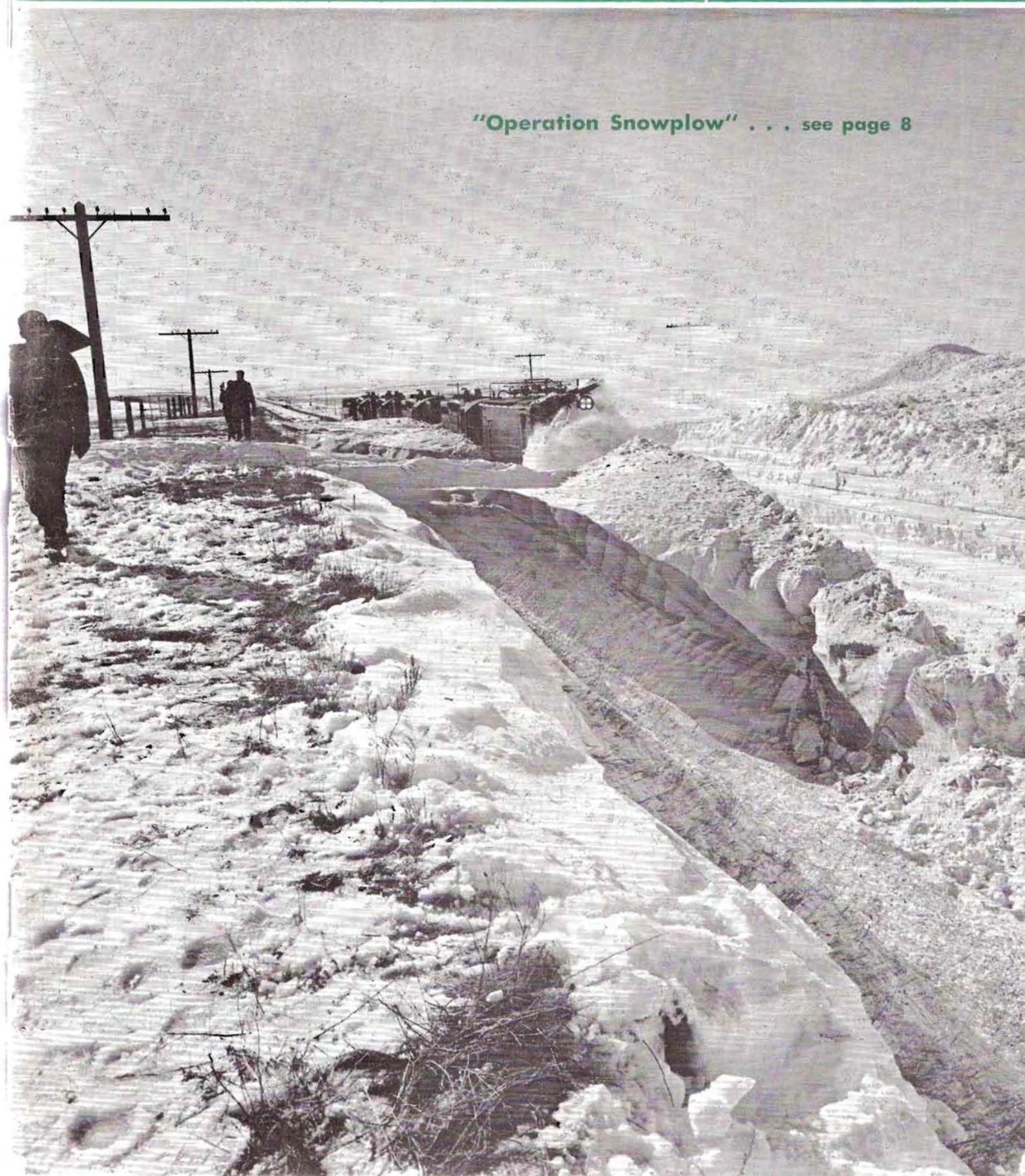


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

march
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april
1966

"Operation Snowplow" . . . see page 8



THE
MILWAUKEE ROAD
MAGAZINE

Vol. 54 March-April 1966 No. 1

MARIE HOTTON
Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

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Railroading Briefs

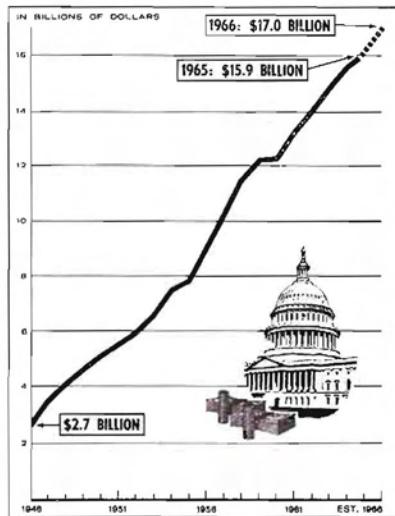
REDUCED RATES ON GRAIN. The Interstate Commerce Commission has allowed five western railroads to reduce rates on grain and grain products from the northwestern United States to north Pacific Coast ports, reversing a decision by Division 2 that a reduction would impair the "motor-barge inherent cost advantage." The roads seeking the reduction were the Milwaukee, Great Northern, Northern Pacific, Union Pacific, and the Spokane, Portland and Seattle.

FEDERAL GOVERNMENT SPENDING for highway, air and water transport facilities will hit a record of \$5.8 billion this year, according to a study made public by

of government—Federal, state and local—will climb from \$15.9 billion in 1965 to \$17 billion in 1966 for another record, according to the study.

ICC INFORMATION CENTER has been opened at Washington headquarters of the Interstate Commerce Commission to provide assistance to the general public, parties in proceedings, practitioners and industry representatives. The facility operates also as a central message center for participants and visitors attending hearings or proceedings there.

ESTABLISHMENT OF A FEDERAL DEPARTMENT OF TRANSPORTATION proposed by President Johnson was unanimously endorsed in principle by the board of directors of the Association of American Railroads on Mar. 25. The board said, however, that it will continue its study of the implementing legislation, "with a view to making constructive suggestions."



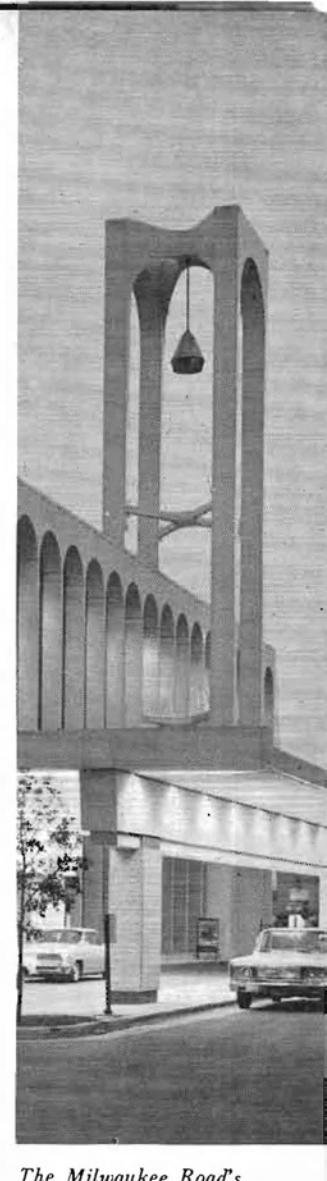
the Association of American Railroads on Mar. 23. The total, now nearly five times such Federal outlays of 10 years ago, represents an increase of more than \$400 million over 1965. More than half of the increase, the study shows, could be recovered by Congressional approval of President Johnson's recommendations for new or increased user charges as a first step toward relieving taxpayers of part of the burden of Federal spending on these facilities. Transport spending at all levels

U.S. TRAVEL SERVICE efforts to increase the number of visitors from overseas chalked up a record in 1965. Figures reveal that 1,039,928 persons, *the biggest number in history*, came from abroad for business and pleasure. Largest single source was the United Kingdom (174,863), with West Germany (84,041) and France (53,539) next. Biggest percentage increases were recorded for Argentina, Venezuela, Peru and Italy.

PLANS FOR A \$30,000 TRAVELERS AID CENTER in Chicago's Union Station have been announced, with construction to begin this spring. The center will be named the Byron Harvey Memorial Station, for the late chairman of the board of the Fred Harvey restaurants, who was a member of the Travelers Aid Society for 23 years.

THE COVER

"The big blizzard of 1966" that raged through our Aberdeen Division early in March left in its wake ice-hard drifts ranging from 5 to 30 feet in depth along a section of our main line in South Dakota. Here electric rotary X900212, operated special from our Pacific Northwest mountain territory to effect a breakthrough from the west, is clearing a snow-filled cut a few miles from Lemmon. For the story, please turn to page 8.



The Milwaukee Road's expanded PIGGY-BACK FLEET consists of refrigerated, open top, flat bed, and dry volume vans.

A typical TRI-LEVEL LOAD of new automobiles locked down ready to move on a Milwaukee Road train.

A UNIT TRAIN of grain in modern covered hopper cars as it approached Milwaukee, Wisconsin on a wintery day. Many unit trains of grain, coal and iron ore are moving over the lines of The Milwaukee Road.

Annual Report 1965



RECORD SNOWS fed the ravaging spring flood waters that inundated and washed out sections of our railroad in the Mississippi Valley from St. Paul, Minnesota to Muscatine, Iowa.

The Milwaukee Road's handsome NEW PASSENGER STATION was dedicated August 3, 1965 in Milwaukee, Wisconsin. The new structure has freed for redevelopment the three block area upon which the old station stood since 1886.

a brief account of the highlights of the Milwaukee Road's operation in 1965

- An average of 16,526 people were employed by the railroad during 1965.
- Their wages and salaries amounted to \$119,123,362.
- The railroad also contributed \$10,197,336 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$4,539,841.
- During 1965 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$609,838,207 representing an investment of \$36,902 for each employee's job.
- The railroad company's return on its investment in 1965 amounted to 2.51 per cent.

RESULTS OF OUR OPERATIONS IN 1965



WE
TOOK
IN . . .

	Increase + or decrease -
Railway Operating Revenues	\$241,360,870
Other Income—Net	4,220,747
TOTAL	\$245,581,617
	+\$13,122,068
	— 58,774
	+\$13,063,294



WE
PAID
OUT . . .

	Increase + or decrease -
Railway Operating Expenses	\$191,677,003
Taxes and Rents	34,395,312
Interest	12,246,418
TOTAL	\$238,318,733
	+\$ 6,908,833
	+ 4,030,366
	+ 176,012
	+\$11,115,211
NET INCOME \$	7,262,884
	+\$ 1,948,083

FACTS:

1. The return on our investment was 2.51% as compared with 2.16%.
2. We carried 6,469,249 passengers an average distance of 70 miles, and received an average revenue of \$1.90 per passenger.
3. We carried 42,781,557 tons of freight an average distance of 372 miles and received an average revenue of \$4.73 for each ton of freight hauled.
4. We paid an average of \$7,206 per year to 16,526 employees.

SOURCES OF REVENUE

freight and passenger service

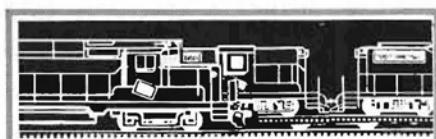


Classes of Traffic	Revenue	% Grand Total
FREIGHT TRAFFIC		
Farm Products	\$ 32,966,724	13.7%
Lumber and Wood Products, except Furniture	32,075,744	13.3
Food and Kindred Products	30,246,464	12.5
Pulp, Paper and Allied Products	16,764,037	6.9
Primary Metal Products	13,720,858	5.7
Transportation Equipment	12,845,420	5.3
Chemicals and Allied Products	8,928,057	3.7
Stone, Clay and Glass Products	7,532,210	3.1
Coal	7,078,277	2.9
Nonmetallic Minerals, except Fuels	5,616,239	2.3
Machinery, except Electrical	5,334,870	2.2
Petroleum and Coal Products	3,764,067	1.6
Freight Forwarder Traffic	2,563,586	1.1
All Other Carload Traffic	22,082,208	9.2
L.C.L. Traffic	489,839	.2
Total Freight Traffic	\$202,008,600	83.7
OTHER FREIGHT SERVICE		
Switching	\$ 6,716,102	2.8
Joint facility—Net Cr.	2,690,994	1.1
Demurrage	2,268,527	.9
All other	849,571	.4
Total Other Freight Service	\$ 12,525,194	5.2
Total Freight Service	\$214,533,794	88.9
PASSENGER TRAFFIC		
Passengers in coaches	\$ 10,607,771	4.4
Passengers in parlor and sleeping cars	1,693,532	.7
Total Passenger Traffic	\$ 12,301,303	5.1
OTHER PASSENGER SERVICE		
Mail	\$ 9,913,535	4.1
Express	2,469,458	1.0
Dining and buffet	1,053,161	.4
All other	1,089,619	.5
Total Other Passenger Service	\$ 14,525,773	6.0
Total Passenger Service	\$ 26,827,076	11.1
GRAND TOTAL	\$241,360,870	100.0



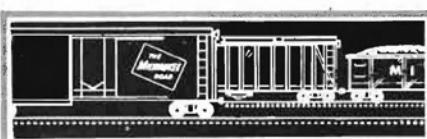
EQUIPMENT

At the close of 1965 our railroad owned a total of 40,063 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



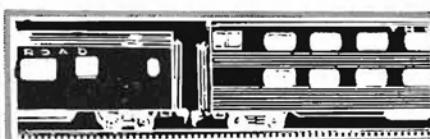
LOCOMOTIVE UNITS

Diesel	
Freight	125
Passenger	64
Multiple Purpose	313
Switch	259
Electric	68
TOTAL	829



FREIGHT CARS

Box and auto	19,146
Gondola and hopper	11,156
Flat	3,307
Others	5,140



PASSENGER CARS

Sleeping	31
Coaches	182
Baggage, mail, express	234
Parlor	16
Others	22

TOTAL 485

NEW EQUIPMENT

The cost of new equipment and the improvements made to existing equipment during 1965 amounted to \$21,124,264.

EQUIPMENT DELIVERED DURING THE YEAR:

24—2500 HP diesel electric road switching locomotives
1089—50 ton DF steel box cars
150—77 ton ore cars
100—100 ton roller bearing covered hopper cars
10—100 ton roller bearing air slide hopper cars
3—100 ton DF steel box cars

10—70 ton steel box cars with cushion underframe
1—250 ton depressed center section flat car
10—gallery type coaches
1—40 ton diesel electric locomotive crane
4—1500 HP diesel electric road switching locomotives (rebuilt)

4—1200 HP diesel electric road switching locomotives (rebuilt)
3—1600 HP diesel electric road switching locomotives (rebuilt)
138—55 ton steel refrigerator cars (rebuilt)
30—50 ton log flat cars (rebuilt)
1—55 ton steel box car (rebuilt)
1—50 ton steel box car (rebuilt)

1965 ROAD PROPERTY IMPROVEMENTS
The cost of improvements made to road property during 1965 amounted to:
\$5,362,195

A preliminary capital improvement budget totaling approximately 20 million dollars has been established for 1966, with provision for expansion as determined by equipment needs and other demands as the year progresses.

Various types of freight handling equipment will be acquired by purchase or under lease.

Eighteen diesel locomotives have already been purchased during 1966 for use in high speed, long haul freight operations. Twelve of these are 3,000 h.p. units, while the other six are 2,800 h.p. Among the various

types of freight handling equipment to be acquired are 70-ton and 100-ton box cars for handling auto parts, packaged goods and other commodities, and high capacity hopper cars of both steel and aluminum construction.

Approximately 1,000 freight cars will be rebuilt or converted during the year, many of which will be increased in length, as part of the large-scale rebuilding program begun in 1963.

Improvements of various kinds have also been planned for road and other fixed properties.

EMPLOYEES

Train and Engine Men, Yard and Station



6,650

Maintenance of Equipment and Stores



3,284

Maintenance of Way and Structures



2,509

Professional, Clerical and General



3,659

Executives, Officials and Staff Assistants



424

TOTAL EMPLOYEES 16,526

JOB VALUE

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$609,838,207.

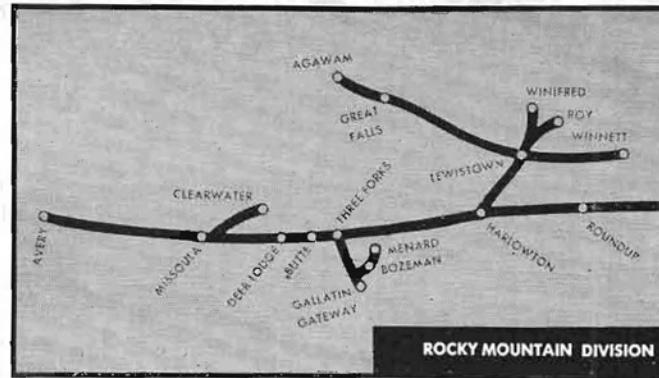
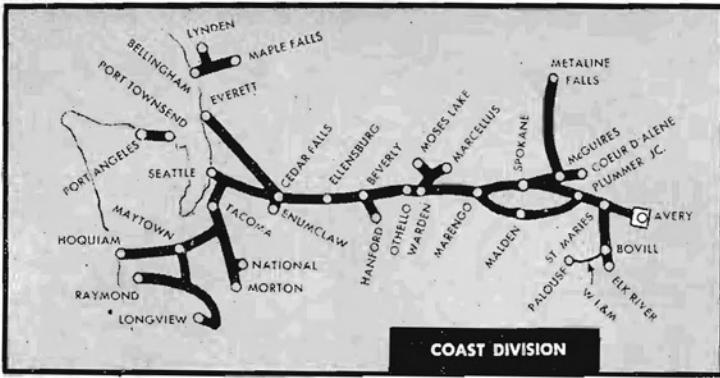
TOTAL PROPERTY VALUE:	\$609,838,207
DIVIDED BY:	16,526 employees
= \$36,902	

Invested in each employee's job

Year	*Total Payrolls	COMPANY CONTRIBUTIONS		TOTAL	Average Per Employee	Straight Time Rate Average Per Hour
		Retirement and Unemployment Taxes	Health & Welfare Benefits			
1956	\$134,534,522	\$ 8,581,092	\$1,403,449	\$144,519,063	\$5,273	\$2.130
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,834	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704
1962	112,343,937	9,407,264	3,051,767	124,802,968	7,160	2.767
1963	112,580,994	9,412,272	3,283,233	125,276,499	7,420	2.801
1964	115,432,302	9,802,397	4,207,092	129,441,791	7,614	2.884
1965	119,089,765	10,197,336	4,539,841	133,826,942	8,098	3.023

*Does not include compensation of part-time employees

TEN YEAR PAYROLL SUMMARY

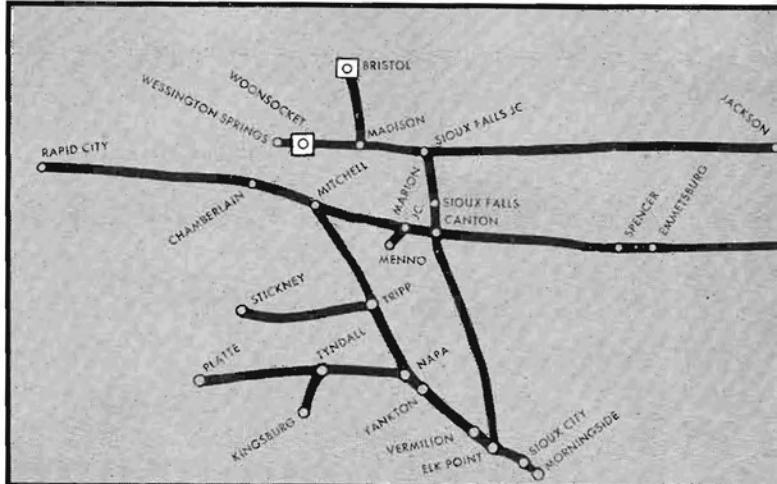


THE MILWAUKEE ROAD in the states it served in 1965

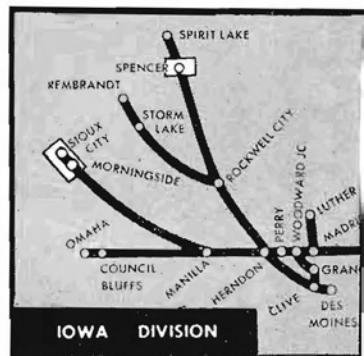
	Av. Miles of Road Operated In 1965	* Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho	232.62	88	\$ 600,335	\$ 189,137
Illinois	684.14	4,882	34,579,813	1,611,660
Indiana	155.91	219	1,589,314	214,229
Iowa	1,775.12	1,482	11,158,709	1,456,256
Michigan	183.72	89	833,908	91,975
Minnesota	1,328.28	1,966	14,003,129	1,584,945
Missouri	155.96	257	1,987,153	187,062
Montana	1,242.25	825	6,424,325	1,134,891
North Dakota ..	366.89	78	493,926	215,159
South Dakota ..	1,732.55	718	4,931,007	750,809
Washington	1,060.44	1,132	8,592,359	645,745
Wisconsin	1,593.62	4,656	32,870,401	1,274,105
All Other	12.60	134	1,058,983	14,665
Total	10,524.10	16,526	\$119,123,362	\$ 9,370,638
System Payroll Taxes			\$10,197,336	
System Income and Misc. Taxes		Cr.	547,974	
Total System Taxes			\$19,020,000	

[†]Includes compensation of part time employees.

*Does not include count of part time employees.

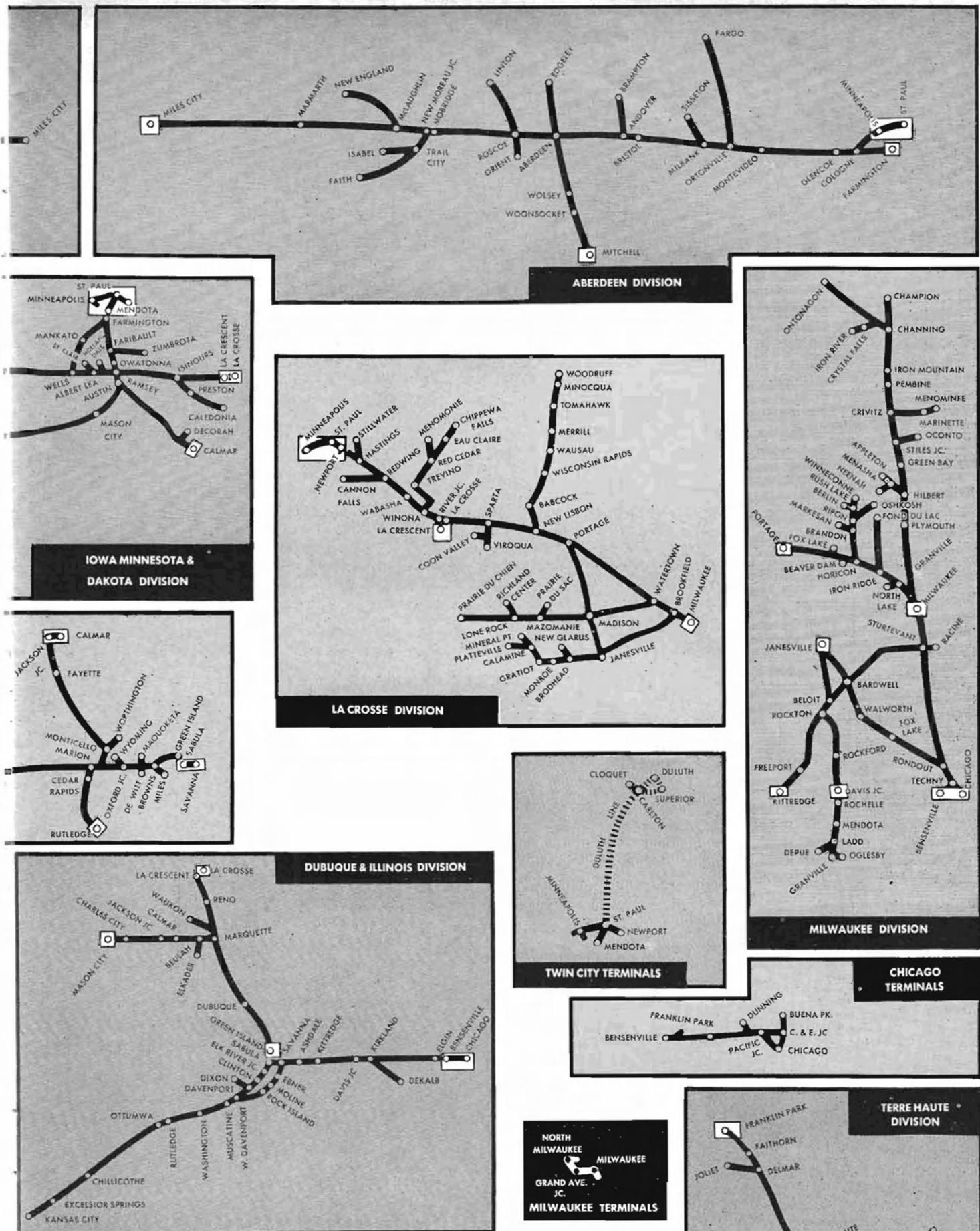


THE MILWAUKEE ROAD'S OPERATING DIVISIONS



1965 DIVISION OPERATING RECORD

	Miles of Road Operated 12-31-65	No. of Open Stations	Loaded Freight Car Miles (1000's)	Passenger Car Miles (1000's)	Ave. Gr. Ton Per Ft. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Chicago Terminals	38	8					207,157
Terre Haute	355	17	13,075		3,286		15,840
Dubuque and Illinois	909	68	80,992	5,194	3,896	7.68	74,316
Iowa	939	86	52,375	11,288	3,611	12.99	52,008
Milw. K.C.S. Joint Agency ..							41,799
Milwaukee Terminal	23	1					178,620
Milwaukee	1,062	103	46,439	9,457	3,210	7.09	56,231
La Crosse	1,088	84	67,253	16,303	3,806	12.20	70,066
Twin City Terminal	40	5					127,350
Duluth	209	5	5,143		4,573		
Aberdeen	1,531	97	67,420	913	3,716	4.36	15,327
Iowa, Minnesota & Dakota ..	1,893	158	15,942	195	1,512	4.54	42,581
Rocky Mountain	1,152	31	55,763		3,585		21,503
Coast	1,273	47	33,357		2,662		53,550
SYSTEM	10,512	710	437,759	43,350	3,363	9.70	956,348



Note: In the individual divisional maps, lines and towns

enclosed in box are not part of the divisions
with which they are shown.

Operation Snowplow

LATE WINTER BLIZZARD
ONE FOR THE HISTORY BOOKS

Weather experts described the blizzard that hit our Aberdeen Division early in March as the most vicious in many years, but some old timers in the area said it was the worst they had ever seen—worse even than the well-remembered "Blizzard of '49," and that was one for the history books.

Veterans of our road's '49 snowfight may not share their opinion, but agree

that this one, although not as prolonged, undoubtedly was more destructive. Whipped by hurricane winds, it swept through five states and piled up massive drifts that isolated scores of communities. Schools and highways were closed, planes were grounded, power lines toppled, and motorists were trapped in stalled cars. Before the force was spent, it had claimed 22 lives and killed nearly

Electric rotary cuts through drift loosened by dynamite. Wheel is capable of 150 revolutions per minute, but a speed of 80 was found to be more practical in this type of snow.

96,000 head of livestock.

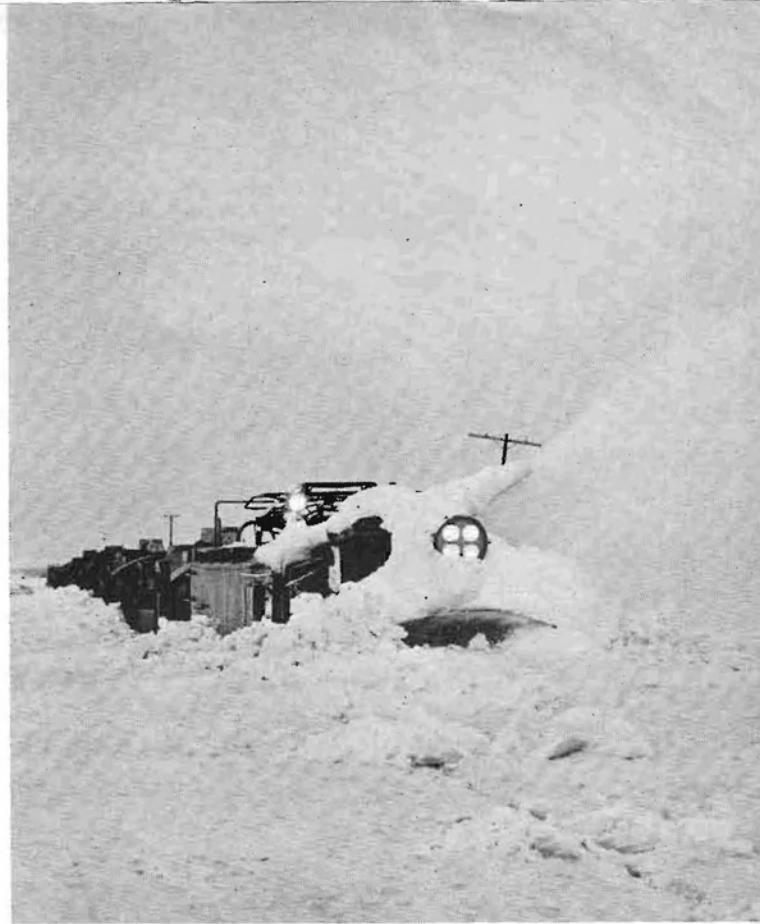
Forewarned of the storm in Utah that was expected to move northeast through the plains states, the road had snow removal equipment standing by to clear our lines if, or when, it became necessary. In typical March fashion, however, the weather had been mild before the storm blew in.

The first onslaught was felt in our territory on the evening of Mar. 2, and by morning visibility was reduced to zero. As it rammed through the Dakotas and Minnesota, communications wires hummed with reports of drifts as high as buildings and winds exceeding 100 miles per hour. Uneasiness began to mount about the safety of missing persons and livestock on the range, and in a wide section transportation came to a standstill.

The storm raged relentlessly in our territory for four days, blanketing the area from Marmarth, N. D., to Montevideo, Minn., a distance of approximately 500 miles, and as far south as the Rapid City



R. G. Simmons, general roadmaster (left), and F. A. Upton, chief mechanical officer, map aerial reconnaissance with pilot at Lemmon, S. D., airport while attendant gasses plane.



line. The temperature plunged to zero, and exposure time for personnel was less than 20 minutes. When it finally peaked out, clearing skies revealed a 35-inch snowfall at Mobridge, S. D., that tapered to three or four inches at the east and west extremities.

Although householders postponed digging out in view of the high winds, our crews got busy as soon as they died down sufficiently to begin using work equipment. The rotary plow based at Aberdeen, S. D., and several wedge plows, cut wideners and Jordan ditchers were warmed up, and the Mitchell-based rotary and the road's new Glosup plow, a wedge type with special cut widening features, were brought to the Aberdeen area. Other equipment used for snow removal in the Milwaukee and Twin City terminals was commandeered also.

Meanwhile, supervisory personnel and section and B&B men were arriving hourly from various locations. Among them were a number who served on the blizzard front in 1949, such as Engineer Jim Palmer and Fireman M. L. DeForrest, who took their old assignment on the Aberdeen steam rotary, and Engineer Larry Nelson, who again operated the one out of Mitchell. D. E. Miller, general road foreman of engines, was another "forty-niner" in the group, which included F. A. Upton, chief mechanical officer; A. W. Hallenberg and J. J. Drinka, assistant chief mechanical officers; D. D. Fisher, superintendent of the car department; R. J. Donovan, assistant to district master mechanic; Division Engineer W. C. Witham and Master Mechanic D. A. Radabaugh; General Roadmasters R. G. Simmons and A. M. Olson; and Traveling Engineers E. F. Hatzenbuhler and P. M. McLean.

Backing up the task force, L. V. Anderson, general manager-system, and D. O. Burke, assistant general manager, set up an around-the-clock vigil to coordinate the activities of "Operation Snowplow" from Chicago headquarters, along with K. L. Clark and H. C. Minteer, principal assistant engineers.

Starting from Aberdeen and working west, crews encountered the first heavy packed snow at Bowdle, and the rotary began working there on Mar. 6. By steady bucking, cuts were cleared to Java Junction by the morning of Mar. 8. To assist this operation, a wedge plow was operated east out of Mobridge the morning of Mar. 7, but was forced to quit. Drifts in this territory were as high as 15 feet and from 200 to 3,600 feet long. Finally, just before sundown on Mar. 8, a wedge plow working west broke



Changing out rail broken by steam rotary in drift at Alamo, S. D., calls for a lot of shoveling.

Helicopter carrying camera equipment lands for ground level shots. Young steer in foreground was one of thousands caught away from shelter.





Electric rotary, pushing into a cut east of Cadillac, S. D., churns up a snow cloud. Unit is compatible for both diesel

and trolley operation. Men are placing dynamite charges.

through, and the line was open up to Mobridge.

To forestall trouble, trains had been held at nearby terminals, but the storm, striking almost overnight, caught up with a westbound freight and halted it just east of McLaughlin. Snowplows were sent from Mobridge to free it, and after battling drifts for hours, the crews succeeded in hauling it back to a siding.

During this time plows were operating out of Marmarth, but the equipment took such a beating that a wedge plow was derailed west of Lemmon, along with four diesel engines. A call went out for the Miles City derrick, and the equipment was subsequently rerailed. The Mitchell rotary bogged down also, while tackling a 30-foot drift east of Mahto.

In the meantime, the electric rotary which is based at Avery, Ida., for use in mountain territory was operated special to the Aberdeen Division and, with Traveling Engineers C. L. Shaw and T. S. Cooper taking turns in the cab, began working at Petrel, N. D., to effect a breakthrough from the west.

A reconnaissance by helicopter had revealed no less than 76 major drifts, ranging from 500 to 5,300 feet in length and 5 to 30 feet in depth, in the 87-mile

stretch between Lemmon and Wakpala. The snow was packed "hard as concrete," and when it became evident that the plows could make only slow headway, blasting experts were called in to help break it up.

With the plows thus operating faster, the Aberdeen and Avery rotaries finally met on the morning of Mar. 11 at McLaughlin, and through service was restored. The necessary widening and ditching were finished quickly, and trains began moving over the line that afternoon.

The Rapid City line was cleared by noon on Mar. 13, using dynamite and snowplows from each end, and the New England and Fargo lines were opened later that day. By the end of the week the Linton and Faithorn-Isabel lines were clear, and the weary snowfighters were heading home to catch up on sleep and home cooking.

While comparisons with blizzards of other years are difficult, this was the most ferocious that had ever involved the main line, and the men who battled it did heroic work. Keeping the steam rotaries operating efficiently was a job in itself, and when a hand with a shovel would help, everyone pitched in. Supervisors



Blasting experts charge cuts with dynamite. Detonation points were located by fence-to-fence measurement.



Electric rotary runs into a little tough luck. Supervising spot repair of cracked window is D. D. Fisher, superintendent of the car department.





Lineman wonders where to start. Drift just west of Alamo, S. D., was a mile and a half long and about 13 feet deep.



Front end loader operation clears snow-filled cut west of McLaughlin, S. D.



Time out to repair steam rotary. Snow "like concrete" was hard on equipment.



▲ Car buried in snow, inside as well as out. Owner at Mobridge, S. D., left window open one inch.

◀ Cleaning switches in Mobridge Yard after the 35-inch snowfall.

and crews spelled each other on 12 and 16-hour shifts until the trains were rolling.

As this is being written, however, it appeared they might have to do it all over. Newspapers are headlining "New Storm Cripples Wide Area," and 14 inches of snow are piled up in the Twin Cities. A wire report from Minneapolis reads:

"The second major blizzard of the month today paralyzed the Upper Midwest, isolating many communities and marooning hundreds of motorists. The vicious storm, paralleling the route taken early in March by the 'great blizzard of 1966' . . ."



APPOINTMENTS

Traffic Department

Effective Mar. 1, 1966:

E. W. Chesterman is appointed assistant vice president-rates and divisions, with headquarters in Chicago.

P. J. Cullen is appointed assistant vice president-special duties, with headquarters in Chicago.

C. C. Dilley is appointed director of

public relations and advertising, with headquarters in Chicago.

(See article elsewhere in the Magazine.)

A. J. Berry is appointed assistant to vice president-rates and divisions, Chicago.

J. L. Phleger is appointed assistant to vice president-sales and service, Chicago. Effective Apr. 1, 1966:

W. J. Kohl is appointed assistant general agent, passenger department, St. Paul.

Operating Department

Effective Feb. 1, 1966:

R. L. Hicks is appointed superintendent of operating rules and special instructions, with headquarters in Milwaukee. The title of chief train rules examiner-system is abolished.

Effective Mar. 1, 1966:

C. D. Anderson is appointed assistant superintendent of the Twin City Terminal-Duluth Division, with headquarters in St. Paul.

R. L. Martin is appointed assistant superintendent of the Iowa Division, with headquarters at Marion, Ia.

P. F. Ziegler is appointed assistant superintendent of the Coast Division, with headquarters in Spokane.

Rocky Mountain Division Retains Safety Title

*employees awarded
President's Trophy
for 1965*

THE Rocky Mountain Division did it again!

In the system-wide safety contest for 1965, the Rocky Mountain employes, who had been the leading contenders for first place, again came up with the best record. Continuing the winning streak that led to the top spot in the 1964 contest, their casualty rate per million man-hours worked was once more the lowest among all of the 11 operating divisions.

The announcement of the outcome highlighted the fact that the employes of the Rocky Mountain Division have finished first in the annual contest no less than three times, having earned that distinction also in 1959. Only two other employe groups have posted a similar achievement, those of the Milwaukee Division and of the former Iowa & Dakota Division territory.

The President's Safety Trophy, this year of a new design, was presented to the employes at a special staff meeting of division officers in Deer Lodge, Mont., on Mar. 15. The occasion was a jubilant one, with Superintendent W. F. Plattenberger accepting it on their behalf and Martin Garelick, assistant general manager at Seattle, doing the honors. Present also were G. J. Barry, superintendent of safety, and G. M. Dempsey, assistant superintendent of safety, from Chicago headquarters, and R. L. Hicks, superintendent of operating rules and special instructions, Milwaukee.

Mr. Garelick, who brought to the ceremony the personal congratulations



It's smiles all around as Superintendent W. F. Plattenberger (center) accepts the President's Safety Trophy for the employes from Assistant General Manager Martin Garelick. Looking on is Superintendent of Safety G. J. Barry.

of President Quinn and Vice President McGinn, commended the employes highly for winning the award two years in succession. "I know that performances such as these are possible only through persistent, cooperative effort," he told the supervisors, "and each of you can look back with pride on your part in them. I can assure you that all of our general officers join me in wishing you continued success, and hope they can repeat the same message to you a year from now."

In accepting the trophy for the employes, Mr. Plattenberger called to attention the role played by M. T. Sevedge, superintendent of the La Crosse Division, since a large part of the campaign was conducted under his leadership when he was serving in that capacity on the Rocky Mountain Division.

Mr. Plattenberger commented on the many fine individual safety records that had contributed importantly to the win-

ning performance, and the spirit apparent in the effort to strive for an even better one in 1966. He observed that it is a long way to the top of the safety list, but the fact that the division is again pushing for the lead makes such a goal not impossible of achievement.

In remarks addressed to Mr. Garelick, he said that holding to this advantage is a point of pride, and the division is determined to keep it up on a day-to-day basis, not only for the purpose of retaining its Number One status in the annual safety standing, but through a sincere desire to prevent the suffering and heartbreak that always accompany personal injuries. He added that he felt certain he spoke for the entire division in pledging full support to this cause.

Mr. Barry, observing that the ceremony was the first in which he had participated as superintendent of safety, said "This is a very happy occasion for me, and I want to thank all of you for

Superintendent W. F. Plattenberger exhibits the trophy to J. P. McMullin, T. S. Cooper and H. J. McGuin (left to right), who represented the men in train service. The train service employes were cited as a group for working throughout 1965 without a reportable injury.



The Milwaukee Road Magazine



Division and general officers who attended the award ceremony at Deer Lodge, Mont. Those seated are, from left: Roadmaster T. A. Prata; C. V. Peterson, district safety engineer, Tacoma; A. A. Heine, district adjuster; R. L. Hicks, superintendent of operating rules and special instructions; M. Garelick, assistant general manager; Superintendent W. F.

Plattenberger; G. J. Barry, superintendent of safety; D. A. Radabaugh, district master mechanic; G. M. Dempsey, assistant superintendent of safety; and C. C. Clinker, district safety engineer. In the foreground is the President's Safety Trophy awarded to the division employes as the top safety team of 1964.

doing a great job. This award indicates a fine safety attitude on the part of both the men on the ground and the supervisors who inspired them to work in an accident-free manner.

"I might add that this is the type of teamwork that improves the over-all operating efficiency of the railroad, and assists in making the Milwaukee a safe place to work. To all who had a hand in the accomplishment we are observing today, I offer my congratulations."

The Rocky Mountain Division earned the trophy with a casualty rate of 2.90 on the basis of 1,379,803 man-hours worked during the year. In this connection it was noted that the train service employes went through the entire year without a reportable injury. The Iowa, Minnesota & Dakota Division finished in second place, and the Milwaukee Division ran third.

A compilation of divisional safety standings would show that only once since the Rocky Mountain Division won the contest for 1959 has it missed placing among the elite top three (fourth in 1962).

In recognition of the 1965 showing, each employe received a handsome leather bound address and memorandum book with the traditional "In Appreciation of a Job Well Done" message embossed on the cover in gold over the signature of President Quinn.

Rites for James D. Norris, Company Director

JAMES D. NORRIS, 59, a member of the road's board of directors and nationally known business executive and sportsman, died Feb. 25 in Presbyterian-St. Luke's Hospital in Chicago. He had been confined there 10 days for treatment of a heart condition.

Mr. Norris was a native of Chicago whose enterprise as an industrialist and civic leader had included a close association with the world of sports. He entered the business field after attending Colgate University and during World War II served as a lieutenant commander in the Navy.

Among his numerous affiliations, he was a member of the New York Stock Exchange and the Chicago Board of Trade, held interests in the Norris grain and cattle companies, in railroad lines, and a fleet of Great Lakes freighters.

He inherited his love of sports from his father, a naturalized Canadian, who was a squash champion and avid hockey fan. At one time the Norris family owned three hockey teams and the majority interest in Madison Square Garden, which owns the New York Rangers.

With Arthur M. Wirtz, his long-

time business associate and a director of the railroad also, Mr. Norris was co-owner of the Chicago Stadium, the St. Louis Arena, and the Chicago Black Hawks of the National Hockey League. He, himself, was a member of hockey's Hall of Fame. From 1949 until 1958 he was also president of the old International Boxing Club.

His formal business connections were: senior partner of the investment firm of Norris & Kenly; board chairman of Consolidated Enterprises, Inc., the First National Bank of South Miami, Fla., Chicago Stadium Corporation, Chicago Blackhawk Hockey Team, Inc., and the Bismarck Hotel and 333 Building Corporation, Chicago; vice chairman of the board, American Furniture Mart Corporation; member of the board of governors, National Hockey League, Montreal; director, Forman Realty Corporation; director and executive committee member of the WI Sugar Corporation; and owner-operator, Spring Hill Farms racing stables.

He is survived by his widow, Mary; a daughter, Susan, his mother, Ethel; a half-brother, Bruce; and two half-sisters, Mrs. Marguerite Riker and Mrs. Arthur Kneibler.



W. D. Sunter



G. H. Kronberg



E. J. Stoll



V. E. Glosup

Vice President W. W. Kremer Retires; Officers Assume New Positions

WALTER W. KREMER, having informed the road of his decision to step down from the position of vice president-traffic for reasons of health, terminated his active career on Mar. 1. He agreed, however, to continue with the department in a consulting capacity.

In connection with his decision, the board of directors, at a meeting on Feb. 17, elected W. D. Sunter vice president-rates and divisions, and G. H. Kronberg vice president-sales and service. Other action at the meeting included the election of E. J. Stoll as vice president-real estate and industrial development, of V. E. Glosup as vice president-chief engineer, and of S. W. Amour as vice president-labor relations. Their promotions became effective Mar. 1.

The retirement of Mr. Kremer after more than 48 years of railroading commanded attention throughout the transportation industry. When he came to the road as traffic vice president on Mar. 1, 1958 he was widely known as a traffic officer of broad and diversified experience in sales and service, as well as in rates. He started in 1917 as a rate clerk

for the Pennsylvania in his native city of Kalamazoo, Mich., and in 1924 became a traveling freight agent for the Minneapolis & St. Louis. In 1929 he joined the Canadian Pacific in the same capacity, and except for a brief period as western traffic manager of the Boston & Maine, remained with that road until 1948, when he resigned to become general traffic manager of the Soo Line. He was traffic vice president of that railroad from 1950 until he came to the Milwaukee in 1958.

His eight years with our company witnessed a vigorous program of traffic promotion and development of new transportation concepts. He is a long-time advocate of research in the fields of rates and service, and his original views on these and other subjects were productive of excellent results for the railroad.

*

Mr. Sunter, a native of Chicago, has held many responsible traffic positions with the road in both rates and sales. He was assistant general freight agent, -rates and divisions for 10 years prior to his appointment as assistant freight traffic

manager-sales and service in 1955. He advanced to the position of freight traffic manager in 1956, and general freight traffic manager in 1958. He became general traffic manager in 1963, with jurisdiction over both rates and sales, and was appointed assistant vice president-traffic in 1964.

Mr. Kronberg, a native of Detroit, started in the office of the general agent in that city and subsequently was employed by the traffic department of the Army Ordnance Department, on loan from the railroad. He returned to the traffic department in 1946, and in 1953 was assigned to Washington, D. C., as district freight agent. He served as general agent in San Francisco and as assistant freight traffic manager-sales and service in Chicago before being promoted to western traffic manager in Seattle in 1959. He was appointed director of public relations and advertising with headquarters in Chicago in 1961.

Mr. Stoll started with the road in the engineering department shortly after being graduated from the University of Michigan in 1938 with a Bachelor of Science degree in transportation engineering. He held various engineering positions in Chicago, Minneapolis, Tacoma, Spokane and Seattle before being appointed assistant industrial engineer in

S. W. Amour



E. W. Chesterman



P. J. Cullen



C. C. Dilley



1945, with headquarters in Seattle. He later served in Chicago as right of way engineer and industrial engineer, and in 1952 advanced to assistant industrial commissioner. He was appointed assistant director-industrial and real estate development in 1958, and became director of real estate and industrial development in 1962.

Mr. Glosup, a graduate of Texas A&M College, was experienced in bridge construction work and railroad engineering before joining the road's engineering department in 1928. He held various positions in the department, including assignments in Butte and Miles City, Mont., prior to being appointed principal assistant engineer of the western lines at Seattle in 1950. He became principal assistant engineer in Chicago in 1953, advancing to assistant chief engineer-signals and communications later that year. He served as engineer of maintenance of way for a period prior to being appointed general manager of the road's eastern lines in 1959, and assistant vice president-operation, chief engineer, the following year.

Mr. Amour is a native of Terre Haute, Ind., who began his service in the car department, from which he transferred to the operating department in Chicago as a member of the assistant general manager's staff. He was later employed briefly in Green Bay, Wis., before returning to the staff of the assistant general manager in 1938. In 1944 he became assistant supervisor of wage schedules. He was given responsibility for the road's labor matters in 1958 when he became assistant to vice president, and in 1964 he was appointed director of labor relations and assistant to vice president-operation.

Other Staff Promotions Announced

Additional staff changes in the traffic department became effective Mar. 1 with the promotion of E. W. Chesterman to assistant vice president-rates and divisions, and of P. J. Cullen to assistant vice president-special duties.

Effective on that date also, C. C. Dilley was appointed director of public relations and advertising.

Mr. Chesterman, who was born in Park Ridge, Ill., started his service in the rate department in Chicago and in 1948 became assistant general freight agent. Following promotions to the positions of assistant to vice president-traffic and of assistant freight traffic manager, he was appointed freight traffic manager-sales and service in 1958, and later that year, director of Flexi-Van



At an informal get-together honoring Walter W. Kremer (center) prior to his retirement, several of his former office assistants extend their best wishes. From left are K. G. Hosfield, assistant traffic manager, Chicago; S. P. Elmslie, assistant traffic manager-grain sales; W. S. McKee, assistant general freight traffic manager; P. L. Cowling, vice president and general manager of the Milwaukee Motor Transportation Company; and A. J. Berry, Mr. Kremer's most recent assistant.

service sales. He was promoted to manager of rail-highway sales in 1960 and appointed director of automotive and rail-highway traffic in 1961. In 1963 he became assistant general freight traffic manager-sales and service, and in 1964 was appointed general freight traffic manager-rates and divisions.

Mr. Cullen, a native of Chicago, entered service in the Chicago traffic department and after a series of advancements became assistant general freight agent in 1946. In 1948 he was appointed assistant to vice president-traffic and in 1955 was assigned to Seattle as western traffic manager. He later served as assistant general freight traffic manager-sales and service in both Chicago and Seattle, and in 1964 was appointed general freight traffic manager in Seattle. He was promoted to general freight traffic manager-special duties, with headquarters in Chicago—his most recent assignment—in 1965.

Mr. Dilley is a native of Minnesota and was first employed by the road in the Minneapolis city ticket office. He held various traffic department positions before being appointed travel promotion agent in Chicago in 1944. He was advertising manager from 1948 to 1959, when he was appointed assistant to freight traffic manager-sales and service. In 1960 he was appointed general agent in San Francisco, and in 1962 was advanced to traffic manager with headquarters in St. Louis. He returned to Chicago in 1963 as passenger traffic manager. On his new assignment, he will continue his jurisdiction over the passenger traffic department.

Road Orders \$20.5 Million New Locomotives and Cars

PRESIDENT WILLIAM J. QUINN announced in March that our company has placed orders for 1,100 new freight cars and 20 diesel locomotives at a total cost of about \$20.5 million. Most of the equipment is scheduled for delivery this year.

Eight hundred of the cars ordered are boxcars of the type in demand for lumber products, having a capacity of 70 tons and interior length of 50 feet 6 inches. All will have wide doors, with 400 featuring a combination door totaling 15 feet 3 inches, to facilitate handling long fabricated parts, plywood and other palletized commodities. Nailable steel flooring will be installed in all of the cars.

The other 300 cars are 100-ton, high cubical capacity covered hoppers which are in great demand for grain shipments. Each will have a capacity of 4,427 cubic feet and trough loading hatches for fast and easy loading.

Fourteen of the 20 diesels ordered are 3,000 horsepower units and the other six are 2,800 horsepower. All are specially equipped for high speed long haul operation between Chicago and Seattle-Tacoma, as well as being suitable for use elsewhere on the railroad. Their acquisition, with 18 of equivalent horsepower ordered previously which are now being delivered and 24 delivered last summer which are similarly equipped, will bring to 62 the total of new heavy duty units added to our locomotive fleet within approximately one year.

Road Lends Support to 1966 Payroll Savings Bond Drive

THE importance of responding to our country's appeal for support of the Treasury Department Savings Bond program, which has been noted by President William J. Quinn to Milwaukee Road families in personal letters, was stressed by him also to some 300 Chicago business and civic leaders on Mar. 15.

Presiding at the kickoff luncheon of the Chicago Area Payroll Savings Bond Drive, for which he is again general chairman, Mr. Quinn remarked that the "practical patriotism" theme of the 1966 drive is particularly appropriate, in view of the significant contribution of Savings Bonds to the government's ability to finance the national debt and control inflationary pressures.

He observed, too, that with the recent announcement of the new interest rate of 4.15 per cent on Series E and H Bonds, "a good buy became even better," from the standpoint of personal as well as national security.

Mr. Quinn, in connection with serving on the United States Industrial Savings Bond Committee of industry leaders from 22 key market areas, heads the drive in the Chicago region to sign up 70,000 additional payroll savers among employes of Chicago based industrial, financial and business firms. Milwaukee Road employes are included in the solicitation effort, which embraces five counties.

Our Milwaukee Road system-wide campaign solicits the support of all employes who are not yet participating in the program through our payroll savings plan. In letters addressed to them, Mr. Quinn noted that payroll savers already outnumber those who are not enrolled, and pointed out the advantage of accumulating personal savings in this convenient, patriotic way.

When President Johnson acted recently to raise the interest rate on Savings Bonds from 3.75 per cent to 4.15 per cent, he called them "the most important investment any American can make." Among compelling reasons for purchasing Bonds at this time he stated that we cannot underestimate our responsibility of leadership in the free world, and that the war in South Viet Nam is a test of our will to survive. "Not all of us are called on to fight in the jungles," he said, "but while our men are there, none of us can remain aloof on the sidelines. We must do our share—in every way we can—and one sure way is open to all of us through the Savings Bond program."

The new rate of interest applies to all Series E and H



President William J. Quinn points out features of a Treasury Department display to Patrick H. Hoy, president of the Material Service Corporation and state chairman of the Illinois Savings Bonds Committee, prior to the kickoff luncheon. (Chicago Sun-Times photo)

Bonds bearing an issue date of Dec. 1, 1965 or later. The President's action also raised the earnings of outstanding Bonds. Thus all older E and H Series will earn 4/10 of 1 per cent more than before for the remaining period to next maturity, starting with the first interest period of 5 months or more which begins on or after Dec. 1, 1965.

On the accrual-type E Bond, the increase is accomplished by reducing the term of the Bond to 7 years from 7 years and 9 months. On the current-income H Bond, the increase will be reflected in larger semiannual interest checks, starting in June, 1966.

Calling attention to the new provisions, Mr. Quinn said that he thought every American who looks to the future would be well advised to take a fresh look at Savings Bonds. In his letter to employes, he stated, "The desirability of accumulating a nest egg of E Bonds through payroll savings makes the whole idea so attractive that I should feel we had done a disservice to our people if we did not do everything in our power to persuade their serious consideration of enrollment in the plan. Savings Bonds have solid advantages that other ways of saving can't match, and our payroll savings program is an automatic method of getting the full benefit of those advantages."

President Quinn introduces the members of the Chicago area Savings Bond Committee at the luncheon in the Palmer House. Keynote speech was delivered by Frederick L. Fleming, undersecretary of the treasury for monetary affairs.





Principals at the presentation of the Special Citation, from left: R. W. Garvin, steward on the City of Los Angeles; Conway Range, chef on the City of Portland; Richard S. Mark, Department of Health, Education and Welfare representative, Washington, D. C.; W. R. Jones, superintendent of the sleeping and dining car department; Roy Fagan, waiter; Willard G. Hop-

kins, Public Health Service sanitation engineer (rear); Robert E. Novick, regional program director, PHS; Frank V. Bolla, sanitation specialist, Department of Health, Education and Welfare; Henning Ecklund, division chief, environmental engineering and food protection, of that department; and W. R. McLean, regional milk consultant, PHS.

Dining Car Employes Win Sixth Sanitation Award

FOR the sixth consecutive year, our company has been saluted by the federal government for contributing to public health, as evidenced by the high standard of sanitation maintained in all phases of our dining and lounge car service.

In recognition of the sustained performance, the 1965 Public Health Service citation was presented by Richard S. Mark, branch chief, environmental engineering and food protection, of the Department of Health, Education and Welfare, who came from Washington, D. C., especially for the occasion. W. R. Jones, superintendent of the sleeping and dining car department, accepted it on behalf of employes at department headquarters in Chicago on Mar. 14, in a ceremony attended by a representative group of those who had contributed to the achievement.

The award certifies that, in the course of unannounced federal inspections, 36 operating dining and lounge cars were rated Grade A on the basis of food service, mechanical features, and over-all sanitation. Each car was inspected at least twice during the year. At the presentation ceremony, District Master Mechanic E. J. Mueller represented the employes who were responsible for maintaining the equipment.

The conferring of the award kicked off a week-long series of sanitation-service-safety meetings conducted in Chicago for dining car and other passenger train personnel. The sessions, one in the morning and one in the afternoon, included the showing of two educational films, and safety instructions by District Safety Engineers D. O. Anderson and M. E. Stewart, together with P. L. Dempsey, statistician for the safety department. Each employe who attended received a Public Health Service certificate attesting to his participation.



Part of the group which attended the opening session of the sanitation-service-safety meetings. Up front are, from left: District Safety Engineers D. O. Anderson and M. E. Stewart, Steward R. W. Garvin, and Chef Conway Range. Between Garvin and Range is W. Sommer, assistant to superintendent of the sleeping and dining car department.



The 1965 Special Citation becomes No. 6 in the display at dining car department headquarters in Chicago. Adding it to the collection are Richard S. Mark (left) and Superintendent W. R. Jones, with Robert E. Novick looking on.

Plans Under Way for 1966 Reunion of The Veteran Employees' Association

WITH the weather suggesting places to go and things to do, the executive committee of our Veteran Employees' Association hereby serves notice on the membership to be sure to set aside Saturday, June 25, for the 1966 reunion in Milwaukee, Wis. Mark your "coming events" calendar now, it urges, while the planning season is still new.

As was announced in the January-February issue of this magazine, official headquarters will be at the Pfister Hotel, famous for "Old Milwaukee" atmosphere and homelike accommodations for large convention groups. For the convenience of out-of-town veterans and their families, buses will operate between the hotel and our downtown passenger station.

The reunion, which marks the associ-

ation's 53rd anniversary and Vice President F. G. McGinn's fourth year as president, will feature the usual all-day program of entertaining events climaxed by the traditional banquet. Plans being carried out by the various committees are already well advanced, and each member of the association will shortly receive a mailed notice outlining the arrangements for transportation, hotel accommodations, and the package price per person, along with Mr. McGinn's personal invitation to attend.

Those who expect to do so are urged to make their reservations early—and to please pay their annual dues. Dues for 1966 are now payable and should be sent to Florence M. Walsh, secretary-treasurer, Room 383 Union Station, Chicago, Ill. 60606.



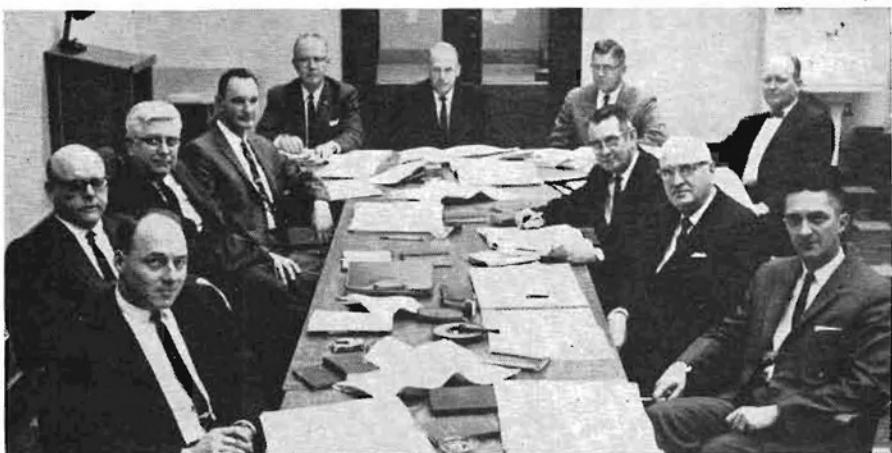
When the Vets get together. Scene at last year's banquet in Minneapolis.

Roads Study Uniform Operating Rules

CONCLUDING a study begun in 1964, a committee representing 15 railroads and terminal and transfer lines recently presented for the approval of their respective companies a uniform set of rules designed to facilitate train movements in jointly served territory.

The study resulted also in the updating of a number of rules, the better to

conform with present day operating conditions and technological advancements in the railroad industry. Target date for adopting the common rules book is Jan. 1, 1967. The Milwaukee Road, which participated in the study, is represented on the committee by R. L. Hicks, superintendent of operating rules and special instructions.



Committee members at a recent meeting are, left and clockwise: R. C. Lindquist and R. W. Rohrer, superintendent and assistant superintendent, respectively, of rules, safety and fire prevention, Northern Pacific; R. L. Hicks, superintendent of rules and special instructions, Milwaukee Road; T. N. Hemmesch and J. H. Boyd, rules examiners Lines West and East, respectively, Great Northern; D. B. Stewart, superintendent of rules, GN (chairman); G. W. Carr, rules examiner, Soo Line; L. C. McDowell, superintendent of rules and safety, Chicago and North Western; and T. S. Davis, M. F. Schwamberger and J. J. Button, respective supervisors of rules on the Union Pacific, the Burlington and the Rock Island lines.

A typical example of rule variations involved is that which applies to track flagging by maintenance crews. Under existing procedures, some roads require flags to be posted a minimum of 1 mile from the point where crews are working, others specify a minimum of 2 miles, and still others stipulate simply that flags must be set out "a safe distance" from the work point.

The distance proposed in the unified rule is 2 miles. This recommendation takes into account modern equipment and higher average train speed.

Studied also was the rule now in force on most roads which requires maintenance workers to set out a yellow flag as a warning to oncoming trains of slow or impassable track. Under the unified rule, the yellow flag would indicate slow track only, and impassable track and the presence of track crews would be indicated by a yellow-red flag. In each situation, the appropriate flag would show the engineer the exact nature of the condition ahead. The new rules also allow the use of radio for communication between track crews and trains.

The development of a common rule book had its beginnings in 1939 when personnel from all railroads operating in the state of Washington launched a movement to create a uniform set of operating rules. The work of the present committee is an extension and enlargement of the program initiated at that time, and the fourth revision.

Frank J. Newell, Retired Director of Publicity, Dies Suddenly

FRANK J. NEWELL, 72, director of publicity prior to his retirement on Aug. 31, 1958, died Mar. 2 in St. Paul while attending a retirement dinner in honor of J. E. Griller, general agent passenger department. He had come from his home in Chicago to be one of the speakers.

Mr. Newell was a native of St. Paul who began his railroad career there in the passenger traffic department of the Great Northern, after graduation from Cretin High School. His first service with the Milwaukee was in 1917 as assistant ticket clerk in the St. Paul city ticket office. Following a promotion to traveling passenger agent in 1920, he was often assigned to publicity and promotion work. In 1923-24 he conducted an exhibition of one of the road's giant electric locomotives in nearly every large city of the East and Midwest, and in 1927 he handled publicity for the Pioneer Limited, America's first roller bearing train.

On Mar. 1, 1929 he was appointed to the newly-established position of public relations representative with headquarters in Chicago, and in 1939 advanced to assistant public relations officer. He was appointed director of publicity in 1948, in which capacity he directed the activities of the road's News Bureau.

"Than McCool" Author

Mr. Newell was well known as a colorful raconteur and as the author of the "Than McCool" railroad yarns. He had a wide acquaintanceship among newsmen in states served by the railroad, and held a lifetime honorary membership in the Montana Press Association, a distinction awarded to him when he retired in 1958.

Surviving are his wife, Hilda; two sons, Dr. Frank W. Newell, professor of surgery and chairman of the Ophthalmology Department of the University of Chicago, and Robert J., vice president and general manager of the Autopoint Company, Chicago; a sister, Mrs. Thomas Cummings of St. Paul; and 12 grandchildren. Services were conducted at St. Margaret Mary Church, Chicago, with interment in All Saints Cemetery, Des Plaines, Ill.



At the civic luncheon, President William J. Quinn displays an artist's conception of how the 610-acre industrial development between Roselle and Schaumburg, Ill., may appear when completely developed. With him are, from left: Robert "Bob" Atcher, president of the Village of Schaumburg; William Florence, president of the Village of Roselle; E. J. Stoll, the road's vice president-real estate and industrial development; and Edwin W. Gieseke, president of the Roselle State Bank.

Plans Announced for Development of New Schaumburg Industrial District

THE tremendous demand for industrial property in the Metropolitan Chicago area may speed the opening of our new 610-acre industrial district between Schaumburg and Roselle, Ill., President William J. Quinn announced on Feb. 11.

At a civic luncheon sponsored by the Roselle Chamber of Commerce and the Roselle State Bank, he told Roselle and Schaumburg businessmen that the recent upsurge in construction activities throughout the area had produced inquiries about available land at a rate unprecedented in the company's history. He said that plans projected when the property was purchased last year call for making sites available late in 1967 or early 1968, but due to the current pressure for desirable locations, the schedule may well be advanced.

"There is no way that one can predict the actions of industries," he said, "but we want to be ready to bring these new industries into Milwaukee Road territory, where they can provide a better traffic base for the railroad as well as better employment and tax bases for the communities."

The property, annexed industrially to the Village of Schaumburg, is bounded on the east by the city limits of Roselle, on the west by Rodenburg Road, on the

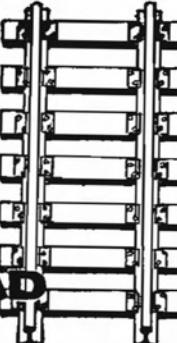
north by Wise Road, and on the south by the tracks of the Chicago-Omaha line. It is the largest railroad-owned industrial site on the system, exceeding in acreage any developed previously.

As examples of the kinds of industry the road anticipates locating in the district, E. J. Stoll, vice president—real estate and industrial development, presented a slide showing of plants located in the road's other industrial districts and at various on-line points where they are assets to the local economy.

Mr. Quinn, reviewing the development of similar projects in the area, noted that the 300-acre Clearing District at Franklin Park is 75 per cent sold out, and that the Centex District near the O'Hare International Airport, established in 1957 with 770 acres and since extended to 2,500 acres, is considered to be the fastest growing industrial complex in the nation.

He announced that last year 142 new industries selected locations on the Milwaukee and 52 already established expanded their operations, including a number in the road's own industrial district in Franklin Park. He added that, as a result of the continuing high level of industrial activity in the Chicago area, the road has disposed of its entire holdings in that district.

ABOUT PEOPLE OF THE RAILROAD



Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Brakeman L. W. Letteer wishes to express thanks for all the cards and gifts he received while at the hospital. "Slim" is coming along the recovery road and expects to be about in the not too distant future.

Retired Engineer Burt Keefe recently traveled to Indianapolis to attend the wedding of his granddaughter.

We are sorry to report the death of two retired employees: H. M. Kaiser, formerly of Libertyville, and Al Van derkin, retired engineer.

We also wish to express sympathy to Trainmaster Jim Schwantes on the death of his father, who had retired a few years ago from the agency at Mayville. Also, to Engineer Al Patsches whose wife passed away on Feb. 23 after a long illness.

Aberdeen Division

EAST END

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

The annual exodus to the Southland has been taking place on the Aberdeen Division. Engineers Edgar Mohn and Bert Himle and their wives are down in the sunny climes at this writing. So is Conductor Ray Gittens and his wife. They're sun-bathing, as usual, around Mexico City. The Warren Hardings are at Colorado Springs. Conductor Floyd Ashburn and his wife flew to Hawaii. And so it goes. Somebody has to stay up here to shovel snow and bust the ice from the switches, so the rest of us are up here carrying on.

Then there are the lucky ones who have a birthday right ahead of George Washington, and this year that made a four-day weekend. Those who took advantage of that nice arrangement were Section Foreman Ralph Taylor of Appleton and Signalmen D. Weber and Jack Hansvold. And there was John Spatafore, too, but he's a roadmaster and they don't have Washington's birthday off, nor their own birthdays either.

Confined to the Montevideo Hospital

for a time has been Conductor George Solberg with a case of ulcers. Engineer LeRoy Johnson has had surgery at Methodist Hospital in St. Louis Park, where he will be confined for some time.

Joe Maier has moved his family to Montevideo from St. Paul, having been appointed car foreman here to replace Ron Quirk, who transferred to the Minneapolis coach yard.

Retired Engineer Olof Tweter passed away Feb. 6. The father of Trainmaster Jim Schwantes passed away in Mayville, Wis., Feb. 9. He was a retired agent-operator. Mrs. C. F. Ambli, widow of a former freight house cashier at Montevideo, passed away in Williamsville, N. Y., on Feb. 18. Retired Agent Mike Riley died Jan. 18 at Milbank. He had been agent at Twin Brooks, Big Stone City, and Corona, S. D., over the years.

Fourth Turtle Club Member



An object lesson in preventing personal injuries was brought close to home during a recent safety meeting at Donahue, Ia., when B&B Carpenter James E. Gallagher (right) was introduced as our newest member of the Turtle Club. Presenting the special hard hat bearing the insignia of the club is Chief Carpenter G. F. Boeser.

The story here is what *didn't* happen when three creosoted timbers weighing in the neighborhood of 3,500 pounds slipped from the bucket of a clam shell crane and crashed 12 feet to the ground. Gallagher caught a glancing blow on his head and shoulder, but his safety helmet spelled the difference between receiving a smart bump and a disabling injury.

He is the fourth Milwaukee Road man whose timely wearing of a safety helmet has made him eligible for the club sponsored by the E. D. Bullard Company, manufacturer of protective headgear. His fellow members are W. A. McNeese and M. R. Pearson, B&B carpenters on the Coast Division, and G. A. Meyers, machine operator in the track department on the D&I Division.

IM & D Division

SIOUX CITY AREA

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



Tom Mackey

Tom Mackey, son of Assistant Car Foreman Ambrose and Mrs. Mackey, Mitchell, S. D., was selected for the all-state Catholic high school basketball team as the result of playing in the Catholic Invitational Basketball Tournament held at Mitchell the first week in March. Tom spearheaded the play for the Notre Dame High School "Comets", winner of the state-wide Catholic invitational tournament. Being a junior, he is looking forward to another year on the team.

Sioux City employes held a farewell party for Lieutenant and Mrs. Robert Grandquist, when he recently transferred to Kansas City, Mo., as chief of police with the Milwaukee-Kansas City Southern Joint Agency. Lieutenant Grandquist was presented with a gift by his fellow workers and wished success in his new position.

Sympathy was extended to Robert L. Johnson, DF&PA at Sioux City, and family on the death of his mother, Mrs. Leona Johnson, on Mar. 8 at Wenatchee, Wash. Funeral services were held in Spokane.

Sympathy was expressed also to the family of Walter Andros Carpenter, retired Sioux City machinist, who passed away at Westwood Convalescent Home Mar. 7. Mr. Carpenter, who retired in 1936, is survived by his widow and stepson.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

A going-away party was held at Tommy's Supper Club in Austin for Jack Theophilus, traveling auditor, who recently was transferred from Austin to Minneapolis. Jack was presented with a gift of the tools of his trade, a pen and pencil set, and Mrs. Theophilus was presented with a gift of Early Americana. Ed Applebury, agent at Austin, MC'd the get-together, with many of those present joining in the fun, reminiscing about the old days when Jack worked at different locations on the IM&D, both as an agent and then as traveling auditor.

Mrs. Jay Bailey, steno-clerk in the engineering department at Austin, recently won a 25-inch color TV set in a contest sponsored by a hosiery manufacturing company in North Carolina. All it involved was filling out a coupon she saw in a magazine—no slogans or box tops. Now the Baileys have two color TVs.

Dubuque Freight Rate Course Graduates



Students who completed the course are, front, from left: Delbert Hillery, Kretschmer Treadway Company; Robert Krayer, assistant traffic manager, John Deere Dubuque Tractor Works; C. V. Simon, Dohrn Transportation, Inc.; Robert Buelow, John Deere tractor works; and James Chambers, H&W Motor Express. Rear, same order: F. W. Schargitz, traffic manager, Caradco, Inc.; Eugene Hessling, Burlington Lines; Wendell Meissner, H & W Motor Express; James Stierman, Kretschmer Treadway; Claire Barnard, chief clerk to the road's general agent; Mrs. Elinor Kollar, Ruan Transportation Co.; Loras Ehrlich, Burlington Lines; and P. F. Hellmann, Milwaukee Road city freight and passenger agent, who presented "Certificates of Completion." Absent when the picture was taken were Milwaukee Road Fireman George Tullis and Harlan Pothoff of the Dubuque Stamping and Manufacturing Company.

SHOWN above is the "graduation picture" of a group of traffic people in Dubuque, Ia., who, having completed a course in freight rates sponsored by the Board of Education Public Evening Schools, received their "diplomas" the evening of Feb. 3.

The formation of the class resulted from a promotional effort of the road's traffic department employees who were interested in taking such a course and sold the idea to Earl Marihart, director of industrial and adult education for the Dubuque Community School District. Lesson material was furnished by the railroad, and Mr. Marihart appointed P. F. Hellmann, city freight and passenger agent, to act as the instructor.

The course is that which was offered several years ago to our traffic, accounting and operating employes as a means of increasing their knowledge of rates and traffic management. The lessons, based on the rules and regulations of the Interstate Commerce Act, deal with commodity classifications, exceptions, and many other aspects of tariffs and related subjects.

Starting last October, classes were held every Thursday evening at the Washington Junior High School. Ses-

sions were devoted to questions and answers, and discussions of subjects in the home assignments. The students are enthusiastic about furthering their knowledge of this important side of railroading, and have proposed that the school sponsor an advanced traffic course for the 1966-67 fall and winter term.



WITH BEST WISHES. H. R. Drew, retiring recently as assistant superintendent of motive power at Milwaukee Shops, is presented with a gift certificate by Blacksmith George Winters. Employes in the shops, roundhouse and diesel house also gave him a set of luggage.



PATRIOTISM AWARD conferred on employes at Milwaukee Shops for outstanding support of last year's U. S. Savings Bond drive is accepted on their behalf by F. A. Upton, chief mechanical officer (left), from J. F. Milward, area manager of the Savings Bond Division of the Treasury Department. The award signifies that more than 50 per cent are enrolled in the payroll savings plan for bond purchases.



MARKING 45 YEARS OF SERVICE, Roy W. Johnson, cashier in the agent's office at Austin, Minn., is presented with a Silver Pass. Agent Ed Applebury is doing the honors.



RETIRING AT MUSKEGO YARD in the Milwaukee Terminals, Car Foreman C. A. Hense (right) receives good wishes from his successor, A. L. Parsons, who transferred from the car department in St. Paul. Mr. Hense is a veteran of 45 years' service. As a retirement project, he plans to develop a trailer camp in central Iowa.

A Friend Along the Railroad

A former railroad man who lives close to the west house track switch at Slater, Ia., proved recently to be a good friend in time of trouble. Having once worked in the signal department of the Chicago and North Western, C. D. Oleson was quick to recognize an abnormal sound as No. 111 was passing over the switch and reported it to Sectionman Nelson, who happens to be his father-in-law. Word moved swiftly along the line and, sure enough, what he had detected was a broken rail which was found to be broken badly in the heel of the switch point. As pictured here, Mr. Oleson (left) is receiving a U.S. Savings Bond in token of the road's appreciation, and the personal thanks of Superintendent A. C. Novak for preventing a possible derailment.



Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Larry Gene Richards, a freshman at York Community High School in Elmhurst, Ill., is the youngest son of Special Officer and Mrs. Carl Richards of Chicago Terminals. Larry participated in the freshman invitational gymnastic meet on Feb. 19 at Hinsdale, winning the all-around competition, including free exercise, side horse, horizontal bar, parallel bar, still ring and vaulting events. Larry is the first freshman from York to accomplish this feat. He also competed in the sophomore conference meet at Maine East High School in Niles, Ill., on Feb. 26 and finished 11th in all-around. His present intention is to follow the footsteps of his older brother, Sam, and become a coach and physical education teacher. Sam is a sophomore at New Mexico State University and is doing quite well in gymnastics.

Sympathy was extended to W. H. Meyer, chief clerk to assistant superintendent, on the death of his mother, Martha, on Feb. 21.

Doris Thompson, IBM clerk who's on leave of absence, had a son, Stephen Paul, on Feb. 6. Switchman W. H. Hamilton and his wife had a baby girl on Mar. 12.

Switchmen J. F. Falout and J. V. Joyce are on the sick list, and we hope they return soon. We welcomed back George Beltman on Mar. 1.



Larry Richards

Contributed by Dorothy Lee Camp

By the time this is in print, it's hoped that Master Mechanic Dick Drew will be well on the road to health. At this writing, Dick is in Wesley Memorial Hospital, Chicago.

Well, the Arizona papers will be missed, the ones sent us by our faithful friend Jim Murphy, retired conductor. Jim and his wife, Mae, have moved back to Wisconsin.

Some good news: Fran Cowart, wife of Trainmaster Jim, now of Milwaukee, is doing nicely after foot surgery and is at home in Elgin at this writing. General Yardmaster Les Whalen reports that his wife is at home, doing nicely after serious surgery. But their

Signals and Communications Groundmen

We have openings for young men who are interested in careers in signals and communications. Assignments are in Wisconsin and Illinois. Applicants must be 18 years of age or older, in good physical condition, and have graduated from high school. Opportunities for advancement are excellent for men with initiative, ability and a desire to learn. We encourage on-the-job technical training under the company tuition refund plan. For further information write:

W. E. FUHR, Chief Engineer
Signals and Communications
Room 356 Union Station
Chicago, Ill. 60606

daughter fell and broke her leg, which Les says is a pretty sneaky way to get out of helping around the house.

Sympathy to the family of Ed Derrickson, retired tower operator who passed away recently. Ed was a very active union member during his years on the railroad.

Sympathy to Jim and Ila Imbler of Largo, Fla., on the loss of their youngest daughter, Joy, 36, of River Grove, Ill. Jim is a retired yard conductor.

Sympathy also to Erick Erickson, retired yard conductor, whose wife passed away in Largo, Fla. Also to Edna Stone, Union Station telephone operator, whose son-in-law was killed in an explosion on Feb. 26. Edna said he was more like a son than a son-in-law.

Sympathy was extended to Elizabeth LeBow of the master mechanic's office at Bensenville, whose husband, Bernard, retired diesel house foreman, passed away suddenly on Feb. 24. Interment was in St. Jo, Mo. He was a son of John W. LeBow, retired conductor of Ottumwa, Ia., who survives, also.

DIVISION STREET

Carolyn DiCicco, Correspondent

Sympathy was extended to Retired Foreman John Wagner on the sudden death of his wife, Anna, on Mar. 1. Besides her husband, she leaves a son and daughter and many grandchildren. Funeral Mass was said at St. Joseph's Church, and interment was in St. Adalbert's cemetery.

GALEWOOD

Linda M. Kuchl, Correspondent

Happy to report that Edna Trumbull and Ed J. Lemke of the car record department both will return to work shortly after being on sick leave for quite a while. We hope that soon Grace Proctor of that same department will be feeling better and also will be back.

Hope Mike Staloway, foreman, August LaRocco, check clerk, Ed Przybylo, caller, and Stanley Nowocin, caller, get well quickly and we see them back at the freight house soon.

Sympathy was extended to the family of Irving Rome, who passed away on Mar. 8, after suffering a heart attack. He had been off sick for quite some time, but returned to work on Feb. 16, feeling quite a bit better, before suffering the heart attack. Irv worked for the Milwaukee as a caller at Union Street from 1923 until 1925 and as a checker from 1930 till 1955. He started working at the Galewood freight office in 1963 as an auto mail clerk.

Sympathy was also extended to the Harry Weinert family for the recent death of his mother-in-law. Harry works as a clerk in the car record department.

Salvatore Moreci, stoker at the

The Milwaukee Road Magazine

The Women's Club Art Fair

FOR something different in the way of entertainment at its March meeting, Fullerton Avenue Chapter of The Milwaukee Road Women's Club had the happy idea of sponsoring an art fair featuring the work of employees in the Chicago accounting center who spend their spare time busily dashing off paintings. The undertaking proved to be a big success, both in the number of participating artists and of visitors who came to look and stayed to buy. Shown here is a sampling of the display, along with several of the exhibitors and interested art buffs.



Erna Hendrickson, Cheryl Weseman, Charlotte Poltrack and Viola Asa (left to right) study exhibit of Ronald Koss, auditor of capital expenditures department.



Barbara Wangerin, timekeeper, buys mountain landscape done by Ronald Koss.



Joseph Bialas, auditor of freight settlements force, exhibits colorful oils.



Laura Kristensen, assistant keypunch supervisor, hangs portrait of "John John."



Exhibitor J. C. Gaulock, retired assistant engineer, auditor of capital expenditures force.



Display of J. A. Shemroske, assistant engineer, auditor of capital expenditures department.

freight house, and his wife, Francesca, were blessed with a baby girl named Sandra on Feb. 17.

Helga Shank, keypunch operator in the regional office, will be leaving shortly, as the stork is expected the first of June.

Ron Fountaine, yard clerk at the yard office, recently enlisted in the Air Force.

Mrs. Abrams, wife of Assistant Cashier Nate Abrams in the regional office, is now a millinery instructress at the Leaning Tower YMCA at Morton Grove and also teaches at the Lawson YMCA.

A few familiar faces are back at the freight office. One is Richard "Tiny" Ortman, rate clerk, who has returned to the Milwaukee, and the other is

Harry Greenberg, comp operator, who transferred back from Bensenville.

The new faces around are those of Linda Crawford, bill clerk; Joe Blum, general clerk, recently graduated from Steinmetz High School; Terry Madigan, bill clerk; Robert Colletti, auto mail clerk, formerly of the Bensenville office; John Marshall, machine operator; and Lillian Winslow, keypunch

operator, who transferred from the Fullerton Avenue offices.

Fred Waltrip, stoker at the freight house, retired on Feb. 15, and Art Bajer, stoker at the candy house, also retired the same day. Art started working at Union Street in 1951 and transferred to Galewood in 1954.

On Nov. 16, Herbert "Ted" Borman retired after 43 years of faithful and loyal service. Coffee and cake were served at that time, honoring him, and he was presented with a gift of money from the office force and his co-workers. Ted worked as a rate clerk at the freight office.

Walter Lapinski, claim clerk, retired on Feb. 23 after 43 years with the Milwaukee. Walter worked from 1923 till 1945 as a clerk at the Union Street office and finished the remaining years as a claim clerk at Galewood. He has been on sick leave since August, 1965, and all are glad to hear he is improving.

Chief revising clerk of the regional office, Robert Schlegel, spent his recent vacation skiing at Boyne Mountain Resort, Boyne, Mich.

Iowa Division

MIDDLE AND WEST

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

Mrs. Frank Mullane, 63, wife of the retired agent, passed away in a Des Moines hospital Jan. 5. She had been in failing health for several months. Funeral services were held at Madrid. She is survived by, in addition to her husband, two daughters and a son.

L. B. Swearingen, who for 27 years was agent at Woodward, passed away at his home in Perry on Jan. 16. Mr. Swearingen had worked for other railroads before coming to the Milwaukee. In all, he had over 51 years of service, working at several stations on the division before taking the agency at Woodward. Funeral services and burial were at Perry. Surviving are his wife, a daughter, Betty Cruson, a grandson, step-grandson and two brothers.

Assistant Superintendent and Mrs. James Elder are the parents of a boy born Jan. 30 at the Perry hospital.

Mr. and Mrs. John Wagner of Dawson celebrated their 53rd wedding anniversary on Jan. 31. John, a retired machinist, worked many years at the

Kiddie Course in Safety Education



In connection with our continuous program for the safety education of school children, first and second graders of the Lincoln and Roosevelt schools at Perry, Ia., escorted by their teachers and the curriculum coordinator of the public school system, were recently given a tour of Perry Yard. The high point was a chance to get a peek inside a diesel locomotive, as shown here, with the help of Enginemen Lloyd Moss and Keith Speck. The tour was conducted by Jim Tracy, lieutenant of police at Perry (center), aided by R. C. Emerson, police captain at Cedar Rapids (right), who gave a talk on safety and distributed safety literature. Our company recently received its 12th National Safety Council Public Safety Activities Award for cooperating with this program.

Perry roundhouse before retiring about 10 years ago.

Mrs. Denis Sullivan passed away Jan. 21 at the Perry hospital, where she had been confined for a week after having been in failing health for about a year. Surviving are her husband, a retired machinist; a son, Charles of Rialto, Calif.; a daughter, Mary Alice Upton of Milwaukee; and six grandchildren.

Franklin Snyder, son of Yardmaster and Mrs. Jack Snyder of Perry, received his B.A. degree in math and physics at mid-term commencement exercises at the University of Iowa. Another son, Darrell, was recently promoted from Army second lieutenant to first Lieutenant. Darrell spent a few summers as relief ticket clerk in the Perry ticket office.

Retired Agent Frank W. Bean, 93, passed away at his home in Bagley Feb. 16. Frank started his railroad career in 1900 and retired in 1952. He had worked at several stations on the division, but most of his years of service were at Herndon, Jamaica and Bagley. He and Mrs. Bean had recently celebrated their 72nd wedding anniversary. Mrs. Bean, who survives, is 90 years old. Also surviving are four daughters, four sons, 23 grandchildren, many great-grandchildren, and a sister. Mr. Bean was "king" of the Three-Quarter Century Club sponsored by the Perry Daily Chief, which has an annual banquet where the oldest man present is chosen as king. He and Mrs. Bean also received a prize for being chosen at last year's banquet as the couple married the longest.

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Julie Novak, the daughter of Superintendent A. C. Novak, who is a senior at the Savanna Community High School, was chosen queen of the "Sweetheart Ball", the annual all-school formal. In connection with the entertainment program, she also played a Chopin composition. Julie wants to be a concert performer, and in preparation for a career in music, is studying piano and voice at Clarke College in Dubuque. Among her school activities, she is secretary of the senior class, treasurer of the National Honor Society and the Student Council, and editor of the yearbook. The Novaks, who retained their home in Savanna when Mr. Novak was transferred to Perry last fall, will move after Julie finishes her senior term.



SILVER PASS SERVICE. Miss Leon M. Esser, secretary to manager of the material division, receives a Silver Pass in recognition of 45 years of service, all in the same department at Milwaukee Shops. Extending their congratulations are H. H. Melzer, general manager of the purchases and material division (left), and E. F. Volkman, manager of materials.

EAST END

Leola Gonsales, Correspondent
Freight Office, Cedar Rapids

Sherman Fontaine, retired pipefitter, on a recent visit to California, contacted George Hennessey, former Cedar Rapids roundhouse foreman, who now lives at the American Gold Star Home in Long Beach; also W. E. Cooper, a retired roundhouse foreman, too, residing at 5072 Maywood St., Eagle Rock, Calif. Both would be pleased to hear from their friends on the railroad.

James Sanky Lindsey, 82, retired Cedar Rapids employe, died recently. He is survived by his wife, Lucy, two sons, H. Victor of Ottumwa and James R. of Onslow, and two daughters, Mrs. M. Morey Nassif and Mrs. Gage Miles of Cedar Rapids.

John W. Johnson, veteran Marion, Ia., conductor, retired early in February. He started on the repair track at Manilla in 1915, transferred to train service in 1917, and for the last 15 years had been a conductor on the Arrow, and periodically on the "City" trains. The Johnsons intend to travel a lot, while retaining their home in Marion.

Carloadings

JANUARY-MARCH 1966 compared with same period in 1965

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1966 over 1965	NUMBER OF CARLOADS			
		THREE MONTHS		INCREASE	
		1966	1965	1966 over 1965	% of increase
10.5%	Grain	28,293	19,513	+ 8,780	+ 45.0%
9.5	Lumber or Dimension Stock ..	13,820	12,368	+ 1,452	+ 11.7
5.9	All Other Paper or Allied Products	16,081	14,238	+ 1,843	+ 12.9
4.1	Coal	23,866	22,347	+ 1,519	+ 6.8
4.0	All Other Wood Products (incl. Plywood)	7,228	6,435	+ 793	+ 12.3
3.6	Meat (Fresh, Chilled or Frozen)	8,928	8,697	+ 231	+ 2.7
3.4	All Other Transportation Equipment	9,466	9,089	+ 377	+ 4.1
3.1	Grain Mill Products	14,441	13,844	+ 597	+ 4.3
2.9	Stone, Clay or Glass Products ..	8,079	7,678	+ 401	+ 5.2
2.6	All Other Chemicals or Allied Products	7,085	6,748	+ 337	+ 5.0
2.5	Pulp or Pulp Mill Products....	4,800	3,830	+ 970	+ 25.3
2.4	Industrial Chemicals	4,692	3,964	+ 728	+ 18.4
2.3	Nonmetallic Minerals; Except Fuels	9,585	8,559	+ 1,026	+ 12.0
2.3	Freight Forwarder and Shipper Assn. Traffic	8,518	7,847	+ 671	+ 8.6
2.1	Waste or Scrap Materials	6,228	5,337	+ 891	+ 16.7
2.0	Canned Fruits, Vegetables and Seafoods	6,577	5,932	+ 645	+ 10.9
1.9	Fabricated Metal Products ...	4,279	3,710	+ 569	+ 15.3
1.6	Farm Machinery or Equipment..	4,837	4,626	+ 211	+ 4.6
1.6	All Other Machinery (Except Electrical)	2,708	2,449	+ 259	+ 10.6
1.3	Electrical Machinery or Equipment	3,036	2,362	+ 674	+ 28.5
1.0	Soybeans	3,233	2,404	+ 829	+ 34.5
.7	Beverages (Except Malt Liquors)	2,308	1,982	+ 326	+ 16.4
.7	Coke Oven or Blast Furnace Products	2,464	1,936	+ 528	+ 27.3
.5	Potatoes (Other than Sweet)..	1,565	1,156	+ 409	+ 35.4
72.5%	Total Increases	202,117	177,051	+25,066	+14.2%
loading of these commodities DECREASED in 1966 under 1965		THREE MONTHS			
		1966	1965	1966 under 1965	% of decrease
4.4%	Motor Vehicles	4,468	4,664	- 196	- 4.2%
3.8	Primary Iron or Steel Products.	8,635	9,404	- 769	- 8.2
3.5	All Other Food (Incl. Sugar)...	7,834	8,164	- 330	- 4.0
2.8	All Other Primary Metal Products	4,377	5,182	- 805	- 15.5
2.0	Petroleum, Natural Gas or Gasoline	6,085	7,176	- 1,091	- 15.2
1.7	Malt Liquors	4,944	5,116	- 172	- 3.4
1.7	Primary Forest Products	10,541	11,354	- 813	- 7.2
1.2	Dairy Products	3,009	3,448	- 439	- 12.7
.7	Fresh Fruits and Vegetables...	2,134	2,777	- 643	- 23.2
.5	All Other Farm Products (Incl. Sugar Beets)	1,454	1,581	- 127	- 8.0
.5	Metallic Ores	960	1,832	- 872	- 47.6
.3	Livestock	766	929	- 163	- 17.5
.3	Small Packaged Freight Shipments (LCL Mdse.)	115	5,256	- 5,141	- 97.8
4.1	All Other Carload Traffic	12,373	12,384	- 11	- .1
27.5%	Total Decreases	67,695	79,267	-11,572	-14.6%
100.0%	Total (Includes LCL Mdse.).	269,812	256,318	+13,494	+ 5.3%
	Total (Excludes LCL Mdse.).	269,697	251,062	+18,635	+ 7.4%

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Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT—
CAR DEPARTMENT

Richard D. Andrews, Correspondent

Henry Blasczynski, welder in the freight car shop, won a week's vacation at Pickerel Lake by catching the largest panfish during a contest held at Muskego Lake.

Sympathy was extended to the family of Fred J. Jakobek, retired upholsterer, who passed away on Feb. 16.

The car department was saddened by the sudden death of Chief Clerk Martin J. Biller, 63, who passed away Feb. 22 after a brief illness. Services were held at St. Lawrence Church with interment at Holy Cross. He is survived by his widow, Charlotte; a daughter, Mrs. Marie Tomaszewski; two sons, Christian and Martin, Jr.; and 16 grandchildren. His friendliness and willingness to help will be missed



IN TOKEN OF 50 YEARS' SERVICE. Edward P. Kosobucki of the Milwaukee Shops force displays the Gold Pass presented to him recently in recognition of 50 years of service in the material division as crane engineer. On hand for the presentation ceremony is H. H. Melzer, general manager of the purchases and material division.

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by his many friends throughout the railroad.

Foreman Ralph C. Midgley retired Jan. 31 after more than 38 years of service. He turned the tables by hosting a get-together for his many friends in the freight shop.

Ervin Herbst, son of Carl Herbst of the forge shop, joined the Milwaukee Road police department on Dec. 5 . . . Tinsmith Frank Basta received a Gold Pass representing 50 years of service . . . Mrs. Margaret Marquardt, wife of John E. Marquardt, has returned from St. Mary's Hospital at Rochester where she underwent open heart surgery . . . Tom Kintis and his wife became the proud parents of a daughter, Wendy . . . Welder William E. Ruelle and wife announced the birth of a son, Darryl Dewayne, on Feb. 16 . . . Airbrakeman Allan Jansen and wife announced two new additions to their family, David Wayne and Debrah Jean, with the twin tax deductions born Feb. 15.

Clifford Rammelt, wood mill foreman, is at this writing in St. Luke's Hospital undergoing a series of tests.

The Milwaukee Road Hiawatha Service Club has scheduled its annual spring dance for April 22 at Stanton's Hall, and will hold its annual picnic on Aug. 21 at Kilroy's Picnic Grove. Watch your bulletin boards for further information.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

At a lovely ceremony in the East Room of the Pfister Hotel on Feb. 26, Barbara Luebke became the bride of William G. Smith. Barbara has been employed as a keypunch operator and is the daughter of Machine Operator Mrs. Mary Luebke. Pamela Luebke was her sister's maid of honor. Dinner was served to the guests in the Fern Room, and music for dancing was provided by Joe Aaron's Orchestra. Following a honeymoon in Nassau and the Bahamas, the young couple are residing in Milwaukee where Bill is associated with his father in the H. Lashinsky Company.

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GOLD PASS PRESENTATIONS AT MILWAUKEE SHOPS feature George Schramm, blacksmith in the forge shop, left, and Carman Leo Wingert, right, being congratulated on their 50-year service records. Sharing the spotlight in each case are General Foreman R. E. Baum and Assistant Shop Superintendent J. V. Sands.

Dianne Schmidt, timekeeper, was married on Feb. 19 to William Haberkorn at St. Peter and Paul Catholic Church. Bridesmaids included Mrs. Joyce Michels, sister of the bride, and Mrs. Carol LeMense, sister of the groom. The young couple will make their home in Cudahy. Bill is presently employed with Sentry Foods.

Another wedding of interest was that of Mrs. Karen Jordan, keypunch operator, on Jan. 8 to John F. Mustard, at Milwaukee County Court House. Attendants were Diane Metz and Leroy Wigley. A family reception was held at the Tyrolean Town House.

A miscellaneous wedding shower honoring Keypunch Operator Pat Koceja was given Feb. 27 and attended by friends, relatives and co-workers. A May wedding is planned by Pat and fiance Tom Ogden, grain clerk in the local freight office.

Newcomers in the outbound billing department are Patricia Bostwick, assigned to extending and revising duties, and Mrs. June Stannie, carload bill clerk. June, a former employee in the controller's office of the city of West Allis, has two daughters, Sharon, a third year student at Alverno College majoring in music therapy, and Carla, a senior at Piux XI High School.

Richard Zastrow is new in the cashier department as comptometer operator.

With abolishment of the regional office third shift, Ed Wencka, Harold Anderson and Mary Boyland were assigned positions in the outbound rate department on first and second shifts, and Walter Nowicki to carload bill and expense clerk. Al Jesko, former chief clerk in the agency, has also been assigned to a relief position, outbound rates. Your correspondent is assigned to chief revising clerk, the position vacated by Mahlon S. Gilbert, promoted.

Thomas Schwingle, comptometer operator, departed for military service after enlisting in the Air Force.

At his usual vacation spot, Acapulco, Willard Kinast was credited with



FIFTY-YEAR VETERAN. Frank Basta, tinsmith at Milwaukee Shops (center), receives a Gold Pass with the good wishes of Shop Superintendent Jake Hansen. Standing by is G. J. Bility, general foreman of the passenger shop.

having saved a New York vacationer from drowning.

AGENCY

Agent and Mrs. R. E. Chalifoux and daughter Laurie took a vacation trip through Florida, stopping to visit relatives in Clearwater, Dunellen and St. Petersburg.

Sympathy was extended to the family of George Dietrich, who passed away Feb. 14. George was a reconsigning clerk for many years, taking his pension on Oct. 1, 1959. He is survived by a son, George E., and two sisters. Services were held at the Eugene Weiand Funeral Home, with interment at Holy Cross. He was a member of B.R.C. Victory Lodge 1233.

DAVIES YARD

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

The new year brought with it several retirements in the middle district car department forces. M. R. Fuller, car foreman at Madison, Wis., retired after many years of faithful service and a party for him was held at Madison Mar. 2. Among the Milwaukee

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Terminal forces, Leon Fredricks, Milwaukee Depot, and George Maertz, Muskego Yard, also took their pensions. The good wishes of all their associates went with them.

Clyde McCredie has stepped up from the second shift position at Madison to replace Mr. Fuller, and William E. Stark takes Mr. McCredie's old position.

All of his co-workers at Milwaukee Shops were shocked by the sudden death of Martin Joseph Biller, chief clerk to superintendent of the car department, on Feb. 22. His cheerful greeting each day will be missed.

If you are not receiving your Milwaukee Road Magazine at home, you should notify the circulation department at Room 824 Union Station, Chicago, Ill., 60606, giving your social security number and your full, correct address. Any time you move, be sure to notify the circulation department promptly, so you will receive each issue without interruption. A special change of address form is in each issue just for this purpose.

MUSKEGO YARD & UNION STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

We have a real bowling champ in our midst—Yardmaster Roger Voboril got some nice publicity recently in the *Milwaukee Journal* for a very fine score of 669 which he bowled in the Silver City Morning League at Milwaukee.

The Gerry Henschel's have a baby boy—Donald Edward. More proud parents . . . the Peter Churchill family, with a baby girl, Gina Christine . . . and isn't that a pretty name?

Switchman and Mrs. Cliff Parent celebrated the arrival of a baby boy Feb. 17.

Joseph A. J. Wuerl, head car record clerk at Muskego Yard, who suffered a fractured knee cap recently in a fall on the ice at his home, is recuperating at this writing. In spite of the injury, he and his family are deep in the process of remodeling their home at 6738 W. Chambers Street.



APARTMENTS TO LET. Albert Gierla sienski, retired Chicago towerman, whose hobby is custom built birdhouses, displays one of his recent construction projects, a 16-unit martin house. He has made dozens over the years, from single occupancy dwellings to 26-apartment split-levels. He retired in 1962, since which time he and his wife, Eva, have celebrated their 50th wedding anniversary.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Mr. and Mrs. Albert Dressler and family recently moved to Terre Haute, Ind., from La Crosse. Al was supervisor of crews and assignments at La Crosse and will be an extra train dispatcher at Delmar, Ind.

Percy Lancaster, 60, La Crosse, passed away very suddenly on Jan. 17. Mr. Lancaster was employed by the bridge and building department at La Crosse for many years. He is survived by his widow, Helen, and three sisters in Ontario, Canada. He was preceded in death on Nov. 20 by his brother, George, who was also a B&B department employee at La Crosse for many years.

Edgar A. Formella, 52, passed away in a La Crosse hospital on Jan. 25. He is survived by his widow, Rita; one daughter, Lea Marieat; and three sisters. Mr. Formella was a veteran of

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BEATLEMANIA.
Members of the Choo Chooz chorus of Wausau Chapter of the Milwaukee Road Women's Club perform at the chapter's annual party for retired employees. Their act features hit songs of the Beatles. From left are Mmes. Harold Brostrom, Norman Krueger, Eugene Cortright and Melvin Boernke.

World War II and had been a clerk for the Road at La Crosse for 17 years. Burial was in the Catholic Cemetery at La Crosse.

The Milwaukee Employes Credit Union of La Crosse held its 32nd annual meeting on Jan. 29 with a dinner at Carroll's Supper Club in La Crescent, Minn. Members of the board of directors are E. Nelson, president; R. Kane, vice president; E. Lind, secretary; R. Withrow, treasurer; and C. Knapp, W. Roberts, R. Peacock, W. Miller and B. Miner. Bookkeeper, M. Withrow; Credit Committee, R. Nixon, D. Kramer, R. Marcou; Auditing Committee, A. Macaulay, C. Kowalke and K. Frank.

Howard C. Gibbs, 60, passed away at his home at La Crosse on Feb. 2. He was a car foreman at La Crosse for a number of years before illness forced him to retire. He is survived by his widow, Georgina, and three sisters. Burial was in Oak Grove Cemetery at La Crosse.

"Butch" Knudtson recently returned home following 2 years of Army service in Germany and is now working as telegraph operator at Medary Tower.

WISCONSIN VALLEY

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

Marine Pfc. James Sydow, son of Clerk Clarence Sydow of Wausau, was recently initiated as the first veteran of Viet Nam duty to become a member of the Burns Post, V.F.W. Home for a brief furlough, James has since returned to active service.

Engineer Thomas S. Hintze, 71, who retired in 1961 after 47 years in engine service, passed away Jan. 7 after a week's illness. Funeral services and burial were at New Lisbon. He is

survived by his wife, Clara, and a brother, Ralph E. Hintze, retired engineer.

Robert Cadden, retired roundhouse foreman of Lake Worth, Fla., died at home on Feb. 24. Funeral services were held in Minneapolis with burial at Howard Lake, Minn. A veteran employee, Mr. Cadden had worked in Minneapolis and Wabasha prior to his appointment at Wausau. He retired in 1954, moving to Florida that year. He is survived by his wife, Helen.

Otto A. Block, 81, a retired section laborer, died at the Colonial Manor rest home in Wausau on Feb. 12. He is survived by a number of cousins.

EAST END

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

Conductor C. L. Davis and Carol Koplan of Escanaba, Mich., were married last Dec. 21 at Las Vegas, Nev. They are making their home in Milwaukee.

Retired Chief Clerk Clemens Gnewuch passed away at Watertown Memorial Hospital on Jan. 13. Mr. Gnewuch had 54 years service with the Road when he retired in 1962. He is survived by his wife and a sister.

On Jan. 15, about 60 friends and

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JOINT BAR RE-FORMING

fellow employees of Walt Uttesch gathered at the Wagon Wheel in Portage for a dinner honoring Walt on his retirement.

Alvin H. Manke, Sr., section laborer, 57, died Feb. 11 at Watertown after a brief illness. He was a lifelong resident of Watertown. Mr. Manke is survived by his wife, three sons and two daughters, all of Watertown.

On February 23, retired Engineer William H. Wipperman, 75, passed away suddenly at Portage. He is survived by his wife, four sons and three daughters. Mr. Wipperman was a member of the Consistory of Madison and the Ft. Winnebago Lodge F&AM of Portage.

Retired Conductor James G. McDonald, 84, passed away at a nursing home after an extended illness. Mr. McDonald began service with the Road in 1904. He is survived by two sons, James, of Madison, Wis., John, of Tacoma, Wash., and 12 grandchildren.

Martin Weber, 76, a mail handler for the road for 25 years, died of a stroke in St. Joseph's Hospital Feb. 25. Services were held in Holy Childhood Catholic Church. He is survived by his widow, Merle; three daughters, two sons and five grandchildren.

SOUTH END

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



Patricia Shearer

Patricia Shearer, daughter of Kenneth Shearer, traveling engineer with headquarters in Janesville, was among the 105 high school students who represented this country at the UNA-USA-Great Britain youth conference held recently in London. The conference, sponsored annually by the Council for Education and World Citizenship, is designed to promote understanding of world problems and peaceful relationships between nations. Pat, who is in her senior year at the Wauwatosa East High School in Milwaukee, was a winner last spring of the annual high school contest



FIVE GENERATIONS. Retired La Crosse Division Engineer J. A. Losie, 81, posed with his first great-great-grandson, Jeffrey Scott Zimmerman, his son, Engineer L. G. Losie, the latter's daughter, Mrs. Edith Zimmerman, and her son, Glen Zimmerman. The elder Mr. Losie retired in 1956 after 50 years of service, and his son, following in dad's footsteps in 1921, has been a locomotive engineer since 1946.

of the United Nations. Upon returning from the trip, she and her fellow travelers from the Milwaukee area discussed their experiences on a television program, and Pat addressed the Wauwatosa Rotary Club. She is living in Wauwatosa with friends until graduation time in June.

Chicago General Offices

TRAFFIC DEPARTMENT

Trudy Rogde, Correspondent

On Jan. 15, John T. Burke, assistant general freight agent, learned that the population of the Burke family had increased by one when son Tom and daughter-in-law Betty announced the birth of their third child, Steven Patrick.

The cat might be out of the bag, but the Kitty is in; Kitty Slattery, that is. Kitty was welcomed as a new employee in the general freight department on Jan. 19. We also welcomed Mrs. Mar-

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Welcoming visitors to the art fair and bazaar which highlighted the March meeting of Chicago-Fullerton Avenue Chapter of the Women's Club are Bette Howard, keypunch operator in the electronic data processing center, president (seated), and Vera Roman, membership chairman, Ocie Powell, good cheer chairman, and Emily McDyer, all of the auditor of expenditures department (left to right). Art fair exhibitors are shown on page 23.

Lys Leek, who joined the Milwaukee Road on Feb. 17.

On Feb. 13, Beverly Rappe was the guest of honor at a surprise baby shower given her by the girls in the office. Beverly left the company on a maternity leave Feb. 14 to await the arrival of her first child. Best wishes to Beverly and happy hubby, Don.

Glen W. Hyett, general agent passenger department, has been elected 1966 chairman of the Chicago General Agents Association. He served as vice chairman in 1965.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Sympathy was extended to Marie Streiber, whose father passed away Dec. 27 at the age of 92.

Christmas greetings were received from Bob Jones, who's been in the Army about two years, 17 months of which have been spent in Germany stationed in a little town 12 miles from Frankfurt. Bob says he'll be glad when his tour of duty is finished, but he feels fortunate in being able to see parts of the world he never would otherwise, such as Paris, Naples, Venice, Florence, Rome, West Berlin, Innsbruck and parts of Switzerland. He says that seeing the East Germans and Russians guarding the Berlin Wall makes one understand what freedom means and proud of being an American. We're sure he would like mail, so the address is: (Sp/4) Robert S. Jones, RA 16792250, 513th A.P.O., 09757, New York, N.Y.

Christmas greetings also came from James McDermott, formerly of the

Reclaim Bureau and now in Viet Nam.

Eleanor Hanson is the proud grandmother of a girl born last Nov. 30.

Heartiest congratulations to John Coleman who started work with the Road on Jan. 11 and was married on Jan. 29, one of our coldest days of the winter, with the wedding at St. Sebastian's Church and reception at Johnnie Wiegelet's. We wish John and his bride, Patricia, many years of happiness.

Some of the young men who have recently entered the armed services are Gary Piehl, William Condon and Jack Wallin. We wish them Godspeed and hope they can be back with us before too long.

Our sympathy to Patrick Feeney whose step-father, John Hutchinson, died Feb. 19.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Joe Johann, who is on leave of absence because of ill health, came to visit us. He mentioned that he and his wife were going to take a trip to Hawaii sometime in March.

Congratulations are in order for Peter Kania, assistant engineer who has been promoted to assistant engineer of budget.

George Lowery is in the hospital at this writing. He became ill at work, was taken home and then hospitalized.

Roy Johnson, who left the Milwaukee on Dec. 30, has moved to Phoenix. He was offered a position with his nephew, a distributor of valves and fittings. A party was given in Mr. Johnson's honor on Dec. 30, and many nice gifts and a lot of good wishes from his fellow employees went along with him and Mrs. Johnson. Anyone who wishes to drop them a line can write to: Mr. & Mrs. Roy Johnson, 15021 North 27th St., Phoenix, Ariz.

Paul Isbener, on leave of absence for ill health, retired Jan. 31. A group of his fellow employees visited his home and presented him with a check and flowers as an expression of our best wishes.

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OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

George C. Harder, our long-time co-worker and Magazine correspondent, is enjoying a life of ease these days, having retired on Feb. 1. His many friends in the Union Station and other Chicago offices turned out in full force to honor him and Mrs. Harder at a farewell gathering held in the board of directors meeting room, at which Vice President McGinn was host. George had rounded out almost 53 years of railroading, starting in 1913 with the Burlington, and since 1919 with the Milwaukee, beginning as statistician to the assistant general manager. He served under 11 assistant general managers prior to 1950 when he transferred in the same capacity to the office of vice president-operation. Upon retiring, he held the position of supervisor of expenditures.

George is quite a musician, and during his earlier years with the railroad played with the Milwaukee Road band that performed for many employee functions. He was also a member of the western railroads' "Committee of Twelve" for about 15 years, including four years as chairman. He and Jennie are remaining in their lovely home in Park Ridge, Ill. (1420 S. Vine, if you want to write), the grounds of which bear witness to their skill as "green thumb" gardeners.



George C. Harder, supervisor of operating department expenditures (center), who retired Feb. 1, pictured his last day on the job with L. V. Anderson, general manager-system (left), and Ashley Wilhite, chief clerk to vice president-operation. For details, turn to the Chicago operating department news.

Leonard R. Kirchoff, steno-clerk, was promoted to chief clerk in the office of S. W. Amour effective Mar. 1, following the retirement of D. W. Woodhouse.

Sidney J. Graser, who retired as chief clerk in the office of the general superintendent transportation on May 31, 1963, died unexpectedly on Mar. 6

at his home in Roselle, Ill.

Paul L. Dempsey, statistician in the safety department, is the proud grandfather of a baby boy named Paul Patrick Dempsey, born on Feb. 15. The parents are Paul's son and daughter-in-law.

Vernon Reed, 80, retired chief clerk to general superintendent transportation, passed away Feb. 4. Mr. Reed's retirement on Oct. 31, 1950 concluded 48 years of service in the terminals and transportation department. He was known on the railroad as an authority on trans-continental freight schedules.

Mrs. James A. Jakubec, wife of assistant to vice president-operation, passed away at St. Joseph Hospital in Milwaukee on Mar. 9 after a brief illness. A Requiem Mass was said at Saint Mark's Church in St. Paul, with interment at Resurrection Cemetery. Sympathy was extended to Mr. Jakubec, a son, daughter and three grandchildren. Mrs. Jakubec had been active in the Milwaukee Road Women's Club at various points on the system.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Dianne and Jim Wurst are again the proud parents of a baby girl, Janice Lynn, born Jan. 26. This is their third daughter.

Ann Snyder, on a leave due to illness, was in Alexian Brothers Hospital for three weeks. A speedy recovery is wished her by all her friends. Harry Krumrei, former bureau head in this office, underwent surgery at Columbus Hospital. At this writing he is improving rapidly.

Sophia Walker is vacationing in Florida. She will visit her many friends there. Bob and Ruth Rinaldi picked Las Vegas as their vacation spot.

We welcome Cheryl Buchholz, new employee in the central typing bureau.

ENGINEERING DEPARTMENT

Contributed by Betty A. Naughton
Signals and Communications

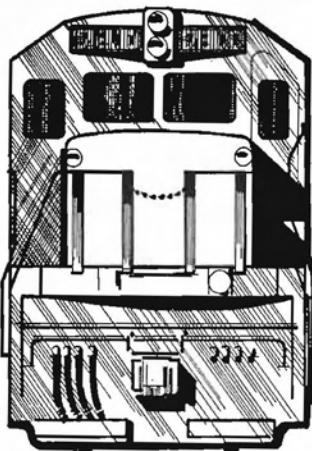


News from Bill McGuire, system telephone supervisor, and his wife, Myrtle, is that their daughter, Judy, 20, took that big step with Jack Henshaw of Continental Airlines on Feb. 17. The young couple now

are housekeeping on the north side of Chicago.

Ken Bisset, who is working in the communications drafting department, started with us in the summer of 1965 as a groundman in Communications Foreman "Doc" Jurgerson's crew. Ken also is enrolled in electrical engineering at Illinois Institute of Technology,

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CONCERT SOLOIST. Kathryn Wylie, daughter of D. L. Wylie, communications engineer, takes a bow following her recent performance with the Lake Forest (Ill.) Chamber Orchestra at which she was the featured soloist in a composition for orchestra and flute. The concert appearance included receiving a plaque as one of two winners of the Young Artist Competition sponsored by the Community Music Association. Kathryn is first flutist in the band at Lake Forest High School, where she is a senior. (Photo by The-Lake Forester)

attending school for a semester and then working for the Road the following semester under the Cooperative Educational Program. His job here was secured through the school in cooperation with the railroad so that Ken may gain experience in the practical applications of engineering theory. Ken, by the way, was born in Aberdeen, Scotland in 1947 and came to the United States in September, 1954.

Sympathy was extended to the family of Assistant Engineer-Signals Art Pollath, whose mother, Anna, 83, passed away Jan. 16 . . . Assistant Engineer-Communications Bob Schmidt, whose brother Marty, 39 and the father of seven children, died in Monroe, Wis., Feb. 15 of a cerebral hemorrhage . . . Relay Supervisor Wayne Kelly, whose brother Kenneth died in Butte on Mar. 8.

Bill Albright, of Plymouth, Wis., transferred from Milwaukee Shops to the signal drafting department at the end of February . . . Steno Adele Vasquez transferred to Milwaukee Motor Transportation Co., and Steno Sharon Buczak was appointed as secretary to Communications Engineer Don Wylie . . . Electronics Equipment Maintainer Clint Froke of Tacoma was appointed communications inspector with headquarters at Deer Lodge, as of Feb. 28 . . . Assistant Radio Maintainer Larry Dunn transferred from Tacoma to Butte; Electronics Maintainer Bryan

Pierce from Butte to Aberdeen; and Electronics Maintainer Dave Cooley from Aberdeen to Tacoma, effective Mar. 14.

Patricia Walker started with the communications department as a messenger in Chicago relay on Jan. 27 . . . D. L. Snyder of Castalia, Ia., as groundman in Foreman Eggen's crew . . . D. R. Calkins of Pardeeville re-hired as groundman in Foreman "Doc" Jurgerson's crew . . . A. Siemion of Roundup, Mont., and T. E. Kriesel of Winham, Mont., as groundmen in Foreman Robison's crew.

Retired Signal Foreman Fred Hubley and his wife recently made the trip from Hastings, Minn., to Chicago for a visit with their son, Assistant Engineer-Signals Gene Hubley, and the grandchildren in Elgin, Ill. Fred is spending his retirement in the courtroom—he's serving on jury duty for petit court at the county seat, Hastings.

Frank Anderson, our signal maintainer at Forest Glen, Ill., recently was released from Lutheran General Hospital after a bout with double pneumonia. At this writing, he was recuperating at home and expecting to be back at work after a short rest.

Congratulations to Lewis Luke, radio maintainer at Savanna, Ill., who became engaged on Feb. 5 to Linda Ekleberry, a senior at Savanna Community High School. They plan to be married on June 18 at First Presbyterian Church.

Loren Tatu, signalman under Foreman Bill Stewart at Milwaukee Shops, returned to service after being ill since the first of the year . . . At this writing, System Signalman-LE Lenny Lundberg was still off sick, expecting to be back in the very near future . . . Ted Garrity, maintainer at Hartland, Wis., returned to work after a recent operation.

Belated congratulations to Signal Inspector Bill Witthans and Janet

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Ullrich, who tied the knot at St. Mary's Episcopal Church in Park Ridge, Ill., on Jan. 8. They now are making their home at Deer Lodge where Bill was transferred after being promoted from draftsman to inspector on Nov. 11.

Jurgen Kerber, 16, a junior at Fen-ton High School in Bensenville, Ill., and son of Radio Engineer Ed Kerber, received recognition certifying that he placed first in a national current events test given annually by *Time* magazine.

Twin City Terminals

Contributed by Bertha Burge
Assistant Superintendent's Office, Minneapolis

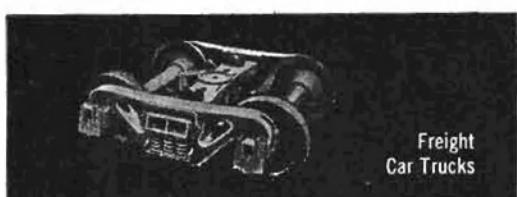
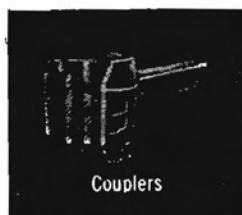
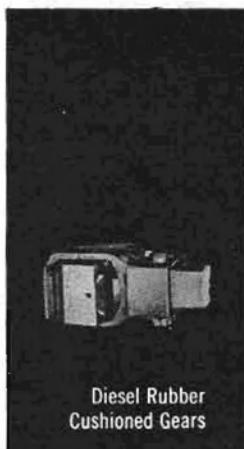
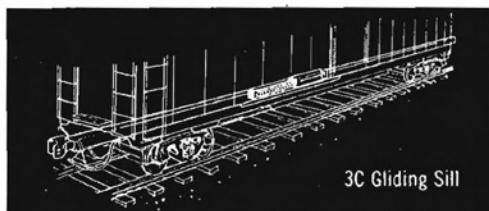
In spite of sub-zero weather on the night of Jan. 29, everyone showed up at The Tempo for the retirement party in honor of Operator Pat Scanlon. Among those present were Vice President-Operation F. G. and Mrs. McGinn, close friends of Pat and Nellie

for many years. The smorgasbord was delicious, and Operator Warren Heyne did a fine job as emcee. Mr. Scanlon had 56 years of continuous service. He started on the former I&SM Division in 1910, and had been a fixture at South Minneapolis for about 40 years. He and his wife plan to do some traveling and catch up on some belated visiting. We are sure the Polaroid camera presented to him at the party will come in handy on their trips.

W. H. (Bill) Weidenhamer, reservation and information clerk in the Minneapolis passenger station, has been elected secretary of the Minneapolis Passenger Traffic Club for 1966, and W. P. Woodhouse, city ticket agent, was named chairman of the board of directors. Other officers for 1966 are H. Earl Boyer of the Northern Pacific, president; Don E. Randle of the Great Northern, vice president; and Lou C. Stevens of the Burlington Lines, treasurer.

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Pat Scanlon, operator at South Minneapolis for many years, and his wife (left) with Vice President-Operation F. G. and Mrs. McGinn at the party held by Pat's friends when he retired recently. For more about it, see the Twin City Terminals news.

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Al Parsons, who held the position of assistant coach yard foreman at Minneapolis, was transferred to the car department in Milwaukee.

Ronnie Quirk, formerly at Montevideo, Minn., has been assigned to the position of assistant coach yard foreman at Minneapolis.

Joe T. Maiers, Jr., who has been working at St. Paul in the car department, is now foreman in the car department at Montevideo.

Sympathy was extended to District General Car Foreman H. R. Anderson on the sudden death of his mother, the wife of Retired Carman Richard Anderson.

A daughter, Bandi Lou Anne, born Jan. 10, is the newest addition to the family of Traveling Engineer Ray Baldwin of Minneapolis.

Al Smith, who comes to us from Savanna, Ill., was appointed assistant

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HIGH SCORER. Karen Ham of our central typing bureau in the Chicago Union Station is all smiles after bowling a 224 in the women's league of Trinity Lutheran Church, Roselle, Ill. The high game made her a member of the "200 Club", a special honor for women bowlers.

traveling engineer at St. Paul. He replaced Dale Krider, who was transferred to Milwaukee.

A. M. Lemay, retired district material manager at St. Paul, passed away on Jan. 3 at Scottsdale, Ariz. Funeral services were held in Minneapolis and burial was in National Cemetery at Fort Snelling, Minn.

Garnet W. Emslie, carman at St. Paul, retired on Jan. 1.

Rocky Mountain Division

EAST END

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

The annual meeting of the Miles City Milwaukee Employees Credit Union was held Jan. 16 in the Eagles Hall following a potluck dinner. The following officers were elected: president, Martin Kelm; vice president, Leonard Leidholt; secretary-treasurer, Mrs. Martin Kelm; board members, Melvin Timberman and A. T. Peterson. The following appointees were named on the credit committee: Al Kelm, chairman, Ed Martin, secretary, and Lou Hinrichs. Those named on the supervisory committee were Margaret Sullivan, chairman, Thelma White, secretary, and A. T. Peterson.

Cheryl Haggerty, student at St. Joseph's School of Licensed Practical Nursing in Lewistown, received her cap at ceremonies held there Jan. 9. Attending were her parents, Mr. and Mrs. Wayne Haggerty, and her grandmother, Mrs. Ben Haggerty.

Rosary was recited for James P. Hanrahan, retired sleeping car conductor, on Jan. 14 in the chapel of Graves Funeral home in Miles City.

Requiem Mass and burial were in Darlington, Wis. Following a long period of poor health, Mr. Hanrahan passed away in a Miles City hospital on Jan. 12. He had resided in Miles City since his retirement.

Betty Gayle McClure and Cloyd Jay Steiner, son of Mr. and Mrs. Earl Steiner, were married recently at the Enon Cumberland Presbyterian Church in Ackerman, Miss. Following a trip through the southern states to California, with a side trip to Mexico, the couple are living in Miles City.

Mr. and Mrs. Louis Rask were honored Jan. 6 on their 50th wedding anniversary at a reception held in the First Presbyterian Church of Miles City. The couple's sons, Virgil and Robert, and their families were the hosts. A family dinner was held also at the Crossroads Inn. The couple were married in 1916 at Amidon, N.D., and came to Miles City the same year. Mr. Rask was employed in the car department until his retirement in 1953. Four generations were present for the anniversary. This included Mrs. Rask's father, A. B. Hanson of New England, N.D.

Gloria Jean Preston, daughter of Mr. and Mrs. Kenneth Preston, became the bride of Ralph Patrick on Feb. 5 at the First Presbyterian Church of Miles City. Following a trip to South Dakota and Wyoming, they are residing in Miles City.

Mrs. Barbara E. Montayne, 60, passed away unexpectedly at her home in Miles City Feb. 17. She was the widow of C. A. Montayne, who died in 1957.

Adam Perschillo, retired machinist helper, was honored on his 81st birthday at an open house held Feb. 13 at the Eagles Hall. One hundred attended the party, which was organized by his daughter and three sons. Among gifts Mr. Perschillo received was a 30-year pin from the fraternal order of Eagles. He had lived in Miles City since 1908 and was employed by the railroad until his retirement in 1951.

Clifton E. Welch, 71, retired locomotive engineer, passed away in a Miles City hospital on Feb. 21. He was born at Hutchinson, Minn., came to

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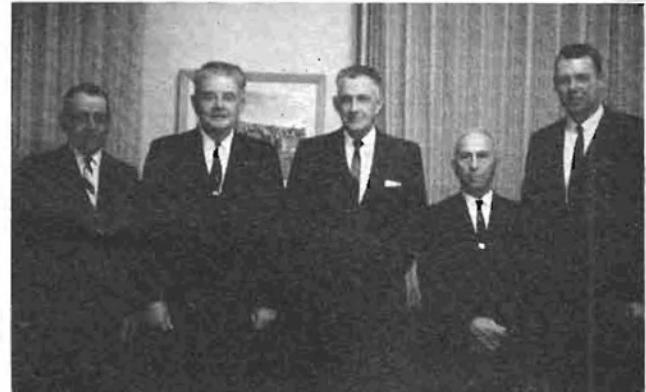


J. S. Walters, retiring as roundhouse foreman at Deer Lodge, Mont. (right), receives the best wishes of Master Mechanic D. A. Radabaugh, who presented him with a Polaroid camera from his friends and co-workers. See the North Montana news section for the story.

Miles City in 1913, and began work in the shop, later transferring to engine service. He retired in 1953. Funeral services were held at the Graves Funeral Home. Surviving are his wife, a son, six daughters, three brothers, a sister, 30 grandchildren and three great-grandchildren. Interment was in the family lot in Wheatland County Cemetery at Harlowton.

Roadmaster Leo Miller of Marmarth and his wife were honored on the occasion of his recent retirement at a party given in the Mobridge Country Club by a large group of local railroad people and a number from other locations. Present also were their son and daughter-in-law, the W. J. Millers of Terry, and their daughter, Mrs. Evelyn Lecoe of Marmarth. Harry Walter of Aberdeen was master of ceremonies and presented Leo with a watch.

At a testimonial dinner in Harlowton, Mont., for Roadmaster T. A. Spatafore, who was transferring to Tacoma are, from left, Mr. Spatafore, Retired Assistant Superintendent James O'Dore, Assistant Superintendent Trainmaster Howard McGuinn, Retired Section Foreman Alex Francisco, and Gordon Irion.



HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Sandra Fulks was united in marriage with David Pump Dec. 22 in Redeemer Lutheran Church at Boise, Ida. Sandra is the daughter of Electrician and Mrs. Fred Fulks of Harlowton. The bride and groom are attending Montana State University in Bozeman.

Funeral services were held Jan. 29 at Harlowton for Franklin Earl Amador, conductor working between Harlowton and Miles City. Earl was beset by ill health for some time. He was born at Carbon, Ia., in 1904. He came to Harlowton in 1927 to join the Milwaukee Road. He was well known as a conductor on the Hiawatha.

Gordon Irion was promoted to roadmaster at Harlowton. Gordon has been with the road for 23 years as labor foreman, extra gang foreman and acting roadmaster.

Mrs. George Pidcock passed away Jan. 14 at Harlowton after major surgery. She had been in ill health for some time. Her husband, a former Railway Express agent, preceeded her

in death. Among the survivors are Paul Pidcock, machinist helper at Harlowton, and Mrs. Portia Skates, wife of Conductor Lloyd Skates of Three Forks, Mont.

Adolph Knudson wrote the Harlowton Times to wish all a happy new year. He is at the Home for Odd Fellows and Rebeckahs at Helena. Adolph formerly worked in the car and locomotive departments at Harlowton.

W. B. Lucas, retired freight transfer employe, was laid to rest Jan. 4. He came to the Harlowton area in 1914 to homestead south of town. He came into town in 1934 and worked for the Milwaukee.

A retirement party was held in the Deer Lodge Hotel Jan. 27 for Jack S. Walters. Master Mechanic D. A. Radabaugh acted as master of ceremonies and presented Mr. Walters with a camera and other gifts from men on the Division. Jack started railroading as a call boy on the GTP at Prince George, B.C., Canada in 1915 and served his apprenticeship there and with the GN railway at Great Falls, Mont. He worked as machinist for the Milwaukee at Lewistown and Harlowton, as a night equipment maintainer at Great Falls, and as foreman at Mobridge, Miles City, and Deer Lodge. Mr. Walters had been associated with the Milwaukee Road Mechanical Foremen's Association, Inc. He served as vice president Lines West for many years.

Retired Traveling Engineer Charles Williams is now in the Pioneer Home in Big Timber, Mont. He recently had surgery at Veterans Hospital in Miles City, Mont. He would be glad for cards or letters from friends.

Conductor Ed Dunn, life-long resident of Lewistown, Mont., passed away at age 58 Jan. 20, while on vacation.

Retired Engineer Clifton E. (Dinky) Welch passed away in a Miles City hospital Feb. 21. He was born in Hutchinson, Minn., in 1894, moved to Miles City, hired out on the railroad in 1913, lived and worked for our railroad in Miles City, Roundup, and Harlowton, and retired in 1953. Among his seven children is Mrs. Lynn Bacon of Hales Corners, Wis. Lynn is with the materials department in Milwaukee. Also, Mrs. Bruce Ballentine of Des Plaines, Ill. Bruce is diesel house foreman at Western Avenue.

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MONTHLY INCOME OF \$300.00

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

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

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

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

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

Occupation Social Security No. Payroll No. Work No. Amount of monthly premium

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

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

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

Wife's name Date of birth

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

(See rate above according to age)

POLICY FOR
DEPENDENT
WIFE

Please Issue Life Insurance Policy or Policies in the amount of \$500.00

each for each of my dependent children listed below:

Premium 50 cents a month for each child insured.

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

First Name

Age Birth Date

.....

.....

.....

.....

.....

.....

TOTAL MONTHLY PREMIUM \$.....

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

Date.....

Signature of applicant

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Terre Haute Division

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

Paul F. Gallatin, retired conductor, died at his home in Terre Haute Dec. 31. He retired in 1964 after 47 years of service. He is survived by his wife, Ella; one son, Paul Jr., of Decatur, Ill.; two daughters, Mrs. Betty Trogus of Columbus, O., and Mrs. Helen Pruitt of Lafayette, Ind.; one sister and five grandchildren. He was a member of the Retired Railroadmen's Association and Brotherhood of Locomotive Trainmen. Burial was in Roselawn Memorial Park at Terre Haute.

Homer Earl McBride, retired conductor, died Feb. 2 at St. Bernice, Ind. He retired in 1953 with 50 years service. He was a member of the Asbury Masonic Lodge at Dana, Ind., and the Retired Railroad Men's Association. He is survived by his widow, Myrtle, a brother and two sisters.

Foster Lake, retired carman at West Clinton, Ind., died Jan. 3 in the Zionsville Nursing Home. He is survived by his widow, Mary; two daughters, Mrs. Virginia Burton, Indianapolis, Ind., and Mrs. Jean Moore, Bellwood, Ill.; and three grandchildren.

We extended sympathy to George (Shorty) Bryers on the death of his mother at Odon, Ind., Feb. 23.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

FREIGHT CLAIM DEPARTMENT: Reg Morris, adjuster, and his wife Daisy celebrated their 25th wedding anniversary on Jan. 1 . . . Recent word from Scott McGalliard, former chief clerk who retired in 1956, indicates



SURPRISE! M. G. Kutz, regional data manager at Seattle, was a surprised individual when the office force honored him with a cake and coffee party on his recent birthday. He has served as manager of the Seattle operation since last March, having transferred at that time from the same position in Sioux City.

that he and his wife are really enjoying retirement. They recently completed a trip by car to Florida and are wintering in Yuma, Ariz. The summer months are spent at their home in Indianaola, Wash.

GENERAL AGENT'S OFFICE: We are happy to report that Warren Thorpe, freight solicitor, is recovering nicely from an eye operation he underwent on Feb. 24 in Providence Hospital.

LOCAL FREIGHT OFFICE: Louie Weigand, retired assistant agent, is recuperating in Providence Hospital after major surgery he underwent recently.

REGIONAL DATA OFFICE: Larry Hermann returned after two years service in the Army to the rate clerk desk, displacing George Gravelle, who exercised his seniority on the rate clerk position held by Esther Ray . . . Barbara King, having been displaced by Esther as keypunch operator, was honored at a luncheon at the Edgewater Hotel before she left for California . . . Sincere sympathy was extended to Lola Thompson on the death of her brother, Lawrence Rouse, on Jan. 24 . . . About 35 past and present employees attended a party celebrating the fifth anniversary of the establishment of the data office. The party was held on Feb. 12 at the home of Harold Whatmore, western freight claim director.

TRAINMASTER'S OFFICE: Seattle Switchman T. D. Robertson retired on Dec. 31, after having worked over 22 years with the road. At a party held in his honor he was presented with a number of gifts, including an electric razor and electric shoe polisher.

TRAFFIC AND GENERAL FREIGHT DEPARTMENT: O. R. Anderson, traffic manager, and R. C. Sanders, retired general freight agent, were delighted

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RETIRING AFTER 49 YEARS' SERVICE, Engineer Bill Walters of the Terre Haute Division boards his locomotive for the last time. Starting as a roundhouse employee, he had filled the engineer's spot since 1923. He and his wife, Thelma, make their home at Williams, Ind. Bill plans to do a lot of fishing. He is good at it, too, having caught the largest walleyed pike ever recorded in the state. (Bedford Daily Times Mail photo)

to welcome back Roy Kidd, retired assistant traffic manager, who now lives in the vicinity of glamorous San Luis Obispo, Calif., near his daughter. They had a busy time at lunch, reminiscing about a multitude of things in common . . . Jim Hall, division clerk in the rate department, signed up with the Air Force in January and is now at Lackland Air Force Base. In a recent phone call to Ted Pappas, rate clerk, Jim said he was under quarantine for the siege of meningitis which recently struck the Texas base . . . Replacing Jim as division clerk is Richard E. Ball, and Daniel Hildahl is the new tariff distribution clerk.

Mr. and Mrs. Lewis E. Gilbert of Seattle celebrated their golden wedding anniversary on Mar. 6 as honor guests at an afternoon reception in the Queen Anne Baptist Church arranged by their three children, Lewis E. Jr. and William, and Mrs. Charles D. Waldeck. Mr. Gilbert was the ticket agent for the Milwaukee Road and the Union Pacific in Seattle for 52 years prior to retiring in 1962.

REAL ESTATE & INDUSTRIAL DEVELOPMENT DEPARTMENT: Linda Bloom, clerk-steno, who had major surgery in January, recovered nicely and planned to return to her desk in March. During her absence, Astrid Norman, wife of R. H. (Bob) Norman of the tax department, helped out . . . After nine years with the department, Lauretta Burchard, stenographer, left our company on Mar. 1 to take another position. She has been active in transportation organizations, including the Women's Traffic and Transportation Club.

A hunter climbed into a tree so nobody would take him for a deer. It worked, too—he was shot for a bear.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

More than \$13,000 in prize money was claimed as the Greater Tacoma Bowling Association tournament ended on Jan. 27 at Tower Lanes. Ed Wheeler, assistant division engineer from Tacoma, and Jack Wise, traveling car agent, placed fourth in the doubles, which speaks very well of our Milwaukee bowlers. There were 442 teams, 686 doubles entries and 1,372 singles performers in the tournament.

Raymond Y. Haskins, 72, retired yard clerk of Olympia, died Feb. 5. He had worked in the Seattle-Tacoma-Olympia area for 40 years before retiring in Seattle in 1959 as yard clerk. Surviving is his wife, Lena. Funeral services were held at Olympia.



Off Line Offices

WINSTON-SALEM, N. C.

Harry W. Bahde, who assumed the duties of general agent in Winston-Salem last November, has been elected a director of the Winston-Salem Railroad Traffic Agents Association for 1965-66. The association is composed of approximately 30 railroad traffic representatives traveling in the area. Max Herrin of the Southern Railway was elected president.

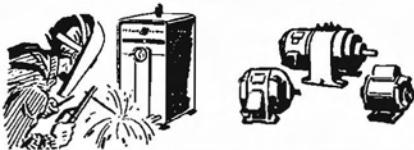
D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Retired Clerk Frank D. Foster passed away at his home in Mt. Carroll, Ill., on Dec. 30 after a heart seizure. He had been employed as clerk at the East Moline and Mt. Carroll stations for a number of years. At the time of his retirement because of ill health, he had been ticket clerk at Savanna. Burial was in Mt. Carroll cemetery. Surviving are his widow; a

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

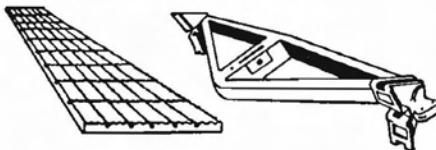
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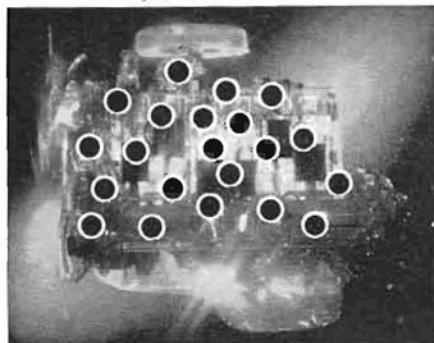
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SERVICE PASSES AWARDED

Gold 50-Year Passes

Curtis, Leonard S., engineer ----- Milwaukee, Wis.
Dehmer, John W., chief clerk (ret) ----- St. Paul, Minn.
Flom, A. G., section foreman ----- Iron Mountain, Mich.
Fredrickson, J. W., conductor --- Minneapolis, Minn.
Goodell, Wm. L., agent ----- Tripp, S.D.
Hansen, Avery F., retired conductor ----- Sioux City, Ia.
Heckeroth, G. E., retired conductor ----- Alberton, Mont.
Hemmes, Carl, engineer ----- Sioux City, Ia.
Johnson, John W., conductor ----- Marion, Ia.
Martin, James, engineer ----- Wauwatosa, Wis.
McNabb, Edgar W., agent ----- Seymour, Ia.
Mills, T. K., conductor ----- Aberdeen, S.D.
Murphy, William H., roundhouse clerk ----- Aberdeen, S.D.
Schram, George, blacksmith ----- Gleason, Wis.
Shipley, Willard, conductor ----- Madison, Wis.
Sullivan, P. L., section foreman ----- Sanborn, Ia.
Velgersdyk, John, section foreman ----- Hull, Ia.
Wingert, Leo L., carman cutter ----- Milwaukee, Wis.
Winn, L. H., conductor ----- St. Paul, Minn.

Silver 45-Year Passes

Adolphsen, D. Lucille, clerk ----- Milwaukee, Wis.
Allxan, Hazel B., stenographer ----- Chicago, Ill.
Anderson, O. R., traffic manager ----- Bellevue, Wash.
Ausprung, A. J., tractor operator ----- Milwaukee, Wis.
Baxman, John A., car inspector ----- Bartlett, Ill.

Berger, Edward H., general yardmaster ----- Elgin, Ill.
Boland, R. J., car distributor ----- Chicago, Ill.
Borgstrom, Nels J., engineer ----- Chicago, Ill.
Botsford, Burton R., conductor ----- Kenosha, Wis.
Burlingame, Melvin R., switchtender ----- Minneapolis, Minn.
Donovan, John E., conductor ----- La Crosse, Wis.
Eisbrenner, Rudy H., blacksmith helper ----- Milwaukee, Wis.
Ellerman, Leonard, engineer ----- Oak Park, Ill.
Endicott, T. R., engineer ----- St. Bernice, Ind.
Freeman, Frank L., spec. rep. to v.p.-operation ----- Elgin, Ill.
Haley, Bernard J., engineer ----- Columbus, Wis.
Harder, George C., supervisor of expenditures ----- Park Ridge, Ill.
Jakubec, James A., assistant to v.p.-operation ----- Mundelein, Ill.
Kissane, Anna, timekeeper ----- Chicago, Ill.
Klimetz, Gregory S., engineer ----- Escanaba, Mich.
Kubal, Thomas J., assistant master mechanic ----- Milwaukee, Wis.
McCoy, W. B., conductor ----- Mobridge, S.D.
Reed, Hal A., assistant cashier ----- Kansas City, Mo.
Schaefer, F. W., parlor car conductor ----- Chicago, Ill.
Scheitler, Edmund J., engineer (ret) ----- Chicago, Ill.
Stevens, Chas. M., retired storekeeper ----- Spokane, Wash.
Taylor, Russell H., conductor ----- Portage, Wis.
Tuemler, Marie E., accounts clerk ----- Chicago, Ill.
Vail, Francis W., yard clerk ----- Milwaukee, Wis.
Van Alstine, A. G., switchman ----- Chicago, Ill.
Vlcek, Frank, engineer ----- Berwyn, Ill.
Whigam, Wm. J., engineer ----- Oak Park, Ill.

sister, Ruth; and one brother, whose death followed a few weeks afterward.

Conductor Stephen A. Dominick passed away in Sherman Hospital, Elgin, Ill., Jan. 21. Mr. Dominick started railroading as a brakeman in 1922 and was promoted to a conductor in 1929. He had been on the suburban runs between Elgin and Chicago for a number of years. His wife, Violet, survives.

Was nice to hear from Retired Roadmaster W. A. (Bill) Moberly, whose early career in the maintenance of way department was spent in the Elgin territory and the latter part in charge of a system steel gang. Mr. Moberly, now 78, has been residing at 2213 Friendly Road, Greensboro, N.C. After his wife passed away in 1964, he

spent some time with a widowed daughter but she also passed away in August. His plans now are to return to his home in Grove, Okla.

Mrs. Anton Vetrisek, mother of car department employee Anton, Jr., Savanna, passed away in the family home Feb. 12. Funeral services were held in St. John's Catholic Church with burial in the Catholic Cemetery. Surviving are her husband, two sons, mother and relatives residing in Czechoslovakia.

In announcing nominations for appointment to the United States military academies for classes scheduled for entrance this summer, Congressman J. B. Anderson of the 16th District of Illinois has named as alternates to the academies David Engaldo, son of Car Foreman and Mrs. Carl Engaldo, and to the U. S. Naval Academy, John Brodbeck, Jr., son of Yardmaster and Mrs. John Brodbeck, Savanna.

Frank S. Cimino, son of Yard Clerk and Mrs. Frank Cimino, Savanna, who is a second semester sophomore at Loyola University, Chicago, majoring in economics, was elected to the executive council of Sigma Delta Phi fraternity, alumni secretary, one of the six offices which comprise the ruling body of the fraternity. He also was appointed Sigma Delta Phi representative to the inter-fraternity council at the University. He is assistant social chairman for the School of Business and managing editor of the "Communique," the arts council newspaper.

Larry Hanson, son of Ticket Clerk Frances Hanson, Savanna, joined the

The Milwaukee Road Magazine



Golden Shoe Award

The fact that Track Patrolman Bert H. Levingood Jr. (center) is here standing on his own good feet is due to his healthy respect for the uses of safety equipment. The occasion was the presentation of his membership certificate in the Golden Shoe Club by Superintendent W. F. Plattenberger at headquarters of the Rocky Mountain Division, with Roadmaster Vincent Perrone looking on. Levingood earned it last year while working on a rail unloading job near Janney, Mont. As these things happen, a rail slipped from the crane tongs and landed on his steel-toed safety shoes. "I can thank them for sparing me a close call," he says.

Marines in the latter part of 1965 and before long expects to be in Viet Nam.

Heard indirectly of the recent death of Conductor R. A. Thomas, who, with his wife Inez, resided in Carlsbad, N.M.; also of the death of Engineer Errol E. Whited on Jan. 20, and Conductor Mike Reynolds, who had been residing in Los Angeles, passed away Feb. 1.

Gervase "Bud" Doherty of the engineering department at Savanna, who was promoted to assistant chief carpenter at Perry, Ia., on Feb. 1, was honored, with his wife, at a farewell party at the LaFayette Hotel in Clinton, Ia., on Jan. 28. Division Engineer Jordan acted as toastmaster and presented Bud with an attractive piece of luggage and Mrs. Doherty with jewelry.

Diana Faber, daughter of Operator C. E. Faber, Fulton, Ill., was a first place winner in the Elk's National Leadership Contest held in Clinton in January. Diana was also one of the three "Most Valuable Student" winners. She and other winners have been entered in the state contest. Leadership prizes on the state level range from \$25 to \$300 and on the national level to \$1,200. State "Most Valuable Student" prizes go to \$600 and nationally to \$1,500.

Sympathy was extended to the family of Division Master Mechanic Magnuson on the death of his father in Milwaukee on Jan. 22.

Carolyn Komisky, daughter of LaVern Komisky, a welder in the bridge and building department and a Savanna resident, served as co-chairman of the dining hall committee for the 13th annual MacMurray College newspaper conference held March 4-5 in Jacksonville. The project is coordinated by student committees and faculty and administration members of the college. Carolyn is a sophomore math major, reporter for the college newspaper, and has been a member of the hostess club and college band.

Donald A. Frederick, son of Detective Car Supervisor A. H. Frederick, Savanna, has been awarded a gold pledge scholarship key from Sigma Pi fraternity. He is a junior at Beloit College. The gold scholarship keys are awarded nationally through the educational committee of the fraternity to the pledge in each province with the best scholarship average. Donald, a government major, had a cumulative grade point average of 3.219 for 1963-64, highest among Sigma Pi pledges in Wisconsin and Illinois. He spent the fall term of 1965-66 studying off-campus at American University in Washington, D. C.

Raymond W. Helsdon, retired passenger conductor of Carpenterville, Ill., died Feb. 8 in Sherman Hospital, Elgin, at the age of 75. He had 54 years of service when he retired in 1959. Services were held in the First Evangelical United Brethren Church of Elgin, with burial in Genoa Cemetery. Surviving are his wife, Jessie, with whom he celebrated his golden wedding anniversary in 1965; two daughters, Mrs. Howard Dierking of Bensenville, wife of a car inspector at Galewood Yard, and Mrs. Frank (Garnette) Rupena of Phoenix, Ariz., a former employee of the chief statistician's office in Chicago; four brothers, two of whom, Bob and Fred, are retired conductors also; a sister and two grandsons. One grandson, Howard Dierking, who is now in Viet Nam, worked for the road before being drafted.



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RETIREMENTS

The following employes' applications for retirement were recorded during January-February 1966

General Office & System Employees

Flack, Mildred N.	Secretary..Chicago, Ill.
Fontagneres, Victoria	Clerk.."
Harder, G. C.	Supervisor of Expenditures.."
Isberner, P. L.	Joint Facility Examiner.."
Johann, J. F.	Head Accountant.."
McDonald, J.	Waiter.."
Shields, R. T.	Supt. of Police.."
Woodhouse, D. W.	Chief Clerk.."

Chicago Terminals

Albano, N.	Trucker..Chicago, Ill.
Bajer, A. M.	Freight Handler.."
Johnson, G. A.	Chief-Yard Clerk.."
Latkowski, J. A.	Train Clerk.."
Long, L. H.	Electrician..Bensenville, "
McClure, T. O.	Engineer..Chicago, "
Miller, P. L.	Car Inspector.."
Nolan, J.	Freight Handler.."
Schram, J. J.	Yard Clerk.."
Wagner, L.	Engineer..Bensenville, "
Waltrip, F. H.	Stoker..Chicago, "
Webster, G. J.	Pipefitter.."
Wood, Sr., H. R.	Check Clerk.."

Aberdeen Division

Bultman, L. E.	Welder..Aberdeen, S. D.
Cowle, C. I.	Agent..Wahpeton, N. D.
Hegrenes, G.	Clerk..Fargo, "
Helseth, C. P.	Fireman..Minneapolis, Minn.
Hickman, G. W.	Section Foreman..Terry, Mont.
Miller, L.	Roadmaster..Marmarth, N. D.
Murphy, W. H.	Roundhouse Clerk..Aberdeen, S. D.

Coast Division

Carli, P. A.	Switchman..Tacoma, Wash.
Durham, J.	Machinist.."
Grillo, J. C.	Conductor-Brakeman..Cle Elum, "
Jenkins, W. U.	Fireman..Port Angeles, "
Kruger, R. G.	Fireman.."
Pybon, W. M.	Engineer..Spokane, "
Robertson, T. D.	Switchman..Seattle, "
Turner, W. J.	Trainman..Tacoma, "
Weaver, R. F.	Conductor.."

Dubuque & Illinois Division

Cox, A. H.	Conductor..Kansas City, Mo.
Pumphrey, W. A.	Section Foreman..Seymour, Iowa
Roberts, W. M.	Counterman..Savanna, Ill.
Sack, R. G.	Assistant Foreman..Elgin, "
Standish, F. W.	Signal Maintainer..Lanark, "

Iowa Division

Carothers, W. E.	Baggageman..Manilla, Iowa
Cox, O. F.	Switchman..Cedar Rapids, "
Hughes, W. R.	Fireman..Marion, "
Ingles, H. C.	Asst. Foreman..Greeley, "
Johnson, J. W.	Conductor..Marion, "
Myers, W.	Section Foreman..Rockwell City, "

Iowa, Minnesota & Dakota Division

Goodell, W. L.	Agent..Tripp, S. D.
Hulst, H.	Fireman..Sioux City, Ia.
Kudson, B.	Mail & Baggage Handler..Sioux City, "

Larsen, A. C.	Section Foreman..Egan, S. D.
Mraz, J. F.	Section Laborer..Scotland, "
Reichow, E. J.	Engineer..Austin, Minn.
Shaff, F. I.	Carpenter..Chamberlain, S. D.

La Crosse Division

Bailey, E. R.	Engineer..Winona, Minn.
Brown, F.	Machinist..Tomah, Wis.
Fuller, M. R.	Car Foreman..Madison, "
Kallies, L. E.	Engineer..New Lisbon, "
Ziebarth, J. A.	Agent..Waterloo, "

Milwaukee Division

Bent, R. R.	Watchman..Oshkosh, Wis.
Cahill, M. J.	Engineer..Milwaukee, "
Campbell, L. J.	Agent-Operator..Oshkosh, "
DeFord, J. N.	Brakeman..Horicon, "
Dowd, J. W.	Conductor..Janesville, "
Flem, A. G.	Section Foreman..Iron Mountain, Mich.
Hetherington, W. J.	Agent-Telegrapher.."
Kell, H. J.	Agent..Wausau, Wis.
Van Boven, C. E.	Agent..Lena, "

Milwaukee Terminals & Shops

Aho, M. J.	Diesel Mechanic..Milwaukee, Wis.
Antonovich, M.	Carman.."
Balistreri, S.	Plumber.."
Betts, R. E.	Switchman.."
Burg, Jr., J. M.	Machinist Helper.."
Crystal, E. L.	Yardmaster.."
Fredericks, L. A.	Carman.."
Hart, J. F.	Machinist.."
Heise, A. F.	Tinsmith-Welder.."
Hense, C. A.	Car Foreman.."
Lippert, P. T.	Machinist.."
Maertz, G. E.	Car Inspector.."
Masch, J.	Machinist.."
McLaughlin, W. F.	Wheel Press Operator.."
Midgley, R. C.	Foreman-Freight Shop.."

Milkowski, J. F.	Store Helper..Milwaukee, Wis.
Ottowitz, J.	Cabinet Maker.."
Parchym, N. P.	Switchman.."
Rauch, F. G.	Electrician.."
Schwingle, A. J.	Check Clerk.."
Sullivan, A. J.	Engineer.."
Weihm, F. C.	Machinist.."
Yeralla, J. B.	Carpenter.."
Zickerick, W. G.	District Adjuster.."

Rocky Mountain Division

Jones, O. T.	Section Laborer..Lewistown, Mont.
LeProwse, O. A.	Engineer..Butte, "
Lietz, O. H.	Warehouseman..Great Falls, "
Plett, L. F.	Conductor-Brakeman..Three Forks, "
Stolle, H. H.	Section Laborer..Lewistown, "
Walters, J. S.	Roundhouse Foreman..Deer Lodge, "
Wilcox, A. G.	Section Foreman..Lewistown, "
Wirth, A. H.	Special Equipment Operator..Harlowton, "

Terre Haute Division

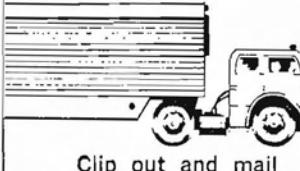
Kneeland, H. H.	Bill Clerk..Latta Yards, Ind.
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Twin City Terminals

Bambenek, F. E.	Carman..St. Paul, Minn.
Blonick, E. F.	Machinist.."
Collins, W. L.	Red Cap..Minneapolis, "
Cytlak, F. J.	Coach Cleaner..Minneapolis, "
Emslie, G. W.	Carman..St. Paul, "
Erickson, M. N.	Freight Handler.."
Felber, J. A.	Agent-Telegrapher..St. Louis Park, "
Flanigan, H.	Ticket Clerk..Minneapolis, "
Hentges, H. R.	Passenger Carman..St. Paul, "
Junjak, L.	Truck Driver..Minneapolis, "
Lunde, D. R.	Carman..St. Paul, "
McGrew, F. O.	Chief Carpenter..Minneapolis, "
McKenna, Clara M.	Switchboard Operator.."
Scanlon, F. J.	Telegrapher.."
Zywicki, J. J.	Car Inspector..St. Paul, "

Irvin S. Cobb is said to have given this recipe for baking country ham to a friend who claimed not to care for such delicacies. It read: "Take a choice two-year-old ham and place in a large pot. Soak it for one day in good Bourbon and cook for two hours. The second day, add a bottle of port wine and cook for two hours. The third day, add another bottle of Bourbon and cook for two hours. You may not find the ham to your taste, but the gravy will be wonderful."

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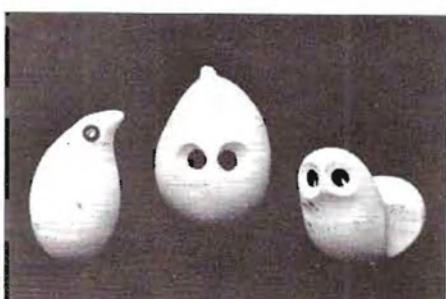
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The Milwaukee Road Magazine

TEEN-PRODUCTS EARN PROFITS AT THE J.A. FAIR

MEMBERS of our four Junior Achievement companies currently learning the ground rules of the American free enterprise system under the guidance of their Milwaukee Road advisers are here competing for the attention of the buying public at Chicago's annual J.A. Trade Fair in the International Amphitheatre Feb. 26-27. Approximately 3,000 Chicago area teenagers participated in the mass merchandising event, which featured 350 products and drew the record attendance of 33,500 persons. All of our companies did a brisk business, particularly Milco Camp, which had one of the most profitable items on the floor in Gu'nuts, its trade name for amusing little plaster figures created by the new balloon sculpture method. The novelty figures proved to be a complete sell-out—were really "the gu'nuts."



A Gu'nut by any other name is still "a bit of Paris" explains Milco Camper Rosemary Dusza, serving her turn on the sales farce with a few pointers from Advisers J. A. Mathiesen, freight claim bureau head, D. C. Russa, head of the purchasing department price section, and R. R. Wetzell, coal freight agent (left to right).

◀ Assorted Gu'nuts



Achiever Jack Paschell tries the soft sell on a prospective customer for J.A. XL West products, pincushions and decorative match boxes. Looking on are (from left) Freight Claim Agent K. D. French, finance adviser, Achiever Dale Mozden, and Market Analyst J. D. Lemke, sales adviser.



Adviser E. J. Moran, assistant bureau head in the auditor of expenditures office, stands by as Kee Ray Achiever Bob Reynolds demonstrates the company's Auto-Lite (it plugs into your car's cigarette lighter). Other salesmen are, from left, Neil Cox, Harry Bonczkowski and Jerrold Borchardt.



The attractive booth of The Rockies, manufacturers of precious stone jewelry. Manning it are, from left, Rosemary Squarer, Tom Dojza, Mike Julin (rear), Diane Kudobec, Janet LaRue and Martin Swan. The adviser team on hand consists of (same order) Frank Worozaken, inquiry and contract coordinator for the purchasing department, W. L. Beck, city freight agent, and E. C. Gourley, assistant engineer in the auditor of capital expenditures department.



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