West, second vice president; Mrs. L. D. Miller, secretary; Mrs. W. Miller, treasurer; Mrs. C. Moore, corresponding secretary; Mrs. N. McGaughey, historian. Committee chairmen are: Mrs. E. J. Goggin Jr., Good Cheer; Mrs. G. Koeppke, Refreshments; Mrs. R. Ritter, Entertainment; Mrs. B. Dey, Welfare; Mrs. A. Johnson, Publicity; Mrs. M. Down, Auditor; Mrs. C. Hilbert, Nominations.

earned honors for the first quarter of the school year.

Henry Osswald, son of Walter Osswald, roundhouse employe, received a graduate degree as a result of his scholastic work during the 1965 summer session at the University of Wisconsin. Mr. Osswald joined the faculty at Senior High School, Wausau, last fall, teaching political science. His Master's degree is in history education.

A series of annual parties by Wausau Chapter of the Women's Club included a potluck luncheon for members; a Christmas party for children of all railroad employes; and a dinner honoring Wausau railroad employes who retired in the past year. Trainmaster Obermowe served as master of ceremonies. Retired Conductor R. F. Bertrand spoke on his experience as a railroad man. Musical entertainment was offered by Operator M. L. Lepinski (piano), Ticket Clerk Gaylord Carpenter (guitar), and retired Engineer L. E. Wilcox (piano). The "Singing Rails" chorus, composed of Roundhouse Foreman Paul Jensen,

#### WISCONSIN VALLEY

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

Over 40 years of railroad service ended for Conductor W. W. Essells when he retired Dec. 1. Mr. and Mrs. Essells departed shortly thereafter to spend the winter in California. They will continue to enjoy the summer months at their lake cottage.

Retired Engineer George Granholm, 77, passed away Dec. 28 following a brief illness. Funeral services were held in Bethlehem Lutheran Church with burial in Merrill Memorial Park. Immediate survivors are a daughter, a brother, and a sister.

John Cline, a freshman at Newman High School in Wausau and son of Assistant Roundhouse Foreman Cline,

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Agent Howard Parker, Roadmaster H. F. Brostrom, Conductors Carl Akey and James Hack, and Engineers Eugene Cortright and Norman Krueger, sang several selections and request numbers. A pantomime, "Choo-Choos," was presented by Mmes. Eugene Cortright, Melvin Boernke, H. F. Brostrom, and N. A. Krueger. All of the table decorations were made by Mrs. Herbert Hintze. Many special prizes were awarded and Retired Conductor Del Wescott, 92, received a prize as the oldest guest present.

Mrs. James Callahan will be the president of the Women's Club at Wausau during 1966. Others elected are: first vice president, Mrs. Melvin Boernke; second vice president, Mrs. Maurice Nelson; secretary, Mrs. Norman A. Krueger; and treasurer, Mrs. Donald Conklin.

#### EAST END

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

Castle Stanley, 72, father of Portage Switchman C. C. Stanley, passed away suddenly at his home on Nov. 2. Mr. Stanley was a World War I veteran.

Orin S. Cadman, retired roundhouse employee at Portage, passed away last Nov. 23 at the age of 70, after a long illness. He is survived by his wife, Clara, son Donald of Seattle, daughter Mrs. Donald Mell of Portage, one brother, Retired Brakeman Aubrey Cadman, and a sister, Mrs. Walter Roberts, widow of assistant roundhouse foreman of Portage.

William Lueck Sr., 73, passed away at Watertown on Nov. 23. Mr. Lueck had over 45 years' service with the B&B department when he retired in October, 1957. He is survived by his wife, two daughters and three sons. Mr. Lueck lived on his ranch in North Dakota from 1912 to 1922 and since that time had resided in Watertown.



**AWARDED A SILVER PASS** for 45 years, J. N. Johann, head accountant in the auditor of capital expenditures department in Chicago, right, receives the good wishes of W. J. Cusack, auditor of capital expenditures, at an office party in his honor. He was on leave at the time, due to ill health.

Brakeman L. A. Hodan and Kay Ann Hamele, daughter of Conductor J. F. and Mrs. Hamele of Portage, were married in Las Vegas, Nev., on Nov. 29. They will live in Milwaukee.

Julius O. Klemp, 79, retired signal foreman, passed away in Divine Savior Hospital, Portage, on Dec. 6. He is survived by a son, Conductor Robert W., and two daughters, Mrs. Kenneth Langbecker and Miss Phyllis of Portage.

Portage Roundhouse Foreman and Mrs. J. C. Hohenadel have a new daughter, Jody, born on Dec. 8. The Hohenadels have another daughter, one and a half-year old Jane.

Brakeman and Mrs. S. N. Raimer have a new daughter, JoAnn, born at Portage on Dec. 8. The Raimers have two other children, Jeffrey, 3, and Janice, 16 months.

Conductor J. J. Robinson suffered a coronary attack on Dec. 18. He is confined to Divine Savior Hospital at Portage at this writing, but progressing very satisfactorily.

Conductor D. W. Clemmons rolled a National Honor count of 702 while bowling in the Major League at Portage. Don has had some wonderful series during his bowling career.

Mrs. Agnes Evenson, 74, mother of Signal Maintainer Walt Evenson of Portage, died in Divine Savior Hospital, Portage, on Dec. 30 after a brief illness.

### Chicago General Offices

TRAFFIC DEPARTMENT  
Trudy Rogde, Correspondent

On Dec. 31 Betty McCoy left the company on a maternity leave to await the arrival of her first baby. Betty has done a wonderful job as correspondent and I only hope that I will be able to do as good a job in

*The Milwaukee Road Magazine*



**MARKING 45 YEARS OF SERVICE**, R. J. Boland, veteran car distributor, receives a Silver Pass with the good wishes of Q. W. Torpin, general superintendent transportation. All of Mr. Boland's service has been in the Chicago area, starting as a yard clerk at Western Avenue and subsequently at the Bensenville and Galewood yards until April 27, 1942, the date when he transferred to the general superintendent of transportation office.

the future.

Betty will be missed by the many friends she has made with the road, and we're all waiting for the news of the blessed event.

Double trouble in a pleasant form entered the home of Larry Fancher of our commerce department when his wife, Lorraine, gave birth to twin girls, Stacey Ann and Kimberly Marie, last Nov. 9. Big brothers Keith and Scott are thrilled over the arrivals, as were all of us here at the office.

On Dec. 18, John V. Serio of the traffic research department met Bonnie Jean Czarnecki at the altar of the Mary Seat of Wisdom Church in Park Ridge to become man and wife. A lovely reception for the couple was held at Henrici's O'Hare Inn. They honeymooned in Chicago and are now living in River Grove.

The general freight department welcomed Miss Nancy Fortin as stenographer for the rate desk. Nancy joined the Milwaukee Road on Dec. 1. We also welcomed Joe Contreras, who came to the department from our Fullerton Avenue office on Dec. 1 as a rate clerk.

Walter Edmond Klosowski is now the proud grandfather, for the seventh time, of a baby girl named Constance Frances Shaughnessy.

Our deepest sympathy was extended to Mrs. Stephanie Weber on the death of her husband, Donald, who passed away last Nov. 26.

Sympathy was also extended to Ward H. Wait, freight traffic manager-grain, on the death of his mother, Eliza, on Dec. 18.

Ben J. Fuechtmann, father of Bernard J. Fuechtmann, assistant to passenger traffic manager, passed away on Dec. 20 in Melrose, Minn. Our sympathy was extended to the family.

January-February, 1966

## ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

It was with deep regret that we learned of the death of W. E. Ring, retired division engineer of the Rocky Mountain Division, at his home in Butte on Dec. 15. Mr. Ring, born Feb. 13, 1887, started with the Road as an instrumentman on the old Northern Montana Division. Advancing through the positions of assistant engineer of the valuation department in Minneapolis and assistant engineer maintenance of way at Butte and Lewistown, he served, in turn, as division engineer of the Northern Montana, in the same capacity at Miles City and Aberdeen, and of the Rocky Mountain Division from 1942 until he retired in February, 1952. Funeral services were held at St. Joseph's Church, with burial in Holy Cross Cemetery.

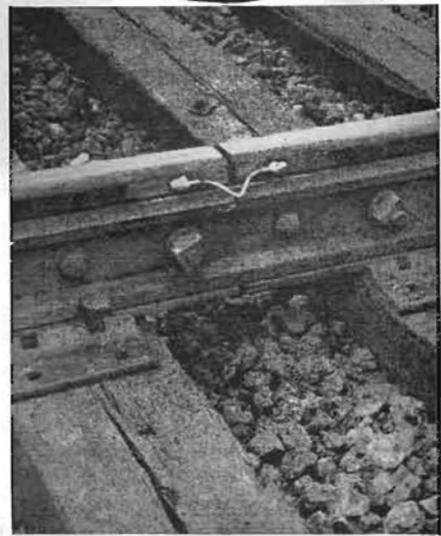
Contributed by Betty A. Naughton  
Signals and Communications



H. J. Dunn, supervisor of signals and communications at Minneapolis (left), who retired late last year after 39 years of service, is congratulated at a dinner in his honor by Signal Engineer G. M. Hill. For a report on the affair, see the Chicago engineering department news.

Supervisor of Signals & Communications Herb J. Dunn, who retired late last year after 39 years of service, was honored with a party held in the Hotel Norman in Minneapolis on Nov. 13. Robert Kluzik, leading signal maintainer at St. Paul Hump, and Maintainer Roger Olson, South Minneapolis, headed up the committee, arranging for Assistant Engineer-Signals Joe Aldern to act as master of ceremonies, on which occasion Joe presented to Herb and his wife Dorothy a purse containing folding money from their many friends. Among the 100 present, Division Engineer R. H. Michaels of the Twin City Terminals, Assistant Chief Engineer Walt Fuhr, Signal Engineer Gordon Hill, and Dean Twitchell, who represented the signalmen's organization, expressed the sentiments of Herb's co-workers on the division as well as throughout the system for

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**TAKING LIFE EASY** are J. P. Hynes, retired chief clerk to vice president-controller, and his wife, pictured at their home in St. Petersburg, Fla., the second they have bought there since he retired in 1956. The Hyneses, who enjoy traveling, periodically take off for places of interest in this country and in recent years also visited the British Isles and the European continent.

many happy and fruitful years of retirement, and congenial relationship during his years as supervisor in Minneapolis since 1939. Retired Signal Engineer Phil Linderoth and his wife Florence came from Chicago for the festivities, and Herb and Dorothy's daughter, Mrs. Phyllis Poole, was there, also. The Dunns have four grand-daughters, ranging in age from less than one year to 12 years old. Herb also received a box of "cigars" to enjoy while pondering on how to spend that retirement gift.

Frank T. Ross, a 45-year veteran who once was selected as the Road's fastest telegrapher, died Dec. 23 in Milwaukee of cancer (see the obituary elsewhere in the Magazine). Once the head wire chief in Milwaukee, Frank retired and moved to Waukesha nearly five years ago, after working his last 12 years in Chicago as system supervisor-relay offices. Born in Vinita in the old Oklahoma Territory, Frank worked for railroads in the West before joining the Milwaukee at La Crosse. His selection as the fastest telegrapher came when the Road still

used the Morse code and telegraph key. Pallbearers at the funeral services included General Supervisor Signals & Communications Lines Ray Stuckey, Assistant Engineer-Communications Andy Nelson, Chief Clerk-Communications Clair Capron, and Russ Kline, retired communications chief clerk. Frank's family, especially his wife Helen, expressed their heartfelt gratitude to his many friends and railroad associates for the letters, visits, contributions and cards sent to him during his last days. Frank, himself, often mentioned the encouragement he received because of the kindness of their friends.

Neil C. Sims, signal maintainer at McLaughlin, S. D., was transferred to the Chicago office as draftsman in January. Neil, his wife, and their two children will be making their home now in Itasca, Ill. Signal Maintainer J. W. Murdock of Lemmon, S.D., was awarded the maintainer's job vacated by Sims at McLaughlin.

Signal Draftsman Don Pokorney and his wife Barbara welcomed their newest arrival, Gordon Scott (a future astronaut?) on Dec. 23 at North West Hospital in Chicago. The Pokorneys have two other sons, Dennis, 11, and Bradley, 5.

Christmas has its own special meaning to each of us, but to Betty Laseter, daughter of Chief Telephone Operator AuDell Carlson in Chicago, it meant being reunited in Norfolk with her husband, Lt. Commander Jesse Laseter of the *U.S.S. Independence* after being separated from May 5 to Dec. 24 while Jess was serving in Viet Nam. Jess and Betty were married last year on Easter Saturday.

That "swinging grandma", retired phone operator Tillie Verdak of Chicago, left Dec. 26 for California, took in the Rose Bowl Parade (even tried to pitch right in and help decorate a few of the floats), and as of this writing, have no word as to just how long she'll be "bumming" out there. At any rate, she's having quite a time for herself.

"Toots" Fair, retired Chicago telegrapher, stopped in to visit just before the holidays. He and his wife Lois are

## Frank T. Ross

FRANK T. ROSS, retired supervisor of the road's relay offices, died in St. Mary's Hospital in Milwaukee last Dec. 23, about five weeks after he had undergone surgery. Surviving are his wife, Helen, a general advisory officer of The Milwaukee Road Women's Club; a son, Arthur K. of Barstow, Calif.; two daughters, Mrs. Betty Butler of Hartland, Wis., and Mrs. Ruth Ann Blackwood, of Waukesha; and six grandchildren.

Mr. Ross, a native of Oklahoma, started his railroad career with the Frisco Lines in 1909 and came to the Milwaukee in 1914 as an agent-telegrapher on the extra board. Advancing through the positions of second trick operator at La Crosse and second and first assistant chief operator in Milwaukee, he became chief operator in Milwaukee in 1948. He was appointed supervisor of system relay offices in 1948 and retired from that position on Aug. 31, 1960.

He and Mrs. Ross had made their home recently in Waukesha, Wis. Funeral services were conducted in Milwaukee, with interment in Arlington Cemetery.

just sort of taking life easy at their home in Chillicothe, Mo.

New signal helpers recently to have joined the ranks—J. H. Marchand of Gary, Ind., G. L. Edwards of Sparta, Wis., and C. J. Carlisle, who transferred from the track department. Crew Signalman D. D. Weber was the senior bidder on the maintainer's job at Webster, S.D., and P. C. Peterson, former maintainer at Webster, was appointed signal foreman.

## AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Joe G. Shemroske Jr., the son of Joe Shemroske, assistant engineer, enlisted in the Naval Air Force. He is now stationed at Glenview Naval Air Station.

We welcomed some new people to our office. They are Paulette Lipinski, who came to us from Combustion Engineering Inc.; Robert Janssen, from Florsheim Shoe Co.; Richard Dressler, from the office of the assistant auditor of expenditures; Stephanie Hargus, from track timekeeping; and Joe Kunovich from the auditor of expenditures office.

Larry Hogan, who retired in 1962, was called back for special assignment work. He left us once again on Dec. 24.

Sympathy was expressed to the family of Clem Burd. Clem, who retired in 1961, passed away Nov. 15. He was taken ill some time ago and spent his remaining days at the Veterans

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





Mrs. Mildred (Millie) Flack, retiring Jan. 15 as secretary to the general superintendent of transportation, says good-bye to some of "the boys" (see the Chicago General Offices news). From left are D. J. Staley, superintendent of transportation; C. D. Emerson, assistant superintendent of transportation; W. R. McPherson, superintendent of transportation-passenger; J. A. Wosinski, assistant to superintendent of transportation (rear); R. E. Beck, superintendent of transportation; W. H. Robinson, assistant to general superintendent of transportation; and Q. W. Torpin, general superintendent of transportation.

Hospital. Mr. Burd was well liked and will be missed by his fellow employees.

At this time we would like to congratulate Walter Franz, assistant auditor of investments; Joe Kirchen, assistant auditor of capital expenditures; and G. E. Stickler, assistant auditor of joint facility. Good luck on your new appointments.

#### FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Herb Kirch, Maynard Mortinson and Andy Anderson visited the office during the recent holidays. Retirement is certainly agreeing with all of them.

Anna Nasheim, retired head typist, is recuperating at home from a recent stroke.

Jake Mathlesen, bureau head, has set his sights on a larger home in Carpentersville, Ill., and plans to move his family there shortly.

R. M. Levy, assistant freight claim agent, has completed his flying training and now possesses a private pilot's license.

Aileen Hermes, sales clerk on leave for some time, has resigned to spend full time relaxing as a resident of Tampa, Fla.

Floyd Walker and Steve Randall have resigned from the railroad. Floyd moved to Mitchell, S.D., to enter his father's sign painting business, and Steve accepted an accounting position with the Texaco Oil Company.

Pete Drabe and Ron Klish were recently welcomed to the office as new employees.

#### OPERATING DEPARTMENT

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

Mrs. Mildred N. Flack, secretary to the general superintendent of transportation, retired on Jan. 15 after 40 years of service in the transportation department. Mildred started with the Road in June, 1925 as a stenographer and was appointed secretary to the general superintendent in May, 1948. An open house was held in her honor at which cake and coffee were served, and her feminine co-workers gave a luncheon for her. Mildred plans to devote her time to housekeeping and also do some traveling.

Sympathy was expressed to Catherine Lowrey, file clerk in the general manager's office, whose mother

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passed away Dec. 10 in a rest home at Niles, Ill. Burial was in Joliet, Ill. In addition to Catherine, she is survived by a sister, Mrs. Kathryn Boyd of Joliet.

After a friendship of two years and a courtship of three years, Juanita Cotton of Carscope married Harold Stewart at Chicago's City Hall on Dec. 23. They had been engaged since October, and had originally planned only to obtain a marriage license. However, the license clerk thought it would be a good idea to proceed with the ceremony and telephoned the judge, asking him to wait for them. Juanita's husband works for the General Mills Corporation.

It is with deep regret that we learned of the death on Dec. 15 of Mrs. Martha Brandt, mother of Dorothy W. Brandt, chief clerk in the pass bureau. Funeral services were held at the Bartwood Chapel in Bartlett, Ill., with interment in Lake Street Memorial Park.

Mrs. Barry Fineout (Joan Fase), formerly of the transportation department, and her husband, who are living in Texas, spent the holidays in Chicago and stopped in to visit the employes in the department.

Mrs. Vera Torpin, mother of Q. W. Torpin, passed away suddenly at Mitchell, S. D., on Nov. 24. Funeral services were held there, with burial at Central City, Neb.

## P. X. Kennedy

PETER XAVIER KENNEDY, 88, agent at Montgomery, Minn., from 1910 until his retirement in 1945, died Dec. 14 in Queen of Peace Hospital at New Prague, where he had undergone surgery. Funeral services were held in Montgomery at the Church of the Most Holy Redeemer and interment was in Calvary cemetery, with Third and Fourth Degree Knights of Columbus forming an honor guard.

"P. X.", as he was familiarly known, was born in a log house at Ottumwa, Ia., and reared in Omaha, where he attended Creighton College and started railroading in 1899 with the Union Pacific. After working there for several other roads he came to the Milwaukee in August, 1910 and served briefly as agent at Lonsdale, Minn., before going to Montgomery. A leader in civic, social and church activities, he was a charter member of the Montgomery Community Club and the Knights of Columbus council, and for many years assistant chief and warden of the fire department. In 1962 he and Mrs. Kennedy were honored by the community as grand marshals of the annual Kolacky Day parade.

Surviving, in addition to his wife Emma, are three sons, Raphael of West Allis, Wis., Gregory of Milwaukee and Vincent of Ogden, Utah, four grandchildren and a great grandchild. Gregory is a linotype operator for Cuneo Press in Milwaukee, where The Milwaukee Road Magazine is printed.

## OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Judy Schneider, comptometer operator in the central computing bureau, became Mrs. Fred Ochwat Nov. 27 in St. Sylvester's Church. A reception followed at the "Party House."

Marie Rostan and Gertrude Walsh of the central computing bureau are both on leave at this writing, due to illness.

Annette and George Mei announced the birth of their daughter Patricia Marie on Nov. 30.

Sympathy was extended to Harry Simon, whose wife passed away recently.

The new employe we welcomed to the central typing bureau is Mara Pucci.

## MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent  
Office of Assistant Vice President

Alex Santi, MMTc accountant, and Mrs. Santi became parents of a boy, David John, on Nov. 14 at Resurrection Hospital in Chicago. Big brother Stevie (5) was very eager for his brother to come home so he could play with him.

Kenneth Nordstrom, terminal manager at Milwaukee, and his family moved into a new home at 11915 West Oxford Place, Wauwatosa, Wis., and held an open house on Dec. 11. The Nordstrom girls, Pamela (16) and Diana (10), will not have to change schools. However, the thing that really sold the house to the Nordstroms was the built-in dishwasher. Ken advised that visitors are welcome.

Bob McElligott Jr., rate clerk, completed his basic training at Fort Knox and was home on furlough in time to pay a Christmas visit to the Chicago office. He looked very handsome in his new uniform and has as much pep as ever. After his furlough expired, he reported to Fort Polk, La.

Marian Petersen, secretary to Assistant Vice President Roy R. Miskimins, has been on a leave of absence since Dec. 3, taking care of her mother who broke her thigh bone. She hopes to be able to return to her secretarial duties soon.

Durwyn Wolf, interchange clerk in Chicago, left the MMTc on Dec. 30 to return to Western Michigan University at Kalamazoo, to complete a Liberal Arts course. Durwyn returned as a junior. We're sorry to lose him but, of course, are glad that he has decided to complete his education. Our best wishes for success go with him.

Sympathy was extended to Dan Josh Jr., MMTc accountant, who lost his father on Thanksgiving Day.

Mr. and Mrs. John Kissel (John is machine accountant for MMTc at Fullerton Avenue) became proud grandparents for the third time with the birth of Audrey Ann on Dec. 21.

Pat Walsh, supervisor of safety and

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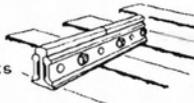
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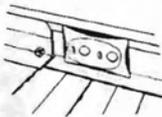
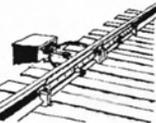
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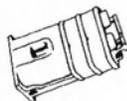
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**Son of Stationmaster Taylor  
Ordained to the Priesthood**



Rev. J. J. Taylor

JAMES J. TAYLOR, a son of J. J. Taylor, stationmaster in Minneapolis, was ordained to the priesthood Dec. 18 at St. Henry's Church, Belleville, Ill., and celebrated his solemn High Mass three

days later in St. Thomas the Apostle Church in Minneapolis. A reception followed in the St. Thomas parish hall.

Father Taylor is a member of the Missionary Oblates of Mary Immaculate, a trans-world organization of priests and brothers founded in France 150 years ago in response to the lack of clergy, especially for work among the poor after the French Revolution. It is one of the largest missionary congregations in the Catholic Church, numbering more than 7,000 members.

He attended the College of Our Lady of the Ozarks, Carthage, Mo., studied at the Immaculate Heart of Mary Novitiate, Godfrey, Ill., and completed his education at Our Lady of the Snows Scholasticate, Pass Christian, Miss., and the Oblate College of the Southwest, San Antonio, Tex.

Following the Christmas holidays he returned to the Oblate College for his final year of theology study, at the conclusion of which he will be assigned to a ministry either in this country or abroad.

personnel, acted as Santa Claus at the Chicago office's gift exchange and luncheon on Dec. 23. He was assisted by Bob McElligott who said he was doing the footwork to keep in Army trim.

**AUDITOR OF EXPENDITURE'S OFFICE**

Ruth D. Brauneis, Correspondent

John Gitzinger, assistant bureau head of the material and fuel bureau, retired last Nov. 30. A large office party was held in his honor, and his co-workers presented him with Savings Bonds and personal gifts.

Marie Tuemler, clerk in the general bureau, celebrated her 45th anniversary with the Road on Jan. 5 and was presented with a Silver Pass. Her friends and co-workers had a nice office party for her, at which she received a gift of money as well as many personal things.

Robert G. Wall, bureau head of the payroll bureau, was appointed bureau head of the material and fuel bureau, and Charles Belbes of the AFE bureau, is now assistant head of the material

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LN-16

and fuel bureau.

Leonard Sabac, assistant manager of EAM operations, and his wife recently celebrated their 25th wedding anniversary.

Anthony Reitenbach, clerk in the miscellaneous timekeeping bureau, and Carmen P. Fangon recently became Mr. and Mrs. at St. Sylvester's Church.

The stork recently brought happiness to two AFE bureau families—to Gerald and Antonietta Wall, on Nov. 7, a girl who has been named Mary Lynne, and to Joseph and Carol Kaminski, on Dec. 11, a boy they have named Kenneth Joseph.

Walter Getz, assistant to auditor of expenditure, and his wife became grandparents for the fifth time on Jan. 9 when their son Evan and wife Janet welcomed a boy, Gary Alan. Their daughter Miriam and husband have three girls and a boy.

Ronald Sabac and wife Diane, son and daughter-in-law of Leonard Sabac, are parents of a boy, Steven, born Jan. 10.

Joan, nine-year-old daughter of Emmet Moran of the bill and voucher bureau audit section, won second place in the baton twirling contest held recently at Mayfair Park.

Sympathy to the following: Marie Tuemler on the death of her brother-in-law; Marie Kulton of the assistant comptroller's office on the loss of her young nephew; Leona Dietrich on the loss of her brother; Mildred Newell on the loss of her nephew; and Marie Streiber of the auditor of equipment accounts office on the loss of her father.

Word was received from Florida that Robert (Bobby) Hayden, retired material bureau clerk, was recently found unconscious in his home and passed away the next day in a hospital. Interment was in Milwaukee.

## Rocky Mountain Division

### HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton



Terry Corson

At the district Boy Scout meeting in Lewistown on Dec. 14, Roundhouse Foreman George Corson's son Terry was presented his Eagle Badge. Terry has 31 merit badges, but the one of which he is most proud is for his work in safety. The requirements included delivering to his troop a written report of a safety meeting, and Terry qualified by attending a meeting of Milwaukee Road employes in Lewistown. Now senior patrol leader of Troop 60, he plans to go to Philmont to train as a Scoutmaster.

Arnold H. Wirth Sr. ended a railroad career of 47 years Dec. 24. He started at Melstone, Mont., in, 1918 as a call boy. After coming to Harlowton, he worked at nearly all crafts in the shops, and as a fireman for two years. He then returned to the shops where he worked as coal-dock operator, special equipment operator, and relief foreman. He takes pride in his work as local chairman of the Firemen and Oilers.

Fireman V. C. "Sonny" Cotton has been released by the doctor and has returned to service.

Barney Grinhvoll, freight handler and janitor, has returned from a trip to his homeland in Norway. His stay was hampered by very wet weather, much different from Harlowton. Since his return, he has given numerous

talks and shown his many pictures of the Old Country.

Engineer Ralph Lilley, 57, passed away Nov. 6 while hunting with his daughter and son-in-law. Death was due to a heart seizure.

Cecil Wallace Sr., 66, former night roundhouse foreman at Harlowton, passed away in Wheatland County Hospital Dec. 15. He retired from the shops in 1960 due to ill health. His railroading began at the age of 16 as machinist apprentice on the NP and he later worked for the Alaska Railroad. Coming to the Milwaukee at Miles City, he worked as a machinist and held various shop supervisory jobs throughout the years.

I have a clipping from Allen Tovey, roundhouse foreman at Avery, Ida., telling of the death of Calmar William Clark, substation operator at East Portal, Mont. Mr. Clark had been an employe since 1953.

### WEST END

James F. Ranney, Correspondent  
Boardman, Three Forks

As we started the new year, we looked back on 1965 with a little sadness, as we lost a lot of old friends and fellow employes.

W. E. Ring, former engineer on the Rocky Mountain Division, passed away in December. C. G. Blechner, former chief dispatcher, also passed away in December, at Butte. H. E. Scott, former perishable freight inspector, is no longer with us. Fireman Ralph Lilly, from Harlowton, was buried in October. These initials—WER, CGB, HES—bring back many pleasant memories.

On the happy side, we have had some pleasant chats with several retired employes. Walt Miller of Alberton is looking hale and hardy as ever. Andy Torgenson, Tom Young, Ernie Bennett, Percy Roberts and Lester McKinnon are all in very good shape and really enjoying retirement.

### EAST END

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

Military services were held Dec. 1 at Custer Battlefield National Cemetery for Jacob R. Newmiller, 69, retired shop craneman from Miles City, who passed away at the Veterans Hospital in Sheridan, Wyo. He was born in Selby, S. D., and came to Montana in 1911 with his family. After service in World War I he entered the employ of the railroad in 1924 and worked 33 years until his retirement. He is survived by his widow, a son, two grandchildren and two sisters.

Mr. and Mrs. Paul Sather were honored on their 50th wedding anniversary Dec. 5 at their home in Miles City. More than 40 friends and relatives spent the evening with them. The couple came to Montana the spring after their marriage and after a trial at homesteading in the Rock Springs

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Monthly premium for			
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

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The beneficiary is to be ..... Relationship ..... \$.....

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DEPENDENT  
CHILDREN

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

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.....	.....	.....
.....	.....	.....
.....	.....	.....

TOTAL MONTHLY PREMIUM \$.....

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Date.....

Signature of applicant

area moved to Miles City, where he worked in the stores department until retiring as chief clerk in 1960. They have two daughters and five grandchildren.

Mrs. C. C. (Florence) McGee, 78, died unexpectedly Dec. 3 while visiting her son, Dr. R. C. McGee, at Portland, Ore. She is survived also by two brothers, four sisters and four grandchildren. Funeral services were held at the First Presbyterian Church in Miles City and burial was in the family lot in Custer County Cemetery.

Miles City Chapter of the Milwaukee Road Women's Club held its December meeting and Christmas party at the Eagles Hall on Dec. 4. The table was decorated in the Christmas theme and cookies and coffee were served for the meeting. New officers for 1966 were installed as follows: Mrs. L. V. Hinrichs, president; Mrs. Sherm Lee, first vice president; Mrs. M. F. Gudmundson, second vice president; Mrs. Norm Anderson, secretary; Mrs. Dwight Roberts, treasurer; and Mrs. E. B. Walters, assistant treasurer.

## Twin City Terminals



Bruce Covnick

Airman Bruce C. Covnick, son of Corliss A. Covnick, assistant city ticket agent in Minneapolis, has been assigned to Travis Air Force Base in California after completing Air Force basic training. He will be

trained on the job as a transportation specialist with the Military Air Transport Service. After being graduated from Edina-Morningside High School in 1963, Bruce attended Waldorf Junior College, Forest City, Ia.

Fred J. McKeever, retired Twin City Terminals engineer, has written from Lemon Grove, Calif., that his wife Elizabeth passed away Nov. 17 in the San Diego Convalescent Hospital after being confined there four months. Surviving, in addition to her husband, are two daughters, Mrs. Francis S. Key of Silver Springs, Md., and Mrs. D. R. Butterfield, San Diego, and a son, John, also of San Diego. Mr. McKeever, a veteran of 46 years of service, retired on Jan. 1, 1953.

### TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Joe Lugow, clerk in the Materials Division, is at this writing serving on jury duty.

Susan Anderson, daughter of District General Car Foreman H. R. Anderson, has been promoted to the position of private secretary in the law firm of Foley, Sammond & Lardner in Milwaukee.

Frank Honcik, coach cleaner at the Coach Yard in Minneapolis, retired on Oct. 31.

Edward L. Mitchell, 61, former air brake man in the Minneapolis car department, passed away Dec. 20.

Sam Rubin, retired carpenter, died Nov. 25 at the age of 75.

Howard L. Appleby, 65, retired carman, passed away Nov. 26.

At this writing, your correspondent is convalescing at home after emergency surgery. A hospital is a sad place to spend the holidays, but recovery makes one soon forget.

## Milwaukee Division

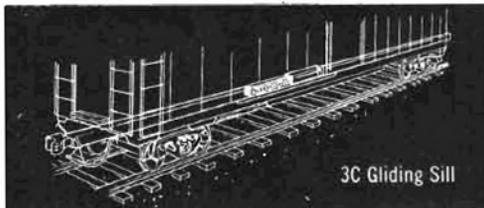
### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Word has been received here of the death on Nov. 27 of J. G. "Jim" Campbell, retired assistant division engineer, in a head-on auto collision near Rochester, N. Y., where he was visiting with his son's family for Thanksgiving. Both Mr. Campbell and

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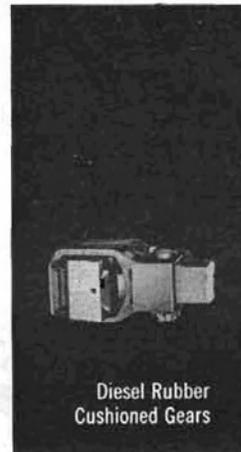
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**LAST DAY OF WORK** for Section Foreman C. S. Burris after 44 years and 8 months of service shows him (second from right) being congratulated by the section crew at Akron, Ia.—Crane Operator John Conn, Sectionmen E. Johnson and A. March, and Roadmaster N. J. Munoz (left to right).

his daughter-in-law were fatally injured and pronounced dead upon arriving at a Rochester hospital. Surviving besides his son James, a professor and administrator at the University of Rochester, are a daughter, Mrs. Douglas Edwards of Tulsa, Okla., and nine grandchildren.

Mr. Campbell was a graduate of Iowa State College who entered the engineering department in Milwaukee in 1926. He was appointed assistant division engineer in 1946 and retired on Feb. 28, 1964, since which time he had worked as chief engineer of railroad construction for the firm of Walter H. Knapp of Wisconsin on a relocation bridge project.

We were also saddened by the sudden death of Storehelper John Cioni of Beloit on Nov. 10 after 46 years of service. Sympathy was expressed to his sons Will and Bob, engineers at Beloit. John was buried there from St. Jude's Church. He started as a water boy on extra gangs and had worked his way up through various positions in the stores department.

#### SECOND DISTRICT

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

Mr. and Mrs. Louis J. Nimz recently celebrated their golden wedding anniversary. Mr. Nimz was former interchange clerk at Green Bay, retiring several years ago.

Maurice E. Hastings, former agent at Green Bay, was recently released from the hospital and is convalescing at this writing.

Mrs. John Krause passed away Nov. 22. Her husband, who preceded her in death, was a conductor. She is survived by two daughters and a son.

Fred Lemerond passed away recently as the result of an auto accident. He was employed by the Road for 30 years as a car inspector, retiring four years ago. He is survived by his wife and son.

Mrs. William Joachim died Nov. 30. She is survived by her husband, a retired engine hostler. She was a member of Baldwin Lodge No. 403, Lady Firemen.

Norman Teebo passed away Dec. 20. Mr. Teebo was a bridge tender and a member of the Brotherhood of the



**MARRIED FIFTY YEARS**, Mr. and Mrs. Kurt Bomke Sr. of Wauwatosa, Wis., celebrated their golden anniversary recently with a buffet dinner and dance at Moser's Cafe for their relatives and friends. Mr. Bomke retired in 1958 as a steamfitter in the passenger car shops at Milwaukee Shops after 47 years of service.

Maintenance of Way. He is survived by one sister.

Ralph H. Longworth, Menasha, passed away recently. He was employed as a switchman for 50 years. He was a member of the Order of Railroad Conductors. He is survived by two sons.

Joseph R. Mooney a long-time and well known former resident of Ontonagon, Mich., passed away recently in Milwaukee, where he made his home. Several years ago he completed 52 years of service with the Road as a conductor. Survivors include his wife, two daughters and a son.

Peter Vander Wattering, former section laborer, passed away recently. He had worked for many years at Greenleaf and De Pere, Wis. He is survived by his wife and two daughters.

#### Iowa Division

##### MIDDLE AND WEST

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

Retired Passenger Conductor Charles Craig passed away recently in a Cedar Rapids Hospital. He is sur-



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vived by his wife, Mae, who lives in Marion, and a nephew, Roy Craig Jr. of Sumner, Wash. Burial was in Perry, where the Craigs made their home for many years before Charles transferred from freight to passenger service.

Mrs. Charles Mansfield of Herndon passed away at home on Nov. 16. She was the wife of the retired section laborer. The Mansfields were the parents of 14 children, 11 of them living. Five of the sons are Milwaukee Road employes. Funeral services for Mrs. Mansfield were held in Jefferson with burial in Richland Cemetery near Herndon.

Dr. Merle Dean Bean, grandson of retired Agent and Mrs. Frank Bean of Bagley, was named one of the three "Dentist Fellows" of Iowa during the dentist's convention at Las Vegas in November. Doctor Bean is a graduate of the Yale, Ia., high school and the son of Mr. and Mrs. Irwin Bean of Yale.

Arley B. Needham, retired freight conductor, passed away Nov. 13 in a Des Moines hospital. Funeral services were held at Perry.

Funeral services were held at Madrid, Ia., Nov. 27 for Mrs. James Mullen, wife of the retired agent. The

Mullen's had made their home at Madrid for many years, as Mr. Mullen was agent there for number of years before his retirement. They had moved to Monticello recently to be near their son, Robert, who is the Milwaukee Road agent there. Burial was in Violet Hill Cemetery at Perry.

Lloyd Leonard, retired locomotive engineer, passed away at his home in Vista, Calif. on Dec. 1. Funeral services were held there. He is survived by his widow, Grace, and a brother, Scott, of the Rowley Memorial Masonic Home in Perry.

Mrs. Viola Ranes, of the Superintendent's office force in Perry, was advised in December that her son, Major John Ranes, and his family, have returned to the United States after being in Germany on foreign duty. They are making their home in Baltimore, Md., where he was stationed before going overseas.

Jerome Johnson, district claim adjuster stationed at Perry, has been transferred to Milwaukee, where he will be claim adjuster covering the state of Wisconsin, effective Jan. 15. The Johnsons will be moving soon, and Hugh McCann comes from Minneapolis to Perry to fill the position of claim adjuster.

Retired Engineer Clyde Ibsen passed away at his home in Perry Dec. 16, of a heart attack. He is survived by his widow, Grace, and two daughters. He worked for the Milwaukee for over 50 years. Funeral services were held at Perry with burial at Fonda, Ia.

H. C. Neff, who has been a special representative of the superintendent at Perry, handling car distribution, has been promoted. He now holds the position of assistant superintendent of diesel utilization in the general manager's office in Chicago. He replaces a former Perry man, E. P. Galihier, who has been promoted to a similar position in the office of the superintendent at Milwaukee.

Chesley R. Dowell, locomotive engineer at Perry, passed away in the



**MARRIED FIFTY YEARS**, Mr. and Mrs. Corry Griffin celebrated their golden anniversary last Dec. 22 at their home in Green Island, Ia. Mr. Corry, retired mail and baggage handler, worked for the Road from 1909 until 1947, and his wife, Malinda, is a daughter of the late George Montgomery, a 50-year veteran foreman. They have a son and daughter and two grandchildren.

Dallas County Hospital in Perry on Dec. 8. He had been in failing health since last July. He is survived by his wife, Ruth, one son and two daughters. Funeral services were held in Perry with burial at Lohrville, Ia.

Frank C. Barger, for many years a passenger brakeman out of Marion, passed away in Los Angeles on Nov. 28. Burial was in Fort Rosencrans National Cemetery at San Diego. He is survived by his brother Harold, who lives in Whittier, Calif.

## Coast Division

### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

**ASSISTANT GENERAL ADJUST-ER'S OFFICE:** Gene Knol, chief clerk-adjuster in the general claim department the last three years, has been transferred to Minneapolis as assistant district adjuster. We wished him well on his new assignment . . . Frank Burke of the Chicago office was transferred to Seattle to take the chief clerk-adjuster position . . . Mrs. Claude Peterson, widow of assistant general adjuster, has returned from a two-month trip to Japan to visit her daughter Janice and family. Among her interesting experiences there, she enjoyed a ride on Japan's new high speed train . . . Roy Jorgensen, district adjuster, who serves as chairman of the Milwaukee Service Club Blood Bank account, reports that 1965 was a busy year at the King County Blood Bank, with more business than the total of the last five years. Considering the present trend, he suggests that all prospective donors stay healthy! . . . Hugh McCann, district adjuster at Perry, Ia., spent the Christmas holidays with his family in Seattle and visited the office just to make sure that business is being handled properly.

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Scenes at the annual Christmas party for active and retired employees of the Seattle offices, showing B. E. Lutterman, western counsel, serving as master of ceremonies. At Mr. Lutterman's left is Joshua Green Sr., the road's western director, and enacting the role of "Scrooge" is Richard Ball, tariff distribution clerk in the freight traffic department. For more about this, read the Coast Division news.

**REAL ESTATE AND INDUSTRIAL DEVELOPMENT DEPARTMENT:** On Nov. 20 in San Diego, Miss Kathleen Anne Grier, daughter of J. F. Grier, western director—real estate and industrial development, became the bride of Gerald O'Neill, son of the Jeremiah O'Neills of New York. Miss Grier, a graduate of Seattle University, was formerly a teacher in the Bellevue school district and taught at the Enatai Elementary School. She is now teaching in San Diego, where the newlyweds are making their home . . . Lauretta Burchard, stenographer, and her husband, Ken, travelled "first class" to Hawaii for their recent vacation, aboard the P&O-Orient liner Canberra, starting from Vancouver and making stops in San Francisco and Los Angeles before arriving in Honolulu. Visiting the Island of Maui was the highlight of their trip, and staying at the Royal Lahaina Hotel was like being in a dream world, she said.

**REGIONAL DATA OFFICE:** Joyce Ask and her husband spent Christmas with her parents in Deer Lodge . . . The employees of the freight agent, freight claims and police departments, general agent and the trainmaster all joined us for a buffet luncheon in the office on Dec. 23. The event was made more joyous by singing to the accompaniment of Noble McDonough's accordion . . . Sympathy was expressed to Joan Sacco on the recent death of her father.

**TRAFFIC AND GENERAL FREIGHT DEPARTMENT:** George Flynn, Alaska and foreign freight agent, and Mrs. Flynn recently said farewell to their daughter Sally and her husband, who will spend two years with the Peace Corps . . . They say that a dog is man's best friend, and to make doubly sure, Richard Ball, tariff distribution clerk, has two dogs. At Thanksgiving, Richard and his "friends" travelled to San Francisco.

Back in Seattle, Richard spent Christmas week entertaining his mother from St. Louis . . . Kay Miller, secretary to Assistant Traffic Manager G. M. Williamson, wasn't satisfied with winning \$25 in the *Seattle Times* "Moneygrams", so she registered at the new Capitol Hill Safeway Store and won a transistor radio, too.

The invitation read "All Aboard! For smiles, laughs and joy aboard the annual Milwaukee Road Christmas Special, operating via the Spirit of Christmas Gateway and transporting you to the happy destination known as 'Merry Christmas!'"

And so it was at the party held on Dec. 21 at the Washington Athletic Club. The "trip," which started in the "dining car" with a delicious luncheon, was conducted by Santa Claus (George Flynn, traveling freight agent), but interrupted by that well known character, "Scrooge," in the person of Richard Ball (tariff distribution clerk) and his "Burn Your Xmas Cards" and "Santa Is Unfair to Misers" signs. However, Santa soon banished "Scrooge" from the scene and dug deep in his sack to find a gift for every one of the 140 active and retired employees present. B. E. Lutterman, western counsel, was master of ceremonies, and Rev. Bill Arnold of Grace Baptist Church delivered the Christmas message. Roy Jorgensen, district adjuster, was responsible for the arrangements for this very successful event.

#### TACOMA

E. L. Crawford, Correspondent  
c/o Agent

Another very festive Christmas party was held in the telephone office of Ingrid Mann, feting a gathering of all the freight house employees. A bountiful decor of Christmas cookies concocted by Ingrid, interlaced with sandwiches and coffee, was the high-

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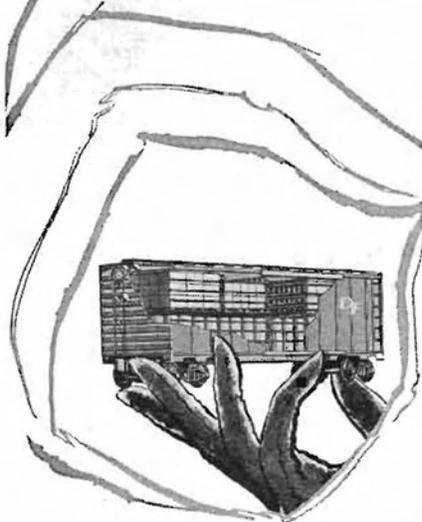
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light of the occasion. This Yuletide cookie festival has been a paramount event for several years and we wish to extend our warm appreciation and thanks to Ingrid for the generous feast.

Allen V. Timberman of Miles City, son of Roadmaster L. A. Timberman of Tacoma, is now living in Tacoma and working as a brakeman on the Road.

## Aberdeen Division

### EAST END

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

After being on the sick list for the past few years, it's nice to see W. E. "Sonny" Hocum back among us. He is working on passenger trains at the present time.

The grandparents on the Aberdeen Division are becoming younger and younger. Recently elevated to that status are Engineer Art Starbeck and his wife and Engineer Jim Billings and his wife. The Billings' grandchild also makes Fireman Elmer Ward a great grandfather and that's one hard to believe!

Stacy Toy is the new little daughter at the home of Brakeman Ken Tostenson, and at Brakeman Ron Anderson's the little boy is Deron Lydell.

Agent Tom Fasching of Cologne was recently promoted to car distributor at Perry, Ia. Dick Stolen is relief agent at Cologne while Tom is trying out the new job.

The wife of Retired Engineer Joe Nordstrom passed away recently in Minneapolis.



**RETIRING TOGETHER**, Mr. and Mrs. George Hilton of Mobridge, S. D., are shown with the camera they received at a party given for them recently in the Moose Club by more than 100 of their co-workers and friends. Looking on are their daughter and son-in-law, the Eddie Grubls of Sturgis, S. D. Mr. Hilton had been a yard clerk at Mobridge and Miles City since 1919, and his wife, who started with the Road as a stenographer at Miles City in 1926, had worked part time since their marriage. They plan to remain in Mobridge and pursue their hobbies of gardening and golf. (Mobridge Tribune photo)

We welcomed to Montevideo Trainmaster Jim Schwantes and his family, who came to us from Milwaukee.

Russ Smith is the new agent at Wheaton, Minn., and C. M. Wolff has bid in the agency at Brownton.

When Margaret Crocker of the Aberdeen engineering department goes on vacation, she really dreams up a way to make others happy. She invited all her co-workers over for a Christmas party, complete with turkey and all the appurtenances. Everybody said everything was "lickin' good." And after the food was consumed, they all sang carols to officially open up the Christmas season.

B of LF&E Lodge 856 of Minneapolis recently honored some members of long standing. They were Leslie Batty, a member for 51 years; J. O. Dragseth, 55; M. E. Hammell, 56; Claude Huron, 53; M. G. Jarvis, 47; H. C. Johnson, 45; J. C. Knudson, 52; L. F. Parent, 53; A. E. Brundage, 55; H. G. Glennon, 59; R. V. McDermott, 52; and R. B. Walthermer, 36. All but the last four were present for a hefty lunch of hot beef and ham sandwiches, baked beans, cake and lots of coffee . . . with tea for Louie Parent!

### ABERDEEN AND WEST

R. F. Huger, Correspondent  
Operator, Aberdeen, S. D.

Conductor C. R. "Red" Detling passed away suddenly in Aberdeen on Nov. 17 last, and Conductor E. C. Conley passed away while on vacation on Nov. 3. Sympathy was expressed to the bereaved families. Conductor Conley's survivors include two sons working in the car department.

John W. Pfeiffer retired as mail handler at Aberdeen on Dec. 1, having been with the Road since March of 1943. He plans to spend his retirement in Aberdeen.

The new officers of Aberdeen Chapter of the Women's Club for 1966 are: Mrs. Darrell Goodspeed, president; Mrs. F. Groves, first vice president; Mrs. Earl Mastian, second vice president; Mrs. Ed Hatzembuhler Jr., secretary; and Miss Florence Johnson, treasurer. They were installed at the January meeting.

J. J. Fleming has returned to work following a year's absence on account of illness. We were glad to welcome John back.

William J. Moriarty, 87, retired chief clerk of the Aberdeen office, died on Dec. 9 in Mother Joseph Manor at Aberdeen. Burial was in Marquette, Mich., his birthplace. Mr. Moriarty had worked for railroads in Michigan and Wisconsin before entering the employ of the Milwaukee in 1921, starting in Iowa. He was transferred to Aberdeen in 1924 and retired as chief clerk in 1946. He was a member of the Sacred Heart Catholic Church, the Knights of Columbus, Order of Foresters, and the Veteran Employees Association of the railroad. Surviving is a foster sister, Ann Glenny, of Superior, Wis.

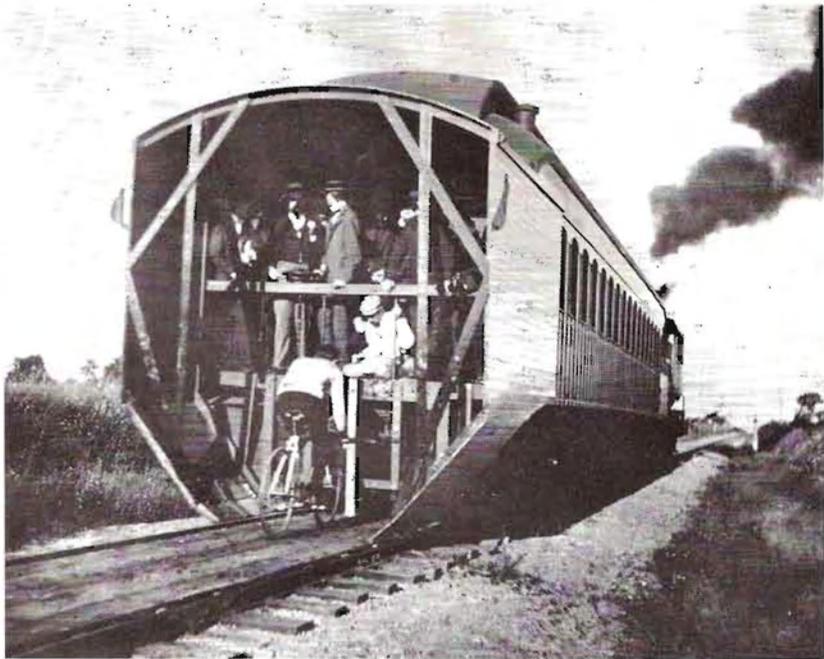
The Milwaukee Road Magazine

On June 30, 1899, the attention of the sports world was captured by the attempt of a cycling enthusiast to match the speed of a steam locomotive. Charley Murphy, a well known amateur racer, had boasted that he could keep up with a locomotive, provided he could travel behind it with a shield to cut the winds. While most people scoffed at the challenge, a representative of the Long Island Rail Road was receptive, and a three-mile level track was laid over the railroad ties between Farmingdale and Babylon, N. Y.

With newspapermen and photographers clocking him from the back platform of a coach behind the locomotive, Murphy made good his boast and pedaled a measured mile in the then incredible time of 57½ seconds.

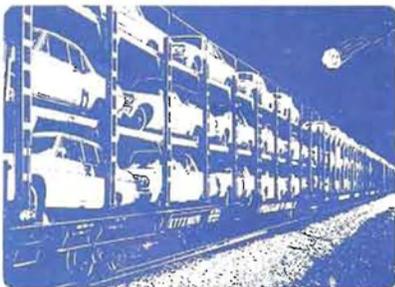
"Mile-A-Minute" Murphy's feat remained a record for 42 years, and it took a professional racing star on the highest geared bicycle ever built to break it. In May of 1941, on a highway near Bakersfield, Calif., Alfred "Alf" Letourner rode behind a windshield attached to the rear of a speeding automobile to complete an officially measured mile in 33.5 seconds—a rate of 108.92 miles per hour.

## "Mile-A-Minute" Murphy's Locomotive Chase



**CRACKING DOWN ON VANDALS** who damage automobiles shipped on multi-level rack cars, the railroads are enlisting the help of the public with a poster designed to maintain surveillance and—hopefully—catch the perpetrators. The poster urges witnesses of vandalism to report the incident at the nearest railroad station or yard, so railroad police can act promptly.

## VANDALS!



**THEY'RE DAMAGING TRAFFIC  
... THEY'RE HURTING JOBS**

**IF YOU SEE STONE-THROWERS, DROP A MESSAGE AT THE NEAREST OPEN STATION, OR NOTIFY THE NEAREST YARDMASTER, SO OUR POLICE MAY BE QUICKLY ALERTED.**



**TAKING THE GUESSWORK OUT OF SAFETY.** Skiing, anyone? Mary Lou Burke, secretary to the general superintendent of transportation, is wearing the space age look in eye protection from impact and flying particles—all-plastic safety goggles designed to fit over safety or regular glasses. The extra large face mask gives wide-angle vision, and the frames have an indirect anti-fogging feature. Mary Lou skis week ends on the slopes at Lisle, Ill., and in the Wilmont ski area of Wisconsin.



**SAVINGS BOND CITATION.** President William J. Quinn holds a citation and medal presented to him recently in Washington, D. C., by Secretary of the Treasury Henry H. Fowler for his service last year as chairman of the Chicago metropolitan area United States Savings Bond Drive and on the national industrial savings bond committee. The Chicago drive, which embraced nine counties, exceeded by 26 per cent the goal of 100,000 new participants in the payroll savings plan for bond purchases. At the presentation ceremonies Secretary Fowler commended Mr. Quinn for "an important contribution to personal and national security" and asked him to serve also as chairman in 1966.



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**BIRD'S-EYE VIEW** in a southwesterly direction of progress on the \$100 million Gateway Center complex being constructed over Chicago Union Station air rights on the west bank of the Chicago River. Outlined area is the site of the ground breaking this winter for the second 20-story office building, twin to the finished skyscraper immediately north. A third and larger building is planned south of the station.

