

THE MILWAUKEE ROAD MAGAZINE

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NEW HEAVY DUTY LOCOMOTIVE FLEET . . . see page 3



MARIE HOTTON
Editor

**PUBLIC RELATIONS
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To My Fellow Employees



IT has been my privilege during 37 years of service on the Milwaukee Road to have known personally and to have worked closely with many of the members of this fine Milwaukee Road family. Mrs. Crippen reminds me that we have moved 17 times as we have served in various positions at locations on the railroad—from Chicago to Milwaukee to Minneapolis-St. Paul, to Seattle, and back to Chicago, with stops at several points along the way.

Each move, whether to a new location or back to a familiar scene, has brought with it new challenges and new associations. In every move we have found friendly fellow employees, dedicated and loyal to the Milwaukee Road, and willing and eager beyond the normal call of duty to help us perform our assignment well, and in the best interests of the railroad.

As I move into the position of the presidency, I am mindful of all those associations and all those fine friendships. There are new challenges, but this time we face them with old friends, and with confidence in the knowledge that we have, right here, the finest talent and the most loyal, dedicated people in the railroad business. Our joint efforts will move our railroad forward as we want it to move.

I take this opportunity to express to all my fellow employees my sincere appreciation for a job well done, and to say that I welcome the challenge of a new assignment in our team effort to do an ever better job.

I extend to you and your families warm greetings and best wishes for a very Merry Christmas and a most happy New Year.

Curtiss E. Crippen

Chester Miller Elected to Office in RAM Association



Chester Miller

CHESTER MILLER, superintendent of automotive equipment, has been elected secretary of the newly organized Railroad Automotive Management Association. Other officers elected at the

first quarterly meeting in Chicago on Oct. 12 were D. C. Gerstenberger, automotive fleet manager-system of the Rock Island, president; L. A. Hunt, manager of the motor vehicle bureau of the C&O-B&O, vice president; and C. J. Bryan, superintendent of automotive and work equipment for the Burlington Lines, treasurer.

As its first organization move, the association established five standing committees to work on an exchange of ideas in the following areas: (1) common nomenclature; (2) maintenance practices; (3) finance; (4) design; and (5) legal aspects. The next meeting is scheduled for Jan. 16-17 in St. Louis.

F. M. Priester Heads Church School Board in Terre Haute



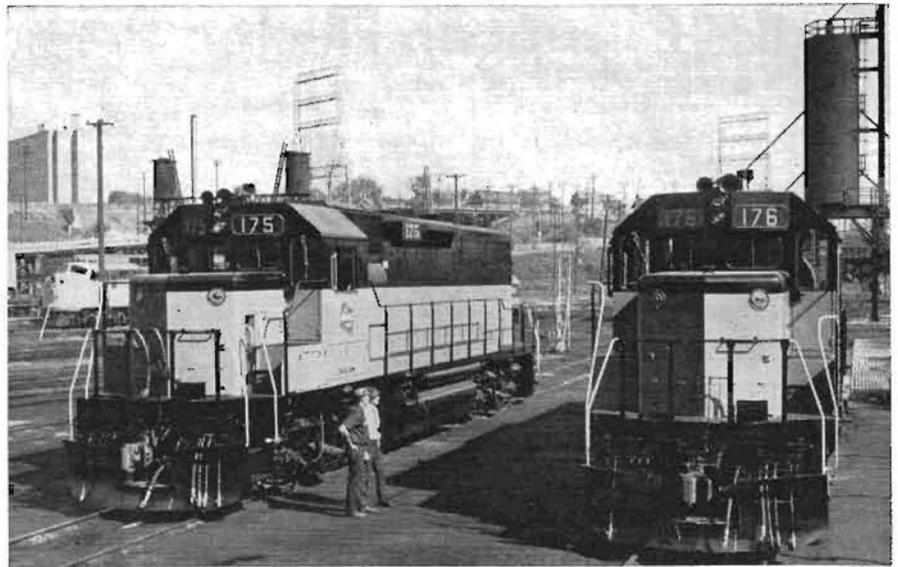
F. M. Priester

THE name of Fred M. Priester, assistant district manager-sales at Terre Haute, Ind., figured recently in newspaper, radio and television announcements of the formation of a 13-member

board to administer the affairs of the Catholic schools in Terre Haute.

Mr. Priester was elected chairman of the board, which includes the pastor and a layman from each of the six elementary schools, and the principal of Schulte High School. The main concerns of the board are to maintain a high standard of education, budget matters, transportation, and attendant problems of the school system. The parochial schools have an enrollment of approximately 2,000 students.

Mr. Priester has been identified with community activities in Terre Haute since he was appointed to his present position there in 1961. He and his wife,



Two of the new 3,000 h.p. GP-40 road switcher locomotives delivered to the railroad this year by the Electro-Motive Division of General Motors as they were being inspected recently at the Milwaukee Shops diesel house.

The Cover – New Locomotive Fleet

IN the area east of the diesel house at Milwaukee Shops, W. C. Gage, superintendent of motive power (right), and D. L. Drew, assistant foreman of the diesel house, are discussing the operation of a new 3,000 h.p. GP-40 diesel-electric locomotive. The unit is one of 26 manufactured by the Electro-Motive Division of General Motors which were acquired by our railroad in 1966.

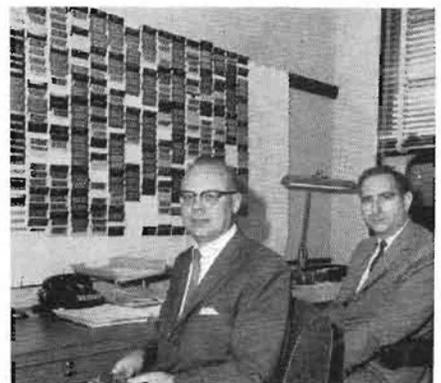
During the course of the year, the road acquired 42 powerful new diesel-electric locomotives, the other 16 being 2,800 h.p. U28B units made by General Electric. All are equipped with traction motors of the most advanced design, and with extra fuel and lubrication capacity for use in high speed, heavy duty main line freight service.

The fleet has been assigned to the XL Special and the Thunderhawk, the road's fast freights operating between Chicago and the North Pacific Coast. The locomotives are serviced and maintained at the Bensenville diesel house before being dispatched on the XL Special, and after taking it to the Coast, return on the Thunderhawk—a run of 4,000 miles in six days. En route, the only service they

receive is fuel oil, lube oil and sand.

In this high speed service, they are averaging 22,000 miles per month, one of the highest mileage averages on any railroad in the country.

A partial view of the recently expanded power control board in the general manager's office in Chicago, which covers the movement of all major trains on the road's eastern lines. The racks contain plastic cards on which locomotives are color coded for type and pool location. Manning the power desk are: B. W. Miner (left) and E. R. Kent, assistant superintendents of diesel utilization.



Kay, have five children: Fred III, a freshman at Indiana State University; Michael and Barbara, who attend Schulte High School; and Thomas and James, who go to St. Benedict's parochial school.

His role in the formation of the

school board brought a "Citizen of the Day" salute from radio station WAAC, in recognition of "leadership in civic affairs and having contributed to the growth and progress of the Terre Haute area."

Curtiss E. Crippen Elected President of the Road



Curtiss E. Crippen, upon assuming the presidency of the railroad, looks over a familiar map.

“To those who know Crippen and are familiar with his record at the Milwaukee Road, it was little surprise when he was named president replacing William J. Quinn, who resigned to become president of the Burlington Railroad.”

This observation comes from a newspaper report of the meeting in Chicago on Oct. 12 at which the board of directors elected Curtiss E. Crippen, vice president-finance and accounting, to the top post in the company and also a director. The action reflected the wide regard for Mr. Crippen as an officer of exceptionally broad experience in engineering and operations as well as finance, and with a knowledge of the railroad encompassing the entire system.

Mr. Quinn, who took over the presidency of the Burlington the same day, had served our railroad since 1954 with ability and distinction, particularly during his eight-year tenure as president. His associates in Chicago spoke for all Milwaukee Road people in acknowledging the strides made under his administration, and wishing him well.

The election of Mr. Crippen com-

manded attention all along the line as that of a “home grown” president. All of his business career has been with the Milwaukee Road, and in a close relationship with men out on the property.

Mr. Crippen is a member of a Minnesota pioneer family, and was born on Dec. 20, 1907 in Austin, where his father was in the insurance and real estate business. Austin is a railroad town, and “Curt” Crippen proved no exception to the rule that all boys seem to love a railroad. He was graduated from the Austin high school with top honors, and saw his first service with the road on line construction work during summer vacations from the University of Minnesota.

A check into the university’s records will show Mr. Crippen identified as “quite a man about the campus”—a member of the football squad; several honorary societies and fraternities; the band; and the student chapter of the American Society of Civil Engineering, to name some of his activities. During his final year he served as president of the ASCE, and was one of eight seniors chosen Representative Minnesotans on the basis of scholastic achievement and

student leadership.

Upon graduating in 1930 with a degree in civil engineering, Mr. Crippen joined the engineering department as an instrumentman, and continued in that department for 10 years, advancing through various positions to division engineer and later to that of personal assistant to chief engineer.

In 1940 he transferred to the operating department, which claimed his services for the next 18 years, with time out for military service. The interruption occurred during World War II when the Army called on the western lines for 10 men qualified to assume supervisory duties in the operation of French railroads. They were to report immediately.

Mr. Crippen, one of the volunteers approved to fill the quota, arrived in time for the Battle of the Bulge, and is known to have been listed among troops in the path of the advancing German armies who were cut off from their assigned military unit. As a lieutenant colonel in the Transportation Corps, he served in the European Theater until mid-year of 1946.

The end of his tour of duty found Mr. Crippen back in the operating de-

partment, since which time his career is too well known to require any introduction here. Just to hit the high spots, within seven years he served as assistant superintendent of the Iowa Division, chairman of the President's Committee in Chicago, superintendent of the Twin City terminals, general superintendent at Milwaukee, and general superintendent of terminals in Chicago.

In 1953 he completed the Advanced Management Program at the Harvard Graduate School of Business Administration, and in the same year was appointed general manager of the road's western lines with headquarters in Seattle. He returned to Chicago in 1955 as assistant to vice president-operation, and in 1958 became assistant to president. From there he moved to the financial branch as the successor of the highly competent R. S. Stephenson, who retired as vice president-finance and accounting in 1961.

Active in Consolidation Plan

Because of his long experience with operations, his engineering background and his knowledge of finance and accounting, Mr. Crippen has been active in the studies and negotiations which resulted in the agreement of consolidation between the Milwaukee Road and the North Western Railway. At a conference with members of the press immediately following his election, he expressed the opinion that the proposed plan, now set for hearings before the Interstate Commerce Commission in early 1967, should move ahead promptly



Inspecting operations on the railroad system, President Curtiss E. Crippen talks with W. A. "Bill" Stuebner Jr., Milwaukee Division engineer.

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R. F. Kratochwill and W. E. Ross Promoted



Richard F. Kratochwill

Following the election of Curtiss E. Crippen to the presidency of the railroad on Oct. 12, the board of directors, at a meeting in Chicago on Oct. 20, elected Richard F. Kratochwill his successor as vice president-finance and accounting. William E. Ross, assistant comptroller of the railroad, was elected to Mr. Kratochwill's former position of comptroller.

Mr. Kratochwill, a native of Muscoda, Wis., was graduated from the University of Wisconsin School of Commerce in 1941 and later the same year accepted a position in Chicago with the firm of Ernst & Ernst, certified public accountants. Except for four years in the Air



William E. Ross

Force, in which he served with the rank of captain, he continued with that firm until 1958, when he joined the Milwaukee Road as assistant comptroller. He was elected comptroller on Jan. 1, 1960.

Mr. Ross, a native Chicagoan, entered the service of the Milwaukee Road in 1952 as a traveling accountant, following several years of accounting work with the Chicago Great Western. The following year he was appointed special accountant in the office of comptroller, where he was advanced to the position of general accountant in 1956. He was appointed assistant comptroller effective Oct. 1, 1960.

on its own merits. "All capital improvements we make will be directed toward the ultimate consolidation of the two roads," he stated.

Of his plans as president, Mr. Crippen was quoted as saying he does not contemplate any drastic changes in the present program for improving the railroad's properties and services, and will continue to progress it toward the end of enhancing the Milwaukee Road's image as an aggressive, imaginative railroad striving to serve its patrons efficiently and economically.

As one reporter recorded the interview, "When Crippen speaks, you get the distinct impression that he intends to keep it that way."

Mr. Crippen and his wife, the former Mary McKnight Pierce, have lived in many of the principal cities on the railroad since their marriage in 1932, with the result that they have a wide acquaintanceship among Milwaukee Road people. They now make their home in Glenview, Ill., on the suburban line

north of Chicago.

The nature of Mr. Crippen's work over the years has not been conducive to the pursuit of hobbies, but when time permits, he likes to get in a little hunting and fishing. Occasionally he and Mrs. Crippen also manage a brief visit with their grandchildren.

Both of the Crippens' children are married, their daughter Mary to John I. Marshall, a son of Joe Marshall, who retired several years ago as traffic manager in New York City. The Marshalls, who live in Tacoma, are the parents of Cathy, 9, and Scott, 12.

The Crippens' son, Richard, a lieutenant in Navy aviation, was married last year to Miss Kathleen Doherty of Wakefield, R. I. Currently, he is based at Pensacola, Fla.

Asked by reporters at the press conference if his son is inclined toward a career in railroading, Mr. Crippen chuckled and said that, up to now, he seems to favor flying. In the humorous vein detectable in the conversation of

our new president, he indicated that Dick feels he is with a good outfit, too, and plans to stay with it.

Board of Directors Elect Leo T. Crowley Chairman



Leo T. Crowley

Other changes in the corporate organization became effective on Oct. 20 when the board of directors elected Leo T. Crowley chairman. F. G. McGinn, vice president-operation, and E. O. Schiewe, vice president and general counsel, were elected directors to fill the vacancies created by the resignation of William L. O'Brien and John B. Gallagher for reasons of health.

The board also elected R. F. Kratochwill, comptroller of the railroad, vice president-finance and accounting to succeed Mr. Crippen. W. E. Ross, who had been assistant comptroller, was elected to succeed Mr. Kratochwill.

The chairmanship, which had been vacant since Mr. Crowley relinquished it in 1963, was re-created to help progress the Milwaukee Road and North Western Railway consolidation plan. Mr. Crowley, who has been chairman of the finance committee since 1963, will continue in that position also.

Mr. Crowley, whose career has been identified with banking, utilities and manufacturing, as well as railroading, is perhaps best known for his distinguished service as a member of President Roosevelt's Cabinet. During World War II he served in many capacities, including those of Alien Property Custodian and Foreign Economic Advisor, and had charge of Lend Lease, the Office of Economic Warfare, Export Control, and procurement of food and materials for the world outside the United States.

He was chairman of the Milwaukee Road board of directors from 1945 until 1963, when he relinquished that position and became chairman of the finance committee.

The Milwaukee and the North Western Support Northern Lines Merger Plan

THE Milwaukee Road and the Chicago and North Western have advised the Interstate Commerce Commission that they now support the proposed merger of the Great Northern, Northern Pacific, and the Chicago, Burlington & Quincy railroads, following agreements with the so-called Northern Lines group.

The agreements cover protective conditions for both roads, and the role of the Northern Lines in the proposed Milwaukee-North Western consolidation.

The position of the two roads was outlined in replies filed in response to the petition of the Northern Lines asking the ICC to reconsider its ruling of Apr. 27 denying their merger plan. The agreements provide that the Northern Lines, following their merger, will not oppose or attempt to delay the proposed Milwaukee-North Western consolidation, nor ask protective conditions from the two roads other than the standard operating and traffic conditions normally imposed by the ICC in merger orders. They also provide that all conditions granted to the Milwaukee and the North Western individually will apply to a consolidated Milwaukee-North Western system.

The conditions for the Milwaukee that will be implemented by its agreement are:

1. Opening 11 new traffic gateways for traffic interchange between the Milwaukee and the merged Northern Lines system.
2. Entry into Portland, Ore., and granting trackage rights between Longview Junction in Washington and Portland, Ore.
3. Granting trackage rights over a segment of the merged system which would allow the Milwaukee to provide a service route between Canada and the Pacific Coast states.
4. Entrance to Billings, Mont., which the Milwaukee has not heretofore served, through trackage rights over the merged Northern Lines.
5. Elimination of dual switching charges on traffic interchanged between the Milwaukee and the merged lines, which has handicapped the Milwaukee's ability to compete for trans-continental traffic.

6. Establishment of single line freight rates on certain traffic interchanged by the Milwaukee and the merged Northern Lines.

President Curtiss E. Crippen and North Western chairman Ben W. Heine-man said both the Milwaukee and the North Western recognize that the improved operations resulting from a merger of the Northern Lines will serve the interest of the general public, provided they do not impair the ability of competing and connecting lines to provide adequate service. "While the merger of the Northern Lines will have increased strength and power, we believe that under the protective conditions agreement, the merger will not, in itself, materially impair the revenues or operations of either the Milwaukee or the North Western," they stated.

Construction Starts on Branch Line to Serve Columbia Basin

PLANS projected by our railroad to meet additional requirements for service in the Columbia Basin moved ahead on Nov. 10 when construction began on a 6.4-mile branch line extending from a main line point about 2.5 miles east of Smyrna, Wash., to Royal City, through the Royal Slope area.

The Spokane firm of Dravo-Degerstrom, Inc., has been awarded the contract for the work, which is being carried out under the supervision of T. M. Pajari, division engineer headquartered in Tacoma. The project calls for the longest branch line construction undertaken by the railroad in many years.

The Royal Slope contains more than 90,500 irrigable acres, of which approximately 70,000 are already in production. A petition to build another branch line extending into the Wahluke Slope region, which is contiguous to the main line through Beverly, Wash., is currently under consideration by the Interstate Commerce Commission.

A substantial part of grading on the Royal Slope line should be completed this year, and the entire project, estimated to cost approximately \$1 million, should be completed early in 1967. In connection with the construction, approximately 400 acres of land in the vicinity of Royal City have been set aside for industrial development.

DAYLIGHTING PROJECT AT NEVA TUNNEL

Landmark on Scenic
Logging Line Gets
New Open Cut Look

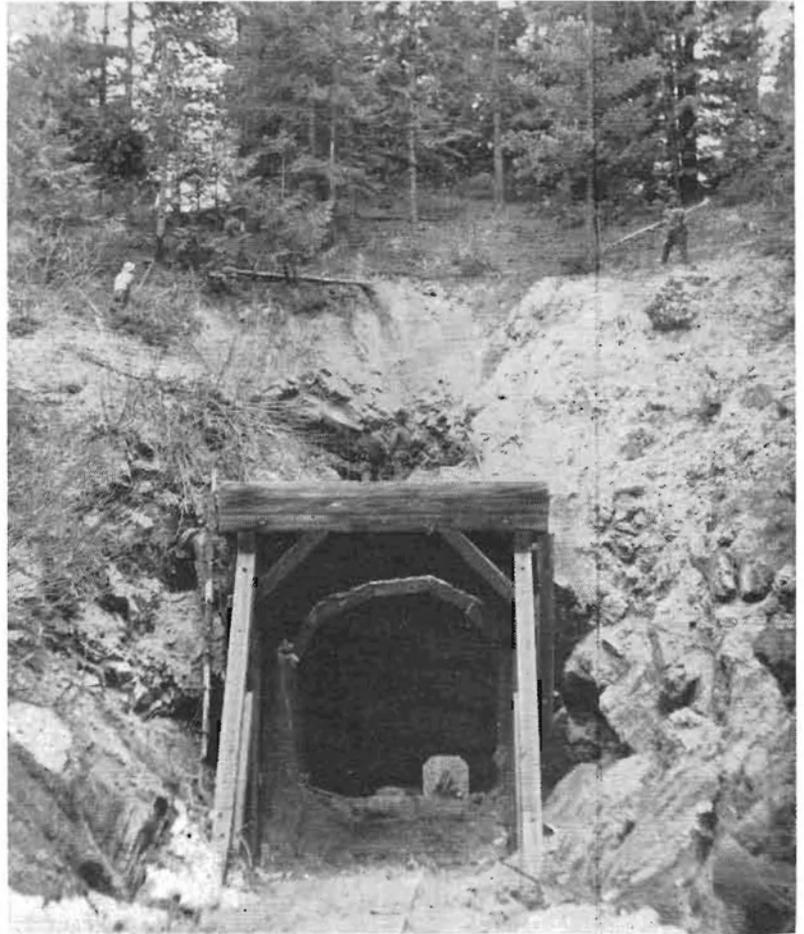
AN improvement project carried out recently on the Elk River line of our railroad spelled "finish" to the landmark tunnel at Neva, Ida. Following progressive deterioration which would have required tremendously expensive repairs, the 526-foot bore was converted to an open cut.

The tunnel, constructed around 1909, was timber-lined through a rock excavation and overburdened by approximately 100 feet of rock and soil. It was ac-

quired by our railroad in 1912 with the purchase of the Idaho and Western Railway, the original builder, and had been in service since that time. The line on which it is located runs south from St. Maries, Ida., through a picturesque sec-

tion of logging country and handles mostly timber products.

The tunnel had undergone repairs from time to time, and an overhauling in 1954 when some of the wooden supports were found to have been weakened



Workmen scale overhang and debris at the west portal of Neva Tunnel following the rock slide.

The completed daylighting and track restoration prior to the clean-up.

Workmen prepare to blast after encountering rock strata. Cut is about 10 miles west of Bovill, Ida.



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B. J. Ornburn, assistant chief engineer-structures (right), and N. E. Smith, bridge engineer, inspect the daylighting project on the Elk River branch line.

by pressure from shifting rock. But serious trouble developed this year when a rock slide on the west end took out approximately 40 feet, including about 11 timber segments. The collapse was due partly to the fact that the tunnel was located in a fault, with vibration from passing trains a contributing factor.

Distortion Continues

The road's bridge and tunnel experts had first considered making temporary repairs, but when the earth movement continued and caused distortion through the timber lining, they decided to daylight. Shippers on the line were notified of the plan, and assured that the work would be handled as expeditiously as possible.

T. M. Pajari, division engineer headquartered in Tacoma, served as the road's supervisor for the project, which was let to a contractor and carried out in cooperation with the Idaho State Highway Department. The daylighting involved the removal of about 300,000 cubic yards of excavation, to leave space for the construction of a highway paralleling the railroad tracks.

The job was started shortly before Labor Day and pushed through on a two-shift six-day work week. As a result, the daylighting was completed in approximately six weeks, with Oct. 17 marking the first day of train operations through the new cut.

Training is everything. The peach was once a bitter almond.—Mark Twain

Super Valu to Build "Super" Warehouse On Des Moines Line Service Site

AN extensive search for a site to accommodate a multi-million dollar distribution center ended on Sept. 23 with the announcement that Super Valu Stores, Inc., will build a 400,000 square foot warehouse at Urbandale, Ia., just west of Des Moines. The location selected is a 45-acre tract in Interstate Acres, an industrial park served exclusively by our railroad. P. W. Scott, the road's manager of industrial development, was present for the announcement, which was made by Governor Harold E. Hughes at a Greater Des Moines Chamber of Commerce news conference.

The new building will ultimately replace a 235,000 square foot building in Des Moines now used by Super Valu as a distribution center for a full line grocery operation to retail outlets, and a wholesale food service to restaurants, hotels, schools, hospitals and other institutions. A fleet of 61 semi-tractor trailers and 11 trucks handles goods received by rail and highway.

The facility serves 216 independently-owned and operated supermarkets throughout Iowa and parts of Minnesota, Nebraska and South Dakota, and currently employs more than 500 people. When the new building is completed, employment will be increased about 10 per cent.

The Des Moines Division is one of seven divisions and four Super Valu affiliated wholesalers which together spon-

sor and supply over 1,600 independently owned food stores throughout 18 states. Sales of the store group are expected to exceed \$1 billion by the end of this year, ranking it among the top seven food store firms in the nation.

Prime considerations in selecting the new warehouse site included the proximity of railroad service, the required utilities, and good highways in all directions. Under present plans, the building will be the largest facility of its kind in Iowa.

William G. Powrie

WILLIAM G. POWRIE, who retired as chief engineer of the railroad in 1960, died in Chicago on Sept. 21. Funeral services were held in Des Plaines, Ill., with burial there in All Saints Cemetery.

Mr. Powrie, a native of Milwaukee, started with the railroad in 1920 and entered the engineering department as a surveyor in 1923. Subsequently he served as assistant engineer and division engineer at several points, and as assistant engineer of water service. In 1937 he was appointed assistant superintendent of track maintenance and engineer of water service, and in 1941 was named engineer maintenance of way. He was appointed assistant chief engineer on Jan. 1, 1950, and chief engineer on July 1 of that year.

He is survived by a son, William, a daughter, Mary, and 12 grandchildren.



Participating in the news conference announcing Super Valu's expansion plans are, from left: William C. Knapp, president of the Iowa Realty Company, developer of Interstate Acres; Mayor Leo Reinig of Urbandale; P. W. Scott, Milwaukee Road manager of industrial development; Governor Harold E. Hughes; James C. Crabtree, Super Valu vice president and manager of the Des Moines division; and J. T. Wyman, president of Super Valu.

Long Service Railroaders to Receive Pension Supplements Provided by New Tax Law

SUPPLEMENTAL pensions for long service railroaders who received Railroad Retirement annuities after June 1966 were authorized by amendments to the railroad retirement laws signed by President Johnson on Oct. 30. The legislation also boosted by 7 per cent the regular annuities of about half of the present beneficiaries, to bring them in line with the 1965 increase in Social Security pensions. Other legislation enacted provides annuities to beneficiaries' surviving children aged 18-21 attending school full time, and other improvements in the pension system, mainly of a technical nature.

The supplemental pensions will range from \$45 a month for retired employes with 25 years of service to \$70 a month for those with 30 or more years, and who have attained age 65 or over.

The supplemental annuity plan came about as the result of an agreement between railway labor and management, and will be in effect for a 5-year period starting Nov. 1, 1966. The program will be financed entirely by the railroads, through a new tax of 2 cents on each hour worked by employes.

The 7 per cent increase in regular annuities will be paid in full to pensioners who did not get such an increase in their railroad retirement or Social Security benefits under the 1965 Social Security amendments. The others will either get less, or no increase, depending on how much their benefits were raised by last year's legislation. The 7 per cent increase, with the same limitations, also applies to future beneficiaries. However, retired employes receiving the new supplemental annuities will generally not be entitled to the additional 7 per cent.

These benefit increases will be financed by raising the regular railroad retirement tax on employers and employes alike by one-fourth of 1 per cent of creditable earnings.

The new benefits and increases will be paid by the Railroad Retirement Board without any action on the part of the persons entitled to them. The development of the pertinent information and computation will require some time, and the Board urges those who are eligible not to inquire or write about them now, since correspondence will only slow down the payments. The Board expects that most adjustments in rates will be reflected in the Jan. 1, 1967 pension checks.

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The Daily Exodus From Suburbia; Traffic Experts Study Commuter Travel Habits

THE Chicago department of planning, looking into problems that affect mass transportation, made two surveys this summer of the daily dash from suburbia to the city.

To determine the pattern, passengers on commuter lines serving the Chicago area were asked how they get from their homes to suburban railroad stations, the length of their train rides, where they work, and other pertinent questions.

While waiting for this information to be processed by computers, another survey was made to determine whether the pattern is habitual enough to warrant a study of commuter travel habits. For this purpose, the traffic experts chose the Milwaukee Road as a typical railroad, the 8:03 from Glenview, Ill., as a typical commuter train, and Glenview as a typical suburb.

A week of observation proved that railroad commuters, whether they know it or not, become followers of fixed habits. The first detected was that of standing every morning in the same place on the station platform. So firmly is it entrenched that once, when the train was a car shorter than usual, the last group remained rooted to the spot and finally had to run for it.

And because commuters stand in the same place, they invariably ride in the same car. In this connection it was noted that those who rode in the smoking section invariably boarded nearest the non-

smoking section, where they invariably collided with nonsmoking passengers, who invariably boarded on the smoking side.

The smoking section of a car near the head end was selected for a close-up view of individual travel habits. Strangely, one habit those in the smoking section apparently do not have is the smoking habit. Of 48 regular passengers observed during the week, only seven proved to be habitual smokers.

But they do enjoy reading. The observer counted 26 regular readers—20 who buried their heads in the morning paper, 2 who read magazines, 3 readers of hardcover books, and 1 reader of paperbacks. This did not include one man who dozed behind his newspaper.

The least popular habit appeared to be work. Among the smokers, readers, knitters, talkers and dozers, only one man was observed opening a brief case during the entire week.

Two distinct habits were noted as the 8:03 approached the Union Station. About a third of the group crowded into the aisle, whereas the others remained seated until after the train stopped. The first to leave was always a blonde young woman dressed in high fashion, and the last off was a man who waited to pick up a newspaper.

The survey dealt only with morning commuters, but another is planned to determine the routines of homeward riders.



A Biennial Report From the Milwaukee Road Women's Club

THE combination of social and welfare work practiced by the Milwaukee Road Women's Club, as it was reported at the biennial meeting in Chicago the week end of Oct. 21-22, made good reading for the record book.

Mrs. Roy E. Melquist of Minneapolis, president general, presided at the business session in the La Salle Hotel, which also marked the start of the club's 42nd year. Participants included representatives of 28 chapters and 16 general governing board officers.

The report of the secretary general, Mrs. Ralph Vannella of Bensenville, provided an insight into what keeps the club strong—indeed flourishing. For the year 1965, it added up to the following: scholarship awards, \$3,200; funds allocated by the Board to local chapters, \$2,785; welfare and good cheer work, \$4,076; "no cost" donations, \$978 (estimated value); families aided, 1,578; good cheer calls and messages, 11,346; earned on ways and means activities, \$2,825.

The membership, as of the meeting, totaled 11,092—5,120 voting and 5,972 contributing members. Thirty-four of the 49 chapters showed increases over that of last year, making them eligible for membership prizes amounting to \$3,590. Enlarging on the program to provide educational opportunities for the children of employees, Mrs. Vannella announced that the club is currently furnishing scholarship aid to five college students.

The reports of the delegates gave the members a chance to reassess the club's various philanthropic and social projects and ways in which they are financed. Many involved assistance to families during illness, and at the time of death or other misfortune. In this area, one chapter reported helping out when a home was gutted by fire, and also with a case of severe tornado damage.

Activities serving the social interests of the railroad family reflected an energetic sponsorship of card parties, picnics, potluck suppers, retirement testimonials, Christmas parties and the like. The subject of ways and means to defray the cost of these affairs indicated a spirit of fresh thinking applied to routine fund-raising efforts.

New business on the agenda included the election of general officers and the appointment of general directors and chairmen. Mrs. Melquist graciously agreed to serve a second term as president general, and Mrs. Curtiss E. Crippen, the wife of President Crippen, was named to the honorary office. Among other matters, a motion was carried to underwrite two additional scholarships in 1967.

The get-together luncheon, as arranged by Mrs. W. Ray Dolan of Chicago, first vice president general,

General officers elected at the meeting are, seated from left: Mmes. H. F. Shannon, second vice president; J. L. Hart, treasurer general; Ralph Vannella, secretary general; R. E. Melquist, president general; W. R. Dolan, first vice president; Miss Marilyn McNicholas, recording secretary general; and Mrs. L. G. Ellis, third vice president. Standing from left are general directors, advisory officers and chairmen for 1966-67: Mmes. R. Christie, S. Kloekner, E. Hubbs, W. E. Swingle, W. Doherty, H. H. Jacobs, R. Rathbun, K. Rynes, O. Bond, H. Mahoney, J. A. Hartery and F. T. Ross.

brought the meeting to a very enjoyable conclusion. Of particular interest was a contribution to the program by Jacqueline Nelson, a daughter of Conductor W. H. Nelson of the Aberdeen Division, who is attending St. Olaf College, Northfield, Minn., with the aid of a scholarship awarded to her by the Women's Club in 1963. Jackie shared with the audience her experiences the past summer while working in Ethiopia to earn credits toward a degree in nursing, and a round-the-world plane trip before resuming her studies.



Presidents and other representatives of local chapters who attended the biennial meeting.

The entertainment featured the Murk family, Chicagoland's equivalent of the famous Von Trapp singers, in a concert of operatic, popular and sacred music. The entire family—Mr. and Mrs. Murk and their five children ranging in age from 6 to 12 years—sings and plays instruments, highlighting their performance with vocal and instrumental solos, duets, trios and a string quartet. The hour-long musicale was deemed "inspirational," and earned Mrs. Dolan high marks for providing the club with a memorable program—its finest in years.

Mrs. Roy E. Melquist introduces Jacqueline Nelson at the get-together luncheon.



MMTC Drivers Win National Safety Council Citation

DRIVERS for the Milwaukee Motor Transportation Company, the motor carrier subsidiary of the Milwaukee Road, were awarded a Certificate of Achievement for their performance in the 35th National Fleet Safety Contest conducted by the National Safety Council.

The MMTC pick-up and delivery group fleet, consisting of 140 drivers and 129 vehicles, placed ninth among 48 fleets entered in the common carrier truck city group category. The award was based on a certification of the company's record from July 1965 through June 1966. During this period, the drivers operated 1,882,115 miles, for an accident rate of 20.19 per 1,000,000 miles of operation. The average rate for the group competing in the contest was 47.45 per 1,000,000 miles operated.

The winners were honored at a luncheon held in conjunction with the 54th National Safety Congress and Exposition in Chicago Oct. 24-27. Employees of the MMTC were represented at the award ceremonies by P. J. Walsh, supervisor of safety and personnel.

November-December, 1966



Captain Ned Loscuito Jr.

Carrying On for A Fallen Soldier

PERHAPS you read it in GOOD HOUSEKEEPING—the story about Leslie Satake, the daughter of Maintenance Foreman John Satake of Deer Lodge, Mont., and her friend Nancy Willey incorporating themselves as the Captain Ned Loscuito Memorial Fund.

The story grew from an article in that magazine about a year ago concerning Captain Ned Natale Loscuito Jr. of New York City, the 618th American serviceman to die in Viet Nam. In letters home he had told of his efforts to teach impoverished villagers and improve their living conditions. ("I wrote to the chaplain of the 24th Division to see if he couldn't raise some money for me to give these people. A house costs about \$50. Imagine that!")

Nancy had written to the author, asking what could be done to carry on Captain Loscuito's work, and received the suggestion that perhaps she and some of her friends might want to collect a bit of money toward homes for the people in Kienhoa Province, where he had served.

"Little did he realize he was unleashing two of the fastest fund-raisers in the West," to quote GOOD HOUSEKEEPING writer Alan Levy, who recently followed up the project.

Leslie and Nancy promptly opened a bank account, incorporated themselves as a non-profit organization, and with the help of three men in the print shop at Montana State Prison—Nancy's father is the personnel director—produced a memorial booklet to sell for \$1.50, or name your price. They also sent out news releases, which were published in such regional papers as the *Missoulian*, *Montana Standard* and the *Silver State Post*.

As a result, the Deer Lodge Junior Chamber of Commerce became a donating sponsor of the cause, and has sought state and national Jaycee support. Other contributors include the local National Guard, its Women's Auxiliary and Special Forces Detachment, and the local VFW. At Powell County High, where Leslie and Nancy are sophomores, everyone chipped in. So did the banker, the Willeys' insurance man, and the soda

fountain clerk with whom the girls do business. Even Mr. Levy found himself enrolled in the cause—en route to Great Falls he was met by a message that the girls had booked him onto a television show at Missoula eulogizing Captain Loscuito.

By spring the memorial fund amounted to \$70.30, enough for at least one house. In the meantime, however, two refugee areas had been built in what is called Loscuito Compound, so it was diverted to the more urgent need for reservoirs which would store rain water for drinking, and to erect two small markers, one in English and the other in Vietnamese, naming the benefactor.

As of early summer, another check was in the mail, and Nancy and Leslie had arranged for a second printing of the memorial booklet. At last report they were knee deep in planning an address to the Rotary and organizing a slide presentation on the Mekong Delta, with pictures furnished by a friend of Loscuito's in Viet Nam.

ALAN LEVY



Nancy Willey and Leslie Satake, "fastest fund-raisers in the West."



Employees who retired during the current year and were honored at the banquet, together with their wives. From left: Mr. and Mrs. W. L. Goodell, Mr. and Mrs. G. R. Bradshaw, Mr. and

Mrs. H. B. DuFrene, Theo deMara, Mr. and Mrs. H. Hulst, Mr. and Mrs. A. F. Hansen and Mr. and Mrs. M. Gronvold.

Sioux City Retirement-Reunion Draws Record Turnout

THE fourth annual retirement banquet honoring employees of the former Sioux City & Dakota Division was rated "the best yet" by the 275 Milwaukee Road people who enjoyed the Sunday visit with their present and former co-workers. The get-together, held at the Holiday Inn in Sioux City on Oct. 2, drew many active and retired employees from towns on the old SC&D territory. Newcomers this year included Elgia Miller, retired Sioux Falls yardmaster, and his wife, who came from Oregon, and Retired Section Foreman Steve Sopoci, from Tripp, S. D. Present also was

Retired Section Foreman Gus Weiland, 94 years young.

The program featured Stanley L. Greigg, congressman from the 6th District of Iowa, as the principal speaker, and the Kitchen Maids in a bill of musical and novelty entertainment. Local talent included Mrs. C. F. Willett, wife of Engineer Willett, who got a big hand for her performance of the Charleston and the Twist.

Everyone agreed that the dinner was excellent, the sociability "tops," and expressed their intention to be on hand again next year.

APPOINTMENTS

Safety Department

Effective Dec. 1, 1966:

P. L. Dempsey is appointed assistant superintendent of safety, succeeding G. M. Dempsey, who is retiring after almost 49 years of service.

Law Department

Effective Oct. 1, 1966:

T. H. Ploss is appointed general attorney, with headquarters in Chicago. (See article on page opposite.)

Office of Vice President-Labor Relations

Effective Oct. 1, 1966:

L. W. Harrington and V. W. Merritt, labor relations officers, are appointed assistant directors of labor relations, Chicago.

Traffic Department

Effective Oct. 1, 1966:

F. R. Halloran, traveling freight and passenger agent, St. Louis, is appointed district manager-sales at St. Paul.

Effective Nov. 1, 1966:

W. S. McKee is appointed general freight traffic manager, Chicago.

F. J. Swierenga is appointed assistant general freight traffic manager, Chicago.

F. K. Brennan is appointed freight traffic manager, Chicago.

R. E. Bennett and W. F. Findley are appointed general freight agents, Chicago.

J. T. Burke is appointed general fuel agent, Chicago.

R. T. Fleming and E. C. Larson are appointed special rate officers, Chicago.

R. J. Stephenson, F. P. Trom, M. J. Sampson and G. W. Gunder are appointed assistant special rate officers, Chicago.

Effective Nov. 16, 1966:

W. D. Dickinson is appointed sales representative, Minneapolis.

Operating Department

Effective Nov. 1, 1966:

G. A. McCole, assistant trainmaster at Janesville, Wis., is appointed train-

master of the Twin City Terminal-Duluth Division, with headquarters in St. Paul.

J. E. Hanscom, assistant agent at Cedar Rapids, Ia., is appointed general agent at Crane, Ind.

R. R. Kraemer, of the Milwaukee-Kansas City Joint Agency, is appointed assistant agent at Cedar Rapids.

Mechanical Department

Effective Oct. 1, 1966:

G. A. Wendt is appointed general foreman, passenger shop, with headquarters at Milwaukee Shops, following the retirement of G. J. Bilty.

J. F. Wilbur is appointed district general car foreman with headquarters at Bensenville, Ill., following the promotion of V. L. Waterworth.

Engineering Department

Effective Nov. 1, 1966:

B. E. Daniels is appointed principal assistant engineer-structures, with headquarters in Chicago, replacing H. C. Minter, who is presently chief engineer of the Chicago Union Station Company.

C. L. Waterbury is appointed principal assistant engineer-negotiations, with headquarters in Chicago.

H. E. Hurst is appointed division en-

The Milwaukee Road Magazine

gineer of the Milwaukee Terminals Division, with headquarters in Milwaukee, succeeding B. E. Daniels.

R. H. Peterson is appointed division engineer of the La Crosse Division with headquarters in La Crosse, succeeding H. E. Hurst.

R. S. Johnson is appointed division engineer of the Rocky Mountain Division with headquarters at Deer Lodge, Mont., replacing W. C. Whitham, who has been assigned to other duties.

T. H. Ploss Joins Road as General Attorney, Chicago



T. H. Ploss

ON Oct. 1, the law department announced the appointment of Thomas H. Ploss of Libertyville, Ill., as general attorney with headquarters in Chicago. Before joining the railroad he

was an attorney for DC International, Inc., a trucking firm based in Denver, Colo.

Mr. Ploss, a native of Milwaukee, holds a B.S. degree from Marquette University and an L.L.B. degree from the University of Wisconsin Law School. During his college years, he held summer railroad jobs, including that of law clerk.

Prior to serving as attorney for DC International, he had been an attorney for the Bureau of Economic Regulation of the Civil Aeronautics Board in Washington, and also in the litigation section of the office of the general counsel of the Interstate Commerce Commission.

W. B. Fisher, Ending Traffic Career, Is Honored by Force

THE retirement of Werner B. Fisher, assistant freight traffic manager, was marked by his associates in Chicago with two get-togethers in his honor—a dinner party at King Arthur's Pub the night of Oct. 6 and a luncheon in the Fred Harvey Canterbury Room on Nov. 3 given by fellow officers in the traffic department.

Mr. Fisher had been a member of that department since 1919, serving principally on coal traffic positions prior to being advanced to assistant general freight agent in Chicago in 1957. In 1958 he was transferred to Seattle in the same capacity, and remained there until 1961 when he was appointed general

F. J. Love, assistant superintendent of the La Crosse Division (foreground, left), with friends who honored him at the retirement party. From left are R. R. Brown, general superintendent, Milwaukee; F. H. Ryan, superintendent of the Milwaukee Division; M. T. Sevedge, superintendent of the La Crosse Division; and R. T. White, regional manager-sales, Milwaukee. (Wisconsin State Journal photo)



The head table group at the luncheon honoring Mr. and Mrs. W. B. Fisher. Standing, from left, are W. S. McKee, assistant general freight traffic manager; W. D. Sunter, vice president-traffic; E. W. Chesterman, assistant vice president-traffic; and P. J. Cullen, assistant vice president-special duties.



commerce agent in Chicago. His promotion to assistant freight traffic manager was effective Jan. 1, 1964.

Mr. Fisher, born in Elgin, Ill., has lived there throughout all but a few years of his career with the railroad. The Fisher family is well known in Elgin, his wife, Irene, having been a teacher in the public schools prior to their marriage, and his mother being one of its long-time residents. He and his wife plan to continue living there for the present.

Testimonial Dinner Marks Retirement of F. J. Love

A 46-year career with the Milwaukee Road ended on a high note the evening of Nov. 2 with the "Frank Love Testimonial Dinner" at the Top Hat supper club in Middleton, Wis. Mr. Love, assistant superintendent of the La Crosse Division at Madison, was honored by 225 friends from a wide area, including many among city and state officials. General Agent R. K. Hurlbut was master of ceremonies, Secretary of State Robert C. Zimmerman spoke, and F. H. Ryan,

superintendent of the Milwaukee Division, presented Frank with a guest book and a billfold containing a token of his friends' regard.

Mr. Love started his career at Wisconsin Rapids, Wis., during his high school years and became a full time telegrapher there in 1920. In 1927 he was promoted to dispatcher, and just prior to Pearl Harbor transferred to that position in Beloit. During World War II he served for a while as trainmaster at Camp Grant. He moved to Madison in 1950 as chief dispatcher for the then Madison Division, and had been stationed there as assistant trainmaster and trainmaster before being appointed assistant superintendent.

Mr. Love's choice of a career followed a natural bent. His father was a locomotive engineer for the Green Bay & Western, and his brother Lee filled the position of yardmaster for the GB&W at Wisconsin Rapids for many years prior to his retirement this fall. Several close relatives have also worked on U.S. and Canadian lines. When Mr. Love retired, it was the first time in 86 years that some member of the family had not been employed on a railroad.

RETIREMENT

The following employees' applications for retirement were recorded during September-October 1966

General Office & System Employees

Beaubien, S. N. Cashier . . . Chicago, Ill.
 Boazmon, H., Sr. Waiter . . . " "
 Bradford, C. W. Waiter . . . " "
 Eaton, L. T. Porter . . . " "
 Farley, S. J. Internal Auditor . . . " "
 Getz, W. P. Asst. to Aud. of Exp. . . . " "
 Leonard, E. E. Waiter . . . " "
 McCloskey, D. J. Chief Clerk to Gen. Supt. . . . " "
 McEwan, G. Secretary . . . " "
 Mintz, R. D. Lead Clerk . . . " "
 Oliver, E. C. Coach Porter . . . " "
 Spencer, J. T. Waiter . . . " "
 Whitney, S. F. Parlor Porter . . . " "
 Wittwer, R. C. Comp-Typist . . . " "

Aberdeen Division

De Leeuw, C. G. Coal Shed Foreman . . . Aberdeen, S. D.
 Jart, Arthur C. Roundhouse Foreman . . . Milbank, "
 Mitchell, I. W. Brakeman . . . Montevideo, Minn.
 Scheff, F. W. Section Foreman . . . Fargo, N. D.
 Wolf, L. T. Agent . . . Ellendale, "

Chicago Terminals

Berecz, W. B. Carman . . . Chicago, Ill.
 Borgstrom, N. J. Engineer . . . " "
 Creed, Elsie L. Coach Cleaner . . . " "
 Dyslin, C. W. Freight Caller . . . " "
 Edmond, J. H. Laborer . . . Bensenville, "
 Leonard, R. A. Carpenter . . . Chicago, "
 Marquardt, F. R. Switchman . . . " "
 Olson, R. E. Loco. Engineer . . . " "
 Peterson, C. I. Machinist . . . " "
 Shafer, W. I. Carman . . . Bensenville, "
 Taff, W. J. Conductor . . . " "
 Wilder, Isiah Diesel Washer . . . Chicago, "

Coast Division

Ferguson, H. C. Section Man . . . Hillsdale, Wash.
 Graybeal, S. S. Track Patrolman . . . Cedar Falls, "
 Hale, J. F. Section Foreman . . . Bellingham, "
 Kawahara, M. Laborer . . . Othello, "
 Kruse, Myrtle L. Asst. Cashier . . . Seattle, "
 Larrabee, R. Section Laborer . . . Sumas, "
 Mamaril, J. S. Section Laborer . . . Tacoma, "
 Olson, J. E. Ex-Gang Foreman . . . Cle Elum, "
 Olson, J. F. Ex-Gang Foreman . . . " "
 Pappas, F. Laborer . . . Seattle, "
 Stowers, E. H. Chief Clerk . . . Tacoma, "
 Thompson, C. A. Electrician . . . " "
 Unmacht, H. A. Asst. Mgr.-Materials . . . " "
 Yoshida, M. Machinist Operator . . . Easton, "

Dubuque & Illinois Division

Farrell, W. J. Conductor . . . Dubuque, Ill.
 Longstreth, F. M. Section Foreman . . . Cone, Iowa
 Moore, I. L. Per. Frt. Inspector . . . Savanna, Ill.

Iowa Division

Gardner, E. L. Section Foreman . . . Jefferson, Iowa
 Jenkins, E. T. Track Laborer . . . Marion, "
 Jones, E. F., Jr. Laborer . . . " "
 Kenney, M. Section Laborer . . . Melbourne, "
 Kohles, I. R. Agent-Operator . . . Earling, "
 Richards, B. S. Trainman . . . Perry, "
 Stender, L. M. Police Capt. . . . " "

Iowa, Minnesota & Dakota Division

Johns, R. A. Lampman . . . Sioux City, "

La Crosse Division

Gibbons, F. W. Tel. Operator . . . La Crosse, Wis.
 Greeno, L. B & B Carpenter . . . " "
 Jensen, P. A. Roundhouse Foreman . . . Wausau, "

Leney, B. Conductor . . . " "
 Schulner, G. A. Machine Operator . . . Kellogg, Minn.
 Williams, S. E. Laborer . . . Madison, Wis.
 Wolden, A. C. Carman . . . La Crosse, "
 Wyss, E. J. Carman . . . Wausau, "
 Young, H. L. Carman . . . " "

Milwaukee Division

Freudenstein, G. J. Section Laborer . . . Waukesha, Wis.
 Hefty, H. C. Foreign Frt. Agent . . . Milwaukee, "
 Hill, J. Laborer . . . " "
 McCarty, L. C. Section Laborer . . . Watertown, "

Mente, J. Car Inspector . . . Milwaukee, "
 Miller, R. D. Section Laborer . . . Marinette, "
 Sielaff, B. C. Agent-Operator . . . Oshkosh, "
 Stafford, E. E. Custodian . . . Florence, Ill.

Milwaukee Terminals & Shops

Balcerak, W. Mach. Helper . . . Milwaukee, Wis.
 Bilty, G. J. General Foreman . . . " "
 Buetow, A. W. Sched. Supervisor . . . " "
 Burck, D. C. Steamfitter . . . " "
 Carlson, F. E. Blacksmith . . . " "
 Drum, G. A. Switchman . . . " "
 Galbrecht, F. W. Painter . . . " "
 Gilligan, H. V. Store Clerk . . . " "
 Humble, K. C. Machinist . . . " "
 Jacobson, S. G. Chief Yard Clerk . . . " "
 Keefe, G. E. Loco. Engineer . . . " "
 Kubis, J. J. Cabinet Maker . . . " "

Millard, E. M. Clerk . . . Milwaukee, Wis.
 Papp, S. Carman . . . " "
 Parteka, A. J. Welder . . . " "
 Pelzek, H. L. Janitor . . . " "
 Richter, A. Machinist . . . " "
 Ryan, D. P. Fireman . . . " "
 Struckel, H. General Foreman . . . " "
 Smith, R. A. Stenographer . . . " "
 West, B. R. Switchman . . . " "

Off Line

Larson, G. W. Trav.-Frt. & Pass. Agent . . . Salt Lake City, Utah

Rocky Mountain Division

Craig, W. J. Loco. Engineer . . . Deer Lodge, Mont.
 Beck, R. D. Agent . . . Highwood, "
 Henderson, A. W. Carman . . . Deer Lodge, "
 Mesher, W. W. Section Foreman . . . " "
 Morris, C. A. Time Revisor . . . " "
 Palmer, A. C. Loco. Engineer . . . Miles City, "
 Ugland, G. R. Clerk . . . Deer Lodge, "
 Yothers, M. A. Section Laborer . . . Miles City, "

Terre Haute Division

Inman, J. H. Brakeman . . . Bedford, Ind.
 Singleton, W. Asst. Track Foreman . . . Latta, "

Twin City Terminals

Anderson, T. L. Red Cap & Porter . . . Minneapolis, Minn.
 Cadow, L. F. Clerk . . . St. Paul, "
 Erickson, M. Carman . . . Minneapolis, "
 Friedrich, C. W. Trucker . . . St. Paul, "
 Gosset, E. D. Coach Cleaner . . . Minneapolis, "
 Jewett, E. T. Mach. Helper . . . " "
 Lynch, E. L. Brakeman . . . St. Paul, "
 Lynch, P. J. Freight Handler . . . " "
 Montez, E. H. Section Laborer . . . " "
 Thompson, F. O. Switchman . . . Minneapolis, "
 Woodhouse, W. P. City Ticket Agent . . . " "

W. F. Ingraham

W. F. INGRAHAM, 86, special representative to general manager when he retired in 1949, died on Oct. 21 at the Palo Alto Convalescent Hospital in Palo Alto, Calif.

Mr. Ingraham, a native of Evanston, Ill., had a long and interesting career with the Milwaukee Road, starting when he was still a schoolboy and sold newspapers and fruit on suburban trains. After attending the academy of Northwestern University, he joined the rail-

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road in 1897 as a messenger at the Division Street freight office in Chicago and later became a freight conductor. Advancing through various positions, in 1918 he was appointed trainmaster at Sioux City, and in 1923 assistant superintendent of the Chicago Terminals. He became superintendent of the Iowa & Dakota Division in 1925, of the merged IM&D Division in 1931, and special representative to general manager in 1947.

Burial was in Mason City, Ia., beside his wife Ella, who died in 1953. Surviving are a son, Sidney C., Houston, Tex.; a daughter, Mrs. Miriam S. Kohlhurst, Palo Alto; five grandchildren; six great-grandchildren, and a brother, Ira J., in Evanston.

A. S. Price Retires From Des Moines Traffic Post



A. S. Price

THE retirement of A. S. "Stan" Price, district manager-sales at Des Moines, Ia., was observed by a large number of his railroad and business friends at a luncheon held Nov. 14 in the

Kirkwood Hotel. The affair was arranged by Willard Clarkson, traffic manager of the Farmers Grain Dealers Association of Iowa, and George Deegan, traffic manager of the Pittsburgh-Des Moines Steel Company, who, aided by Mr. Price's staff, were successful in carrying it off as a surprise.

Many of Mr. Price's traffic department associates from other cities were present, in addition to which he received letters of congratulation from President Curtiss E. Crippen and other officers of the railroad who could not be present. As a remembrance, he was presented a set of diamond cuff links and a gift of cash.

The Prices were honored also by the Des Moines office force and personal friends at a party in the home of D. E. Hutchings, vice president of the Hawkeye Securities Company. The occasion was marked by members of the force with a gift of an engraved silver tray.

They plan to make their home in California, where Mr. Price had represented the railroad in the San Francisco and Oakland territories from 1936 until 1956, when he became division freight and passenger agent in Miles City, Mont. He had served as district manager at Des Moines since Feb. 1, 1960.



Choo Choo College for Sales Trainees

The Permacel Express, a luxurious passenger train, will begin a tour of the country starting in January, 1967. Nicknamed Choo Choo College, it will be used by the Permacel Division of Johnson & Johnson, manufacturer of pressure-sensitive tapes, to train several thousand distributor salesmen.

The train consists of three coaches painted red, white and black with gold trim, and a steam locomotive and coal tender converted to diesel operations. The cars have been remodeled and decorated in the 1890-1920 period, and outfitted with antiques and late Victorian furnishings. One coach serves as a dining-parlor car and is furnished sumptuously with plush carpets, tufted chairs and banquettes, a canopied oak bar, marble topped tables, oil paintings, silk fringed window swags, brass cuspidors and a player piano.

Another car contains a kitchen, quarters for the crew, and a battery of heat, electricity, air conditioning, and other power facilities. The kitchen is a replica of those on trains half a century ago, except for modern cooking and dishwashing installations.

The heart of the train is the classroom car, which blends the decor of the past with the latest in audio-visual equipment, including closed circuit television. At the rear is a small lounge outfitted with antique furniture upholstered in satin damask, and at the end another familiar sight on passenger trains of yesteryear—an observation platform with a brass rail and fittings.

Each week or two the train will stop at a different city or town, so classes can be conducted in the distributors' own territory.



Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Sympathy was extended to Switchtender E. Rozkals on the death of his daughter; to Switchman Gordon Griffin and to Paul Mertens, who lost their fathers; to Switchman Harold Arndt and to Russell Myers on the death of their wives; and to Tom Phillip and family on the death of his father, Retired Switchman Jacob (Tango) Phillip, on Oct. 6.

Congratulated recently on their marriage were Gilbert Schnable—the bride's name is Sandy—Leon Chernos and Vern Sage. Switchman Pat Ryan was married earlier this year to Carole Schnittke. A reception followed at Underwood Court in Wauwatosa.

Belated congratulations to S&M Brakeman Harnack, who married Karen Scheel at Forest Home Avenue Lutheran Church. A reception followed at "Jerry's," and they honeymooned in California.

There was a wedding also in the William Birdsell family: daughter Linda Lou to Thomas Haring on Oct. 22 at Sacred Heart Church, St. Martins' with a reception at Rawson Oaks.

Switchman Ted Egan and wife welcomed a baby boy, Theodore Robert, on Oct. 5; Switchman Robert Radke and wife have announced the birth of Robert Jr.; and the Al Owens family was congratulated on the birth of a boy, Kory.

Sympathy was expressed recently to Wallace Braatz on the death of his wife, Jean; to Newton Caswell on the death of his wife, June; to Yardmaster Tom Farrell on the death of his father; and to Dan Jaeckels and Brian Jacobs on the death of the father and grandfather, Fred (Doc) Jaeckels.

Dorothy Blask, secretary to regional manager-sales, is recuperating from surgery at her home at this writing. Cards and notes may be addressed to 3133 W. Wisconsin Ave., Milwaukee 53208.

Mrs. Golde Ballou, the matron, is confined to Mount Sinai Hospital at this writing.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Trinity Presbyterian Church has an exceptionally good children's mixed choir of nine and ten year olds, which appeared on the WTMJ-TV program, "Today for Women." Denise Bartelt, daughter of Disbursement Clerk Mary Bartelt, is a member and appeared on the program, which is a color feature with TV commentator Bea Russell. The children made a colorful picture in their choir robes with red bow ties, and the reception was delightful.

Our industrious rate clerk, Mary Boyland, who is also a student at UWM, has received a \$1,000 Leadership Scholarship, commencing September, 1966 and lasting through May,

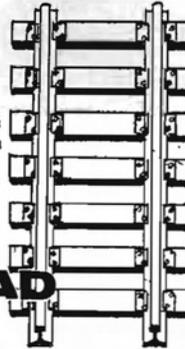
1967. Mary's good fortune, however, is not ours, since she plans to leave the Road in order to pursue her education on a full-time basis. Our good wishes are certainly with her.

Ruth Konke was the successful bidder for the position of keypunch operator in the material division, and will leave Regional in November.

A 623 was the count in the Court 880 bowling league for Rick Franco, rate clerk, on Oct. 19. Rick earned the nickname of "Hotshot" in the Transportation Club bowling team, but seems to be making out all right in his new team.

The new arrival at the Larry Gleasons is a boy named Scott Richard, born on Oct. 7. Larry is an expense

ABOUT PEOPLE OF THE RAILROAD



and bill clerk in the outbound department. The Gleasons have a daughter, Stacy Ann.

Barbara Dominguez spent two weeks in warm and sunny Mexico with her two children. Barbara was a resident of Mexico for a time and still enjoys her vacations there.

Rate Clerk Jerome Hofkes enjoyed a vacation trip to Hawaii, and returned with a nice tan and beautiful colored movies of his stay there.

AGENCY

Esther Millard decided to take her pension Sept. 23 after 26 years service, and was honored with a cake and coffee get-together in the office. Esther started in the telegraph department at the old depot under her maiden name of Esther Miller. Twenty-four years were spent at the Fowler St. address at House 7 and 11. She then worked in OS&D, pickup and delivery, and last, as clerk on the C&O desk. Retirement followed a recent trip to Europe to visit a son stationed in Germany, and to visit another son in the eastern U.S. Esther expects to take things easy.

Melvin H. St. Clair, former employe of House 7, Fowler St., passed away Sept. 23. He is survived by his wife, Helen; a sister, Mrs. Charles Reisimer; and nephew Ronald Reisimer. Mr. St. Clair was a member of the Milwaukee Travelers and Wisconsin Consistory, and Masonic services were held under the auspices of Wisconsin Lodge No. 13 F.&A.M. Interment was at Pinelawn Memorial Park.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL ADJUSTER'S OFFICE: Hugh J. McCann, after spending several years at Minneapolis, Perry and Missoula, is back in the Seattle office as district adjuster, with a territory of Othello west . . . We also welcomed back William C. Klar, recently appointed district adjuster at Missoula, with a territory of Alberton to Miles City. The Klars are glad to be back in Montana, and are making their home close to the University of Montana campus.

ASSISTANT GENERAL MANAGER'S OFFICE: Roger Wilhelm continued his winning ways by teaming with Mrs. Jerry Batley and Frank Olson to win the mixed doubles and men's doubles championship of the Phantom Lake Tennis Club in Bellevue.

REGIONAL DATA OFFICE: Mildred Kinchen was recently welcomed to our staff as the new keypunch operator . . . Fall vacationists included Stewart Bowler to Hayden Lake, Ida.; Raymond Kester, with his parents at Lewistown, Mont.; and Joyce Ask and husband to California.

REGIONAL MANAGER'S OFFICE: Lynn O'Leary, secretary to the assistant regional manager-sales, enjoyed a lovely vacation in Mexico. Lynn left by plane Oct. 1, stopping first in Mazatlan and Guadalajara, then on to Mexico City for a 10-day stay. With unlimited things to do there, Mexico City was the most interesting in Lynn's estimation. She also remarked that most amazing throughout Mexico was the lack of machinery in industry—everything is done by hand. A three-day sojourn to Acapulco was also in the tour . . . And speaking of vacations, your correspondent, along with husband Hillery, motored to beautiful Banff and Lake Louise, with side trips to Moraine and Emerald Lakes and a stopover on the return at Penticton, B.C., on Lake Okanogan. The following week found us motoring down the Oregon Coast, spending two nights on the ocean and two nights with relatives in Rogue River, Ore.

TRAINMASTER'S OFFICE: A. W. Hervin, retired assistant superintendent of the Coast Division, passed away in Seattle Sept. 24, at age of seventy. Mr. Hervin, who retired in 1960, is survived by his wife, Helen, and two sons, Albert W. Jr. of Richland, Wash., and Ray, of Oak Ridge, Tenn. . . . Retired Portmaster Edwin M. Martin and Mrs. Martin, of Seattle, have completed a four-month tour of Scandinavia, and before returning to Seattle spent the month of October in Minneapolis.

The Employees' Western Milwaukee Federal Credit Union has shown tremendous growth in the past year, according to President George F. Flynn, with assets now totaling well over

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Active in National Defense

E. M. Isaacson, operator at West Yard in Sioux City, Io., is acting here in his capacity as Major Isaacson, commander of Dakota Point squadron of the Civil Air Patrol, as he presents an award for outstanding cooperation with the Civil Air Patrol cadet training program to B. E. Barbo, local secretary of the Fraternal Order of Eagles (right), as D. D. Billings, grand worthy president, stands by. Mr. Isaacson has been active in the National Guard for about 12 years.



HONORING A 50-YEAR VETERAN. Joseph Wager, division clerk in Chicago-Union Station headquarters of the freight traffic department, pictured recently with Mrs. Wager as he received a Gold Pass for 50 years of service. On hand for the occasion are, from left, F. J. Brennan, freight traffic manager; W. D. Sunter, traffic vice president-rates and divisions; E. W. Chesterman, assistant vice president-rates and divisions; J. L. Riplinger, assistant freight traffic manager; and W. S. McKee, general freight traffic manager. Mr. Wager's service, starting on Oct. 2, 1916, has been concerned almost entirely with rate and division work.

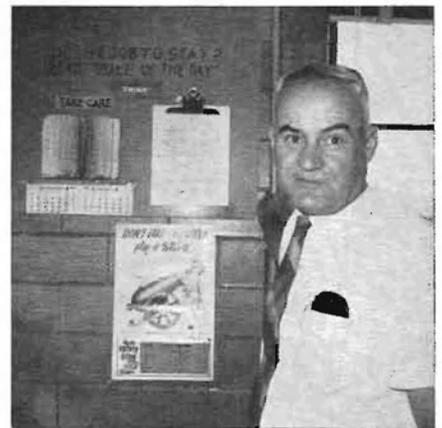
FATHER OF THE BRIDE. E. H. Moll, assistant city ticket agent in Chicago, pictured with his daughter, Lois Kathryn, at her recent marriage to Theodore Voss in the Ravenswood Methodist Church. The couple spent their honeymoon in Colorado and are now living in Franklin Park, Ill., where Mr. Voss is employed as a cost analyst for the Wilson Sporting Goods Co. Lois Kathryn, a graduate of Colorado University with a degree in education, is teaching in the River Grove elementary school.



CAR DEPARTMENT VETERAN RETIRES. A. W. "Augie" Buetow, schedule supervisor at Milwaukee Shops (right), accepts the congratulations of V. L. Waterworth, shop superintendent, upon retiring Sept. 30. Mr. Buetow had 48 years of service, all in the car department at Milwaukee.



SOME PUMPKINS! Five pumpkins grown by the Richard Waskows of Rolla, Mo., dwarf their year-old-son Robert, who weighs 25 pounds. From left the pumpkins weigh 125, 75, 130, 105 and 101 pounds respectively. Thirteen seeds they selected for oversize characteristics produced a total of 1,450 pounds of pumpkin and squash, all without fertilization. Mr. Waskow, a graduate student at the University of Missouri, is the son of Engineer August Waskow of the Milwaukee Division.



BULLETINED FOR SAFETY. William Stetzner, agent-yardmaster at Butte, Mont., pictured with the bulletin board he designed to post the Rule of the Day and other notices directing the attention of train and engine crews to safe working habits. The board also accommodates a rule book and the current listing of division and department safety standings.



STAR-SPANGLED SAVERS. The employees of the Iowa, Minnesota & Dakota Division, who were awarded a Minute Man Flag in 1964 for outstanding support of the United States Savings Bond Program, recently received their second star signifying group participation in the payroll savings plan. Displaying the flag with the additional citations from the Treasury Department is Superintendent W. K. Peterson, center, with A. H. Haakenson, president of the Austin (Minn.) State Bank and chairman of the District 9 Savings Bond Committee, left, and A. L. Sponberg, vice president of the First National Bank and chairman of the committee for Mower County. The flag testifies to a better than 50 per cent enrollment ratio in the Treasury Department program.

\$170,000, and 5½% dividends being paid on savings. Offices are now open five days a week from 10 A.M. to 1 P.M. at 2207 1st Ave. So., adjacent to our Stacy Street yard.

John F. Olson of Cle Elum, section foreman at Hyak, Wash., for many years, who retired this fall, was honored at a potluck picnic at the Swauk picnic grounds attended by some 50 well wishers. The get-together was a surprise planned by Vern Nevitt, John Gordon and Don Wennikamp, who presented him with a testimonial plaque, in addition to which he received a wallet filled with greenbacks.

Earle D. Watson, 69, retired crane operator, died Sept. 21 in a Tacoma hospital. Surviving are his wife, Ann, in Tacoma, and four sisters.

Lieutenant Commander Clement J. Morrisette Jr., the only son of Conductor Clem Morrisette of Othello, Wash., was one of the 42 Navy men who lost their lives off the coast of Viet Nam on Oct. 26 in the tragic fire aboard the aircraft carrier *Oriskany* caused by the explosion of 600 magnesium flares. In fighting the fire, he succumbed to flames and smoke.

Clement was well known to railroad people on the division, having worked as a brakeman during summer vacations while he at-

tended Gonzaga University. He enlisted in the Navy in 1953 and at the time of his death had been piloting planes based on the *Oriskany*. Military services were held in Spokane on Nov. 7, with burial in Holy Cross Cemetery. He is survived by his wife, Carol Jean, a son, Cris, 7, and a daughter, Caryon, 5, in Lemoore, Calif.

At Warden, Wash., the street north of the Milwaukee Road that runs east and west has been named Evan Hall Avenue by the city council, in honor of the road's retired agricultural agent. Mr. Hall, a former resident, was very active in civic affairs and had served as a councilman.

Terre Haute Division

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

Howard Nolan, of St. Bernice, Ind., died at the Paris, Ill., hospital on Sept. 28. Mr. Nolan, a retired machinist, had worked in the shops at St. Bernice. He is survived by a niece, Mrs. Margaret Wagner of St. Bernice, and a half-sister, Mrs. Mary Reed of Tacoma, Wash. Burial was in Sugar Grove Cemetery.

Retired Engineer Orville E. "Beany" Miller died at the Meadows Manor Nursing Home in Terre Haute on Oct.

6. Mr. Miller retired in February with 47 years of service. He was a member of the Masonic Lodge, F&AM, at Dana, Ind. He is survived by the widow, Florence; a sister, Mrs. Bernice Steppe of Terre Haute; and a brother, Lowell of Terre Haute. Burial was in Toronto Cemetery.

Sandra Kay Bennett, 14, daughter of Mr. and Mrs. Robert Bennett, died Oct. 9 at Terre Haute. Robert is a clerk in the Terre Haute freight house.

Andrew J. Sellers, father of Arthur Sellers, clerk at Chicago Heights, Ill., and Merrill Sellers, operator at Humrick, Ill., passed away on Oct. 5.

Aberdeen Division

EAST END

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

Brakeman Monty Todt flipped a coin. It came up "hearts," so he resigned as a brakeman and left for Los Angeles, where he was married recently to Jeanie Lee, and now Monty is going to school. The new Mrs. Todt works for Western Airlines.

At Agent Parker's house, it's a boy. His name is Timothy Virgil and he arrived just at noon on Sept. 27. His sister, Maria, is all for him, 100 per cent.

Captain David Halverson and his wife visited for a short time with David's parents, Engineer Ward Halverson and wife. Then he left, bound for Viet Nam. David's wife teaches in the public schools of Loyal, Wis.

Retired Engineer Conrad Helseth died Sept. 13 in Minneapolis, and Retired Engineer L. J. "Si" Wisner died at the Montevideo Hospital the same day. Frank Krueger, former carman at Montevideo and Minneapolis, passed away Sept. 7. He was a brother-in-law of the Natzel brothers. Retired Conductor Frank "Jum" Reeve died suddenly Sept. 14 at his home in Milbank, S.D. John Lanning, Sr., who was with the maintenance of way department prior to his 1945 retirement, died Oct. 22 at the age of 88. He was the father of Lineman John Lanning of Montevideo. Retired Engineer Leslie Batty died Sept. 20 at the age of 78, in Minneapolis.

We have three new brakemen on the East Aberdeen Division: Terry Murray, his brother-in-law, Jeffrey Miller, and David Anderson. Brakeman Roger Funk was called into the Army just when the railroad blood started to flow in his veins. He is in Texas now, getting all wised up on heavy equipment.

Dispatcher Chuck Rodeberg has left his native Minnesota and is now a dispatcher at La Crosse. Lynn Van Horn bid in the Watson agency, left vacant by Chuck's move. For the present, we have Herman Hein at Montevideo in Van's place.

We miss the friendly smile of tall, lanky Bob Lark, assistant industrial engineer out of Chicago, who has gone

(Continued on page 20)

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WALKATHON ON HIS 71st BIRTHDAY.

R. T. McSweeney, retired foreign freight traffic manager, rests on the steps of his home in Oak Park, Ill., after marking his 71st birthday by walking the 10 miles from his office in downtown Chicago. He is now the Midwest representative of the Port of Longview, Wash. His walking companion shown here is his attorney, Anthony Sicilia Jr. of Oak Park. Mr. McSweeney, who has always enjoyed walking, does about four miles a day. (Oak Leaves photo)



◀ **ROMAN HOLIDAY.** Visiting the Trevi Fountain, an attraction for tourists since "Three Coins in the Fountain" hit movie screens, is Cele Abrahm, chief clerk to district manager-passenger sales in Milwaukee. Touring Italy this fall on her vacation, Cele spent three weeks sightseeing in Rome, Milan, Venice, Florence, Naples, Sorrento, and on Capri. High spots of the trip included an audience with the Pope and attending a Mass for Peace said by the Pope before an assemblage of 100,000 in St. Peter's Square.



SENIOR EMPLOYEES.

R. P. Heinan, manager of the regional data office in Milwaukee (left), presents passes for long-time service to Clerks C. Maciolek, A. Jesko, E. Wencka and A. Stollenwork, and Assistant Cashier T. Wojtasiak. Mr. Maciolek received a Silver Pass for 45 years and the others were presented 40-year passes.



RETIREMENT GIFTS were in order for Rosebud Wittwer, comptometer-typist in the mail, baggage and express department in Chicago, on Sept. 30, her last day of work in 40 years of service. Mr. Wittwer, left, was present for a cake and coffee party in her honor, in addition to which women employes in the Union Station feted her at a luncheon in the Fred Harvey Canterbury Room. Rosebud had 24 years of service in the Fullerton Avenue "comp" bureau before transferring to the MBGE department in 1950. She and her husband will continue to live in Chicago.

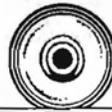
THE CARRS MARK THEIR 50th.

Mr. and Mrs. George A. J. Carr of Miles City, Mont., shown on their 50th wedding anniversary, which was observed with a Mass at Sacred Heart Church, followed by a family breakfast, and an open house at the home of their son John. Other members of the immediate family present included their sons George of Seattle and James of Miles City, and their daughter Mary and husband from Douglas, Alaska. Mr. Carr retired as district storekeeper in 1950, with nearly 45 years of service. (Coffein photo)



HONORED AT A SAFETY MEETING held recently in the Western Avenue roundhouse, Pipefitter Bren Birzetis receives a Gold Pass and congratulations on an outstanding safety record, never having suffered a disabling injury during his 50 years of service. Taking part in the ceremony are District Master Mechanic E. J. Mueller, left, and Pipefitter Foreman C. Gober. Mr. Birzetis has worked at Western Avenue since 1926, having transferred that year from Sioux City.

here's how we're doing



	Third Quarter Ending September 30		Nine Months Ending September 30	
	1966	1965	1966	1965
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$67,916,713	\$64,768,609	\$194,742,740	\$178,712,471
PAID OUT IN WAGES	30,494,416	28,527,585	85,805,727	83,364,460
PER DOLLAR RECEIVED				
(cents)	44.9	44.0	44.1	46.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,061,298	2,687,489	8,537,424	7,856,574
PER DOLLAR RECEIVED				
(cents)	4.5	4.1	4.4	4.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ..	33,030,300	30,725,400	93,491,801	87,674,355
PER DOLLAR RECEIVED				
(cents)	48.6	47.4	48.0	49.1
NET INCOME	1,330,699	2,828,135	6,907,788	
NET LOSS				182,918
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	289,546	283,712	848,396	804,833
Increase 1966 over 1965 ..	5,834		43,563	

(Continued from page 18)

up the ladder quite a few rungs since his high school days when he started working for the railroad during summer vacations. Bob resigned from the Milwaukee and accepted the position of real estate manager of the Calumet and Hecla Co., Evanston, Ill. It sounds like a real challenge, but for Bob it'll be a lark!

Back in 1922, Frank Scheff started working on the railroad near Big Stone City, taking down snow fences in the spring. Fourteen years later he became section foreman at Fargo and now, 30 years later, he's enjoying the peace and comfort of his home, watching TV and waiting for the mailman who brings his pension check. It is common knowledge, to all who know Frank, that he always got his line up an hour early every morning he worked in order to reach his work site before the 8 o'clock traffic rush. This, no doubt, contributed to his enviable safety record.

Curt Doring and Charles Rhode, who have been employed by the Montevideo car department during the beet loading season, have transferred to the St. Paul car department.

Friends of the Louis Dunlaps, retired Lakeville agent, were sorry to learn of a recent automobile accident which happened while the Dunlaps were en route to Rochester, Minn., for medical attention. Someone made a

left-hand turn, out of turn, and put both Louis and his wife in the hospital, and the car will never run again. The Dunlaps live at 2000 Arizona Drive, Ventura, Calif.

Elmer Rowekamp, electronic supervisor from Milwaukee who calls on this territory regularly, proudly showed us the picture of his new "daughter." Kathy, 16, is a foreign exchange student from the Philippines, and is a senior in a Milwaukee high school. The Rowekamps' own Vicky is also 16 and also a senior, so the set-up is perfect.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Strucel's Supper Club in Milwaukee was the scene of a retirement party the Saturday of Sept. 24 at which Roadmaster Leon Cole was honored by a large number of his friends. Assistant Division Engineer F. P. Pawlak presented gifts to Mr. Cole and his wife, and Signal Maintainer L. D. Scott of Wadsworth, Ill., surprised Mr. Cole with a desk lamp having a miniature Milwaukee Road hopper car and movable turnout mounted on the base.

Upon retiring on Oct. 4, Mr. Cole had been with the road more than 45

years. He was promoted to roadmaster in 1947, serving at Horicon until 1949, when he was transferred to Milwaukee with jurisdiction on the C&M and "J" lines. He is making his permanent home in Siren, Wis., on Little Sand Lake.

In the July-August issue of the magazine there was a picture of rice harvesters moving by train from the J. I. Case plant at Bettendorf, Ia., to points in Louisiana and Texas. This brought back memories to Engineer Elmer Stewart of Beloit, who sent us an old photo of a flag-bedecked pair of G-6 locomotives hauling a trainload of steam tractors out of the Case plant at Racine. (Ed. note: Unfortunately, the photo couldn't be reproduced in the magazine.) Looks like we may change the product over the years, but we still stand ready to haul it in any amount.

Herman Ogden, chief clerk to Superintendent F. H. Ryan, has been promoted to the lease and contract department in L. V. Anderson's office.



At a retirement party in his honor, Roadmaster Leon Cole (center) is pictured with General Roadmaster R. G. Simmons (left) and F. H. Ryan, superintendent of the Milwaukee Division. For the full report, see the Milwaukee Division news.

SECOND DISTRICT

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

David M. Winter, secretary to the assistant superintendent in Green Bay, recently became a father for the first time. Mother and Mary Michelle are both very well.

Yardmaster Ole E. Peterson's wife recently underwent surgery and at this writing is back home recuperating.

Harvey M. Moureau, delivery clerk for many years in the freight house at Green Bay, more recently handling mail on our trains, suffered a heart attack and is at home at this writing.

We are sorry to report the death of James Wizner, retired engineer.

Mrs. Henry E. Bennett passed away recently. Her husband preceded her in death in 1961. Mrs. Bennett was a member of the Milwaukee Road Ladies Auxiliary.

John L. Brown, demurrage clerk at

The Milwaukee Road Magazine



MINNEAPOLIS RETIREMENTS. Freight Agent W. P. "Bill" Radke (left) and Elizabeth Hessburg, claim clerk, who retired recently, are presented with remembrances from their Minneapolis co-workers by A. J. O'Rourke, Mr. Radke's successor, at a coffee party in their honor. Mr. Radke had 45 years of service, and Miss Hessburg's retirement on Nov. 1 terminated 48 years with the road. Mr. Radke was honored also at a banquet held by some 100 friends in the railroad and shipping fields.

Green Bay, spent a week's vacation in Louisville, Ky., where he visited his son and daughter-in-law and family, plus a brand new grandson, born Oct. 24.

Charles L. Feak, 47, agent at Channing, Mich., died unexpectedly at his home on Oct. 27 of a heart attack. He was born in Lena, Wis., graduated from the Channing High School, and had been employed by the railroad in the Channing area for some 25 years. He was a member of the Sagola Township Sportsmen's Club and the International Association of Telegraphers. Surviving are his wife, Marie; four sons, Peter, Paul, Jack and Stephen; a daughter, Mrs. Jene Clark of Horicon, Wis.; and a grandchild.

The Women's Club at Iron Mountain held its annual dinner honoring retired employes and their wives on Oct. 29. Cards were played, and each retired employe received a gift. The committee in charge consisted of Mmes. Joe Ashenbrenner, Tony Ambrosia, John Ewig and Everett Hubbs, and Mr. Hubbs, trainmaster at Iron Mountain, was master of ceremonies.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

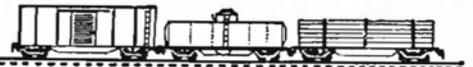
Edna M. Bowers, Correspondent
Office of District General Car Foreman, St. Paul

Carman Bill Anfang holds the office of president of the Minnesota Territorial Pioneers. This organization has a unique collection of antiques relating to the history of the state. State Fair week is an especially active time for Bill, as he is on hand to greet visitors and offer information on the many items of historical interest in

(Continued on page 24)

November-December, 1966

Carloadings



JANUARY-NOVEMBER 1966 COMPARED WITH SAME PERIOD IN 1965

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		ELEVEN MONTHS		INCREASE	
		1966	1965	1966 over 1965	% of increase
	INCREASED				
12.4%	Grain	99,809	80,655	+ 19,154	+ 23.7%
9.9	Lumber or dimension stock...	52,623	52,153	+ 470	+ .9
5.8	All other paper or allied products	58,240	53,879	+ 4,361	+ 8.1
4.0	All other wood products (incl. plywood)	26,025	25,708	+ 317	+ 1.2
3.8	Stone, clay or glass products..	41,811	41,547	+ 264	+ .6
3.4	Coal	73,296	67,854	+ 5,442	+ 8.0
3.3	Motor vehicles	15,502	14,268	+ 1,234	+ 8.6
3.1	Grain mill products	52,655	51,675	+ 980	+ 1.9
3.0	Meat (fresh, chilled or frozen)	34,782	29,740	+ 5,042	+ 17.0
2.8	Nonmetallic minerals; except fuels	54,128	53,427	+ 701	+ 1.3
2.5	Pulp or pulp mill products...	15,800	15,564	+ 236	+ 1.5
2.3	Industrial chemicals	16,897	13,965	+ 2,932	+ 21.0
2.2	All other chemicals or allied products	25,216	22,619	+ 2,597	+ 11.5
2.2	Freight Forwarder & Shippers Assn. traffic	32,539	30,799	+ 1,740	+ 5.6
2.1	Canned fruits, vegetables and seafood	23,796	22,140	+ 1,656	+ 7.5
2.0	Waste or scrap material	23,841	20,101	+ 3,740	+ 18.6
1.8	Fabricated metal products ...	16,977	14,377	+ 2,600	+ 18.1
1.4	All other machinery (except electrical)	8,986	8,651	+ 335	+ 3.9
1.3	Electrical machinery or equipment	10,926	9,669	+ 1,257	+ 13.0
1.2	Farm machinery or equipment	14,621	13,932	+ 689	+ 4.9
1.1	Soybeans	10,286	9,928	+ 358	+ 3.6
.8	Potatoes other than sweet ...	7,691	7,331	+ 360	+ 4.9
.6	All other farm products (incl. sugarbeets)	12,309	11,925	+ 384	+ 3.2
.6	Coke, oven or blast furnace products	9,493	8,367	+ 1,126	+ 13.5
4.2	All other carload traffic	57,446	47,239	+ 10,207	+ 21.6
77.8%		795,695	727,513	+68,182	+9.4%
	DECREASED				
	loading of these commodities	ELEVEN MONTHS		DECREASE	
	in 1966 under 1965	1966	1965	1966 under 1965	% of decrease
3.6%	Primary iron or steel products.	31,092	32,566	- 1,474	- 4.5%
3.3	All other food products (incl. sugar)	28,316	29,227	- 911	- 3.1
3.0	All other transportation equipment	31,302	32,789	- 1,487	- 4.5
2.7	All other primary metal products	18,342	19,207	- 865	- 4.5
1.9	Petroleum natural gas or gasoline	24,062	25,898	- 1,836	- 7.1
1.9	Primary forest products	52,020	52,107	- 87	- .2
1.8	Malt liquors	20,709	21,093	- 384	- 1.8
1.0	Dairy products	9,851	11,658	- 1,807	- 15.5
.8	Fresh fruits and vegetables ..	10,798	12,072	- 1,274	- 10.6
.7	Beverages (except malt liquors)	8,142	8,719	- 577	- 6.6
.6	Livestock	7,401	8,054	- 653	- 8.1
.6	Metallic ores	5,418	7,063	- 1,645	- 23.3
.3	Small package freight shipments (LCL Mdse.)	368	13,864	- 13,496	- 97.3
22.2%		247,821	274,317	-26,496	-9.7%
100.0%	Total (Includes LCL Mdse.)	1,043,516	1,001,830	+41,686	+4.2%
	Total (Excludes LCL Mdse.)	1,043,148	987,966	+55,182	+5.6%

NEW!

FOR MILWAUKEE ROAD EMPLOYEES

DEPENDENTS' INSURANCE PLAN for wife and children

for only **\$350** a **MONTH**

If disaster strikes a member of your family, nothing can eliminate the emotional shock. This low-cost insurance will, however, provide a substantial amount of emergency funds if your wife should die . . . funds which will keep your family together during this critical readjustment period.

This low-cost plan will also provide protection on your children.

When a wife dies, these financial problems arise:

- the cost of last illness and funeral bills can wipe out a family's entire savings
- the high cost of a housekeeper and someone to feed and care for the children every day so you can quickly return to your job as the breadwinner.
- higher income taxes because you no longer can file a joint return.

Insurance on the children helps take care of last expenses—medical and funeral costs.

Up to \$10,000 INSURANCE ON WIVES

Decreasing term insurance to age 68. This plan provides larger amounts of protection when it's needed most . . . when the family is young. *The amount of this protection increases 25% if there are no insured children.*

EXCHANGE PRIVILEGE

The wife's insurance can be exchanged for level, permanent protection between ages 55 and 60.

The amount of the new plan can equal the existing protection at her age under this plan.

Up to \$2,000 INSURANCE FOR EVERY CHILD

Whether there is one child in your family, five children, ten or more, each and every one of them is covered by:

- \$2,000 of protection from age six months to 22 years, if the insurance is applied for before age 18
- Children fourteen days old to six months old have \$500 of protection
- Automatic protection (after fourteen days) for *all* children born while the policy is in force *at no additional charge.*

The Milwaukee Road Magazine

**ALL THE EXTRA
ADVANTAGES**

- °Non-cancellable by the company
- °Low cost—premiums cannot be increased, benefits cannot be reduced.
- °No physical examination required
- °Premiums payable annually if you terminate employment
- °Easy to get coverage—just complete the short blue application attached to these pages, mail back in the attached postage-paid envelope.

SEND NO MONEY

You can pay your premium by automatic payroll deduction through The Milwaukee Road.

WHO IS ELIGIBLE?

Married males and females who are employed full time may apply for this coverage.

Only one unit of this plan may be owned by a family.

*Amount of Decreasing Life Insurance on the
Wife Determined By her age (last birthday)*

Age	Amount	Age	Amount
18	\$10,000	44	4,800
19	9,800	45	4,600
20	9,600	46	4,400
21	9,400	47	4,200
22	9,200	48	4,000
23	9,000	49	3,800
24	8,800	50	3,600
25	8,600	51	3,400
26	8,400	52	3,200
27	8,200	53	3,000
28	8,000	54	2,800
29	7,800	55	2,600
30	7,600	56	2,400
31	7,400	57	2,200
32	7,200	58	2,000
33	7,000	59	1,800
34	6,800	60	1,600
35	6,600	61	1,400
36	6,400	62	1,200
37	6,200	63	1,000
38	6,000	64	800
39	5,800	65	600
40	5,600	66	400
41	5,400	67	200
42	5,200	68 &	
43	5,000	After	0



CONTINENTAL ASSURANCE COMPANY

The Maurice C. Chier General Agency

735 North Water Street — Milwaukee, Wisconsin 53202

One of America's largest and strongest life insurance companies.

Over \$1,000,000,000 in assets

Over \$11,000,000,000 insurance in force.

HOW TO APPLY . . . (Send no money)

- A. Male employees must answer the questions in the blue application form to the best of their knowledge. The salary allotment agreement and application must be signed when applying for this coverage.
- B. Married female employees can obtain this protection. She must sign the salary allotment agreement, but her husband must sign the application on the line marked "applicant."
- C. Fold the application into the blue envelope, seal, and drop into any mailbox.

Don't delay

**SPECIAL ENROLLMENT PERIOD IS FOR
A LIMITED TIME ONLY!**

Send your application in today!



Passenger Coach Donated to City of Tomah

Tomah, Wis., long known as a railroad town, now has its own Milwaukee Road coach to display in the railroad park adjacent to the depot. The coach, one of the first streamlined type, is shown here being secured on a trailer for movement to the park as Alderman Harvey Sowle, chairman of the City Council railroad committee (right), and Peter Favre, chairman of the board of public works, look on. Plans are being discussed to renovate it for use as headquarters for the Greater Tomah Area Chamber of Commerce and the Milwaukee Road Women's Club at Tomah.

(Continued from page 21)
the two buildings which the Pioneers operate.

Fellow employes who have known and worked with Luther Cadow got together for a dinner at the Rand Restaurant in St. Paul, honoring Luther on his retirement. After 44 years of service as a clerk in the car department, Luther decided it was time to take life easy.

Bill Williams, invoice clerk in the material division, is on the sick list at this writing.

Fred Lonn has returned to work as invoice clerk in the material division after a lengthy illness.

Material division welcomed Mildred Maute, who joined their force as stenographer.

District Material Manager K. J. Kulk is convalescing at his home after having undergone surgery.

Death has come to two retired car department employes. Grant Emslie, former carman at St. Paul, passed

away July 7, and Elof Wendell, former passenger carman at Minneapolis, died in Rockford, Ill., on Oct. 3.

Jon, son of Assistant District Material Manager Norris Groth, completed his training at Hilo, Hawaii, in the Peace Corps volunteers, and was assigned to a teaching position in a school in Davao City, Mindanao, Republic of the Philippines. He is teaching elementary English, and writes long letters home about his interesting work and surroundings.

Minneapolis Coach Yard Foreman L. J. Foley was happily surprised when two of his sons, Tom and Joe, came home for a visit. Tom returned from Viet Nam, and received his discharge from active duty with the Marines. Joe, who is also with the Marine Corps, is stationed at Vista, Calif.

Robert Sullivan, son of General Foreman Pat Sullivan in the locomotive department, was married to Georgine Bendik on Oct. 22 at St. Helena's

Church, Minneapolis. Robert is with the Navy, and he and his wife flew to Hawaii, where he is stationed.

Stan Kyrk, chauffeur in the material division, took his daughter Lynn down the aisle at St. Peter's Church in North St. Paul on Sept. 17, when she was united in marriage to Benjamin Prax.

Fred F. Bauerfield, 85, retired St. Paul yard conductor, died Oct. 26 in St. John's Hospital. Services were held in Sacred Heart Catholic Church, with burial in Resurrection Cemetery. He is survived by two sons, Howard F. and Warren J., of St. Paul; five grandchildren; and 11 great-grandchildren.

Mrs. Albert L. Kimball, 75, wife of the former chief yard clerk at the St. Paul old yard, died in Chicago on Oct. 25 following a long illness. Services were at Our Lady of Perpetual Help Church, Chicago, with interment in All Saints Cemetery. Surviving, in addition to Mr. Kimball, are one son and four daughters; 24 grandchildren, including four who were adopted; and 19 great-grandchildren.

MINNEAPOLIS LOCAL FREIGHT AND REGIONAL DATA OFFICES

Bonnie Glotter, Correspondent

Fred Dafoe, bill clerk, who retired in 1947, was an office visitor recently. He looks spry enough to return to work.

Martha Osbloom is recuperating at home from an eye operation at this writing. She expects to return to work after Christmas. Gwen Stoneking is also recuperating from an operation, performed at Rochester.

The local freight office welcomed the following new employes—Dick Sutton, Paul Sutton, Robert Piper, George Holland and James Donner.

We are sorry to report the death of Louie Cohen, retired freight house check clerk, on Sept. 11.

Chicago General Offices

TRAFFIC DEPARTMENT

Trudy Rogde, Correspondent

On Sept. 26, Janis Ansell, stenographer in the general freight department, became engaged to Fred Warner of Berwyn, Ill. An Aug. 12, 1967, wedding is planned. Best wishes, Jan and Fred.

Another engagement that I am very



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45-YEAR VETERAN AT DULUTH. E. C. Chevalier, sales representative at Duluth, Minn. (right), receives a Silver Pass in recognition of 45 years of service with a congratulatory handshake from J. E. Shannon, district manager-sales in that city (left), and George Neu, regional manager-sales, Minneapolis. His entire railroad career has been with the Duluth agency.

Welcomed to the Wise Owl Club

You can do something dozens, hundreds of times, and never run into trouble, and then one day—

Anthony "Tony" Giambone Jr., a carman at our Bensenville shops, was pulling some scrap bands from the door of a box car recently when one broke loose and struck his glasses. The blow shattered the left lens, but the eye? Well, see for yourself, thanks to wearing safety glasses.

The incident put him in line for membership in the Wise Owl Club of America. What you're seeing here is the presentation of his certificate by District General Car Foreman J. F. Wilbur at a safety meeting conducted by Safety Engineer M. E. Stewart. Standing by is Car Foreman J. F. Pedersen.



LONG TIME LA CROSSE DIVISION EMPLOYEES. Engineer William Doris, who has completed 45 years of service, and Retired Engineer Lester Showers, a veteran of 50 years (center and right), are presented with a Silver and Gold Pass, respectively. Doing the honors is Assistant Superintendent F. J. Love.

REPRESENTING 140 YEARS OF SERVICE,

Milwaukee Shops veterans Marty Makoutz, oxy-acetylene plant operator, Frank Hense, assistant foreman of the forge shop, and Walter Ewig, blacksmith welder (left to right), are shown receiving their respective 50, 40, and 50-year passes from R. A. Baum, general foreman of the forge shop.



RECEIVING A GOLD PASS for 50 years of service, Allen J. Harnish, an engineer on the Milwaukee Division at Channing, Mich. (center), is congratulated by Trainmaster E. L. Hubbs, with Roundhouse Foreman George Walling standing by. He started as a fireman on Apr. 26, 1916, and has a seniority date of Dec. 14, 1921 on the engineers' roster.



UNUSUAL SERVICE RECORD. Switchman Fred Thompson of Minneapolis, marking his last day with the railroad on Sept. 30, is shown (center) with Switchman Ivar Osum, Engineer Jerry Stein, and his sons Wallace and Wayne (left to right). Upon retiring at the age of 70, Mr. Thompson could point to the record of having worked continuously for more than 54 years entirely in switching service.



ROCKY MOUNTAIN WEDDING. George M. Corson Jr., machinist helper at Lewistown, Mont., and the former Kathy Marie Arensmeyer of Missoula pictured at their recent marriage in Zion Lutheran Church at Lewistown. The bride is a graduate of St. Joseph's School of Practical Nursing in Missoula. Mr. Corson is the son of the road's roundhouse foreman in Lewistown. (Schmeling photo)

happy to announce is that of your correspondent, Trudy Rogde, to Larry Polep of Chicago. Larry and I became engaged on Oct. 28.

On Sept. 30, Joseph Wager, division clerk, received a Gold Pass for 50 years service. A luncheon in his honor was held in the Gold Lion Restaurant.

On Oct. 6, a retirement party for Werner B. Fisher, former assistant freight traffic manager, was held at King Arthur's Pub. Seventy-five friends and co-workers were present to extend their best wishes to Mr. Fisher and his lovely wife, Irene, for a long and happy retired life.

On Oct. 3, the general freight department welcomed back Frank Klemm, file clerk, after a six month stay in the hospital.

On Oct. 13, Cleo Airola welcomed her son, Darwin, home after a six month tour of duty in Viet Nam. Darwin, now a civilian, is very happy to be home again with the family.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

At the time this is written we understand E. A. (Ed) Witt, retired chief clerk to vice president-operation, is not in very good health and is confined to his home. We know he would enjoy hearing from his friends. His address is 1823 North Mayfield Ave., Chicago, Ill.

A number of changes in personnel took place on or about Nov. 1, as follows:

John M. Jarmotz, secretary to Mr. Quinn, transferred to the CB&Q railroad as secretary to Mr. Quinn when he became president of the CB&Q.

George G. Grudnowski, contract assistant in the general manager's office, has been appointed secretary to President C. E. Crippen.



SECRETARY OF THE DAY. Honored recently by radio station KMBC as Secretary of the Day for the Kansas City area, Lorraine Swenton was surprised with a corsage and this miniature trophy. Lorraine is the secretary in Kansas City to Agent C. D. Nunley.

Herman F. Ogden has been promoted to contract assistant in the general manager's office. He was chief clerk to Superintendent F. H. Ryan at Milwaukee.

Ted Livas, special clerk, has been promoted to contract assistant, replacing H. C. Zimpelmann, who is now special representative to vice president. B. M. Gregg, statistical clerk, has replaced Ted Livas.

Ronald J. Skalski, from the accounting department, has replaced B. M. Gregg as statistical clerk in the general manager's office.

Sympathy was extended to the family of George A. ("Mac") McCamant,

supervisor of perishable service in R. J. Kemp's office, who passed away Sept. 16, following a brief illness. He is survived by his wife Eunice and daughter Marge, and twin son and daughter Jim and Joyce. "Mac" had 37 years of service with the railroad.

Lester I. Kodish passed away Oct. 11, following a heart attack. He was resigning and diversion clerk in Carscope. He had 24 years of railroad service and is survived by his wife, a daughter and son.

Ray W. Engstrom passed away Oct. 22, following lung surgery about three months previously. Mr. Engstrom was general foreman of substations at Deer Lodge, Mont. until his retirement in 1961. He served as a member of the executive committee of the Milwaukee Veterans Association from 1951 to 1962. He is survived by Mrs. Engstrom, who lives in Portland, Ore.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

John Miesel, one of our former office boys who left for the armed forces in 1965 and then was transferred to Viet Nam, was wounded on Aug. 21. John, who was hospitalized, is doing nicely. A collection was made by his fellow employees, who decided to send packages of different things to boost his morale for the Christmas holidays.

Dick Dressler is in St. Theresa's Hospital in Waukegan at this writing. He had surgery performed for a ruptured blood vessel in his nasal passage, and we understand that he is coming along fine.

Larry Hogan, formerly of this office and now retired, had a heart attack. He was hospitalized but is home now, and his wife wrote us to say that he is coming along fine. Get out in the Florida sunshine, Larry, and you'll be as good as new.

Word has been received from Lou Krause, formerly employed in the joint facility bureau and now in the armed forces. Lou, who took his basic training at Fort Campbell in Kentucky, now is enrolled in business administration classes at Fort Knox, Ky. He is hoping to go to accounting school at Fort Benjamin Harrison, near Indianapolis, after he completes the course at Fort Knox. We extend our best wishes to Lou.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

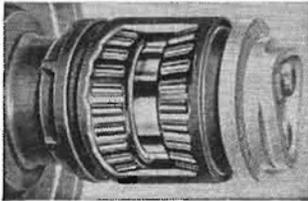
We regret to advise that M. B. Kaufman, retired engineer, 66, died Nov. 9 in Illinois Masonic Hospital. Mr. Kaufman retired as division engineer at Bensenville, Ill., on Sept. 30, 1965 after more than 40 years of service. Surviving are his wife, Rose, a daughter, Mrs. Adrian Kirshbaum, and son Stephen. Services were held in Skokie, with burial in Rosemont Park, Chicago.

At the recent annual meeting of the American Railway Bridge & Building

The Milwaukee Road Magazine

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Lieutenant J. J. Gallagan Retires in Minneapolis

Retiring with all good wishes for the future, J. J. Gallagan, lieutenant of police in Minneapolis, receives an honorary star from Superintendent of Police A. W. Hass. The ceremony was a highlight of a luncheon in the Dyckman Hotel on Oct. 14 at which Lieutenant Gallagan and his wife, Mary, were honored by the road's Minneapolis police force and other of his close associates in the police and fire prevention departments.

Mr. Gallagan's retirement terminated 27 years of service, prior to which he had been employed by the Minneapolis & St. Louis Railroad and the Minneapolis Board of Fire Underwriters. He joined the police force in 1939 as a special officer, and was promoted to lieutenant in 1953.

Association, Assistant Engineer H. F. Lucas was elected a director for the 1966-67 term. Subsequently he was also appointed to the association's Necrology Committee.

Contributed by Janice M. Morsi
Signals and Communications

Cal Reed, chief operator in the Chicago relay office, recently completed his 59th year of service. Cal started with the railroad back in 1907 at the Hebron tower on the Janesville line. In 1909, he came to the Chicago office as a Morse operator, and in 1949 became chief operator.

The annual signal and communication picnic—headed by Committeemen Al Trinka, Tom Hanlon, Whitey Merta and Hank Wellenstein, supervisors signals and communications; Elmer Rowekamp, electronic supervisor; Ray Brown, communication inspector; Barney Barton and Swede Carlson, special signal maintainers; and Mel Thiede, signal maintainer, all of Milwaukee—rounded up around 175 families for the whingding held at Jackson Park in Milwaukee. The kiddies won prizes for their feats in races and other games, the men handled the extra large outdoor grill for the hamburgers and hotdogs, and the ladies brought their specialties, including



SILVER PASS SERVICE. W. D. "Bill" McCormick, division file clerk in the general freight office in the Chicago Union Station, who recently rounded out his 45th year of service, receives a Silver Pass with the congratulations of W. S. McKee, general freight traffic manager, left, and J. L. Riplinger, assistant freight traffic manager. All of Bill's service with the Road has been in the Chicago general freight department.



BURNS-PALOUCEK. Eloise Burns, daughter of M. P. Burns, assistant manager-passenger service, Chicago, pictured at her recent marriage to Dr. James T. Paloucek. Many friends from the railroad attended the ceremony in St. Mary of Celle Church, Berwyn, Ill., and a reception afterward in the Midwest Country Club. Eloise, a graduate of Mundelein College, is teaching at the Haskins School in La Grange.

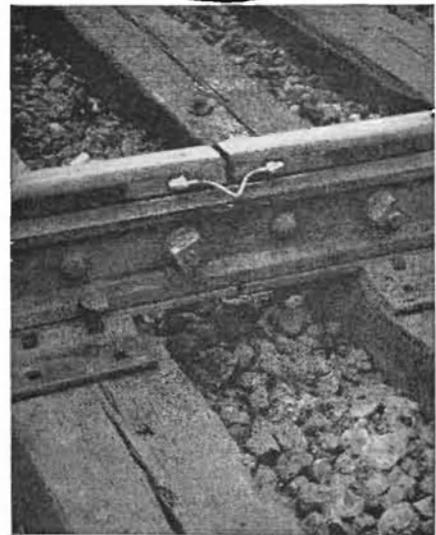
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homemade salads and cakes. A great time was held by all!

Sympathy was extended to the family of Hank Kruke, assistant engineer-signals, on the death of his mother, Ann, and Ray Stuckey, general supervisor signal-communication lines, on the death of his father, George.

Frank Anderson, 67, passed away on Oct. 27 after a long illness. He had been with the railroad more than 40 years, and was stationed at Forest Glen as signal maintainer.

"Welcome" . . . to Thomas "Mike" Hanlon, son of Supervisor Signals and Communications Tom Hanlon, who started as a signal helper in Mike Seleskie's crew . . . C.J. Stewart in "Chris" Peterson's crew . . . C. L. Vickerman and T. B. Shaw in Jack Pillard's crew.

Richard Tatu, signalman in the Chicago Terminal crew, left for military service on Nov. 1. We all wish him lots of good luck.

"Good hunting" to Roger Lotto, senior electronics inspector, and Bill Giannonatti, supervisor signals and communication, who are going elk hunting in the Bitter Root Mountains, Mont., at this writing. Everyone is waiting to see their prize bag.

The family of Milton J. Vicks, deceased signal foreman, expressed their gratitude to the men of the signals and communication department, the Chicago office and to other employees for the flowers and flower fund which they sent. Also to those who visited Vick at the hospital and to those who sent cards and gifts.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Welcome to Bill Henry on our mail desk; to Loretta Rzepka, Connie Napier and Don Tamillo in the reclaim bureau; Carol Killoran, Anne Ryan and Mary Kelly in the local car record bureau; and to Mike Stout and Gregory Randolph in the foreign car record bureau. All have transferred from other offices, except Bill Henry, who is new with the railroad.

Peter Simmons left for military service on Sept. 15, and Steve Michael on Oct. 3. Jim Pokryfke was in for visits on Sept. 26 and Oct. 20, looking very handsome in his Marine uniform. He expects to be stationed in Korea. Frank Chereck was in on Oct. 20, and is leaving soon for Korea. We hear

that John O'Malley is now in Viet Nam, and expects to be there for a year.

Joan Anderson has returned from sick leave, looking very fit and feeling fine.

Joanne Chabowski of the foreign car record bureau is on a 90-day sick leave.

We were saddened to hear of the sudden death of Grace Rosier at her home on Oct. 16. Grace had worked in this office for 56 years prior to retiring in 1964. She continued attending the Women's Club meetings, and had visited with us on Oct. 11 when she was in the building for a meeting.

Our sincere sympathy to Roger Stonelake, clerk in the local car record bureau, whose father passed away Oct. 24.

Congratulations to Chuck Krawczyk, assistant bureau head, and his wife on the birth of David Charles on Oct. 28. There now are three boys and a girl in the Krawczyk family.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

Donald P. Kinsfather, son of Mr. and Mrs. Donald J. Kinsfather, Hoffman Estates, Ill., was one of 145 Marquette University students honored for academic achievement at the Annual President's Convocation in Milwaukee Auditorium on Oct. 12. Don had the highest average among all freshmen in the dentistry school during the 1965-66 school year. Don's father is director of maintenance for Milwaukee Motor Transportation Co. Don's average was 3.6—the next highest average was 3.4—while 4.0 would have been all A's. In his last year of pre-dentistry school, Don averaged A.



Donald Kinsfather

Do you know how many lemons a Ford Mustang will hold? I don't. But 14-year-old Theresa Ann Hartnett, daughter of MMTTC Terminal Manager Tom Hartnett of St. Paul, does and she has a new 1967 Mustang to prove it. Tom's three children recently entered a contest sponsored by the Bubble Up Co. The object of the contest was to guess the number of lemons in a Mustang which was on display. Theresa Ann's guess won the contest, and she received the car as her prize. She had her choice of colors and chose yellow and black. However, since Tom recently bought a new car, a family council was held and it was decided that the Mustang will be sold and the proceeds will be put into the college fund of the Hartnett children. It is expected the car will arrive in about 30 days and then will be put up for sale.

Patricia (formerly secretary to the

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S. J. FARLEY RETIRES. Internal Auditor "Sol" Farley sports a carnation at a party held by his associates in the Chicago-Fullerton Avenue office building when he retired recently after 50 years of service. Among his various positions in recent years, Mr. Farley had served on the National Railroad Adjustment Board for the Association of Western Railways and as the road's chief time inspector before becoming internal auditor.

manager of piggyback services) and Bernie Szeszol became parents of a three pound, eleven ounce boy, born on Oct. 11 at Norwegian American Hospital, Chicago. The baby, who wasn't due to arrive until Nov. 9, has been named Bernard Daniel. He must remain in the hospital until his weight reaches five pounds, which his parents hope will be very soon.

Sympathy was extended to Glen Heath, MMTC chief clerk, on the death of his father, Douglas Heath of Toronto, after a brief illness. Mr. Heath passed away Nov. 12 while on vacation in Sarasota, Fla.

Roy R. Miskimins, retired assistant vice president of the MMTC, and Mrs. Miskimins have been spending quite a lot of time traveling with the camping trailer which Roy bought when he retired. Recently they were on a trip to Wisconsin and were approaching Portage when Roy realized something was wrong with the trailer. Before he could pull over to the side to investigate, he felt a severe jolt. Then a wheel rolled past the car and went bounding across the road and stopped against a fence. The wheel, of course, belonged to his trailer, and it was necessary to call a tow truck to move the trailer into Portage. This proved very embarrassing to Roy, because at one time Portage was his home base, and the drivers who have been with MMTC from the time when Roy was there remember the many safety meetings he held. One thing Roy was very strict about was safety. And one of the basic rules for safety is that a driver always checks his equipment before leaving the terminal. Roy didn't check his equipment this time—the lugs on the trailer wheels were loose and had come from the factory in this condition. The trailer has since been back to the factory for repairs, and Roy

swears he will never again forget the rules of safety.

In conjunction with the National Safety Congress of the National Safety Council, at which the Milwaukee Motor Transportation Co. was awarded a Certificate of Achievement, a driver award meeting and dinner was held at the Ramanda Inn, Schiller Park, Ill., on Oct. 2. The meeting was attended by Mr. and Mrs. P. L. Cowling, MMTC staff officers and their wives, and the entire staff of the Bensenville terminal with their wives. P. J. Walsh, our supervisor of safety and personnel, was not in attendance, being bedridden with the virus "bug." Everyone was sorry he had to miss the banquet, which he had worked so hard to arrange. C. E. Goldsmith, manager of eastern operations, acted as toastmaster in Mr. Walsh's absence. The group of about 150 people was addressed by Mr. Cowling, Reg Dawson of Continental National Insurance Co., and by

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At the conclusion of the dinner, Mr. Cowling awarded Safe Driver pins and certificates to the following 31 Bensenville drivers, with the number after the names indicating the years of accident-free driving by each man: Gerard Auslander, 3; Anthony Barile, 1; Richard Bennett, 2; Newman Brandt, 4; James Brown, 1; Anthony Calozzo, 3; Edward Carie, 1; James Chipman, 1; Edward Czajka, 1; Richard Domaika, 1; Thomas Elsen, 3; Donald Hansen, 16; James Hansen, 2; Thomas Hanwell, 2; John Kern, 3; James Kinkade, 2; Lloyd Luebking, 3; Ralph Mancini, 2; James McConnell, 1; James McJunkin, 3; Clarence Porter, 1; Wilbur Ridenour, 3; Richard Ruppert, 4; Elery Sabin, 1; Donald Sharp, 12; Raymond Shumway, 1; Robert Smith, 3; John Stienfatt, 3; Louis Vyskocil, 2; Richard Walsh, 1; and Gerald Bethke, 4.

After the award distribution, we were entertained by Frank York's orchestra, singer Linda Merrill and comedian Wes Harrison.

Similar award dinners and meetings are being planned for all MMTTC terminals, where a total of 110 National Safety Award Safe Driver Awards and 31 Wisconsin Safety Council Safe Driver Awards will be distributed to our drivers for their accident-free driving achievements.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Walter P. Getz, assistant to auditor of expenditure, retired on Oct. 14 after more than 45 years of service. He started as a timekeeper in the mechanical department at Savanna, Ill., and when accounting offices were consolidated, transferred to the Southern District office in Chicago. He was appointed material bureau head in 1953, two years later AFE bureau head, nine years later assistant chief disbursement accountant, and assistant to auditor of expenditure in 1965. A retirement dinner was given at Zum Deutschen Eck on Oct. 10, and a large office party on the 14th, at which he was presented with a portable TV set. Paymaster E. H. (Ed) Sowle cele-



GOLDEN ANNIVERSARY. Mr. and Mrs. George J. Poeschl of Wabasha, Minn., as they appeared on their 50th wedding anniversary, which was observed on Nov. 13 with a Mass offered in their honor at St. Felix Church and an open house in the church auditorium. Hosts were their children, the George J. Poeschls of Minneapolis and the Gerald McManuses of St. Paul. Prior to retiring at Wabasha in 1960, Mr. Poeschl had been an agent-operator for 50 years.

brated 45 years service on Sept. 6 and was honored at a large office party attended by his wife, Rose. He was presented with Savings Bonds and many personal gifts, in addition to a Silver Pass.

Assistant Paymaster R. W. (Bob) Albrecht celebrated his 45th anniversary with the company two days later and was also given a large office party at which he received Savings Bonds, personal gifts, and a Silver Pass. Mrs. Albrecht, who had been employed by the company, attended and took the occasion to renew old friendships. Their daughter Joyce also was present.

Robert D. (Bob) Mintz, lead clerk, resigned on Sept. 16 after 44 years of service. Mrs. Mintz and their daughter Carol attended an office party in his honor, at which he received a Savings Bond and a pair of cuff links.

Best wishes to Marian Stangby of the AFE bureau and Joe Brooks Halters, who recently said "I do."

Ellen and Al Bonini's daughter Estelle was recently accepted as a novice in the Congregation of the Sisters of the Good Shepherd, and is now Sister Rose Virginia. She is a graduate of the St. Bonaventure elementary and Madonna High schools.

Best wishes were expressed to M. J. Schlee and A. A. Elwart on being appointed assistants to auditor of expenditure, and to Norman Swanson on becoming bureau head of Shop Timekeeping and T&E.

We extended sympathy to J. Dennison, bureau head of Miscellaneous Timekeeping, on the loss of his mother and sister, and to Sophie Kustron, Jo Bird, Margaret Windt (recently resigned) and Gretchen Yoder on the loss of their mothers.

The Milwaukee Road Magazine

Chicago Terminals

GALEWOOD

Linda M. Kuchl, Correspondent

It's pink booties for the first time. After two grandsons, Loretta Anderson, Flexivan clerk, is the proud grandma of Laurel Ann, born Oct. 17 to her daughter Loretta and son-in-law Ted Feducci.

Dottie Crimmens recently took a leave of absence to await a visit from that long-legged bird, the stork.

Rosemary Zondlak has joined the freight office force as a report clerk. Before coming here, she worked at Montgomery Ward's. Also new is Emma White, bill clerk. Emma, a sister of Lillian Winslow of the regional office and a niece of Joe White, card record supervisor, is also a newcomer to Chicago, having moved here from California in August. Still another

newcomer is Fred Henriksen, auto mail clerk.

New faces around the office, but not new to the Milwaukee Road, are those of William Silvers, machine operator, and Ken Nielsen of the demurrage department, who transferred from Bensenville.

A two-story residence was destroyed recently by fire. The owner and his family of seven children escaped unharmed, but Vernon Wright of the freight house force, who was a guest in the home, was injured when he jumped from a second floor window.

Ann Zenger, weight clerk, is off at this writing, due to injuries from an automobile accident. Sure hope to see her smiling face back in the office soon.

Tony Gagliardo and Clifford Dyslin of the freight house, who retired recently, were honored at a party held at the Parkside Lounge on Nov. 4 by

their friends and co-workers. Each was presented with a gift of money. Tony started working for the Milwaukee on July 1, 1927, and Clifford on Aug. 29, 1946. We wish both a long and happy retirement.

Alice Stasch of the regional office left on Oct. 28 and was honored at a party in the office given by Helga Schank and Lillian Winslow, two of her co-workers. Alice, who had been with the road since Sept. 3, 1957, is now going to be a full time housewife.

Sidney Beaubien, cashier in the regional office, retired recently after 55 years of service. A testimonial dinner in his honor was held Oct. 13 at the Cardinal House, and he was presented with a gift of money and many good wishes. We hope Sid and his wife enjoy a long and happy retirement.

Not to be left out, the freight office had a coffee and cake party honoring Mrs. Grace Proctor of the car records



Maurice C. Chier

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M. W. Barger, Jr.



Al Clausen



Dan Gray

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Maurice C. Chier

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Dan Gray, 4222 W. Capitol Drive
Milwaukee, Wis. 53216 871-4500

MINNEAPOLIS:

Al Clausen, 4103 East Lake St.
Minneapolis, Minn. 55406 PA 2-9575

department on her retirement Oct. 31. Mrs. Proctor, who started working for the railroad in October, 1945, was presented with a beautiful camera and a hand-tooled wallet made by Fred LaRue, which contained a gift of money from her friends and co-workers.

Rose Szopinski, bill clerk in the regional data office, was honored upon her retirement with a cake and coffee party and presented with a gift of cash in a hand-tooled wallet made by Fred La Rue. Rose had more than 33 years of service in the Galewood terminal.

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to the family of Machinist Emerson Lynn, who passed away Oct. 19 at the age of 54. He had been sick for about four months.

Sympathy was expressed also to Switchman C. C. Hollowell, whose father died on Oct. 22, and to the family of Retired Division Engineer M. B. Kaufman, who passed away Nov. 9.

The superintendent's office welcomed Sharon Gurn, who is working as statistician, and Ted Wojcie Jr., who is back with the engineering department.

E. J. Mueller became a "grandpa" on Nov. 4. Daughter Mary Carlson presented him with a granddaughter, Kathleen Marie, at St. Francis Hospital, Evanston.



CELEBRATING 25 YEARS OF MARRIAGE, John Ewing, carload notice clerk at the Galewood freight house in Chicago, and his wife are shown at Sacred Heart Seminary in Stone Park, Ill., when they recently renewed their marriage vows. With them are their daughter, Marie, their son Robert, a student at the seminary, and the Rev. A. Framarin, P.S.S.C., who officiated at the anniversary ceremonies.

Jimmy F. Wilbur has been appointed district general car foreman at Bensenville, replacing V. L. Waterworth, transferred.

Hope that Dorothy Camp, wife of Phone Director Joe Camp, is back on her feet soon, after spending some

time in the hospital. We also welcomed back Switchman Robert E. Carver after a long illness.

Our best wishes go to Switchmen F. R. Marquardt and George C. Beltman, and Engineers W. J. Manske, R. E. Olson, N. J. Borgstrom and E. M. Angle, on their retirement.

Contributed by Dorothy Lee Camp

Special Officer Jim Loar and wife proudly display a picture of son James, now serving aboard the *U.S.S. Bennington*. Loar entered the Navy July 31, and was soon appointed squad leader, and his company earned a total of 18 flags. He had a leave in October, during which his parents and sisters Gail and Mary Kay, and brother Jerry kept him busy and full of Mom's delicious food.



James Loar

Retired Yard Conductor Jim Imbler has returned to Florida after the burial of his wife Ila at Mount Emblem Cemetery. Ila's passing was a great shock to all who loved her. The lovely pictures she gave to many friends will be lasting treasures of her friendship.

Retired Clerk Earl Simons and wife Pearl have a permanent home in Florida, but were in Illinois when they got word Mrs. Imbler had passed away. They arrived just in time for the funeral.

News has it that Mr. and Mrs. Ray Granger are proud grandparents once more—a boy. Ray is a yard conductor.

Mrs. Alta May Sherwood, your contributor's mother, was expected home by Dec. 5 from a nursing home in Chicago, where she had been for three months.

Thanks for cards and phone calls to your contributor while in Gottlieb Memorial Hospital, Melrose Park. Also for the ones received since I've been home.

Train Clerk Waldo Grosnick is still at Hines Vet Hospital at this writing. Be sure his holidays are brightened by hearing from some of you fellow workers.

Young "Deke" Freeman, crew director, is back at Hines Vet Hospital at this writing, as is Clerk "Ducks" Halverson of Galewood; still wondering if they have a wild pinochle game going out there.

DIVISION STREET

Carolyn DiCicco, Correspondent

Victor Peterson, retired chief clerk, died Oct. 22. Vic had 47 years service with the road and was chief clerk in the Union Street district when he retired in 1952. Burial was at Acacia Park Cemetery. He is survived by his wife Hazel, a former employe of the road, a son, daughter and seven grandchildren.

Ted Zielen, clerk, gave his daughter

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Members of the sleeping and dining car force pictured at Chicago headquarters on Nov. 2 as the guests of honor at a cake and coffee party marking their retirement. Seated are Porter Stafford Whitney (left) with Waiter Jack McDonald, and standing are (left to right) Waiter Charles W. Bradford, Chief Inspector A. J. Corbett, Superintendent W. R. Jones, Porter L. T. Eaton and Waiter Hezekiah Boazmon. For details, see the Chicago Terminals-Western Avenue news.

Valerie in marriage to Steven Smialek on Oct. 29. Wedding mass was at St. Francis Borgia Church, followed by a brunch at The Diplomat and a reception at Robert and Allen's Hall.

WESTERN AVENUE

Porter Earl C. Oliver made his last trip on Sept. 30, on the run of the Morning Hiawatha from Minneapolis to Chicago. He retired with a total of 24 years and 5 days of service. He and his wife, Emma, intend to remain in Chicago, which is also the home of their son and married daughter and two grandchildren. Mr. Oliver is a graduate of the Illinois College of Pharmacy, and after he and Mrs. Oliver return from some extensive traveling, expects to do laboratory work in that field on a part time basis.



E. C. Oliver

The commissary department office was the scene of a cake and coffee party the afternoon of Nov. 2, as five sleeping and dining car department men who retired recently were honored by their co-workers.

The senior member of the group pictured in the Magazine is Waiter Jack McDonald, whose service dated from Apr. 9, 1928. Mr. McDonald's assignments had included service on the old Olympian as well as on the Midwest Hiawatha for many years, and more recently on the Morning and Afternoon Hiawathas. He is now living in a Senior Citizen Building, occupying an apartment that commands a view of the city and of our trains going into and out of the depot.

Porter S. F. Whitney runs Mr. Mc-

Donald a close second in the point of service, having started on June 10, 1928. He is well known to the public, having worked on Nos. 11 and 22, the Olympian, and the various Hiawathas. He will continue to live in Chicago, while making trips to other points of interest.

Waiter H. Boazmon, an employe of the road since May 28, 1937, had served on trains 27 and 28, the Sioux Falls run, and also on the "Valley" division. His retirement plans include a trip to California for a long visit before settling down in Chicago.

Waiter C. W. Bradford, whose service date is June 27, 1938, was employed on the Olympian to the coast and subsequently on the Chippewa for many years. His most recent run was on the Morning Hiawatha. He intends to remain in Chicago and pursue his hobbies of fishing and hunting.

L. T. Eaton had been with the road since Apr. 26, 1944, serving as porter on the Des Moines and Sioux City sleepers and on the Olympian and Mason City runs. He was one of the



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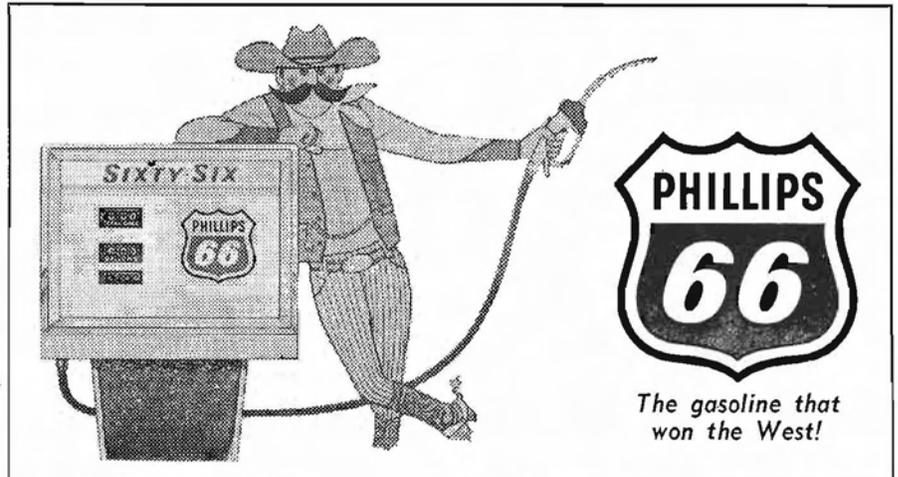
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The regional data force in Madison, Wis., says good-bye to J. N. Johnson (left, center), lead machine operator, who has been promoted to a position in the office of general superintendent of transportation in Chicago. Extending congratulations is Regional Data Manager M. R. Picht.



first porters assigned to the joint Milwaukee-UP operation of the "City" streamliners.

Other members of the group who could not attend the get-together for various reasons included Waiters E. E. Leonard, A. Crozier and H. B. Petri. Mr. Petri's retirement terminated almost 53 years of service on the Olympian, the Pioneer Limited and the Hiawathas. He is continuing to live in Chicago, being head usher at Corpus Christi Catholic Church and an officer of the Holy Name Society.

Mr. Crozier had more than 48 years of service, which included assignments

between Manilla and Sioux City and later on the Olympian and Columbian. He drew the assignment of the first trip of the Hiawatha from Minneapolis to Chicago in 1935, following which he had been employed continuously on the Hiawathas.

Mr. Leonard, who started on the extra board during holiday seasons, had been with the road continuously since June of 1941. At the time of his retirement he held the position of waiter on the City of Portland.

La Crosse Division

EAST END

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

Engineer John H. Roe, 48, died suddenly on Sept. 1. Mr. Roe was with the Milwaukee from 1945, and was promoted to engineer in 1961. He is survived by his wife, Catherine; sons John and Thomas; and daughters Catherine and Merilon.

Keith "Scoop" Smith, retired Portage operator, and three friends made weekly trips through the summer and fall to points of interest in Wisconsin.

Retired Engineer Frank Bottoni and his wife wish to thank the many friends who visited them this past summer at their gift shop at Eagle River, Wis., and they so much enjoyed seeing and talking with all who stopped to see them. The gift shop is named the Qui-Belle. Both the Botton-

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is are in good health and enjoy their retirement.

Retired Section Laborer Leonard W. Simonson, 70, died unexpectedly in a Portage hospital on Sept. 24. He is survived by his wife, two sons, four daughters, 18 grandchildren and three great-grandchildren.

Elmer F. Kohls, retired section foreman, 52, passed away in a Madison hospital on Oct. 19. He retired on Mar. 31. He is survived by his mother and two brothers.

Retired Switchman R. E. Condon, 79, died Oct. 22, following a long illness. He is survived by his wife, three sons, four daughters, 13 grandchildren and 5 great-grandchildren.

Engineer Russell P. Pate is convalescing at his home at this writing, following surgery, and Conductor R. H. Taylor is also at home after a stay in the hospital.

Car Foreman M. J. Kampa, Portage, retired on Oct. 31, with 42 years service. On Oct. 30, his friends gathered at his farm home to wish Mike a long and happy retirement. Marvin Weishaar took over the duties of car foreman at Portage on Nov. 1.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

John T. Fregin, 82, passed away in La Crosse on Sept. 2. Mr. Fregin worked for many years as a freight clerk. He is survived by his widow, Margaret, a son, Arthur, and a sister, Elsie Fregin, all of La Crosse.

Mrs. Lynn "Nellie" Hotson, 71, wife of the retired engineer, passed away at La Crosse on Oct. 24. She is survived by her husband; a son, Wayne of Onalaska, Wis.; and two sisters, Mrs. Anna Ames of La Crosse, and Mrs. John Strauss of Cedar, Mich. Burial was in Oak Grove Cemetery, La Crosse.

Edward Hurley, 82, retired station agent from La Crescent, Minn., passed away at his home on Oct. 9. Mr. Hurley taught school in Iowa for a short time before studying telegraphy, which started him on a 52-year career in railroading. Mr. Hurley organized

the first Boy Scout troop in La Crescent. He is survived by his widow, Anna; a daughter, Mrs. Paul Vidani of Green Bay; three grandchildren; three brothers and three sisters. Burial was in the Catholic Cemetery at La Crosse.

Homer Hawkins, 89, retired carman, passed away in La Crosse on Oct. 18. He is survived by three daughters, Mrs. Aletha Huebner, Mrs. Shirley Eberdt and Mrs. Luella La Point, and a sister, Mrs. Lucy Koch, all of La Crosse. Burial was in Onalaska Cemetery.

Dan Smith, chief clerk in the engineering department, welcomed a new grandson on Oct. 19. Kellard J., born to Mr. and Mrs. R. Eggen of Midway, Wis., joins a brother and sister at home.

Mrs. Fred Bauer, wife of retired engineer, passed away at Albert Lea, Minn., hospital Nov. 11. Survivors, in addition to her husband, are four daughters, Mrs. Harold Wutschke and Mrs. Herbert Johnson of Albert Lea, Mrs. George O'Laughlin of Minneapolis and Mrs. Fred Rieseman of Denver; two sons, Richard at home and Joe of Centerville Ohio; and 26 grandchildren. Burial was in St. Theodore's Cemetery, Albert Lea.

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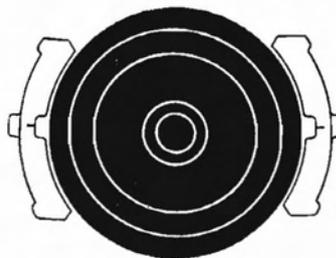
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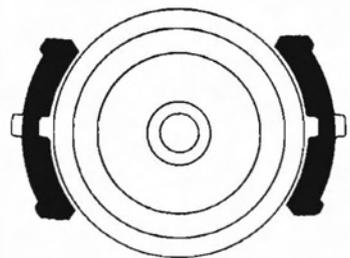
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WISCONSIN VALLEY

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

Conductor Bert Leney retired Sept. 30, ending 42 years in train service on the Valley, recent years being entirely in the yard at Wausau. His retirement also marked his 41st wedding anniversary. Mr. and Mrs. Leney have taken many vacation trips during the past years and plan to do more traveling which they both enjoy, when and where fancy calls. Bert will be among the honored guests at the annual party given by the Wausau chapter of the Women's Club, honoring members who have retired in the past year. Fellow employes presented him with a wallet and fishing equipment.

Roundhouse Foreman Paul Jensen also chose Sept. 30 to retire with 49



ROCKY MOUNTAIN FAREWELL. Retiring with 22 years of service, A. C. Palmer, fireman on the yard engine at Miles City, Mont. (standing, left), poses with Engineer R. H. Parker and (seated from left) Brakeman H. W. Keithley, Yard Foreman W. J. Norton and Brakeman V. A. Hill. He plans to remain in Miles city and operate a painting business he had developed as a side line over the years.

years of service to his credit. A social hour, followed by a dinner party honoring him, was held at the American Legion clubhouse Oct. 2. Trainmaster H. A. Obermowe, toastmaster, presented a gift of money to Mr. Jensen from his friends. In addition to his "Valley" associates attending the party, there were others from St. Paul, Minneapolis, and Hastings, Minn., Madison, Green Bay and La Crosse. Paul began his railroad career at the age of 15 as a caller in the roundhouse at La Crosse, later serving his apprenticeship for electrician in Milwaukee Shops. He later worked at various points, including Minocqua, where he headed the maintenance of air conditioning units in passenger cars. He was promoted to roundhouse foreman at Wausau in 1950. Mr. and Mrs. Jensen will spend the first part of the winter at Lake Tahoe, and the balance touring Southern California and Mexico. They will return to Wisconsin for the summer, most of which will be spent at their cottage at Rhinelander.

Mrs. A. D. Finn, widow of the conductor, passed away Oct. 4. Burial was at Merrill.

Retired Engineer Elmer Bloomquist, 81, died suddenly at his home at Merrill on Sept. 7. He is survived by his wife, four sons and two daughters.

MADISON AREA

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

The employes of the regional data office recently held a farewell party for Lead Machine Operator Jim N. Johnson, to give him a fine send-off for his new duties in the general superintendent of transportation office in Chicago. Jim started with the Road in 1958 as a yard and expense clerk at Racine, Wis., and transferred to the Madison regional office in 1960. While at Madison, he attended classes on his own in data processing and computers. His new job in the operating department will be along those lines.



Retiring recently at Wausau, Wis., Roundhouse Foreman Paul Jensen (top) and Yard Conductor Bert Leney exchange a few words "at the end of the line." For details, see the La Crosse Division news of Correspondent Mildred Conklin. (Wausau Record-Herald photo)

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Lawrence Wren, trainman of Three Forks, won the Harlowton Country Club title by defeating Stan Kalberg of Harlowton over a 36-hole route. Wren was 10 under par and Kalberg 7 under. Wren shot 33, 34, 31, and 33, while Kalberg shot 35, 34, 32, and 36.

Wally Stetson, roundhouse electrician, won the first flight finals from Hal Stearns.

Prizes of the big game hunting in this area include a moose each by Mrs. and Victor Massing, engineer on the TM district, and elk by Dale Massing, machinist; Jim Widdecombe, machinist; and Charles Nissen, son of trainman E. V. "Butch" Nissen.

Retiring recently from railroad service at Harlowton, J. H. Trapp, roundhouse foreman for most of his 30 years of service, was honored at a party at the Graves Hotel. Many friends and fellow workers were in attendance. Those who spoke so favorably about the many years of association with Mr. and Mrs. Trapp included Jim O'Dore, retired assistant superintendent; Alex Francisco, retired section foreman; Howard McGuinn, F. M. Thompson, T. G. Nissen, R. F. Labbe, and Gordon Irion. Mr. Trapp was given a gold railroad wrist watch. Mrs. Trapp was given an envelope of money.

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I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Erle Jorgeson, machine operator in the regional data office at Austin, received a 5-gallon pin from the Red Cross on Sept. 27 for his many donations of blood.

Fred Kent, conductor on the Austin to Mason City run, retired on Oct. 31 after finishing his run, and after 44

years of service. Fred and his wife plan on spending the winter in California with their children.

The first annual Milwaukee Road Golf Tournament for the Midwest was held at Ramsey Golf Course, Austin, Minn., on Oct. 1, with 25 entries from Austin, Minneapolis, St. Paul, Sioux City and Mason City.

Austin's Gene Smith and Mason City's W. G. EauClaire tied for first place with identical scores of 80, less handicaps of 8, for a net of 72. "Tiger" Smith won the sudden-death playoff

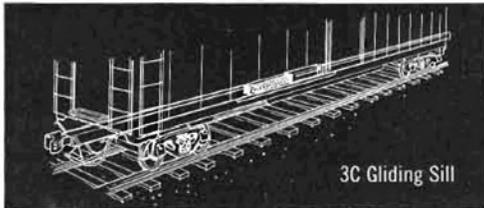
with a par 5 on the 499-yard first hole to carry home the championship trophy. Golfer EauClaire received the runner-up trophy, and pledged to come back next year to dethrone the champ.

The Caboose Trophy for highest net score went to Art Kalland, assistant to superintendent. Two other golfers fired higher gross scores, but Art smeared in a winner through the operation of the official Callaway Handicap System.

In response to many inquiries, this handicap system is found in the USGA publication Golf Committee Manual, and USGA golf handicap system published by Golf House, 40 East 38th Street, New York, N. Y. 10016.

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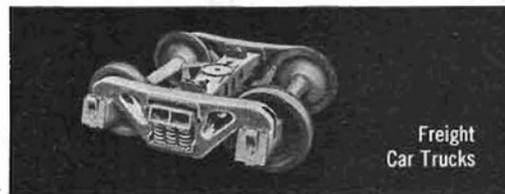
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MARRIED 50 YEARS, Ellery E. Barker, cashier in the regional data office at Austin, Minn., and his wife celebrated with an open house at St. Augustin Church. Hostesses for the golden anniversary were their daughters, Mrs. L. K. Tate, who came from Baltimore, Md., Mrs. C. L. Arndt from Altus, Okla., and Mrs. A. Baress from Tampa, Fla.

SIoux CITY AREA

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

The Women's Club held its annual membership dinner at the Scandinavian Hall in Sioux City on Nov. 17. The officers are Mmes. C. H. Undine, president; Wilmer Sogn, first vice president; Roy Wright, second vice president; Roland Foster, treasurer; John Berkemier, recording secretary; W. G. Renne, and Mrs. Eva Maxwell, historian. The dinner was enjoyed by all the employees, who look forward to it every year. The men and husbands of the members were very helpful in serving coffee and helping with the tables. Our thanks to these women and the club for their splendid work throughout the years.

Lee L. Struble, traveling car agent at Sioux City, and wife announced the birth of a son, Mark Alan, on Sept. 18 at the Methodist Hospital in Sioux City. Little Mark has a sister, Leah Lynette, who is very happy about her new brother.

Engineer Raymond Robert Gross,

The Milwaukee Road Magazine

Double Wedding Couples Mark 50th Anniversary



Mr. and Mrs. Earl Tallmadge (left) and Mr. and Mr. S. A. Dobson.

"THE children of Mr. and Mrs. Earl Tallmadge of Tacoma and Mr. and Mrs. S. A. Dobson of Edmonds, Wash., cordially invite friends and relatives of both couples to a 50th wedding anniversary reception in their honor. . ."

Observing their anniversary together has been a highlight of the year for the couples since they were married in a double ceremony at Cedar Falls, Wash., on Aug. 16, 1916. Mr. Dobson, who is Mrs. Tallmadge's brother, took as his bride her girlhood chum. The young couples honeymooned together and after-

ward set up housekeeping together in Cedar Falls. Both men worked for the railroad, Mr. Tallmadge as an engineer and Mr. Dobson in the signal department.

Although it wasn't long until the men's work separated them, the lives of the two families have flowed together through the years, and they often occupied the same home. The Tallmadges have two sons and the Dobsons two daughters, all born in the same hospital.

With the passing of years, the double wedding anniversary has become a time of reunion, marked this year by their four children, together with 17 grandchildren and two great-grandchildren. One Tallmadge granddaughter was not present as she was traveling in Europe.

Mr. Dobson, who worked for the Paul Bunyan Lumber Co., retired recently, and Mr. Tallmadge retired as a traveling engineer in 1956 after 47 years of service. He is the third generation of a pioneer Milwaukee Road family in the West. Mrs. Tallmadge is well known to people of the railroad also through her work for the Women's Club, of which she is a former general director.

died suddenly at the home of his brother in Sanborn, Ia. He had lived in Mason City for eight years. Surviving are his wife, three daughters and three grandchildren.

Mrs. Mary George, mother of Relief Clerk Freda Coury, Sioux City, passed away on Sept. 25. She is survived by two sons and five daughters. Funeral services were held at St. Thomas Syrian Orthodox Church in Sioux City.

Funeral services were held recently at Sacred Heart Church in Sioux City for Harry S. Pinchot, 69, retired machinist, who was stricken with a heart attack and died on the way to a hospital. He retired in 1961. Survivors include his widow, a son, two daughters, 12 grandchildren and 19 great-grandchildren.

Miss Joan Ann Bennett, daughter of Engineer Fred and Mrs. Bennett of Sioux City, became the bride of John Robert Schille at St. Jean Baptiste



Gene "Tiger" Smith, left, and Art Kalland display the trophies they carried home from the first annual Milwaukee Road Midwest Golf Tournament held at Austin, Minn., on Oct. 1. For the full account, see the IM&D Division news of Correspondent R. D. True.

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Catholic Church on Sept. 10. The couple are at home in Iowa City, where Mr. Schille is a senior at the University of Iowa.

Our deep sympathy was extended to the family of Florence Paulin, round-house clerk at Mitchell, S. D., who died suddenly at Mitchell on Sept. 19. She had been an employe of the railroad since 1918. She was a member of the Milwaukee Road Women's Club, the clerks' union, the Eastern Star, and was a former correspondent for the Magazine. Survivors include three brothers and a sister.

G. W. Stevens, retired machinist of Mason City, passed away on Sept. 13. Surviving are his wife, two daughters, three grandchildren and a great-grandchild.

Arthur Nehls, 84, retired engineer of Mason City, passed away in September also.

Engineer Adolph and Mrs. Heck of Mason City are the grandparents of Steven Andrew Di Marco, born Sept. 21 to their daughter, Mrs. Joe Di Marco of Mason City. They advise also that their daughter Nancy is attending the College of St. Teresa in Winona, Minn.

company's tuition refund plan, finished with a grade of 97.6.

Mr. Martinson has been with the railroad since 1955, starting in Minneapolis, where he served as chief clerk, chief rate clerk and city freight agent. He was promoted to his present position on Jan. 1, 1965.

Agent's Wife Volunteers Rare Blood to Save Police Officer



Mr. and Mrs. Louis F. Mack are welcomed by a laboratory technician at St. Anthony de Padua Hospital. (Chicago Tribune photo)

Off Line Offices

WASHINGTON, D. C.

C. E. Martinson, sales representative for the Richmond, Va., area, has been awarded a certificate by the Richmond Traffic Club for completing a course in traffic management at the University of



C. E. Martinson

Richmond with honors. The certificate is given each year to the student achieving the highest grade. Mr. Martinson, who was enrolled under the

The city-wide search for a rare type of blood to save the life of a policeman was broadcast over Chicago area radio stations on Oct. 18, starting with 5:30 P.M. newscasts. Patrolman Jim McDonald of the Oak Park force had collapsed at work from a bleeding ulcer, and doctors at St. Anthony de Padua Hospital said that if he did not get eight pints of blood by early evening he would die. The hospital had only one pint of his type—O, RH negative—and could locate no more in a check of hospitals and blood banks in the area.

Louis F. Mack, our agent at Chicago Heights, Ill., and his wife, Mary, were eating dinner at their home in Beecher when they heard the appeal. Inasmuch as Mrs. Mack has the rare O negative blood and had required transfusions in the past, they realized how difficult it is to find donors. Following instructions, they drove to the hospital, covering the 50 miles from Beecher in little more than an hour.

As the result of the broadcast, 28 persons volunteered to donate blood. Mrs. Mack's donation was the 13th pint. Eight pints were obtained also from hospitals and blood banks nearby, sufficient to see Officer McDonald through the emergency and surgery the next morning.

The Milwaukee Road Magazine

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HONORED AT MILWAUKEE SHOPS, Ruth Smith, secretary to shop superintendent, was surprised with a cake-and-coffee party marking her recent retirement. Congratulating Ruth on her last day of work is G. L. Wood, general superintendent of the car department.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT
—CAR DEPARTMENT

Richard D. Andrews, Correspondent

Sympathy was extended to the families of Wheel Press Operator Ed Halupniczak, who passed away July 8, and Laborer John Badzinski, who passed away Oct. 22.

Ken Voss, former assistant engineer in the mechanical engineer's office, has taken over Augie Buetow's duties as production engineer.

Word has been received that Helmer Benrud, retired blacksmith helper, passed away. Sympathy was extended to his family.

New additions in the general office are Jeanne Babe and Sally Jablonski. Jeanne is taking over the duties of secretary to the shop superintendent, replacing Ruth Smith, who retired Oct. 17. Sally is replacing Timekeeper Tom Zdrzil.

Leo Kuokkanen, foreman in the wood mill, won the Milwaukee County Medal Golf Tournament in the senior division.

Dave Bunnow, carman welder in the freight car shop, and Mrs. Bunnow are the proud parents of Christine Elizabeth, who was born Oct. 18.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

Machinist Daniel Bigalke was married recently and spent his honeymoon in California.

Sheet Metal Workers Roy Reinke and Gerald Janiak are both proud fathers of boys, and Machinist James Dwyer is the proud father of a girl.

We welcomed Richard Drew back to the locomotive shops.

Nels Nielsen has been transferred to the Milwaukee diesel house.

Walter Weingart spent his recent vacation in Hawaii.

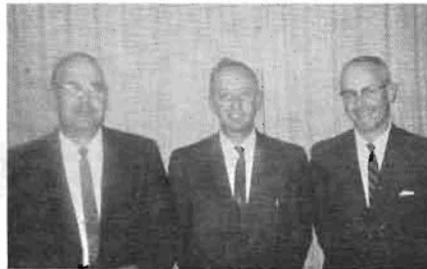
Clarence Kleser, payroll statistician, has accepted the job of chief clerk at the Western Avenue diesel house in Chicago.

Charles Morgano has taken over the duties of chief clerk in the district master mechanic's office at the Milwaukee diesel house.

Ramona Kopitsch has returned from her vacation, after visiting nine European countries.

Retired Machinist Helper Lorenzo Millonzi passed away recently at the age of 96.

New officers of the Christopher Society are: Henry Ondrejka, president; William Monahan, recording secretary; and Joseph Macht, financial secretary.



J. H. Trapp, roundhouse foreman at Harlowton, Mont., at his retirement dinner with District Master Mechanic D. A. Rada-baugh, and J. A. Girard, who succeeded him as foreman (left to right).

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Iowa Division

MIDDLE AND WEST

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

C. T. McDonald, cashier at the Perry ticket office, was married Sept. 11 to Lola Carey of Adel, Ia., at the First Christian Church in Perry. After a short wedding trip, the couple now are making their home in Perry.

Emma C. Murphy, mother of Yard Clerk Ray Murphy of Perry, passed away Sept. 22 in Washington, D.C., where she had been for the past five years with a daughter. Her funeral was held in Perry. She had been a life-long resident of Des Moines until going to Washington in 1961.

Mrs. Thomas Rellihan, wife of the retired locomotive engineer, was in the Mayo Clinic at Rochester, Minn., for a check-up in October.

Lieutenant of Police James T. Tracy and his wife, of Perry, are the parents of a son, born Oct. 6 at the Dallas County Hospital in Perry. The new arrival was named Robert James. This makes the score even now in the Tracy family—four boys and four girls.

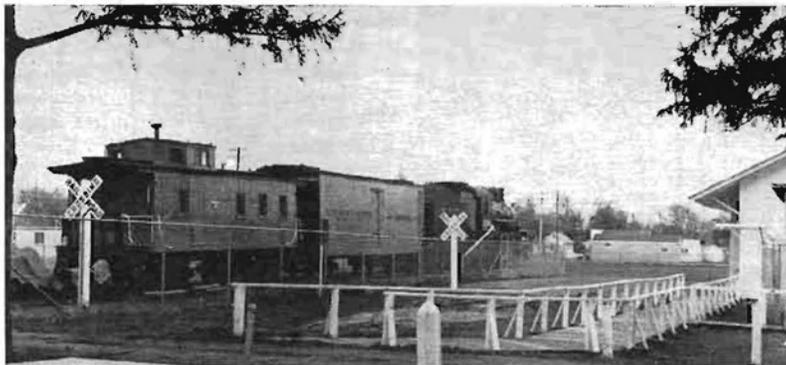
Mrs. W. D. Gardner, wife of the retired locomotive engineer, was hospitalized in Mercy Hospital, Des Moines, in October for treatment and diagnosis.

The ticket office and second floor offices of the Perry depot were the scene of a costly fire on Oct. 15. The fire started at the northwest corner of the building around noon, when there were only a few people in the building, and went unnoticed for a while. The fire burned under the freight house portion and came up through the floor and into the walls, then on up to the roof. The second story of the building housed the offices of the division engineer, roadmasters, chief carpenter and district claim adjuster. This portion of the building was nearly a total loss, as most of the equipment and records were destroyed. The ticket office on the first floor had mostly smoke and water damage, but it was rendered unusable. The ticket office was moved to the Veterans Club House on West Second street and will remain there until repairs are completed at the old office. Other office space has been rented for the people who occupied the second floor of the old depot. The building at present is being remodeled into a one-story building for the ticket office, with possibly a few other offices on the west end.

The depot was quite a landmark in Perry. It was built about 1882 and had been remodeled several times since then.

Watson "Watt" Knight, who was a station agent for the Milwaukee in his early working years and now lives at the Spring Valley Manor nursing home in Perry, reached his 100th birthday on Oct. 2. Starting in 1893, he served on the extra board at various stations in Iowa until 1896, when he became the regular agent at Dawson. He left the railroad in 1902 to join his brother in business, and, prior to retiring, was

Milwaukee Junction Continues to Grow



Milwaukee Road suburban coach 3355, one of the fleet retired when the new bi-levels went into service, made heads turn recently when it was trucked from our Austin, Minn., yards to the "Milwaukee Junction" railroad exhibit on the Mower County fairgrounds. A ribbon-cutting ceremony there marked its display along with Baldwin steamer 1004 and veteran caboose 0774, which our railroad had donated previously to the county Historical Society. The train exhibit also includes an old NADX car contributed by the Hormel packing company.

"Milwaukee Junction," which has been growing since 1957, attracts rail fans from all over the state. One of the newer attractions is our railroad's old depot formerly at Oakland, Minn., which was bought by the Historical Society to house its large collection of railroadiana. On display are an old time post office, telegraph instruments, pot-bellied stove, old timetables, railroad publications, and many other things reminiscent of the vanished era of steam transportation. (Photos by Harold J. Davison, Austin)

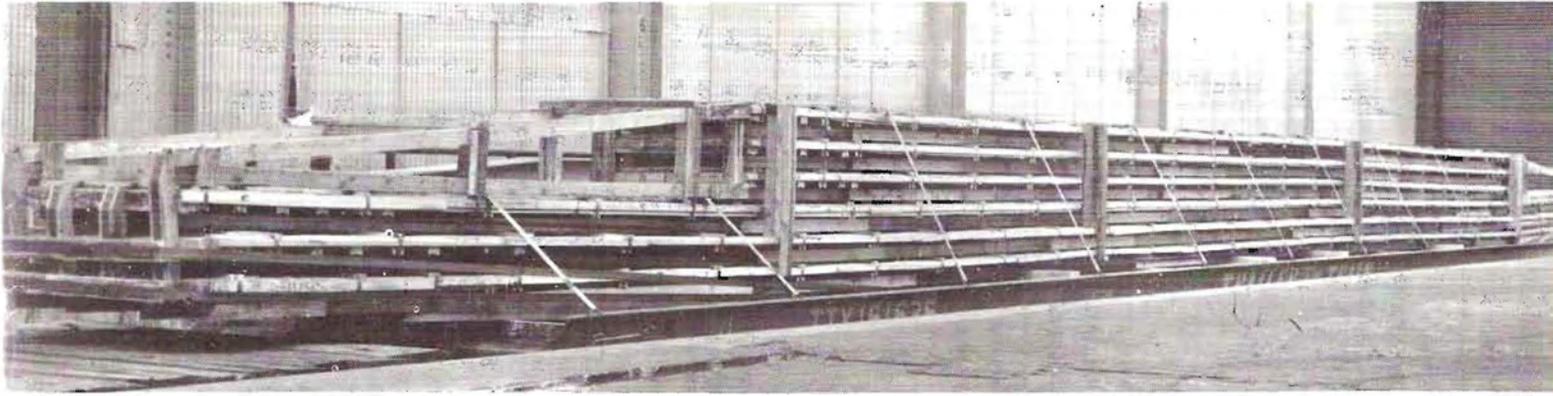
Coach No. 3355, with the trucks removed and resting on dollies, starts west from the depot at Austin, Minn., for movement through the city streets to the Mower County fairgrounds.



in the hardware business at Woodward, where he held the office of mayor for many years.

Mr. Knight is very active for his age and spends much of his time writing, using a typewriter. Many of his historical writings have been published.

On his birthday, he received 150 letters, including one from President Johnson, and about 500 people signed his guest book. He entered the new nursing home in Perry last year to be close to his family and friends. Three of his five children are living.

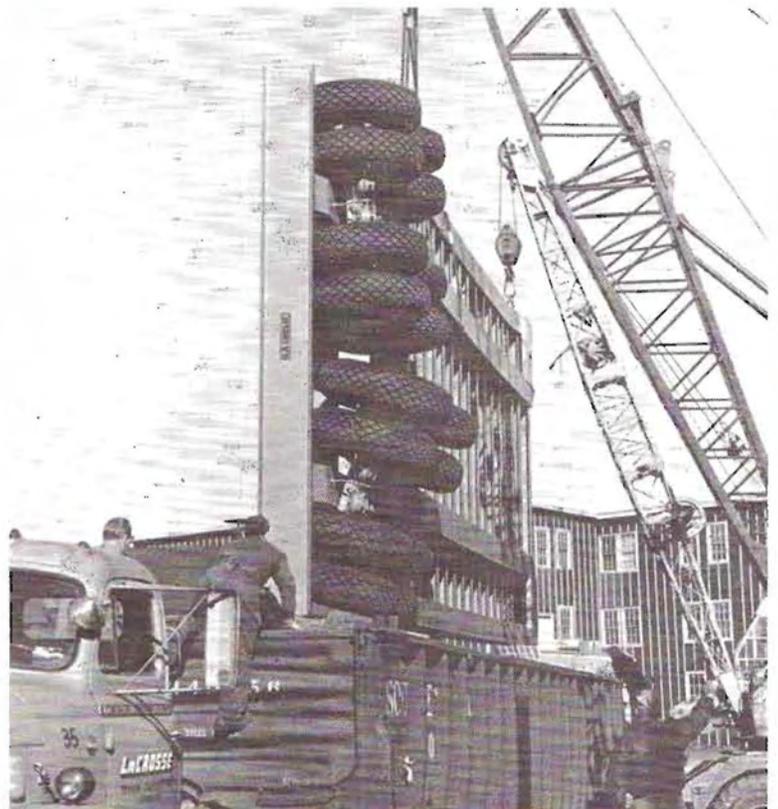
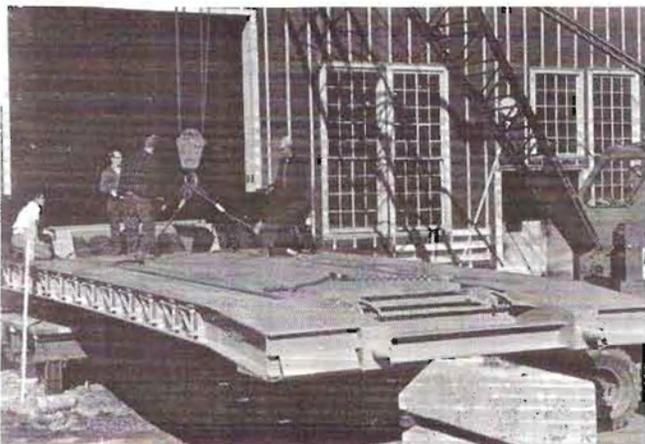


JUMBO WINGSPREAD. A 102-foot section of aluminum plate, the longest ever produced at the Davenport, Ia., works of the Aluminum Company of America, shown ready to leave the company's plant at Riverdale recently for shipment over Milwaukee Road lines to the Boeing Aircraft Company in Seattle. On hand to direct the pick-up of the dimension load ore (from left) J. E. Williams, the road's sales representative in Davenport, M. D. Hewitt, Alcoa loading supervisor, and Ray Cox, assistant car foreman at Davenport. The section was built to form wing skins on Boeing's new multi-million dollar 747 jet designed to carry 490 passengers at a speed slightly under that of sound. (Alcoa photos)



•Railroads and Shippers Think Big•

THE LARGEST TRAILER EVER BUILT by the La Crosse (Wis.) Trailer Corp.—16 feet wide and 52 feet 2 inches in over-all length—as it appeared while being loaded for shipment over the Milwaukee Road to Minnesota Transfer. The main bed was handled in a gondola car, and the gooseneck portion which rises over the towing tractor moved on a flatcar. Estimated weight of the shipment was 62,000 pounds. The trailer has a capacity of 100 tons and rides on 16 tires each 14 x 20 size, 18 ply. Beyond Minnesota Transfer it went to Hoyt Lakes, Minn., for use by the Erie Mining Co. to move a huge ore drill. (La Crosse Tribune photos)



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