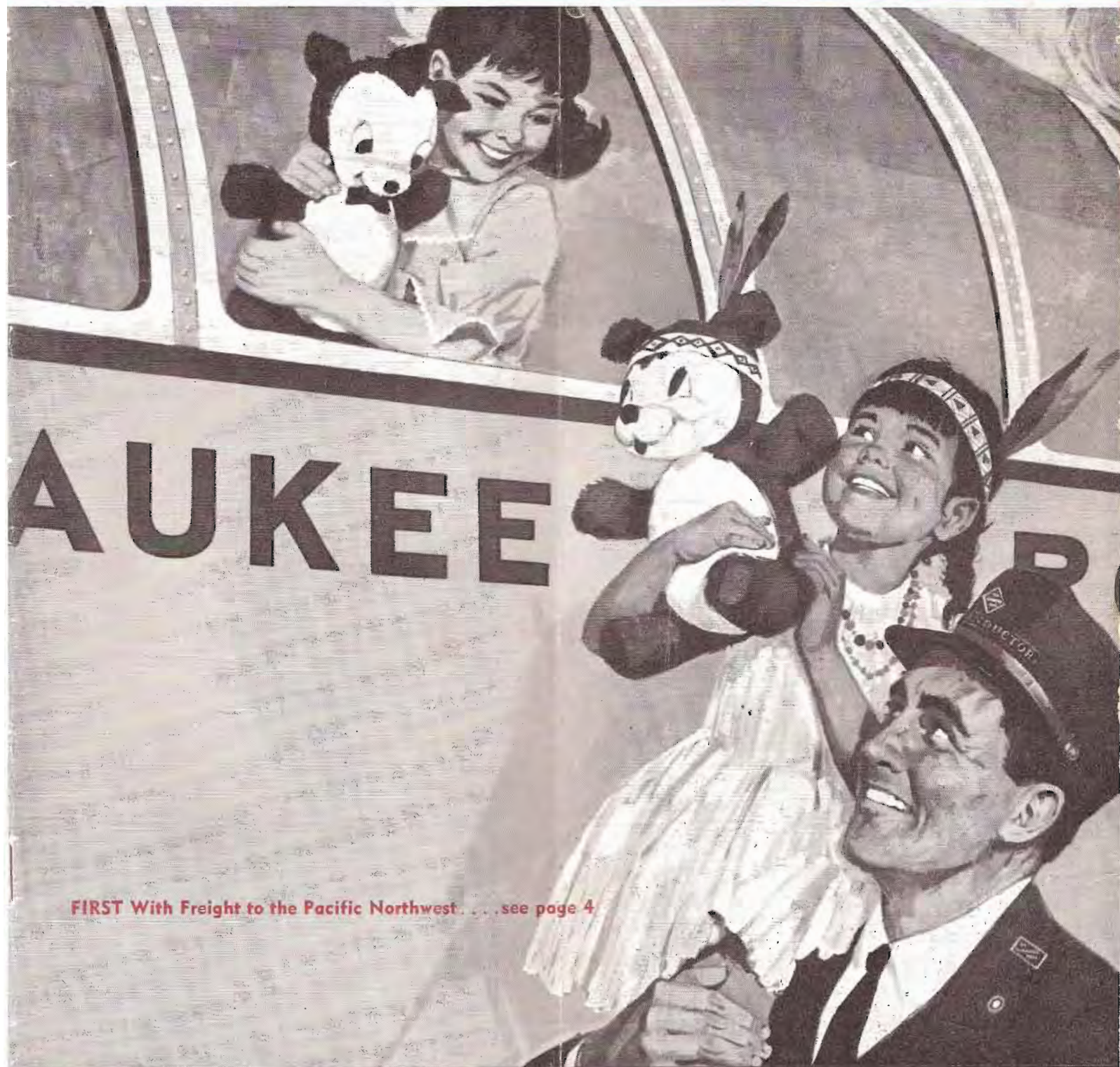


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

november
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december
1963



AUKEE

FIRST With Freight to the Pacific Northwest . . . see page 4



*America's
Resourceful Railroad*

ROUTE OF THE SUPER DOME
Hiawatha AND
WESTERN CITIES
Domeliners

MARIE HOTTON
Managing Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

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

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To The Milwaukee Road Family

WITH Christmas close at hand, it gives me great pleasure to extend the greetings of the season to Milwaukee Road people everywhere. I hope this period set aside for family reunions and other Yuletide festivities will bring its full measure of happiness to your homes.

In expressing these sentiments, it comes to me that this year, as perhaps never before, the true meaning of Christmas will have special significance for families all over the world. For evidence of the spirit of good will so universal at this time we have only to think of the deep sympathy shown to us by people of all nations and faiths just a few weeks ago in events surrounding the assassination of President Kennedy.

This desire to share with others—to give out of the goodness of the heart—is the very essence of the event we are preparing to celebrate. And as we feel close at this season to the first Christmas family, it is only natural that we feel closer to our own family and friends, and, in fact, to the whole human race.

I sense that these are solemn thoughts for such a joyous season, but then the Milwaukee Road family has always been the type that talks things over. No company ever had more loyal or responsive employes, and as we ponder events that have affected our lives during the year about to end and look to the future, I wish all of you a very Merry Christmas and a Happy New Year.

William J. Quinn

The Cover

THIS has been a vintage year for Susie, the self-reliant little traveler whose experiences in real-life situations illustrate advertisements of the Milwaukee Road's Hiawatha passenger service. Here she scores again as the cover girl for the Road's annual calendar. The 1963 picture story shows beyond a doubt that Susie leads a very special life, and that Artist Pat Rosado has a special way of capturing the incidents that make it so. The original is in vivid color.





Annual Report Wins Award

The Milwaukee Road, designated as an award winner in this year's annual report survey conducted by *Financial World* magazine, was honored at an "Oscar of Industry" reception held in New York City on Oct. 30. John J. Roche, secretary of the Road, is shown (left) accepting a symbolic certificate from Richard J. Anderson, editor and publisher of the financial magazine. The Milwaukee's report to stockholders for 1962 placed second in the "best of industry" competition among railroads in the \$60-\$250 million revenue classification. The award was the highest won by a Chicago-based rail line.

Leo T. Crowley Leaves Board Chairman Post; Will Serve Road's Finance Committee

LEO T. CROWLEY, chairman of the board of directors of The Milwaukee Road since 1945, requested on Oct. 17 that the board relieve him of his responsibilities as chairman effective Dec. 31.



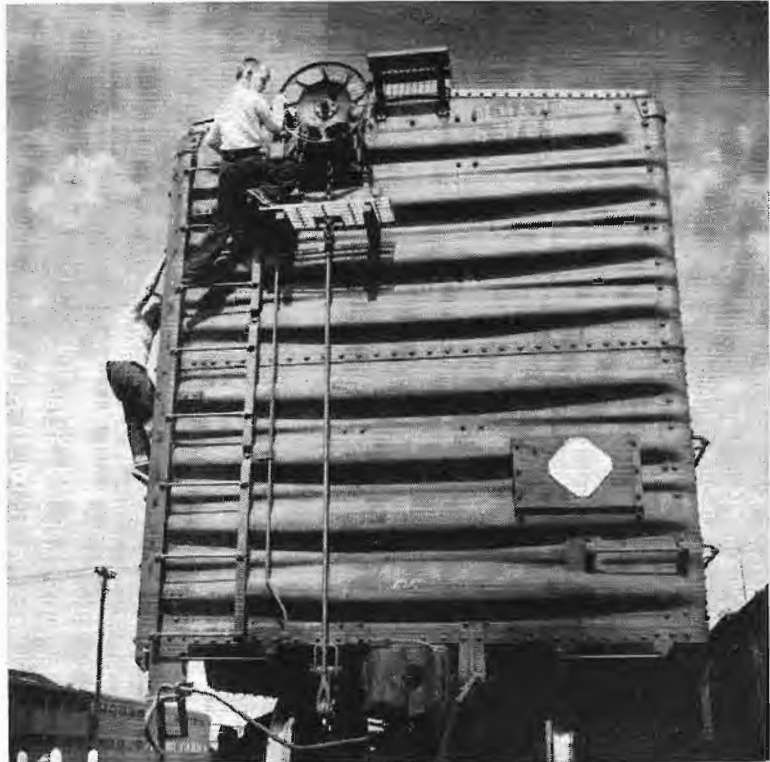
Leo T. Crowley

Mr. Crowley recommended that, effective Jan. 1, 1964, the powers and functions of the chairman be merged with those of the president, and that William J. Quinn, as president, exercise the combined functions. The office of chairman would be abolished.

In accepting his request, the board asked of him, and Mr. Crowley agreed, that he continue as a director and that he make his services available to the company as chairman of the finance committee.

November-December, 1963

Are You Sure Your Child Doesn't?



The safety department of the Milwaukee Road offers for consideration the editorial which follows as a subject emphasized in the educational program it conducts among school children. The editorial is a statement of opinion from the management of WTMJ, WTMJ-TV and WTMJ-FM, the radio and television stations of The Milwaukee Journal, which was broadcast recently for the purpose of stimulating thought on matters of concern to the public. The television portion showed scenes of children playing on a railroad track and one young boy actually hopping a ride.

Hopping freights continues to be a pastime of some thrill-seeking Milwaukee children despite the death of a nine-year-old boy under the wheels of a train last month.

The ones who are still catching a ride on the cars either haven't learned a lesson from the accident or they think it can't happen to them. They, of course, are guilty of trespassing on private property and, if caught, subject to referral to juvenile authorities.

A few days after the tragedy we received reports of boys and, yes, even girls, back on the tracks looking for adventure. They ignored the warnings of people who saw them and in some cases the people were told to mind their own business.

The kids proved as elusive as they are daring. Most of them hid from a cameraman or stopped "hooking a ride" while he was present. However, by means of a telephoto lens, he did manage to catch an older boy in action. This fellow was unaware that he was being filmed. He trotted alongside the freight car, jumped up and held onto the rungs

on the side, rode a distance and then jumped off again.

According to Milwaukee police, the problem is not confined to the line where the fatal accident occurred. Authorities watch all areas where children have been known to play on the railroad tracks. In addition, the Milwaukee and North Western roads have their own police who guard railroad property. The city and railroad police warn hundreds of children each summer.

The police department also has special speakers who deliver safety messages to schools and PTA meetings on this subject.

But it's a never-ending job and it will take more than checks by patrolling police or lectures to PTA groups to stop the practice. There are hundreds of miles of track spreading all over the Milwaukee area. The tracks are easily reachable from almost any neighborhood. All parents should be concerned enough about their children to be sure they don't play on railroad property. *Do you know your child doesn't?*

FIRST With Freight to the Pacific Northwest

*We're Now Almost
a Day Faster*



A new hotshot record was established on Oct. 26 when the Milwaukee Road inaugurated the fastest freight train schedule ever offered from Chicago to the Pacific Northwest. Running time for the transcontinental "first" is 55½ hours, or almost as fast as some passenger trains.

The pace was set by a new daily time freight designated in the operating timetable as No. 261. Excelling all other rail or truck speeds to the northwest coast, the train bears the appropriate name of the "XL Special".

The new running time from Chicago to Seattle—21½ hours faster than the Road's previous schedule—was worked out to help shippers operate their businesses as efficiently and competitively as possible. On a typical schedule, for example, a train leaving Chicago (Bensenville Yard) on a Monday at 2:30 P.M. and making freight pickups in Milwaukee, the Twin Cities and Aberdeen, S. D., arrives in Spokane on Wednesday at



Getting ready to leave Bensenville Yard with the XL Special on one of its first runs, F. G. McGinn, vice president-operation (right), and V. E. Glosup, assistant vice president-operation and chief engineer, compare watches with Engineer J. J. Elleseg.

11:30 A.M. and pulls into Seattle at 8 P.M. that evening.

The departure of the XL Special is timed to permit inclusion of cars loaded in the Chicago area the night before, as well as piggyback vans delivered up to 1 P.M., and to protect late morning de-

liveries from eastern and southern connections. At destination in Seattle, the arrival time provides for third morning delivery of freight throughout the Puget Sound area.

Backing up the XL Special, time freight No. 263 is continuing to operate

The hotshot schedule enables the Milwaukee to get better utilization of high-priced equipment, such as these auto rack cars.



on its regular 77-hour schedule to the Pacific Northwest and intermediate points, thus providing shippers with two through transcontinental freight trains daily.

Moving a freight train from Chicago to Seattle almost a day faster than had ever been attempted before was a real challenge to the Road's operating and engineering personnel. Guide schedules set up for the service involved conferences of division superintendents, who estimated how much time the train needed to get over their territories, and computations by the engineering department.

Formula for Faster Schedule

The formula for the faster schedule is controlled tonnage, ample horsepower and snapped-up terminal time. Working on the concept of a basic 3,000-ton train hauled by four of the Road's 2,250 horsepower GP-30 diesel-electric locomotives, the engineering department calculated the total time required to cover the route.

The first XL Special out of Chicago on Oct. 26 carried in its consist a dynamometer car and a group of operating, engineering and mechanical officers. Aboard the train to observe the movement and see how the schedule checked out were L. V. Anderson, general manager-system; B. J. Worley, engineer maintenance of way-track; R. G. Simmons, general roadmaster; G. L. Wood, general superintendent of the car department; Paul Lucas, assistant superintendent of motive power; and Allen Mirk, assistant superintendent of diesel-electric maintenance.

Off and rolling, the progress of the XL Special over the long-distance route was watched by many Milwaukee Road employes and rail fans. At points where stops were made to pick up cars or change crews, delegations were on hand to take pictures and wave it out of sight. The arrival of the train in Seattle on Oct.



Vice President-Operation F. G. McGinn signals "Let her roll".

28 after logging 2,179 miles in record-breaking time was a proud moment for everyone connected with the movement, including the various train crews who helped to make the run a success.

The performance of the XL Special throughout the trip revealed that the computed schedule matched the results of the dynamometer car tests to a remarkable degree.

Responses of shippers to the time-saving advantage of the new service have more than fulfilled expectations. The fact that the fast schedule has been designed to keep the XL Special rolling practically all of the time also enables the railroad to get better utilization of some high-priced equipment moving on it, such as piggyback flat cars and auto rack cars.

Halted briefly on a siding in South Dakota, the XL Special makes the last pickup before continuing west.



Typical Schedule for XL SPECIAL

Lv. Chicago . . . 2:30 PM. Monday
 Lv. Milwaukee . . 4:30 PM. Monday
 Lv. Twin Cities . . 12:15 AM. Tuesday
 Lv. Aberdeen . . . 7:05 AM. Tuesday
 Ar. Spokane . . . 11:30 AM. Wednesday
 Ar. Seattle 8:00 PM. Wednesday



The track exhibit at the Illinois Central 31st Street yards in Chicago, showing part of the more than \$40 million worth of railway cars, locomotive and track equipment displayed at the exposition.

TRANSPORTATION TOMORROW

Previewed at the Big Railway Progress Exposition in Chicago



The exposition is opened by Mayor Richard J. Daley of Chicago, pictured pressing a button that activated an electric railroad crossing gate at the outdoor exhibit. Participating in the ceremony are (from left) J. P. Kleinkort, chairman of the Combined Railway Suppliers Exhibit; W. Irving Osborne Jr., president and chief executive officer of Pullman, Inc.; Miss Margo Spinker of Elgin, Ill., who reigned over the exposition as "Miss Railroad"; and Daniel P. Loomis, president of the Association of American Railroads.

The American Railway Progress Exposition staged on Chicago's lakefront Oct. 9-16 told the self-improvement story of the railroads in a way which left no doubt as to where they stand on technological advancement and plans for the future. Billed as the showcase of modern railroading, it racked up more displays from more exhibitors, more visitors, and more attention from rail, supply, shipper, investor and legislative representatives than any other railroad trade show ever held.

The big attraction was some \$40 million worth of the railroads' most modern work tools covering five acres in McCormick Place, Chicago's \$35 million exhibition center, and a mile of track at the adjacent Illinois Central yards. The comprehensive display, sponsored by four railroad supply groups with the cooperation of the railroad industry, was unique in that it represented the participation for the first time of all suppliers in one mammoth show.

For the first time, also, such an exhibit was combined with 100 separate but coordinated industry affiliated conferences. Organizations which scheduled their annual meetings to coincide with the exposition included the Association of American Railroads, the Railway Progress Institute, and the National Association of Shipper Advisory Boards.

Meeting concurrently were 16 railroad organizations, including nine AAR groups—the Accounting, Engineering, Mechanical, Operation-Transportation and Purchases & Stores Divisions; the Communication & Signal and the Freight Loss and Damage Prevention Sections; and the Motor Transportation Officers and the Station Operation Officers. In addition, annual sessions were held by the four Coordinated Mechanical Associations (Air Brake, Car, Locomotive Maintenance and Fuel & Operating Officers), the American Railway Bridge & Building Association, and the Roadmasters & Maintenance of Way Association.

Chicago, served by 34 railroads, heralded the opening of the exposition with a one-minute salute from the horns and whistles of 1,500 locomotives. Mayor Richard J. Daley pressed a button that activated an electric crossing gate at the outdoor portion, and a pretty blonde was crowned "Miss Railroad".

Acknowledging the compliment, President Daniel P. Loomis of the AAR paid tribute to the city as the world center of railroading and voiced the general feeling regarding the exposition.

"Things are finally looking up for



Picture taken during a press conference which followed a policy speech made by Kenneth E. Belieu, Assistant Secretary of the Navy (right), at a special joint session of railroad organizations in the Arie Crown Theater at McCormick Place for which President William J. Quinn (left) was master of ceremonies. With them are Rear Admiral H. A. Yeager, Commandant of the Ninth Naval District, and Ernest S. Marsh, president of the Santa Fe railroad, who introduced Mr. Belieu at the joint meeting.

this industry", Mr. Loomis said. "Railroading is riding the crest of a wave of technological change that is paying off in rising levels of operating efficiency, making the industry increasingly competitive in price and service . . .

"Yet, important as is this tangible evidence of material progress, it must take a back seat to the people who made it possible—the team of men and

women in both the railway supply industry and on the railroads . . . Imagination and initiative have gone into the making of these new and better railroad facilities—and the same human ingredients are going into the creation of a new breed of railroaders who are not and will not be satisfied to play a declining role in the life of our growing nation . . . What we are witnessing is

Visiting the A. O. Smith Corporation outdoor exhibit are (from left) C. T. Lannon, treasurer of the Milwaukee Road, W. E. Ross, assistant comptroller, and R. F. Kratochwill, comptroller. The exhibit featured a Hydra-Buff cushion underframe applied to a Milwaukee Road 50-foot combination plug and sliding door box car.





Far left: Milwaukee Road traffic officers inspect a display of the uses of Cedit reflectorized paint, a Minnesota Mining and Manufacturing Company product, demonstrated on a Milwaukee Road box car. From left are W. B. Fisher, general commerce agent; D. W. Spencer, grain marketing representative; W. H. Wait, freight traffic manager-grain; F. J. Swierenga, assistant freight traffic manager; and H. K. Larson, special rate officer.

Left: In the interior of the Minnesota Mining and Manufacturing car, W. H. Wait watches a projection of the Milwaukee Road's trademark being stenciled on a box car.

a preview of the super-railroads of the American future."

By mid-morning of Oct. 11 nearly 30,000 persons had registered at McCormick Place and as late as Oct. 14 lines were still forming. By the end of the eight-day run the attendance (including the public which saw the track exhibit on Saturday and Sunday) totaled almost 75,000—far more than had originally been anticipated.

Meanwhile, the meetings of the various organizations were conducted in McCormick Place conference rooms and headquarter hotels, each with its individual roster of speakers. The programs, in which many Milwaukee Road employees participated, were highlighted by addresses from leaders in the railroad, legislation, economic and education

fields. The list of guest speakers included, among others, Kenneth E. BeLieu, Assistant Secretary of the Navy; Warren G. Magnuson, chairman of the Senate Committee on Commerce; Representative Oren Harris, chairman of the House Interstate and Foreign Commerce Committee; Richard H. Amberg, publisher of the St. Louis Globe-Democrat; Murray Shields, chairman of MacKay-Shields Economics, Inc., New York City; Dr. Edward H. Litchfield, chancellor of the University of Pittsburgh; and Commissioner Kenneth H. Tuggle of the Interstate Commerce Commission.

Adding an international flavor, officers of foreign railroads attended the exposition as observers. Much of what visitors saw was on display for the first time, ranging from a 5,000 horsepower

diesel locomotive to an air-film loading system that allows a freight handler to load a 140,000 pound capacity freight car in 30 minutes. The \$40 million show featured innovations such as:

An electronic control system that automatically moves freight cars from one location to another; a whale-shaped tank car that can carry 50,000 gallons of liquefied petroleum gas or anhydrous ammonia—20,000 gallons more than the largest now in service; a box car stretched longer by cutting it in two and inserting a section in the middle (to meet the demand for larger capacity cars); a car with an attached clam shell hood for shipping coiled steel without damage; an automatic car reporting system that provides a visual record of arriving and departing freight cars; an electronic system for monitoring speed, engine temperature, fuel supply and other data on passing trains; an electronic storage system for programming the switching of an entire train in advance; and a system for transferring containers from truck to train while the vehicles are moving.

Massed in one location, the exhibits demonstrated dramatically the change which has taken place in railroading since World War II as a result of the industry's \$17.4 billion modernization



Touring the displays in the mammoth exhibition hall are (from left) V. E. Glosup, assistant vice president operation-chief engineer, F. G. McGinn, vice president-operation, J. A. Jakubec, assistant to vice president-operation, and D. P. Valentine, general superintendent transportation.



H. H. Melzer, assistant chief purchasing officer (left), and D. P. Valentine, general superintendent transportation, look over the diesel-electric locomotives on the motive power line.



At the track exhibit of large capacity equipment, W. W. Kremer, vice president-traffic (right), and E. W. Chesterman, assistant general freight traffic manager (left), meet football's Elmer Layden, now a sales executive of the General American Transportation Corporation.

program. In a keynote address, Mr. Loomis said, "With such innovations and improvements, we are shaping a railroad system that will not only mean better transport at lower prices, but will give this historic industry a new lease on life.

"The only note of caution I would sound is that the further progress we hope to make can only be made if the track is cleared of outdated government policies. We want no special preferences or favoritism, but we *do* want to be treated the same as our road, air and water competitors, and we *do* want to be able to pass on to the public the full benefits of the technological progress in evidence here."



Miss Margo Spinker of Elgin, Ill., chosen "Miss Railroad" of the exposition, displays the blonde charm which also made her the choice of Chicago photographers for "Miss Photoflash of 1963."



Curtis D. Buford, vice president of the Operations and Maintenance Department of the A.A.R., addresses a Sunday breakfast meeting sponsored by the National Association of Railway Business Women. Beside him is Hazelle Collins Anderson of the Milwaukee Road, president of Chicago Chapter of the NARBW.

First man to register at the exposition was General Roadmaster R. G. Simmons, shown here receiving his identification badge from Hazelle Collins Anderson of the office of vice president-traffic. Coordinated NARBW activities at the exposition included the registration of the more than 30,000 industry affiliated participants.



A snow removal and switch cleaner manufactured by the Railway Maintenance Corporation of Pittsburgh, on which General Roadmaster R. G. Simmons (standing on step) holds a patent, intrigues exposition visitors. From left are Roadmaster C. E. Moore, Spokane; G. M. Dempsey, assistant superintendent of safety; F. J. Ladwig, M. E. Stewart, D. O. Anderson and C. V. Peterson, district safety engineers with headquarters in Milwaukee, Chicago, Milwaukee and Savannah, respectively; and R. W. Middleton, division engineer, Bensenville.





Officers of the two Junior Achievement companies issue receipts to officers of the railroad who bought stock in their firms. Standing are (from left) C. T. Skjoldager, assistant purchasing agent; City Freight Agent W. C. Anderson, sales Adviser for Delux Decors; S. J. Cooley, vice president-real estate and industrial development; V. E. McCoy, chief purchasing officer; C. E. Crippen, vice president-finance and

accounting; City Freight Agent D. J. Miller, sales Adviser for the Milwesco company; R. K. Merrill, general solicitor; E. A. Berry, bureau head, auditor of station accounts office, accounting Adviser for Delux Decors; and H. J. Dronzek, engineering department designer, production Adviser for the Milwescos.

J-A Adviser Teams Activate 1963-64 Program



BEGINNING with the annual Junior Achievement enrollment at high schools this fall, the Milwaukee Road again assumed the sponsorship of two Achiever

companies in Chicago for the J.A. program year.

Employees who have volunteered to act as Advisers for the 1963-64 program were briefed on J.A. procedures at three training sessions for representatives of Chicago counselling firms, and upon taking up their responsibilities were honored at a luncheon given by the railroad. Speakers at the luncheon who commended their contribution to the educational program included President William J. Quinn and Thomas M. Pendergast, executive vice president for J.A. in the Chicago area.

The objective of Junior Achievement—to develop in high school students a realistic understanding of the American free enterprise system—is accomplished by a clear cut demonstration of how it works. Through the distinctive J.A. learn-by-doing formula, the teen-agers learn the mechanics of running a business or service from incorporation to liquidation, exactly as it is done in the adult world they are preparing to enter. Drawing on the experience of their Advisers, they organize, finance and operate miniature companies; learn about production, overhead, merchandising, profit and loss, and the incentives for individual endeavor.

Sponsor firms provide three Advisers

for each company, one for production, one for business administration, and one for sales. The teams representing the Milwaukee Road are backed up by alternate and reserve counsellors who are qualified to carry on a program if an active Adviser is unable to attend a company meeting. The function of the Adviser is to help the junior enterprises through the initial stages of organization and forewarn their officers of problems that may arise.

In the program now underway, the Milwaukee's advisory teams assisted with the programming of the Milwesco com-

pany, manufacturer of a youth chair, and Delux Decors, assembler of costume jewelry. Starting with the capitalization of these companies, the Advisers arranged a meeting between their management and officers of the railroad so the junior executives could relate their experiences to the operation of an adult firm and sell stock in their own.

In anticipation of the sales potential offered by the Christmas season, the two companies concentrated recently on developing an additional product for the holiday market. The sideline selected by the Milwescos is a styrofoam Christ-



President William J. Quinn signs up as a J.A. stockholder. The sales promoters are (from left) William Draheim, Geri McKenna, Roberta Knie, Wayne Mastalski, Vito Bielawski, Barbara Wilkes and Elizabeth Bertram.

mas tree of a unique spiral design, hand decorated with metallic glitter. The Delux Decors switched to assembling Christmas corsages made of tree ornaments, ribbon and holly.

New Roster of J. A. Advisers

Employees who have volunteered to serve as counsellors for the 1963-64 Junior Achievement program are: **Production**—N. E. Smith, bridge engineer; H. J. Dronzek, designer, engineering department; C. W. Capron, chief clerk, communications department; R. W. Poor, traveling car agent; Anthony Lagowski, boiler foreman; Elmer Nelson and P. T. Panzica, machinists; C. D. Emerson, assistant superintendent transportation; W. E. Dunn, switchman. **Sales**—D. J. Miller and W. C. Anderson, city freight agents; L. W. Kelly, assistant general agent, passenger department; J. G. Waldman, assistant district storekeeper; E. G. Tyckoson, assistant industrial engineer; B. F. Fuechtmann, city passenger agent; F. H. Joynt and J. P. Kalasmiki, agent and assistant agent, respectively, Galewood. **Accounting**—R. F. Kratochwill, comptroller; W. W. Rogers, special representative of vice president; R. L. Litka and H. P. Wisniewski, bureau heads, auditor of expenditure office; E. A. Berry, bureau head, auditor of station accounts office; Milton Croasdale, bureau head, auditor of freight settlements office; P. D. Lencioni, bureau head, auditor of freight accounts office; K. D. French, chief clerk, freight claim department; W. F. Wilkinson, chief demurrage inspector.



Officers of the Milwesco company display a sample of their product, a folding youth chair, at the stock sales meeting. From left are Barbara Wilkes, secretary, Roberta Knie, president, and Vito Bielawski, treasurer.

November-December, 1963



Head table scene at the retirement luncheon as E. E. Burch and B. O. Johnson were presented with identical wallets. From left are: F. G. McGinn, vice president-operation; Mr. Johnson; W. E. Fuhr, assistant chief engineer-signals and communications; V. E. Glosup, assistant vice president-operation and chief engineer; B. J. Worley, engineer maintenance of way-track; Mr. Burch; and B. J. Ornburn, assistant chief engineer-structures.

E. E. Burch and B. O. Johnson Retire; Honored by Engineering Department

Two well known veterans of the Chicago engineering headquarters staff, Bridge Engineer E. E. Burch and Office Engineer B. O. Johnson, were honored at a retirement luncheon in the Canterbury Room of the Fred Harvey Union Station restaurant on Sept. 26. About 160 of their associates, both active and retired, were present to wish them well. The speaking program included remarks by many officers of the railroad, headed by President William J. Quinn.

Ed Burch, a native of Darlington, S. C., was graduated from Carnegie Institute of Technology with a degree in civil engineering in 1919 and started his service with the Road in 1929 as a draftsman in the bridge department. In 1930 he left the railroad, but he returned in 1938 and, advancing through the positions of design detailer and assistant bridge engineer, was appointed bridge engineer on Apr. 1, 1950.

He and Mrs. Burch are partial to traveling by trailer, and started their retirement with a trip to visit their son, Homer, and his family—Homer is research chemist for the Norwich Pharmaceutical Company, Norwich, N. J. Later they planned a trip to South Carolina, and then, traveling as members of the Avion Travelcade Club, to spend a part of the winter in Mexico.

Burt Johnson, who was born in Ottumwa, Ia., started his service there in 1918 as a rodman. Subsequently he

served as an instrumentman at Sioux City, assistant engineer and resident engineer on line revisions at various locations, and division engineer of the former SC&D and H&D Divisions. He was assistant engineer in the Chicago general office from 1933 to 1951, when he was appointed office engineer.

The Johnsons will make their home in Tucson, Ariz., where they will be neighbors of W. E. Broberg, retired auditor of capital expenditure, and his wife.

R. H. Chermak Elected President Chicago City Passenger Agents



R. H. Chermak

R. H. CHERMAK, city passenger agent in Chicago, was elected president of the Chicago City Passenger Agents Association and installed in the office on Nov. 20. He had previously

served as second and first vice president.

Mr. Chermak has been with the Milwaukee since 1937. He was advanced to chief clerk to general agent passenger department in 1955 and appointed to his present position on Feb. 1, 1960.



Party Honors Twin Cities "Graduates of '63"

THE Twin Cities "graduating class of '63"—employees who retired this year from jobs converging on the Minneapolis-St. Paul area—were honored the evening of Oct. 3 at a turnout of their co-workers 300 strong. The demonstration of good fellowship, held at the Knights of Columbus club rooms in Minneapolis, brought together employees from three divisions for a rousing good time.

As usual on this occasion, the demonstrators included a large number of alumni who look forward to the annual all-employee retirement-reunion as an opportunity to bat the breeze with their former associates on the railroad. And as usual, too, when the "graduation picture" was taken, several of the guests of honor were missing; too busy having fun. Even without them, however, the picture above represents a remarkable record of long and loyal service—a total of 1,163 years!

Shown in the front row are, left to right: District Storekeeper A. W. Le-

may, 45 years of service; Chief Yard Clerk M. R. O'Brien, South Minneapolis, 47; Aberdeen Division Engineer Merle Hammell, 56; Signal Maintainer R. J. Dunn, South Minneapolis, 47; La Crosse Division Engineer A. D. Sutton, 51; Track Foreman O. S. Jewett, Twin Cities, 44; R. S. Luce, Minneapolis depot ticket agent, 47; La Crosse Division Engineer Albert Alich, 51; Aberdeen Division Train Baggage man Frank Goberschock, 54; and La Crosse Division Engineer K. M. Green, 18.

In the center row, from left: Carman Alex Franson, St. Paul, 54 years; Yard Clerk E. A. Olson, Minneapolis, 20; Aberdeen Division Engineers J. O. Dragseth and Matt Jarvis, 53 and 50 years, respectively; La Crosse Division Engineers William Boxeth and G. L. Amundson, 45 and 52 years; Car Department Employee V. Anderson, Minneapolis, 50; La Crosse Division Engineer Herman Apker, 46; D. L. Hathaway, mail and baggage sorter, Minneapolis, 20; and Freight Department

Employee L. M. Rogers, Minneapolis, 21.

And in the back row, left to right: Engineers C. J. Knutson, 52 years, Hans Jorgensen, 43, Ed Nelson, 58, Chris Mills, 48, and Ed Erickson, 47, all of the La Crosse Division; and La Crosse Division Trainman H. D. Weidenhamer, 44 years.

The gala affair, emcee'd by W. H. Manion, supervisor of passenger train personnel, paid tribute to both husbands and wives. Starting with a social mixer, the program included the traditional buffet supper; addresses by S. P. Elmslie, assistant to vice president-traffic, Chicago, and F. J. Kuklinski, superintendent of the Terminals Division; community singing; entertainment by the Bloomington Barbershop Chorus; and dancing to the beat of a full orchestra. In the dancing department, the veterans held their own with the younger railroaders right up to the finish line. Thanks to the committee which went to elaborate lengths in planning the party, the get-together was rated a "real ball."



Director Richard Dix leads the Bloomington Barbershop Chorus. The tall fellow in the back row, second from left, is W. O. Ray of the Minneapolis freight office force.

The Milwaukee Delivers a Gift To the Fischer Quintuplets

IN connection with the fanfare at Aberdeen, S. D., Oct. 14 which marked the month-old anniversary of the Fischer quintuplets, the Milwaukee Road cooperated with the townspeople of Aberdeen, Wash., in arrangements to send a gift to the children who have brought fame to their sister city.

The Milwaukee, the only railroad providing direct freight service between the two Aberdeens, was asked by the Grays Harbor (Wash.) Chamber of Commerce to oversee the movement to the South Dakota Aberdeen of five matched fir trees for the new home being planned for the Fischer family. The trees were presented to the Fischers by Mayor Walter Failor of Aberdeen, Wash., who was a guest at the civic celebration.

The tree presentation was a highlight of the official program in the South Dakota community, which featured a public luncheon, a 100 unit parade and a rally in the Aberdeen arena. An estimated 50,000 persons, including 24,000 local residents, were on hand as they shared top billing with the presentation of five medals from Pope Paul to the Fischers, who are Catholics, five \$1 bills autographed by Mrs. Kathryn O'Hay Granahan, treasurer of the United States, and flowers sent by the Diligenti quintuplets of Argentina, who were born in 1943. Included with the trees was a plaque to be mounted on the grounds of the Fischer home.

Doctor Tiffin Retires From Milwaukee Hospital Association

THE retirement of Dr. Edwin R. Tiffin of Enumclaw, Wash., was announced on Sept. 1, thereby concluding an affiliation of more than 40 years with the Milwaukee Hospital Association.

Doctor Tiffin is a descendant of the first governor of Ohio, Dr. Edwin Tiffin, who was also a physician and surgeon and for whom Tiffin, Ohio, was named. He was graduated from the pharmacy department of the State College of Washington in 1904 and completed his education at the University of Illinois College of Medicine. Following his internships, he practiced briefly at Deer Park, Wash., and in Spokane before becoming established permanently at Enumclaw. In recognition of his long service to the community, the residents honored him in 1955 with a "Dr. Tiffin Day".

November-December, 1963



At home, Mr. Quinn is the man who does things for the family. With him and Mrs. Quinn in their back yard are (from left) Maureen, Shannon, Michele and Floy Belle. The boys are (same order) Patrick, Richard, William Jr. and George. (Chicago Tribune photo)

President Quinn Is Interviewed at Home

How does a top railroad executive spend his time when he's not working at the office? When he's not obliged to travel, attend conferences, preside at banquets, make speeches, or carry out the countless other commitments attached to heading up the nation's third longest railroad?

This question, put to the Milwaukee Road's president by a reporter for the *Chicago Tribune*, drew from William J. Quinn the simple answer that he likes to be home with his family. And explaining that he goes to work early and gets home late, Mr. Quinn named eight good reasons for wishing he could be home more of the time.

The reasons are William Jr., 20; George 17; Patrick 12; Richard, 10; Floy Belle, 7; Maureen, 6; Michele, 5, and Shannon, 3.

William Jr. is a student at the University of Notre Dame and George attends Loyola Academy. The rest keep the Quinn home in Winnetka, Ill., humming with activity; "strange music for the executive suite", the reporter noted.

The interview published in the *Tribune* disclosed that railroad presidents with large families have to do a

lot of errand running. Saturday is errand day. Asked for an example, Mr. Quinn said, "Buying shoes. One of the children always needs them; sometimes all eight at once. If you have children under 12 you know how fast they wear shoes out. It's a fact that if we miss going to the shoe store on Saturday, the owners think something's wrong at our house—maybe an epidemic of measles or mumps."

Quoting the *Tribune* further, Mr. Quinn was characterized as "one of the advance guard of railroading's new breed, the men who are bringing the industry back to life with bright ideas . . . But with his family he is far more conservative; one might say old fashioned. He has no hobbies aside from an occasional round of golf, because he wants to spend what time he has with the children.

"My formula for raising the children is to avoid formulas and remember that each child is an individual", he says. "And every individual is different. You have to exercise your intuition with kids. Of course, that would be a heck of a way to run a railroad."



View of the luncheon gathering in the Grand Ballroom of the La Salle Hotel.

The Women's Club Convenes in Chicago

THE annual district meeting which launched the Milwaukee Road Women's Club on its 39th year highlighted things the club does so well in fulfilling its basic function of seeing to the welfare of the railroad family.

Mrs. Steed, president general, presided at the conference held Oct. 25-26 in the La Salle Hotel, which was attended by delegates from 36 of the 51 chapters and 12 general governing board officers. In line with the usual format, reports delivered at the business session brought the members up to date on projects of common interest completed since the 1962 meeting and enabled them to compare notes on new trends and ideas. Among accomplishments read into the 1962 record, the major items were:

- ◆ Cash expenditures for welfare and good cheer—\$5,714.
- ◆ "No cost" donations to welfare and good cheer (estimated value)—\$1,070.

- ◆ Families given aid and cheer—2,288.
- ◆ Personal calls on behalf of aid and cheer—5,688.
- ◆ Good cheer messages sent—4,925.
- ◆ Earned on ways and means activities—\$3,013.

On the agenda, the club discussed also the enlarging scope of its \$600 annual scholarship program for sons and daughters of employes. In this connection it was announced that Jacqueline Louise Nelson, a daughter of Conduc-



Members of the general governing board, advisory officers, directors and general chairmen who attended the luncheon. Seated, from left: Miss Marilyn McNicholas, Chicago; Mrs. Ralph Vannella, Bensenville (secretary general); Mrs. C. C. Steed (president general); and Miss Etta Lindskog and Mrs. W. Ray Dolan, Chicago. Standing (same order): Mmes. O. P. Catlin and W. E. Swingle, Chicago; Oscar Bond, Terre Haute; James Trapp, Harlowton, Mont.; H. F. Shannon, Milwaukee; Robert Rathbun, Milwaukee; and Harry Helgerson, Green Bay, Wis.

Presidents and other chapter representatives at the district meeting.



tor H. W. Nelson of the Aberdeen Division, who won the scholarship for 1963, has enrolled at St. Olaf College, Northfield, Minn., to obtain a B.S. degree in Nursing. Also, that Richard L. Cole, son of Signal Maintainer J. H. Cole of Tacoma, Wash., who was awarded a scholarship in 1961, is working toward an electrical engineering degree at the University of Michigan, and that Mary Catherine Bruns, daughter of Agent W. O. Bruns of Middleton, Wis., and winner of the 1962 scholarship, is continuing her studies at Edge-wood College of the Sacred Heart in Madison, where she is majoring in music.

Mrs. W. Ray Dolan, second vice president general, served as chairman of the get-together luncheon in the Grand Ballroom, and again the program was highly entertaining. The luncheon ended on a note of enthusiasm as Mrs. Steed reviewed the high points of the business meeting. Remarking that 43 chapters were represented in the gathering, Mrs. Steed announced that the membership of the club as of that date totaled 11,993—5,472 voting and 6,521 contributing members—and that approximately 63 per cent of the chapters had exceeded their membership of 1962. Commending the chapters which had gone "over the top", she announced the awarding of general governing board membership prizes amounting to \$2,375.

Changes in Railroad Retirement Acts to Improve Financing

AMENDMENTS to the Railroad Retirement Act, the Railroad Retirement Tax Act, and the Railroad Unemployment Insurance Act were signed into law on Oct. 5. The changes, which became effective Nov. 1, provide additional funds needed to improve the system's long-range prospects.

According to a news release from the Railroad Retirement Board, the legislation will not result in higher benefits for beneficiaries already on the rolls, but will mean larger benefits in the future for employes who will have paid more in taxes.

The railroad retirement system currently shows an actuarial deficit of about \$77 million. Reserves are sufficient to handle such a deficit for several decades, but thereafter funds would not be available. Amendments to provide more adequate financing were recommended to Congress by the Association of American Railroads, the Short Line Railroad Association and the Railway Labor Executives Association. The major features are:

(1) Maximum earnings subject to



Union Station, the Milwaukee Road assured its Chicago area patrons that the project will not disrupt train schedules.

Said "Conductor Charley", the cartoon spokesman for various announcements made by the Road, "Two of our tracks will be out of service during the construction of the foundations, and we anticipate that some of our trains will be on tracks other than you are accustomed to using . . . but the comfort and convenience of our suburban passengers is our constant goal . . . and we will do all we can to continue to keep our customers happy." That's our Charley.

Initial caissons being dug on passenger platforms between the Milwaukee Road's tracks north of the Union Station between Madison and Monroe Streets.



taxation and creditable toward benefits are increased from \$400 to \$450 monthly. The railroads match the tax paid by employes.

(2) The maximum unemployment contribution rate on compensation paid after 1963 is raised from 3¾ per cent to 4 per cent of the first \$400 of monthly

Excavation Underway for Chicago's Gateway Center Complex

Following the recent ground breaking for Chicago's Gateway Center, the \$100 million office building complex to be constructed on air rights over the tracks of the

Workmen have started digging 130 caissons to support the initial building, which will be located over the tracks between Madison and Monroe Streets on the west bank of the Chicago River. Holes 4 to 6½ feet in diameter and 50 to 80 feet below track level will be excavated by hand. Work will proceed one platform at a time, permitting normal railroad operations to continue during the excavation. The only two non-operating tracks will be those at each side of the platform where digging is in progress at any particular time.

Throughout the excavation and construction periods, the station will continue to serve approximately 60,000 passengers daily, as usual, and Chicago's mail, half of which enters the city through the station, will continue to arrive on schedule. Some re-routing of trains will be required. To accommodate this, new signal equipment and track cross-overs have been installed. Building completion is scheduled for early 1965.

earnings. This tax is paid entirely by the railroads.

(3) Base-year earnings needed to qualify for unemployment and sickness benefits in the following benefit year are increased from \$500 to \$750. In addition, benefits are payable under more restrictive conditions.



LOCATING ON THE RAILROAD, officials of Kent Feeds, Inc., break ground for a new manufacturing and processing plant south of Rockford, Ill. From left are O. W. Joiner, vice president and general manager of the feed company; J. C. Weiland, industrial agent of the Burlington Lines; R. E. McGowan, Milwaukee Road district freight agent, Chicago; Walter Guether, Burlington freight agent; G. A. Kent, president of Kent Feeds; W. D. Swanson, industrial engineer for the Milwaukee; and J. S. Lawbaugh, general agent at Rockford. The plant will be served jointly by the Milwaukee Road and the Burlington.

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

Office of President

Effective Oct. 9, 1963:

P. L. Cowling, assistant to president, and vice president and general manager of The Milwaukee Motor Transportation Company, the wholly owned subsidiary of the railroad, as part of his above-listed assignments, is appointed coordinator of rail-highway sales and services, with responsibility for coordinating all phases of rail-highway operation between the railroad and the motor carrier. This will include direction of the rail-highway sales effort under the overall supervision of vice president-traffic.

Traffic Department

Effective Oct. 1, 1963:

D. C. Workman, general agent, San Francisco, is appointed assistant to vice president-traffic, Chicago, following the assignment of S. P. Elmslie to special duties.

R. G. Graham, district freight and passenger agent, Oakland, Calif., is appointed general agent, San Francisco.

E. G. Buell, chief clerk, Philadelphia, Pa., is appointed city freight agent, Cleveland, Ohio.

Effective Nov. 1, 1963:

W. D. Sunter, general freight traffic manager, is appointed general traffic manager, Chicago, with jurisdiction over freight sales-service and rates-divisions.

E. W. Chesterman is appointed assistant general freight traffic manager, Chicago, superseding the title of director of automotive and rail-highway traffic.

J. W. Joy, chief clerk to assistant general passenger agent, Minneapolis, is appointed station ticket agent, Minneapolis, following the retirement of R. S. Luce.

M. G. Denney, traveling freight and passenger agent, has been transferred from Miles City to Billings, Mont., with headquarters in The Milwaukee Motor Transportation Company office.

Operating Department

Effective Oct. 1, 1963:

R. T. Shields, chief fire inspector-system, is appointed superintendent of police and fire prevention with headquarters in Chicago, following the death of E. F. Conway.

R. W. Riedl, assistant chief fire inspector, is appointed chief fire inspector-system, with headquarters in Chicago.

Effective Oct. 16, 1963:

H. G. Geu, agent at Savanna, Ill., is appointed agent at Council Bluffs, Ia., following the retirement of J. I. McGuire.

Engineering Department

Effective Oct. 1, 1963:

N. E. Smith, principal assistant engi-

Edward F. Conway

EDWARD F. CONWAY, 64, superintendent of police with headquarters in Chicago, died unexpectedly Oct. 1. Death occurred in his office following a heart seizure.

Mr. Conway started with the Road in the operating department at Sioux City in 1920 and transferred to the police department as a special officer in 1921. He was promoted to captain of police at Kansas City in 1923, and served in that capacity at Perry and Ottumwa, Ia., and in Minneapolis before he was advanced to superintendent on July 1, 1953.

He was a past president of the Chicago Railway Special Agents and Police Association, and was responsible for a number of innovations in police work on the Milwaukee, including the adoption of dual channel two-way radios for police department mobile units. He held a life membership in the International Association of Chiefs of Police and was an active member of the Illinois, Iowa, Wisconsin, Missouri and South Dakota Chiefs of Police Associations.

Mr. Conway is survived by his wife, Loretta; four sons, Edward F., with the Interstate Commerce Commission in Washington, D. C.; Stephen J., employed in the police department of the Santa Fe railroad; Patrick D., an employe of the Chicago Police Department; and John J., a lieutenant in the Marine Corps; and six grandchildren.

neer, is appointed bridge engineer with headquarters in Chicago, following the retirement of E. E. Burch.

L. R. Shellenbarger, assistant engineer, Chicago, is appointed office engineer with headquarters in Chicago, following the retirement of B. O. Johnson.

H. C. Minter, division engineer of the Milwaukee Division, is appointed principal assistant engineer-structures, with headquarters in Chicago.

R. J. Brueske, assistant division engineer of the La Crosse Division, is appointed division engineer of the Milwaukee Division with headquarters in Milwaukee.

Law Department

Effective Oct. 1, 1963:

G. R. Lawrenz, adjuster, Milwaukee, is appointed district adjuster with headquarters in Chicago, replacing G. W. Corbett, promoted and assigned to other duties.

Retires From Treasury Post



Arnold J. Wolff

ARNOLD J. WOLFF, chief clerk to Treasurer C. T. Lannon in Chicago, retired Sept. 30 at the age of 60, the better to enjoy the fruits of almost 44 years of railroading.

A life-long resident of Elgin,

Mr. Wolff attended Ellis Business College in that city before starting his service with the Road in the tariff bureau in Chicago on Feb. 16, 1920. The following year he transferred to the treasurer's office, where he was advanced through various clerical positions to cashier in 1950 and was appointed chief clerk in 1954.

Upon retiring, he and Mrs. Wolff were the guests of honor at a dinner given by a large number of friends and associates in the Canterbury Room of Fred Harvey's restaurant in the Chicago Union Station. Head table speakers included, in addition to Mr. Lannon, C. E. Crippen, vice president-finance and accounting, and F. G. McGinn, vice president-operation.

The Wolffs will continue to live in Elgin at 372 Hamilton Avenue, the same street on which Mr. Wolff was born. They have two children—Arnold Jr., employed in the general adjuster's office in Chicago, and Mrs. Lola June Field, both of Elgin.

John M. Cunningham

JOHN MELBOURNE CUNNINGHAM, former freight traffic manager-sales and service, died Sept. 30 in Winnipeg, Man., where he had lived since retiring in 1958. Funeral services and burial were in the Canadian city.

"Mel" Cunningham was a native of Winnipeg who had worked there for the Canadian Pacific, the Grand Trunk and the Great Western before leaving in 1917 to engage in railroad work at other points. He joined the Milwaukee in the Vancouver, B. C., traffic office in 1920, became general agent there, and later served in that capacity in Winnipeg, Duluth, Pittsburgh and Chicago. In 1948 he was appointed district freight traffic manager in New York City, and in 1954 returned to Chicago as freight traffic manager-sales and service. He was advanced to general freight traffic manager on Jan. 1, 1956 and retired on Jan. 1, 1958.

Surviving are his widow, Elizabeth, and a brother, William S. Cunningham.

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Foreign Student Gets Warm Welcome

THE hospitality of a Milwaukee Road family provided a warm introduction to Midwest America for a young Austrian girl on her way recently to Wayne State College in Wayne, Neb.

Ulrike Engler of Salzkammergut had notified college authorities when she would arrive in Sioux City, and at the appointed hour on a Sunday morning a counselor was at the airport—but Miss Engler was not. She had arrived on a Milwaukee Road train.

When it became apparent that there had been a misunderstanding, Miss Engler asked at the ticket window how she could get to Wayne by bus, or otherwise. On duty was G. E. "Jerry" Riley, telegrapher at Elk Point, S. D., substituting that day for the regular ticket agent on vacation. Jerry obligingly called the bus station. No bus until Monday.

But it wouldn't do to leave a stranger stranded, Jerry thought, so he took her home to Elk Point. Miss Engler went to church with the Rileys, had dinner at their home, and later was driven to Wayne in the family car.

When the story came out at the college, several newspapers carried an account of it, with the result that the Rileys received many letters "thanking us for doing something that should just naturally be done when such an occasion arises", Jerry says.

"We found it a delightful experience. During the preparation of dinner, which consisted of roast beef with mashed potatoes and gravy, salad, green beans with mushrooms, and apple pie, 'Ullie', as she asked us to call her, discussed and compared methods of preparing food with my wife, Doris.

"The drive to Wayne was enlightening for both Ullie and us. If she saw something unfamiliar to her she asked about it, and in return explained how it was in Austria. She couldn't get over the posted speed limits on our highways.



Mr. and Mrs. Jerry Riley

She told us that on Austrian highways you can drive at any speed you wish. Neither could she understand why anyone would grow so much corn, and wanted to know what the farmers did with all of it. Our discussions covered so many subjects, I could go on and on.

"We have since heard from Ullie, and she tells us she is enjoying her stay at Wayne and is learning more and more about our country every day. Since we don't have children of our own, it pleased us greatly to give this young girl a helping hand."

Ullie is a graduate student at Wayne, majoring in English. The president of the college, W. A. Brandenburg, thanked the railroad personally for the hospitality extended to her by the Rileys. In expressing his appreciation he said, "What cannot be described by newspaper accounts is the deep impression made on Miss Engler about the warmth and generous nature of the American people."



Ulrike Engler

J. J. VanBockern

J. J. VANBOCKERN, general manager of the Davenport, Rock Island & North Western Railway Company, died suddenly at his home in Davenport, Ia., on Oct. 24. He was 64 years of age.

Mr. VanBockern was a native of Lennox, S. D., who had started his service with the Road in 1915, working for several summers as a sectionman. He became an extra gang foreman in 1919 and was advanced to roadmaster of the

former Chicago & Milwaukee Division in 1925. After serving in the last named capacity on both the Iowa and Illinois Divisions, he was promoted to trainmaster of the Dubuque & Illinois First District in 1943, and to terminal trainmaster at Davenport the year following. He was appointed superintendent of the D&I at Davenport in 1947 and had been general manager of the DRI&NW since Nov. 1, 1949.

Mrs. VanBockern survives her husband.

RETIREMENT

during September-October, 1963



PRESENTATION OF A SILVER PASS to D. G. McMillan, assistant general passenger agent with headquarters in Minneapolis (left), was the last official act of William Wallace before retiring recently as general passenger traffic manager. All of Mr. McMillan's service has been in the Twin Cities passenger traffic department, starting in his native Minneapolis as a clerk in 1918 and advancing to city passenger agent in 1929. He was general agent of the passenger department in both St. Paul and Minneapolis before being appointed to his present position in 1960. His territory accounts for a large proportion of the student tour and sports movements handled by the railroad.

Kingham, J. C.Cook..Alberton, Mont.
Lashell, F. A.Car Inspector..Avery, Ida.
Lehfeldt, R. C.Sec. Foreman..Ryegate, Mont.
Mason, F. C.Carman..Deer Lodge,
Sickmiller, F. J.Engineer..Harlowton, "
Therault, H. E.Engineer..Avery, Ida.
Wade, D. E.Frt. Carman..Miles City, Mont.

Terre Haute Division

Beasley, N.Sec. Foreman..Bedford, Ind.
Doane, C. H.Conductor..Terre Haute, "
Hubert, L. C.Time Revisor.. " "
Martin, J. W.Engineer.. " "
Pease, G. C.Engineer.. " "
Potter, T. M.Engineer.. " "
Rigdon, M. W.Switchman..Chicago Heights, Ill.

Twin City Terminals

Erdahl, A. A.Carman..Minneapolis, Minn.
Flaherty, P. J.Chief Grain Clerk.. " "
Hathaway, D. L.Mail & Baggage Handler.. " "
Luce, H. S.Agent.. " "
Nyberg, L. J.Revising Clerk.. " "
Rogers, L. M.Check Clerk.. " "
Vetter, G. A.Chief Operator.. " "
Welsh, L. F.Mach. Helper.. " "

Cover Correction—The picture on the cover of the September-October Milwaukee Road Magazine was not taken at Camp McCoy, Wis., but at Camp Douglas, as Photographer Jim Scribbins said in the first place. Requests to set the record straight have been received from both J. L. Frohmader, supervisor of signals and communications at Ottumwa, Ia., a native of Camp Douglas, and H. M. Simonson of Milwaukee, a former resident. Said Mr. Simonson, "The citizens of Camp Douglas are proud of their association with The Milwaukee Road and would appreciate recognition for providing the scenic background for the feature picture."

The Milwaukee Road Magazine

General Office & System Employees

Burch, E. E.Bridge Engineer..Chicago, Ill.
Darthard, W. L.Cook.. " "
Field, J. E.P.B.X. Operator..Seattle, Wash.
Hedin, A. P.Asst. Gen. Frt. Agent..Chicago, Ill.
Johnson, B. D.Office Engineer.. " "
Jones, G. H.I.B.M. Operator.. " "
Krumrei, H. H.Bureau Head.. " "
Murphy, S. A.Comp. Operator.. " "
O'Boyle, F. M.File Clerk.. " "
Schroeder, M. A.Stenographer.. " "
Schuler, M. T.Clerk.. " "
Wallace, W.Gen. Pass. Traf. Mgr.. " "
Whitehead, L. R.Asst. Gen. Frt. Traf. Mgr.. " "
Wolff, A. J.Asst. Chief Clerk.. " "

Chicago Terminals

Anderson, E. W.Engineer..Chicago, Ill.
Colquhoun, B. J.Clerk.. " "
Harris, W. E.Engineer..Bensenville, "
Jacobs, F. J.Counterman..Chicago, "
Kaak, W. K.Switchtender.. " "
Karnatz, F. C.Engineer.. " "
Lauriente, F.Pipefitter..Bensenville, "
Morris, F.Engineer..Chicago, "
Murawska, A. L.Engineer.. " "
Sobanski, E. W.Engineer..Bensenville, "
Westedt, P. W.Engineer..Chicago, "
Wright, O.Sec. Laborer.. " "
Wrona, F.Carman.. " "

Aberdeen Division

Bluess, A. M.Conductor..Montevideo, Minn.
Bouthilet, G. E.Engineer..Minneapolis, "
Dragseth, J. O.Engineer.. " "
Gobershock, F.Train Baggage Man.. " "
Goldade, F. W.Asst. Sec. Foreman..Aberdeen, S. D.
Hammell, M. E.Engineer..Minneapolis, Minn.
Leach, C. C.Engineer.. " "
Lerner, G. P.Engineer..Aberdeen, S. D.
Spangenberg, O. T.Engineer..Montevideo, Minn.
Tracy, T.Engineer..Aberdeen, S. D.

Coast Division

Carlson, E. N.Pipefitter..Tacoma, Wash.
Hertz, B. M.Janitress..Seattle, "
Mulford, G. B.Brakeman..Port Angeles, "
Murray, J. J.Elec. Helper..Tacoma, "
Rash, M. H.Laborer..Worley, Ida.
Utecht, C. F.Coach Cleaner..Tacoma, Wash.

Dubuque & Illinois Division

Adcock, C. B.Engineer..Ottumwa, Ia.
Allen, W. R.Baggageman..Elgin, Ill.
Booth, K. C.Brakeman..Savanna, "
Casselberry, H. L.Engineer.. " "
Fitzpatrick, F.Engineer..Chicago, "
Harker, F. C.Switch Engineer..Ottumwa, Ia.
Kuboushek, C. C.Sec. Laborer..Marquette, Ill.
Kuevli, H. E.Engineer..Bensenville, Ill.
Lahre, D. R.Storehelper..Savanna, "
Ramirez, J. L.Sec. Laborer.. " "
Reinking, F.Engineer..Chicago, "
Schermeier, P. H.Engineer..Savanna, "
Schneider, W. L.Crossing Watchman..Dubuque, Ia.
Schroeder, P. A.Chauffeur..Savanna, Ill.
Smith, R. H.Switchman.. " "
Story, J. G.Engineer..Ottumwa, Ia.
Torres, L.Asst. Foreman..Spaulding, Ill.
Vogt, E. C.Engineer..Savanna, "
Whited, E. E.Engineer..Ottumwa, Ia.

Iowa Division

Barrett, M. E.Engineer..Savanna, Ill.
Eckhart, G. D.Conductor..Marion, Ia.
Jensen, R. W.Trainman..Perry, "
Koepke, C. H.Sec. Laborer..Atkins, "
Kroll, G. W.Engineer..Savanna, Ill.
McGuire, J. I.Agent..Council Bluffs, Ia.
Propp, H. F.Laborer..Madrid, "
Snodgrass, R. B.Sec. Laborer..Sigourney, "
Weems, G. F.Brakeman..Perry, "
White, V. C.Conductor..Des Moines, "
Wild, A. A.Sec. Foreman..Redfield, "

Iowa, Minnesota & Dakota Division

Christiansen, C.Checker..Sioux City, Ia.
Harbeck, R. J.Car Inspector.. " "
Hurlbut, M. A.Engineer..Mason City, "
Kaisersatt, J. T.Engineer..Madison, S. D.
Kruck, H. J.Engineer..Sioux Falls, "
McGrane, J. J.Engineer..Sioux City, Ia.
Morgan, F. D.Rndhse. Foreman..Madison, S. D.
Peterson, H. A.Engineer..Sioux City, Ia.
Phillips, F. A.Engineer..Mason City, "
Rehm, A. T.Engineer..Austin, Minn.
Rieken, B.Sec. Laborer..Akron, Ia.
Wallman, G. W.Engineer..Sioux City, "
Walter, E. A.Engineer..Mason City, "
Walter, L. I.Engineer.. " "
Whelan, E. J.Engineer..Sioux City, "

La Crosse Division

Alich, A. C.Engineer..St. Paul, Minn.
Amundson, G. L.Engineer..La Crosse, Wis.
Bishop, C. F.Laborer..Wausau, "
Bourgette, G. H.Engineer..St. Paul, Minn.
Brantmeyer, V. A.Frt. Conductor..Madison, Wis.
Butzlauff, G. A.Mach. Helper..Portage, "
Carter, P.Engineer..Minneapolis, Minn.
Cavanaugh, L. P.Engineer..Madison, Wis.
Cook, P.Engineer..Minneapolis, Minn.
Gamble, H. F.Sec. Foreman..Sparta, Wis.
Glugla, A. T.Car Repairer..Wausau, "
Hatfield, R. C.Crane Hoistman Helper..Tomah, "

Inman, O. C.Engineer..Janesville, "
Kelley Sr., J. J.Engineer..Minneapolis, Minn.
Kiefer, J.Engineer..Milwaukee, Wis.
Knuth, E. A.Engineer.. " "
Lapham, R. A.Engineer..La Crosse, "
Marsh, H. J.Engineer..Waukesha, "
Murphy, J. R.Engineer..Minneapolis, Minn.
Nelson, E. M.Engineer.. " "
Reardon, T. L.Leadman..Tomah, Wis.
Sutton, A. D.Engineer..Minneapolis, Minn.
Taylor, J. G.Conductor..Portage, Wis.
Thompson, R.Engineer..Madison, "
Williquette, C. E.Mach. Helper..Janesville, "
Wind, J. G.Engineer..Milwaukee, "

Milwaukee Division

Ambrosia, A. R.Engineer..Iron Mountain, Mich.
Berman, B. R.Engineer..Green Bay, Wis.
Bliefenicht, E. H.Engineer..Milwaukee, "
Helgerson, H. L.Conductor..Green Bay, "
Heup, S. W.Clerk..Menasha, "
Hook, G. P.Sec. Foreman..Wadsworth, Ill.
Keene, H. V.Conductor..Milwaukee, Wis.
Kopp, H. A.Engineer..Chicago, Ill.
McFarland, M. L.Engineer..Green Bay, Wis.
Melcher, R. R.Brakeman..Beloit, "
Robinson, G. W.Agent-Telegrapher..Kiel, "
Robinson, U. A.Messenger.. " "
Schessow, M. O.Engineer..Waupun, "
Snow, W. I.Engineer..Chicago, Ill.
Thorse, J. J.Engineer..Green Bay, Wis.
Williams, M. D.Engineer..Chicago, Ill.

Milwaukee Terminals & Shops

Breckenridge, B. H.Engineer..Milwaukee, Wis.
Bye, H.Engineer.. " "
Bylewski, J.Carman.. " "
Fraser, H. K.Carman Carpenter.. " "
Mackedon, R. V.Engineer.. " "
McCarthy, M. E.Carman.. " "
Murphy, M. H.Blacksmith.. " "
Roberts, R. J.Switchman.. " "
St. Clair, M. H.Freight Clerk.. " "
Schadt, S. M.Switchman.. " "
Schneider, G. A.Painter.. " "
Stauder, J.Blacksmith Helper.. " "
Sulkowski, J. S.Coach Cleaner.. " "
Viergutz, H. W.Chief Chemist.. " "

Rocky Mountain Division

Allen, H. A.Car Inspector..Miles City, Mont.
Brown, W. J.Yard Clerk..Avery, Ida.
Dudley, J. F.B&B Carpenter..Lewistown, Mont.
Englert, P. M.Rndhse. Laborer..Harlowton, "
Erickson, E.Car Inspector..Deer Lodge, "
Freeman, G. L.Carman.. " "
Johnson, V. M.Mach. Operator.. " "

Rocky Mountain Division

WEST END

L. C. McKinnon, Correspondent
Locomotive Engineer, Three Forks

Conductor Roy E. Rives died Sept. 18 while at work in Deer Lodge. He had been in train service with the Milwaukee for 22 years.

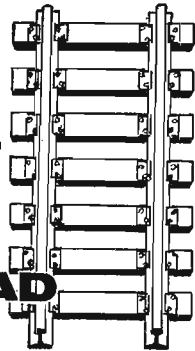
Engineer Rollyn Allen and Mrs. Jane Polston were married Oct. 19.

Sympathy was extended to the families of James F. Sexton and Stephen T. Denty who lost their lives recently. Both were 18 years of age and students at Carroll College, Helena, Mont. James was the son of Engineer Francis G. Sexton of Deer Lodge and Stephen's father is also a Deer Lodge engineer.

Mrs. E. C. Smith, wife of conductor, died Oct. 10 in the Deaconess Hospital at Bozeman. Funeral services were held at the Twichel Funeral Home.

Aviation Storekeeper (first class) Ernest Roe and family have been visiting his parents, Mr. and Mrs. Hank Roe, in Three Forks. For the past three years the Roes have been stationed in Hawaii, but Ernest was recently assigned to San Diego where the family will now live.

ABOUT PEOPLE OF THE RAILROAD



EAST END

D. B. Campbell, Correspondent
Asst. Superintendent's Office, Miles City

Mrs. Edgar B. Haughwout, 90, died in a Miles City hospital recently from complications following a fractured hip. She is survived by three daughters, five sons, ten grandchildren, and 14 great grandchildren. Her husband died in 1960. Funeral services were held in Graves Funeral Home and another service was held in Oconto, Wis., her birthplace, where she was buried in Evergreen Cemetery.

Mr. and Mrs. A. S. Anderson were honored recently on their 50th wedding anniversary. A reception held at the First Lutheran Church was attended by their daughter, four sons, all their grandchildren, many relatives from out of town and a host of friends and neighbors. The Andersons were married in Moorhead, Minn., and have lived in Montana since 1914.

Word had been received of the recent death of P. J. Gallagher of Gilroy, Calif. He had lived many years in Miles City where he was a boilermaker. Funeral services were held at St. Mary's Church, Gilroy. He is survived by a daughter.

John G. Beeler Sr., 87, died Sept. 17 in a Miles City hospital following a long

Telephone Operator Handles Final Call



Marion Cashill poses at the party in her honor with (from left) Agent W. P. Radke of Minneapolis, who was chairman of the arrangements; Superintendent F. J. Kuklinski, master of ceremonies; and Mayor George Vavoulis, a family friend.

MARION CASHILL, a veteran of our telephone switchboard in St. Paul, was honored recently at a large gathering in the American Legion Memorial Hall to mark her last day of employment after 41 years of service. Friends who paid her tribute included employes from Chicago as well as the Twin Cities, representatives of other transport agencies, and people in the traffic field who just liked the way she handled their phone calls.

She was also the guest of honor at a party given by the freight office force, and received many gifts from local industries. All of Marion's service was on the St. Paul switchboard, where her telephone courtesy had made hundreds of friends for the railroad among the shipping public.

A widow for most of her years with the Road, Marion will continue to live in St. Paul, that city being the home of her only daughter, Mrs. Kathleen Flynn, and the two Flynn children. She also has a son, John, now with the Navy in Japan, who will return to the States next year after 25 years of active duty, bringing his family of three boys. Marion's friends on the railroad will find her home at 998 Goodrich Avenue.

illness. He was born in Cleveland, Tenn., and married there in 1905. In 1918 he came to Miles City and was employed as a switchman until his retirement a few years ago. A son and two grandchildren survive. Funeral services were held in Graves Funeral Home and interment was in Custer County Cemetery.

Funeral services were held recently for Henry Lee Hamilton, 20, who was killed when the car in which he was riding overturned on a county road about 33 miles east of Miles City. He is survived by his parents, Mr. and Mrs. Virgil Rask, and two brothers.

George F. Appleton, 74, retired conductor, died at his home Oct. 31. He started work in Miles City in 1913 and, after service in World War I, returned to the Road. He was a member of Custer Post No. 5 which was in charge of the funeral. Interment was in Calvary Cemetery. His widow, Susan, and a nephew survive.

Several weddings of local interest have taken place recently . . . Beverly Muri

was married to Gary Haynes, son of Mr. and Mrs. O. G. Haynes, in the Assembly of God Church in Miles City . . . Mary Ella, daughter of Mr. and Mrs. A. W. Pembroke, was married to James Graham in the Sacred Heart Church, Miles City . . . and Beverly Vachon and Police Lieutenant John Koval were married in St. John of the Woods Catholic Church in Tacoma, Wash.

I M & D Division

AUSTIN-SIOUX CITY AREA

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

James E. Layman, 60, division lineman, died in Sioux City in September. He is survived by his widow, a stepson, Harry L. McCracken of Whitehall, Ill., two grandchildren, and one great grandchild.

The Milwaukee Women's Club of Sioux City, Ia., held their annual membership
(Continued on page 22)



45-YEAR VETERANS OF THE STORES DIVISION, E. F. Krenke, local storekeeper at Janesville, Wis., and A. J. Sneiker, stationery storekeeper at Milwaukee Shops, are shown in the two pictures above (in that order, at left) receiving a Silver "lifetime" Pass. Doing the honors are, respectively, J. N. Wandell, district storekeeper of the Middle District, and Assistant General Storekeeper E. F. Volkman.



60 YEARS OF MARRIAGE were celebrated by Mr. and Mrs. Joseph B. White of Kenosha, Wis., on Oct. 8 at a reception held by their children in the Kenosha Women's Club at which they were honored by many relatives and friends. The children are Earl E., general foreign freight agent, Chicago; Joseph, car record clerk at Galewood Yard; Charles, a former Chicago Terminals engineer now with the Patton Tractor Co.; Byron, former Chicago Terminals fireman now living in Long Beach, Calif.; Mrs. Eva Kleven of Oak Park, Ill., and Mrs. Lillian Kouzmanoff, Port Chester, N. Y. The Whites have 15 grandchildren, one of whom, Byron's daughter Lillian, works in the Chicago-Fullerton Avenue data processing center, and nine great grandchildren. The senior Mr. White was also a Milwaukee employe at one time, in the Bensenville roundhouse. (Kenosha News photo)



A VETERAN OF 50 YEARS' SERVICE, Waiter Hayes B. Petri was presented with a Gold Pass by W. R. Jones, superintendent of the sleeping and dining car department, at a ceremony held recently aboard the Afternoon Hiawatha. Mrs. Judith Petri shared the congratulations extended to her husband by his co-workers. Mr. Petri is well known to travelers on the Milwaukee, having been a waiter since Apr. 15, 1913. Most of his service has been on the Afternoon Hiawathas between Minneapolis and Chicago, where he makes his home. He and his wife observed another 50th anniversary two years ago—their golden wedding.



FOUR GENERATIONS of a family with roots in the Milwaukee Road hold a reunion. Shown with Mrs. John Hohl of Hayward, Calif., whose late husband was a machinist at Mobridge, S. D., are her daughter, Mrs. E. R. Hagan, widow of a Milwaukee Shops machinist and former roundhouse foreman at Milbank, S. D., her grandson, Dr. R. L. Hagan of Phoenix, Ariz., a 1963 graduate of the University of Wisconsin Medical School, and her great granddaughter, Erin Lynn Hagan, born in March. Mrs. Hagan makes her home in Milwaukee with her son Dale, a graduate of Marquette University who teaches speech and English at the Lincoln High School there.



COMPLETING 50 YEARS OF SERVICE, Sidney N. Beaubien, cashier in the Chicago regional data office (right), is presented with a "lifetime" Gold Pass by J. F. Millard, regional data manager. All of his service has been in the Chicago area, including 45 years in the Galewood freight office.



FOR CIVIL DEFENSE. J. T. Conlin, general agent in Seattle (left), shows J. H. Verron, assistant district representative of rail-highway sales in that city, a certificate presented to the railroad on Sept. 19 for cooperation with the Civil Defense program in the Seattle-King County area. The Milwaukee was cited for furnishing trailer transportation to stock Seattle fall-out shelters with food and emergency equipment.



MARKING 45 YEARS OF SERVICE, a Silver Pass was presented recently to F. E. Hartwig, agent at Lakefield, Minn., and the Okabena and Miloma agencies. He started in 1918 as an apprentice telegrapher and became an operator at Lakefield in 1920. Since that time his career has taken him to various South Dakota and Minnesota cities, and "back home" to Lakefield in 1948. He and his wife plan to use their pass when they visit their son, Quentin, and his family in Washington, D. C. (Lakefield Standard photo).



RETIRING WITH 52 YEARS OF SERVICE on Oct. 4, Afternoon Hiawatha Conductor Jesse G. Taylor is shown at Portage, Wis., with his wife and brother James, a conductor also. Mrs. Taylor rode the train to Milwaukee with her husband on his last run. The Taylors planned to visit friends in California and then spend the winter in Arizona. (Portage Daily Register photo)



IT'S A SILVER PASS for J. D. Cullitan, Chicago Terminals switchman (second from right), presented by Assistant Superintendent W. F. Bannan. The members of his crew standing by are (from left) Switchman D. H. Rands, Engineer W. J. Hillebrand, Switchman F. R. Marquardt and Fireman D. M. Davidson,

Our North Coast Traffic Salesmen



This picture was taken at a North Coast sales meeting conducted recently in Seattle headquarters by O. R. Anderson (seated, center), traffic manager for that region. Seated are P. J. Cullen, assistant general freight traffic manager (left), and G. M. Williamson, assistant traffic manager, of Seattle. Standing are (same order) G. F. Flynn, assistant general agent, and H. A. Sauter, foreign freight agent, Seattle; K. R. Coughlin (rear), general agent, Butte; J. T. Conlin, general agent, Seattle; A. G. Brett (rear), district freight and passenger agent, Eugene, Ore.; J. C. Paige, division freight agent, Bellingham; E. W. Jacobson, division freight agent, Tacoma; D. J. Sullivan, general agent, Spokane; F. K. Brennan, general freight agent, Seattle; F. J. Galvin, division freight and passenger agent, Miles City; L. F. Walsh, division freight agent, Great Falls; G. E. McManamon, general agent, Everett; L. R. Gates, chief clerk to assistant general traffic manager; R. J. Daniel, general agent, Portland; J. H. Verron, assistant district representative rail-highway sales, Seattle; E. C. Chapman, general agent, Vancouver; G. P. Hamilton, division freight agent, Aberdeen (Wash.); and J. R. Rider, assistant chief clerk to traffic manager.



50-YEAR GOLD PASS is presented to J. R. Mahalek, chief clerk-cashier in the Terre Haute, Ind., freight office, by Agent L. A. Fiorello. Mr. Mahalek observed the anniversary of his half century of service on Sept. 10.



FAREWELL HANDSHAKE from fellow employees on the Janesville line is extended to Oren C. Inman, engineer on the Janesville-New Glarus-Monroe run of regular 543, as he retired recently after 52 years of service. From left are Brakeman John Rickard, Fireman Charles McCann and Roundhouse Foreman Donald Daley. The picture was taken at the Janesville roundhouse, (Wisconsin State Journal photo)

here's how we're doing



	Third Quarter ending September 30		Nine Months ending September 30	
	1963	1962	1963	1962
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$58,164,726	\$62,587,074	\$165,795,634	\$170,277,156
PAID OUT IN WAGES				
27,039,314	27,587,622	77,868,211	80,013,449	
PER DOLLAR RECEIVED				
(cents)	46.5	44.1	47.0	47.0
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	2,413,699	2,402,316	6,963,912	7,058,491
PER DOLLAR RECEIVED				
(cents)	4.1	3.8	4.2	4.1
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	27,926,285	30,200,267	81,940,790	85,018,911
PER DOLLAR RECEIVED				
(cents)	48.0	48.3	49.4	49.9
NET INCOME	\$785,428	\$2,396,869	—	—
NET LOSS	—	—	\$977,279	\$1,813,695
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	268,565	307,252	788,945	830,981
Decrease	—38,687		—42,036	

(Continued from page 19)
dinner Oct. 22 in the Scandinavian Hall. About 125 attended. Those in charge of the dinner were Mesdames A. G. Broome, general chairman; Stella Nelson, Ida Dodge, Harry Undine, George Robinson, Olie Hagan, Mary Weiland, Fern Embeck, Oscar Larson, Effie Wiedman and Hazel Wright. Chances were sold on a turkey and ham, the winners being Mrs. Wright and Mrs. Iback. The committee earned a sincere thanks for a wonderful dinner, and the men must also be included in the thanks for their help in serving. Slides of Alaska were scheduled to be shown at a get-together on Nov. 29.

Officers of the Women's Club are: Mesdames Broome, president; Claire DeLaughter, first vice-president; Harry Kelly, second vice-president; Gaskill, secretary; Olie Hagan, corresponding secretary; Bertha Nystrom, assistant corresponding secretary; and Effie Wiedman, treasurer. Mrs. Weiland and Mrs. Lane are membership and publicity chairmen respectively.

Herman Nelson passed away at Yankton, S.D., Sept. 9. He was a section foreman with a 45-year employment record. His widow, a daughter and a son survive.

Recent news of W. F. Ingraham, retired special representative of general manager, has it that he and his daughter Miriam (Mrs. L. F. Kohlhurst) moved on Oct. 15 from Vista, Calif., to Palo Alto, Calif. Their new address is 3225 Alma

Street. Mr. Ingraham, who started his Milwaukee Road service in 1897 at the age of 16 and retired in 1949, was the superintendent of the former Iowa & Dakota Division for many years, making his headquarters in Mason City.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Betty Jo McLeod, revising clerk, is attending life drawing classes at Milwaukee Institute of Technology two evenings a week. Her husband Robert is a full time student at the University of Wisconsin, Milwaukee, majoring in economics. He has one year to complete.

Geraldine Hartner, revising clerk, and Alice Sobczak, assistant cashier, spent a three weeks vacation in the southwest going by train to Santa Fe, Albuquerque, and the Carlsbad Caverns in New Mexico. By car they went to Phoenix, Ariz., and Taos, N. Mex., where they attended the Indian Thanksgiving Festival, a colorful and impressive sight.

Ted Wojtasiak has been assigned to the position of cashier, replacing Milton Straka, retired.

David Shurson, formerly key punch operator in the Austin, Minn., regional office, has located here and is handling keypunching duties in the regional office. Mrs. Shurson recently joined him here.

Ray McGrath, a 50-year retiree, paid a visit to the agency, looking better than the day he left. He says he has a full time job in the fall getting rid of the leaves—and the year round keeping healthy.

George H. Roessger, another 50-year retiree, was also a recent visitor. He is busy raising chinchillas and he brought in a beautiful specimen to show. There was a good price tag on its pelt.

Mel St. Clair ended 40 years' service Oct. 15. When just a young fellow in high school and his dad was a foreman checking fruit under Agent W. G. Miller, Mel started at the freight house, and most of his service was there as a trucker and checker.

Barney Nowicki, switching clerk, has announced the arrival of a grandson, Robert Alan, born to daughter Mrs. Gloria Cokjlat Oct. 17 in Los Angeles. Dad is a journalist and linguist for syndicated papers in Los Angeles. Two other grandchildren are Dennis, 5, and Ricky, 1, whose mother is Nancy (Nowicki) Stoddard, wife of Daniel J., a food store manager in Milwaukee.

Joyce Helen, daughter of Edward T. Nowicki, C&O accountant, was married Sept. 21 to Ronald Kryniewicki at St. Alphonsus Church, Greendale, Wis. Following a reception at Old Heidelberg, the young couple went on a honeymoon trip to parts unknown in Illinois. They will live in Milwaukee.

Word has been received from David J. Naylor, who recently entered the U. S. Naval Training Center at San Diego, Calif., that he was hospitalized there, but at this writing has recovered. However, he had to start boot training all over again.

Newcomer John Porior has been assigned to the position of carload bill clerk. He is attending the University of Wisconsin, Milwaukee, having completed one year of study at Platteville State College and two years at the University of Wisconsin, Green Bay. John is mar-



A 45-YEAR VETERAN, Conductor George A. Johnson of the IM&D Division (left) is presented with a Silver Pass by Trainmaster D. H. Orr. He started in 1918 as a machine helper, became a brakeman in 1920 and was promoted to conductor on Aug. 5, 1926. At present he is working as a brakeman between Austin and La Crosse.



LAST TIME AT THE THROTTLE, Engineer H. J. Kruck of Sioux Falls, S. D., prepares to make his final run on the IM&D Division after 54 years of railroading. Starting on June 1, 1909, his service included 33 years as a fireman and 21 as an engineer. (Sioux Falls Argus-Leader photo)

ried and his ambition is to become a teacher.

Freight Inspector Frank Houston, Milwaukee, is temporarily serving on the special per diem committee in Chicago.

Edward J. Decoreau, check clerk at House 7 for 21 years, died Oct. 17. He is survived by his wife Hilda, sisters Evelina March of Lake Linden, Mich., Louise Olsen and Elise Parsons of Kenosha, Wis., and a brother Peter. Services were held at St. Sebastian's Church.

Otto Kettner Jr., assistant cashier, is back at work after completing his Air Force training. Four months was the required time served.

New arrivals training as yard clerks and messengers are Barney Kurkierevicz, Lester Carlson, and Robert Nelson.

Terre Haute Division

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

Roadmaster and Mrs. J. E. Weiland announced the birth of a third son, David Allen, Sept. 11. They also have four daughters.

Michael Allen was born Sept. 12 to Mr. and Mrs. Mike Brown. Mr. Brown is roundhouse foreman at Latta, Ind.

A dinner party was held at the Blue Note Motel, Momence, Ill., Oct. 29, in honor of Agent W. E. Bashford who retired Oct. 14 bringing to a close 43 years' service with the Road. Milwaukee men and business friends from the area attended and Mr. Bashford was presented with a portable TV and stand.

Retired Locomotive Engineer Herman Bastain died recently at his home in Terre Haute. From 1911 until July 1948 he had worked for the Milwaukee. He is survived by his widow, two sons, Paul and Bill of Terre Haute, one brother, three sisters, his stepmother and a granddaughter. Burial was in Roselawn Memorial Park, Terre Haute.

Retired Conductor O. S. Hadden died at Clinton, Ind., Oct. 7. When he retired in 1958 Mr. Hadden had 45 years' service. His widow Rose, a stepdaughter, Mrs. Violet Secondino, two sisters, a brother and three grandchildren survive. Burial was in Roselawn Memorial Park.

Retired Engineer Browney Wilson of Hillsdale, Ind., died Oct. 16 in the Clinton hospital. His service with the Milwaukee was from 1920 to 1961. He is survived by his widow, Ethel; four daughters, Mrs. Lorina Hall of Rockville, Ind.; Mrs. Margaret MacDonald of El Paso, Tex.; and Mrs. Phyllis Jenkins and Mrs. Frances Tripp of Indianapolis; a son, Robert of Indianapolis; and 14 grandchildren. Interment was in Helt's Prairie Cemetery near Clinton.

Everett A. Smith, revising clerk at the Terre Haute freight house, died of a heart attack Oct. 25. He had worked for the Milwaukee since January 1942. His widow Ethel, a son James, one grandchild, two brothers and a sister survive. Burial was in Roselawn Memorial Park.

Vern W. McFall, carman at Terre Haute since 1923, died here Oct. 12. He is survived by a son, Donald of Terre Haute, one brother, two sisters, and two grandsons. Burial was in Roselawn Memorial Park.

Retired Carman Arthur "Chub" Cornell passed away in Terre Haute July 26. He retired in 1949 with 28 years of service. Surviving are his widow, Lucy; a son, William of Hammond; two daughters, Mrs. Alice Bockhold of Aiken, S.C., and Mrs. Don All of Indianapolis; eight grandchildren, a brother and a sister. Interment was in Roselawn Memorial Park.

Mary Goda, wife of Switchman Murrell A. Wilkinson, died Oct. 5, and the wife of Retired Engineer J. C. Goodenow of Crete, Ill., died Sept. 3.

Aberdeen Division

EAST END

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

We welcome back "home" to this division Traveling Engineer Wayne F. Hill who has been stationed at South Beloit and is now working between Montevideo and Marmarth, plus the branch lines.

We're happy to hear that Dick Peterson, formerly of the Aberdeen engineers and a product of Montevideo, is now assistant division engineer at LaCrosse, Wis.

Herb Thielen of the Granite Falls section forces took a vacation recently dur-

Carloadings

JANUARY-NOVEMBER 1963 compared with same period in 1962

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		ELEVEN MONTHS		INCREASE	
	INCREASED in 1963 over 1962	1963	1962	1963 over 1962	% of increase
13.7%	Grain and Soya Beans.....	94,661	90,597	+ 4,064	+ 4.5%
	Agri. Impl. Machinery and Parts	16,660	15,359	+ 1,301	+ 8.5
2.0	All Other Products of Agriculture	27,553	25,602	+ 1,951	+ 7.6
1.7	Liquors, Malt	17,441	17,321	+ 120	+ .7
1.5					
18.9%		156,315	148,879	+7,436	+5.0%
	loading of these commodities	ELEVEN MONTHS		DECREASE	
	DECREASED in 1963 under 1962	1963	1962	1963 under 1962	% of decrease
12.8	Forest Prod. (Excl. Logs & Pulpwood)	73,979	78,446	- 4,467	- 5.7
5.9	Iron and Steel	46,247	49,652	- 3,405	- 6.9
4.9	Coal and Coke	75,481	81,092	- 5,611	- 6.9
4.9	Automobiles and Parts	44,270	44,584	- 314	- .7
	Meat and Packing House Products	28,754	31,938	- 3,184	- 10.0
2.8	Gravel, Sand and Stone	48,310	52,013	- 3,703	- 7.1
2.6	Grain Products	47,325	49,660	- 2,335	- 4.7
2.5	All Other Products of Mines	18,949	19,194	- 245	- 1.3
2.4	Oil and Gasoline	28,137	32,650	- 4,513	- 13.8
2.1	Fruits and Vegetables (Fresh)	22,128	24,972	- 2,844	- 11.4
2.1	All Other Animals and Products	11,262	12,632	- 1,370	- 10.8
1.9	Forwarder Traffic	28,722	29,060	- 338	- 1.2
1.8	Logs and Pulpwood	41,953	48,479	- 6,526	- 13.5
1.6	Cement, Lime, Plaster and Stucco	15,514	16,803	- 1,289	- 7.7
1.0	Merchandise	27,386	32,709	- 5,323	- 16.3
.9	Live Stock	9,459	14,108	- 4,649	- 33.0
	All Other Mfgs. and Miscellaneous	260,592	263,420	- 2,828	- 1.1
29.3		828,468	881,412	-52,944	-6.0%
81.1%		984,783	1,030,291	-45,508	-4.4%
100.0%					

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ing which he had surgery on his nose. While in the hospital it was discovered that he had a tumor on his back. This was successfully removed and Herb felt so well that he went to help a farmer friend combine soy beans. There was an accident in which Herb suffered a broken back, so he is now in a cast—and it wasn't Friday the 13th either!

October 13 was a happy day for Conductor Jim Fay and his wife. Their family arranged a 40th wedding anniversary party for them and presented each with a ring set with a ruby.

Mike Kiroff of the Montevideo section forces is happy over a recent gift of two very fine woolen blankets from his sister and brother in Macedonia.

Louis Theide, recently retired engineer, died in the Veterans Hospital at Minneapolis Oct. 17 . . . Retired Engineer Ed Smithers died Oct. 14. He had been retired since 1953 . . . Baggage man Ed Asplin, 77, who retired in 1956, died in Mt. Olivet Rest Home at Minneapolis recently . . . Retired Machinist William L. Romans died at his home in Lake Worth, Fla., in September . . . Mrs. Roy Holzer, widow of conductor, died in September following brain surgery in the University Hospital . . . Mrs. Herman Fandry, wife of retired engineer, passed away in Youngtown, Ariz., Sept. 25.

Brakeman Ron Anderson was married Sept. 14 to Sue Wildes of St. Louis Park, Minn. They are living in Montevideo.

Ernie Hanson, signal maintainer at Milbank, is a first time grandfather. He says he waited 15 years for his daughter, Mrs. William Mohr, to elevate him to that venerable status.

Clerk Al Person of Fargo also welcomed his first grandchild, born to his daughter Sheila, who formerly was an English instructor at the Fargo High School.

Engineer Kenneth Iverson of Minneapolis will be laid up for several weeks due to a combination of hepatitis, jaundice and ulcers. And that's about all a fellow can take at one time!

Retired Agent Crist Dettle and wife recently celebrated their golden wedding anniversary in the Cologne City Hall. Since retiring at Cologne, the Dettles have been living in Diamond Bluff, Wis.

Baggage man M. E. (Maxie) Thorne recently suffered a coronary and is confined to the Methodist Hospital in Minneapolis at this writing.

Funeral services for A. R. McCauley, 87, telegrapher at Moberly from 1909 until

his retirement in 1946, were held Oct. 14 at Christ Episcopal Church in Albert Lea, Minn., where he had lived for the past six years. He died in the Nostrude Nursing Home at Albert Lea from the complications of age. Survivors are a daughter, Mrs. Ewald E. (Ray) Nepp, a grandson, John F. Nepp, Del Norte, Calif., a granddaughter, and five great grandchildren.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Mr. and Mrs. Richard Norcross recently celebrated their 50th wedding anniversary at a family party. Mr. Norcross retired in 1945 after 35 years as a freight clerk. The couple have two sons, five grandchildren and a great-grandchild.

Adolph Monterde, demurrage clerk, was presented with a Silver Pass at a coffee and cake party Oct. 25.

Edward Karafa, freight checker, died Aug. 25 in San Fernando Veterans Hospital after a long illness. Members of Mt. Gleason American Legion Post 736 served as pallbearers and interment was in Valhalla Memorial Park, North Hollywood. He is survived by his mother, two brothers, and a sister.

Francis Quinlivan, checker, died Nov. 10. He had 28 years service with the Road. Funeral mass was said at Little Flower Church and interment was in Holy Sepulchre Cemetery. He leaves three children.

BENSENVILLE

Delores Barton, Correspondent

Bensenville Chapter of the Women's Club celebrated its 39th birthday in fitting style Oct. 2. Members shared a "train cake" made of a small engine, five cars and a caboose decorated with roses and candles. Greetings came from Miss Etta Lindskog, retired secretary general, and Mrs. Dolan, second vice president of the board. Luncheon was served by Mesdames Paul Sturm, Olga Bodereberger and William Baumgartner, after which members spent the afternoon playing games.

We hope by the time this is published that our good friend, Switchman Earl Whalen, will be well on the road to recovery after a serious lung operation.

Congratulations were extended to E. J. Mueller on his promotion to district master mechanic at Bensenville.

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Clinker—Easily Removed

Three New Members of Wise Owl Club



THE three men singled out for attention here—Section Employees George Lent, I. Goodhouse and L. C. Wuitschick—were commended recently for applying good safety sense to everyday working situations. In the course of doing routine maintenance work, each was struck by a flying object which could have inflicted a serious eye injury. Thanks to wearing safety glasses, however, each came through the experience without a scratch.

Like other Milwaukee Road employees who have undergone a similar experience, they were also inducted into the Wise Owl Club of America, the organization composed of industrial workers who have saved their sight through the use of appropriate eye protection. The picture above shows Sectionman Lent (wearing cap) being presented with his membership certificate by R. D. Claborn,

division engineer of the Rocky Mountain Division, at an on-the-job safety meeting near Melstone, Mont. The bystanders are, from left: Machine Operator Edward Schwab (rear), Sectionmen F. A. Reed and S. Delgado, Machine Operator Charles Tomlin (rear), Sectionman James Nottveit and Machine Operator F. R. Natzel (partially obscured), Roadmaster K. D. Natzel, Foreman E. M. Gordon and Assistant Foreman W. K. Timberman.

Sectionman Goodhouse is pictured below at left (center) receiving his certificate from Roadmaster Vince Perrone of the Aberdeen Division with Trainmaster E. J. Lynam as a witness, and Sectionman Wuitschick at the lower right being presented with a certificate by Mr. Perrone as Agent John Reardon of Selfridge, N. D., stands by.



Trainmaster A. V. O'Hara spent the weekend of Nov. 9 at the University of Illinois as the guest of his daughter Dorothy.

We're glad to have Irene Scheele, chief clerk to the division engineer, back on duty after a long illness.

The general superintendent's office welcomed Eleanor Mytych, a statistician who came recently from the Galewood office.

Stationary Engineer R. W. Tanning, who spent 47 years with the Road and now lives at 4909 Kaye Road, Memphis, Tenn., has been host to other retired Milwaukee Roaders recently. His brother, H. E. Tanning of Chicago, who retired as a yard conductor after 48 years service, and H. J. Kvevli of Bensenville, who retired as division engineer on the D&I after 45 years, accompanied by their wives were guests at this reunion.

November-December, 1963

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GALEWOOD

Charlene A. Grosse, Correspondent

Mr. and Mrs. Binferd Colquhoun were guests at a luncheon held in the Galewood office Sept. 16 in honor of Mr. Colquhoun's retirement, at which his co-workers presented him with a Hamilton watch. Mr. Colquhoun worked for the Road at Union Street from March, 1923

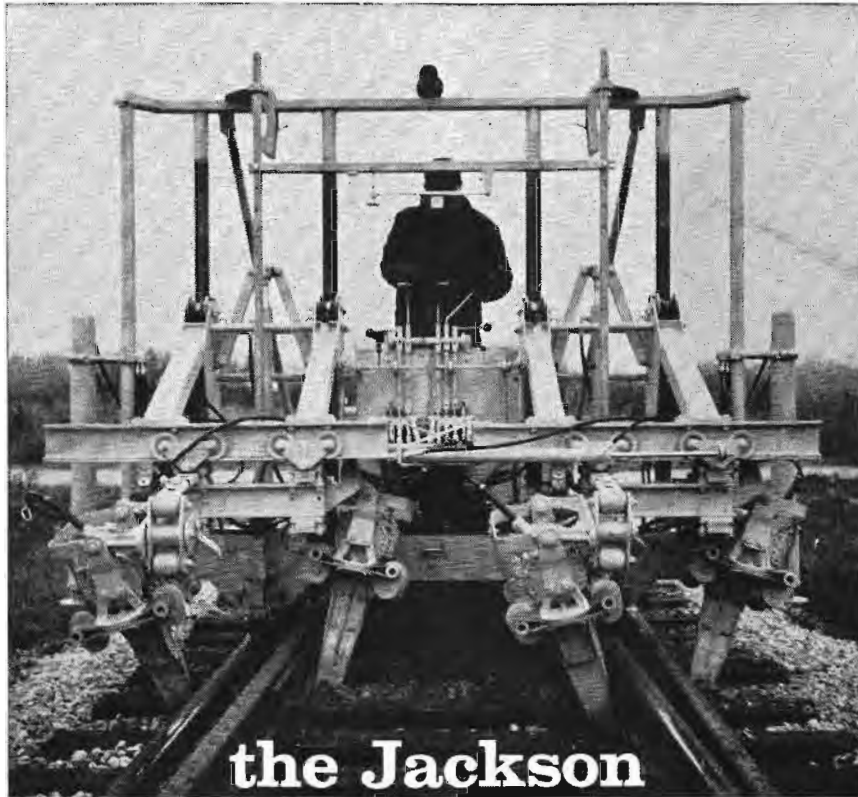
wood office recently at which John J. Oeftering, chief rate clerk, was presented with a Gold Pass. On Sept. 14 John chalked up 50 years' service with the Milwaukee.

Mike Komar was recently welcomed back after a long hospitalization and convalescent period.

At this writing, the wife of Auto Mail Clerk Ernie Fatz is in Gottlieb Memorial



"GAY SPOT" RETIREMENT PARTY for Lloyd LeGros, chief clerk at the Chicago—Division Street freight office, and his wife, shows Agent A. M. Detuno acting as spokesman for the good wishes of his co-workers and friends. All of Mr. LeGros' service—50 years and 9 months—was in the Goose Island office. He plans to divide his time in the future between Chicago and his summer home in Fox Lake.



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to May, 1937 when he moved to his father's farm in Canada. He returned to railroading in 1947 and was slip bill clerk in the Galewood office when he retired. He and his wife have purchased a home in Wichita, Kans., to be near their daughter and son-in-law and four grandchildren, and will move there as soon as they sell their house in Chicago.

A surprise party was held in the Gale-

Hospital. We all wish her a speedy recovery.

John Graney, check clerk at the Galewood freight house, is still home at this writing recuperating from a serious virus infection.

Larry, son of L.C.L. Claim Clerk Walter J. Pugesek, was married Sept. 21 in Glen Ellyn. The new Mrs. Pugesek is employed by Continental Can Company



"SILVER SERVICE" PASS, marking 45 years of Milwaukee Railroad, is presented to J. N. Wandell, district storekeeper of the Middle District (center), by General Storekeeper R. K. Baker. At right, extending congratulations, is Assistant General Storekeeper E. F. Volkman.



A watch to mark the hours of a long and happy retirement was presented recently to Binford J. Colquhoun, shown here with Mrs. Colquhoun at a party given in their honor by the Galewood station force. For more about this, see news of the Chicago Terminals.

Iowa Division

MIDDLE AND WEST

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

William Simpson, a former freight conductor on the west end of the division, died in September. Before moving to Denver, Colo., about two years ago he worked as a crossing flagman at Cedar Rapids. He is survived by his wife and two sons in Denver.

Conductor B. C. White, who lives in Des Moines, retired in October.

Retired Passenger Conductor Charles Craig, formerly of Perry but now living in Marion, recently underwent surgery for the removal of a knee cap. At this writing he is doing well.

A party was held recently in honor of Agent J. I. McGuire of Council Bluffs. Jim recently took a leave of absence and plans to retire soon. Before being appointed to his present position he was agent in Perry.

R. G. McGee, agent at Davenport for a number of years, retired Sept. 1. He formerly held agencies on the Iowa Division. His brother, Agent V. C. McGee of Adel, died suddenly last summer.

Mrs. Arthur Olson, wife of retired train dispatcher, is in a Des Moines hospital at this writing.

Retired Conductor H. W. Lee celebrated his 93d birthday Sept. 12 in the Rowley Memorial Masonic Home in Perry, where he now lives. His son, Jack of Minneapolis, and daughters, Mrs. H. J. Fuller of Perry and Mrs. Z. C. Shaw of Wichita, Kans., with their respective wife and husbands, were present to help celebrate the occasion. Mr. Lee is one of the oldest residents of Dallas County.

Retired Section Foreman William Myers and wife welcomed two grandchildren recently. Son Jack and wife have a baby boy, and daughter Barbara Deeth and husband have a baby daughter.

Superintendent M. A. Garelick and

Dispatcher E. P. Galiher were guests of honor at a party in the Perry Country Club early in September, both men having been promoted to positions in Chicago Sept. 1. A large group of friends attended, some coming from quite a distance. A buffet dinner was served, followed by a social hour and dancing. Gifts were presented to the guests of honor and their wives.

Jim Bridenstine, son of Assistant Superintendent Paul Bridenstine, is on active duty with the National Guard at Fort Leonard Wood in Missouri at this writing.

Harlan Johnson, clerk in the superintendent's office, accompanied his wife to Williamsburg, Ia., recently to attend the funeral services of Mrs. Johnson's mother.

Mrs. John Lane, widow of former signal department employe, died in September and funeral services were held in Dubuque, Ia. Mr. Lane was located at Perry a few years ago.

Funeral services were held in Carroll, Ia., Oct. 17 for Retired Agent A. K. Fullerton, 90. He had been agent at Bagley for many years prior to retirement after 50 years' service. A daughter, Mrs. Roy Burns, and three grandsons, all of Carroll, survive.

Chief Dispatcher J. D. Galiher suffered a slight stroke Oct. 11. He is recuperating at home at this writing, and feeling much better.

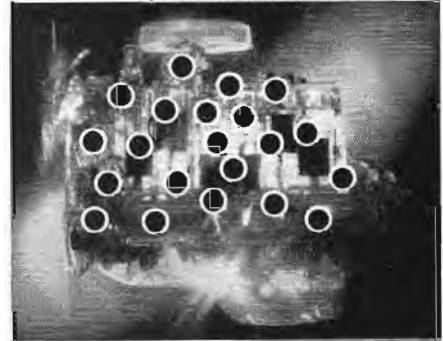
Twin City Terminals

DULUTH, MINN.

W. A. Baxter, senior conductor on the Duluth line, made his final run on No. 625 to St. Paul the evening of Oct. 31, thereby completing 55 years of service. He started in 1908 at the Ladd, Ill., roundhouse and transferred to the Minnesota operation as a trainman on Jan. 1, 1925, the date on which the Milwaukee handled its first train with its own power and crews from St. Paul to Duluth [previously handled for the Road by the Northern Pacific]. His service on the Duluth line dated from that assignment. He and his wife will continue to live in St. Paul.

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OFFICE OF AUDITOR OF PASSENGER
ACCOUNTS

Mildred Newell, Correspondent

Harry Krumrei, bureau head in the auditor of passenger accounts local bureau, retired Sept. 30 after 53 years of service. He was completely surprised by the office party and the variety of gifts including imported foods and money. He was a member of the "Office Quartet" (and how those boys could harmonize), active in sports, bowled in 32 consecutive A.B.C. tournaments, and was a member of the 1932 first place team, finishing third in the final standing. Old timers will also recall that as a sportsman he bagged many a bird. A testimonial dinner, attended by about 100 including many retired employes and former co-workers, was held in his honor Sept. 26 at Zum Deutschen Eck (Weber's Hall). Mr. and Mrs. Krumrei will continue to live in Chicago and pursue their hobby of stamp collecting.

Sympathy was extended to Ken Stone whose mother, Mrs. Nellie Stone, 90, died recently. Mrs. Stone devoted much of her time to church and social activities.

Hazel Dillon was welcomed back after a long illness, and the following new employes also received a friendly welcome—C. Ehlers, I. Stasiak, L. Nicholson, Annette Gagliano, and Anieda Deutschlander.

Little eight year old Music Maker Nora Tidd, daughter of the William Tidds, plays the clarinet in her school band.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Mr. and Mrs. Charles (Cap) Payne welcomed their first grandchild recently, a girl who has been named Alyson Mary.

Oliver Prescott received a Gold Pass Sept. 3 in recognition of 50 years with the Road. He began his career in the division superintendent's office, Mason City, Ia., and since 1920 has been a clerk in the auditor of expenditure's office. His co-workers honored him with an office party to celebrate the occasion.

Rosalin Budzien received a Silver Pass on Sept. 15 for 45 years' service, and this occasion was also marked with an office party.



HONORED AT AN OPEN HOUSE held in the Chicago-Fullerton Avenue general office building, Stella Murphy of the central computing bureau who retired with 35 years of service on Oct. 25, is shown receiving the congratulations of H. C. Johnson, assistant comptroller. Her co-workers also gave a dinner in her honor at Biasetti's restaurant. She plans to spend this winter in California while making her permanent home in Illinois.

Joseph Marcheschi of the bill and voucher bureau and Judith Ann Viverito were married in St. Bonaventure's Catholic Church Sept. 28. A reception was held at the Tam O'Shanter Country Club and a wedding cake four feet high in the shape of the Leaning Tower of Pisa was served. Joe and Judy spent their honeymoon in San Francisco and Las Vegas.

Betty (Granatelli) Schmaus and Dolor-es Heimer of the timekeeping bureau, and Rhenetta Bork of the EDPC have taken maternity leaves.

Mary Schroeder, secretary in the dining car accountant's office, retired Oct. 28. A dinner attended by many of her friends and co-workers was held in her honor at Tetricca's Restaurant. She was given a cultured pearl necklace and earrings to commemorate the occasion.

George Jones, employed in the machine room, retired Nov. 1. He was presented with a gift of money.

Sympathy was extended to Ann Richards of the material bureau on the loss of her brother; to Ray Bruns of the AFE bureau on the loss of his father; and to Gerry Wimmer of the Hiawatha Credit Union whose husband Henry passed away recently.

AUDITOR OF EQUIPMENT ACCOUNTS

Helen Retzke, employe of 43 years, retired Nov. 15 with the best wishes of all for happiness in her new life.

Bess Berger, who is retired, and Bernice Lenartz are recovering from surgery at this writing.

A warm welcome was extended to former employes who recently visited the office—Pearl de La Barre Sacks of Seattle, Wash., also Dora Buckholtz, Marie Gaerte and Lydia Pagels.

Calmer Gasmann, retired bureau head, passed away Oct. 20.

The Milwaukee Road Magazine

"THANK YOU" is the most sincere expression we know
to convey our appreciation
of your friendliness and assistance
the past thirty-five years.

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

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

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

MONTHLY INCOME OF \$300.00

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

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

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

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

SPECIAL OPTIONS

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

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EMPLOYEES MUTUAL BENEFIT ASSOCIATION, 1457 GRAND AVENUE, ST. PAUL 5, MINNESOTA

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

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

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

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

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

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

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

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Signature of applicant



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BRAND NEW U. S. CITIZEN, Cornelius Buckley of the Chicago-Fullerton Avenue freight claim force (third from left) was honored at a cake-and-coffee party. With him are (from left) Ruthann Duray, Dick Karawczyk, Ethel Haynes, Fred Brodhagen, Herman Grell and Ervin Zielke. Cornelius arrived in this country from his native Ireland in November, 1957, and became an employe of the Road the following month. He obtained his citizenship papers on Sept. 17.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Our golf outing was held Oct. 5 at White Pines Golf Club, Bensenville, and a warm, sunny day added to the pleasure of the occasion. H. A. Walter Jr., assistant engineer at Milwaukee, earned the engineering department Glen Carpenter-Tom Kennedy championship traveling trophy for 1963 with a score of 71, with handicap. Neil Manning of the telegraph department, Chicago, was the runner-up, also with a net of 71 but with a higher gross than Harry. Nate Smith, bridge engineer, had the lowest gross score—78—and for this he was presented the Maurice C. Chier championship trophy. Ken Clark, principal assistant engineer, Chicago, came closest to the flag on the 160-yard 17th hole, winning a \$5 bill for this.

Phyllis C. Svilar started work Oct. 21 as steno-clerk in the bridge and building department. She came to us from the typing bureau and we wish her every success in her new assignment.

Gunnar Tornes, retired superintendent of bridge and building department, died Oct. 18 in Evanston. Funeral services were held in the Lindsey Chapel, Evanston, and interment was in Memorial Park, Skokie. Mr. Tornes was born in Norway June 30, 1889, and started work for the Road in 1906. He retired in 1946. His wife, Kathryn, a daughter, Helen, and one grandchild survive.

We regret to report the death of Arnold S. Bieter, manager of the Chicago telegraph office, on Oct. 23. Mr. Bieter was born in Faribault, Minn., July 16, 1903, and began working for the Road in 1931. In March 1956 he was appointed manager of the telegraph office. Funeral services were held in Faribault Oct. 26.

At the luncheon held in Chicago on Sept. 26 to mark the retirement of E. E. Burch and B. O. Johnson (see article elsewhere in the Magazine), we were glad to see and visit with those well known retired engineering veterans Tom Strate, Walt Lakoski, H. B. Christianson, Professor Stevens, Herman Georges, Charlie Kuchel, W. Ludolph, and Dick Hayes.

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Harry Krumrei, bureau head in the auditor of passenger accounts office in Chicago, poses with gifts he received when he retired recently. (See the office of auditor of passenger accounts news.)

AUDITOR OF CAPITAL EXPENDITURES' OFFICE

Geraldine C. Doherty, Correspondent

At this writing our get well wishes are being sent to Carl E. Holmgren, assistant engineer in the valuation order No. 3 bureau. All of us are pleased to hear that Carl is steadily improving following his recent surgery.

Joseph and Marion Kaberlein became proud parents of a baby boy on Oct. 3. This makes George A. Kaberlein, assistant engineer, a grandfather for the first time and eligible for membership in the "Young Grandfathers Club". Joseph is a programmer in the data processing center and Marion formerly worked in the office of freight accounts.

We have another addition to our office personnel in the person of Wilma Hoffman. Wilma is a comptometer operator in the investment bureau. She had worked previously in the office of auditor of passenger accounts.

Congratulations to Bill Bonnom, assistant engineer, who has been accepted as a member of the I.C.C. bureau of accounts on the new Advisory Committee on Equipment and Roadway Property.

FREIGHT CLAIM DEPARTMENT

Robert A. Schlueter, Correspondent

Revisor John Schaden died Sept. 7 after an extended illness. He is survived by his wife Helen and daughters Ruth Schaden and Lynn McCarns. John had worked for the Road since June 1920.

June Ziegler, former typist, recently announced the birth of a second child, a girl.

Dennis Cagney and Maurice DeWulf have resigned to take other employment.

Mike Carlson and Robert Cerese are new employees. Bob signed with the Cleveland Indians last year after having pitched the Shamrocks of the Greater Chicago baseball league to the championship. He has been ordered to report to the Indians next spring at Tucson, Ariz., for pre-season training.

TRAFFIC DEPARTMENT

Rose M. Reuther, Correspondent

Effective Nov. 1 Lyle R. Whitehead, assistant general freight manager, left the employ of the Milwaukee at his own request. He had 40 years railroad service, 28 of which were in our Des Moines and Chicago offices.

We lost another able officer in the person of Andy Hedin, assistant general freight agent, who recently retired after being presented with a Silver Pass honoring 45 years service.

Peggy Anzelmo, secretary to manager of rail highway sales, has decided to stay home and knit booties while awaiting the stork. Pat Lewin is her replacement. Pat transferred from the general freight department where she had been secretary to the general fuel agent and the assistant general freight agent. Audrey Gorman was appointed stenographer in the commerce department. She is already familiar with railroad business through previous experience on temporary jobs in this office as well as in the office of the Milwaukee Motor Transportation Company.

Forrest Williford and his wife announced the birth of their fourth son Oct. 30. They have named him Keith Stewart.

Far away places lured Agnes Schubert of the general agent's office on her recent vacation. She visited Portugal, Spain, France and Italy, and doubtless will have many interesting stories to tell. We are

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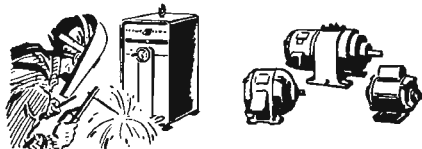
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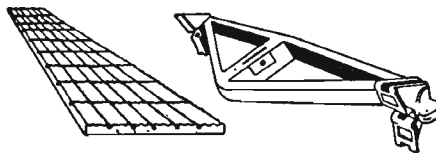
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still listening to the overseas adventures of Bob Biefeldt who traveled in Europe in September, touring 11 countries in three weeks. Your correspondent and Bob met by chance in St. Paul's Cathedral in London, England—the second largest domed cathedral in the world—proving how really small the world now is.

Ida Grimm Ritchie, affectionately known as "Miss Grimm", former secretary to general passenger agent, who now lives in Sarasota, Fla., made her annual trip to Chicago in September and visited several offices including the passenger

department.

Carol Jasien, stenographer in the commerce department, left Nov. 6 to take up new duties in the office of the division committee of the Western Trunk Line.

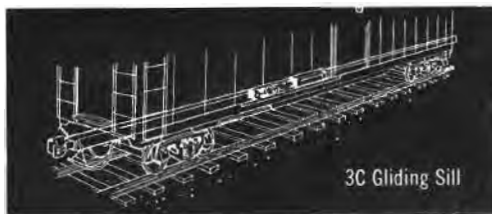
We have been advised that Mrs. Mary Finegan Van Nortwick, daughter of the late Eugene B. Finegan, a former vice president in charge of traffic, became a grandmother on Oct. 10 with the birth of John Van Nortwick at the Lake Forest Hospital. The baby's parents are Mr. and Mrs. John Van Nortwick Jr. of Mundelein. Mary and Mrs. Finegan make their home in Lake Forest.



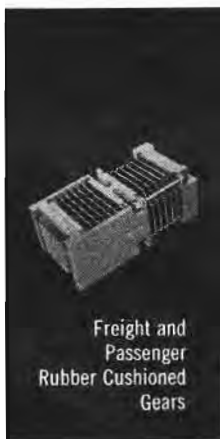
AGENT'S GIRL FRIDAY RETIRES. Elizabeth Gosha, who retired on Oct. 31 as secretary to the agent at our local freight office in Seattle—a position she had filled for almost 20 years—was honored by the office force with a cake and coffee party. She is posed here at the affair with J. R. Ludwick, the retired agent, Fred Rasmussen, retired chief clerk, and Agent F. M. Duffy. Until recent years, Mrs. Gosha was a correspondent for this magazine.

Research *has made—and kept—* National First *in railroad specialties*

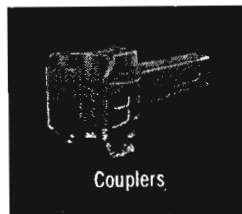
■ Dependability of National's specialties has been established over the years through a planned program of applied engineering development — backed by quality controlled production and precision testing. National's great research, development and production facilities will continue to be dedicated to achieving even greater standards of performance, safety and service for America's Railroads.



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OPERATING DEPARTMENT

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

Florence M. O'Boyle, chief file clerk in the general manager's office, retired Oct. 15 after 40 years of service in that department. An office party was given in her honor and friends and co-workers presented her with a gift of money. Florence says she has no specific plans except to do just as she wishes from day to day at her home in Fox Lake, Ill.

Alfred "Bob" Easton, file clerk in the engineering department—signals and communications, has been transferred to the position of file clerk in the office of vice president-operation.

Larry J. Love, clerk in the passenger traffic office, has been transferred to the position of file clerk in the general manager's office.

Sympathy was extended to Ray Barnard, secretary in the vice president's office, on the death of his father Sept. 15 at Oskaloosa, Ia.; and to Janet Beirne, stenographer in Mr. Amour's office, on the death of her father in Chicago Oct. 26.

Mr. and Mrs. Ray Barnard announced the arrival of Jeffrey Lyle Sept. 10. He was greeted at home by two brothers and two sisters.

Brother Richard Shea, C.S.C., a teacher at St. Joseph's High School, South Bend, Ind., has been transferred to River Grove, Ill., where he is teaching at Holy Cross High School. Brother Shea is a son of A. W. Shea, superintendent of safety.

OFFICES OF AUDITOR OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Joe Manzella, Correspondent

Olga Thal, formerly of the statistical bureau, died Oct. 16 after a long illness.

Sympathy was extended to Henrietta Kiriazis of the interline bureau upon the

The Milwaukee Road Magazine



HAPPY ENDING. This family gathering in the Chicago Union Station marked the retirement on Sept. 30 of H. E. Kvelvi of Bensenville, Ill., engineer on the City of Los Angeles and the City of Denver. He and Mrs. Kvelvi are holding their grandchildren, Trudy and Lorie Boehme, and at left are their daughter and son-in-law, Mr. and Mrs. Robert Boehme, with the children's other grandfather, Moritz Boehme. Congratulations were extended also by (at right) Conductor Bernie Schmidt, Fireman Karl Helander and Station Passenger Agent F. H. Magnusson Jr. Mr. Kvelvi carried a fireman's date of Nov. 26, 1917 and an engineer's date of May 12, 1943, all on the D&I First District, including six years as a traveling engineer.

death of her father.

Congratulations to Marion and Joe Kaberlein upon the arrival of their first son, Jeffrey Joseph.

Mae Schuler of the statistical bureau retired as a lead balance clerk Oct. 31. She was a 44-year employe.

Fred Bartels of the review bureau retired from his position as a lead review clerk on Nov. 15. Fred started service in 1916 and thus had 47 years of service.

Frank Seiser of the claim bureau proudly announced the arrival of a second son, Robert Andrew.

Helen Breen, bookkeeper for director of revenue accounting, is at home at this writing convalescing from recent surgery.

James Pitera and Jerry Luzinski have left the Road to work for the United Parcel Delivery Service.

More than 100 guests attended the farewell dinner honoring E. J. Linden when he retired from his position as auditor of freight accounts. Gifts of appreciation and friendship were given him with the best wishes of all for a happy future. Mr. Linden began working for the Road in 1917 and built his success on a foundation of knowledge, friendship and service. William Kures was appointed to succeed him.

Your correspondent was surprised and very pleased to receive a letter from former employes Otto Reinert, Al Fritscher and John Kreiter, who were equally pleased to see the freight accounts column back in the Magazine. My thanks go to them and all other readers for the interest shown in the column. I have been called to Army service, so this is my farewell and I take the opportunity to extend greetings for a Happy Holiday Season to all my friends and co-workers.

Coast Division

SEATTLE

Agnes Horak, Correspondent

ASSISTANT GENERAL ADJUSTER'S OFFICE: Leslie E. Neumen, retired assistant general adjuster, died Sept. 16. Masonic funeral services were held and interment was in Evergreen Cemetery. Les, as he was known to his many friends, started service with the Chicago, Milwaukee and Puget Sound Railroad in June 1910 as office boy in the law department at Seattle. He is survived by his wife, Jess . . . Mrs. Roger Spurling, wife of retired district adjuster, died after a long illness on Oct. 23. She is survived by her husband, two daughters, and four grandchildren . . . On a recent trip to California, District Adjuster Roy Jorgensen had a pleasant visit with Mrs. Bert Bigham, widow of general adjuster.



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RETIRING WITH 61 YEARS OF SERVICE, Engineer John Wind of La Crosse, Wis. (center), was congratulated at the end of his run from La Crosse to Milwaukee on Nov. 16 by, from left: P. J. Lucas, assistant superintendent of motive power; F. W. Bunce, retired chief mechanical officer; Fireman E. G. Timme and Conductor J. E. Thurber.



FREIGHT CLAIM DEPARTMENT: R. B. Morris has returned to work after an absence of 18 months . . . D. E. Ashcraft resigned Oct. 15 to take other employment . . . H. O. Emel is now working in the Seattle regional data office . . . R. I. Miskimins, F.S.I., formerly at Spokane, has moved his office to the freight claim department at Seattle.

VICE PRESIDENT'S OFFICE: Catherine E. Hutch vacationed in Europe going via Jet over the Polar Route to London, thence visiting Madrid, Granada and Sevilla in Spain; Lisbon, Bussaco and Salamanca in Portugal; returning from Madrid via Paris to Amsterdam and home to Seattle. She says just the city of Lisbon and its immediate environs would amply repay one for the trip.

MILWAUKEE LAND COMPANY: Mr. and Mrs. Gerald Frink of Portland, Ore., are the proud parents of a son born Oct. 21. Mrs. Frink is the daughter of R. G. Sackerson, general manager of the Milwaukee Land Company.

TACOMA: Roger Wilhelm, secretary to assistant general manager in Tacoma, recently became 1963 tennis singles and doubles champion of the Phantom Lake Tennis Club, Bellevue, Wash., by topping a field of 60 entrants in tournament play.



Bill Roberts

PURCHASING DEPARTMENT: Mary Roberts, chief clerk, reports that her son Bill has recently been installed as Master Councillor of the Renton Chapter, Order of Demolay. Bill is a senior at Renton High School and

teaches swimming to handicapped children during the summer months.

MILWAUKEE WOMEN'S CLUB: A delicious Harvest Dinner was served Oct. 15 in the clubrooms in the Union Station. Many members of the general office staff attended and enjoyed a pleasant evening.

REGIONAL DATA OFFICE: Jack Wise, formerly disbursement clerk, was appointed traveling car agent in the operating department at Tacoma. Coffee and cake were served Oct. 15 and he was presented with a wallet by fellow workers . . . George Jurich succeeded to his position, and Harold Emel is the new Grade A revising clerk.

TELEGRAPH DEPARTMENT: After living for some time in Reno, Nev., W. H. "Bill" Holly, retired telegrapher, has returned to Seattle to make his home. Bill says it's wonderful to be back among his old friends.

TRAFFIC AND RATE DEPARTMENT: Christ the King Catholic Church was the scene of a lovely wedding on Sept. 21 when Harry A. Sauter, foreign freight agent, led his daughter down the aisle to become the bride of Stephen Urlacher.

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MARK GOLDEN DATE. Mr. and Mrs. Roland C. Sanders of Seattle celebrated their 50th wedding anniversary among friends and relatives at a reception given in the Women's University Club on Oct. 17 by their daughter, Mrs. Clark Rathke of that city, and son Robert M. of Menlo Park, Calif. Mr. Sanders spent his entire business career of almost 50 years in the Road's freight traffic departments in Chicago and Seattle, retiring as general freight agent of the western region in 1955. Mrs. Sanders is a past president of Seattle Chapter of the Women's Club and a former general officer of the organization.

The bride was radiant in her mother's wedding gown of white brocade, and she had chosen the 23d anniversary of her parents' wedding day for her day also. A reception was held at the Washington Athletic Club and, following a wedding trip to Banff and Lake Louise, the couple will live in Seattle . . . Nancy, daughter of Mr. and Mrs. Lloyd M. Stadum, was married Sept. 28 in Sand Point Community Church to Mark W., son of Mr. and Mrs. William Benecke. She attended Western Washington State College at Bellingham, and was a member of the A.S.W. commission. The bridegroom is a University of Washington senior and a member of the American Ceramic Society.

It has been brought to our attention that Hoyt H. Peugh, retired conductor, died suddenly at his home in Puyallup, Wash., last Jan. 6, at the age of 80. He is survived by his widow, Helen, with whom he celebrated 56 years of marriage in 1962; also by a daughter, Mrs. William

Benefield of Puyallup; two sisters, three brothers, two grandchildren and three great grandchildren. Burial was in Oakland, Calif., where the Peughs lived before moving to Puyallup in 1948.

EAST END

A former resident of Malden, Retired Conductor Chester W. Miller, died in Spokane, Wash., recently. He is survived by two daughters, Frances and Ruth of Spokane, and a son, Dr. Barton Miller of Westport, Wash. There are also six grandchildren, three great grandchildren, and a sister, Mrs. Ella Cherry of Pasadena, Calif. He was a member of the ORC and of the Congregational Church at Malden. Funeral services were at the Hazen and Jaeger Funeral Home and interment was in Greenwood Memorial Terrace.

Mr. and Mrs. Oakley Burns of Malden observed their golden wedding anniversary Sept. 19 at an Open House given by their daughter, Mrs. Herman Sperr. The couple have another daughter and two grandsons. Mr. Burns retired in 1960 as an engineer after 50 years' service with the Road.



WEST COAST SERVICE RECORD was recognized recently with the presentation of a 45-year Silver Pass to Division Freight Agent J. C. Paige of Bellingham, Wash. (center), by L. H. Dugan, vice president and western counsel, as P. J. Cullen, assistant general freight traffic manager at Seattle looked on. Mr. Paige was traveling freight and passenger agent in Seattle before being appointed to his present position in 1955.

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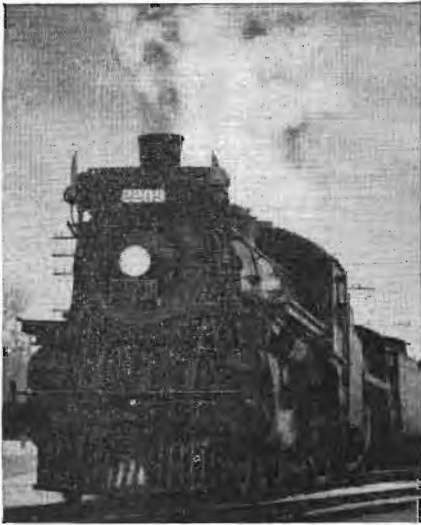


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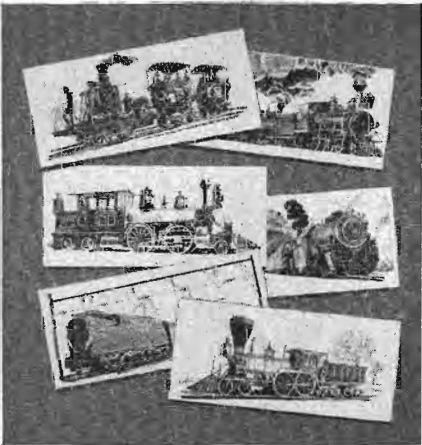
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GOLD AND SILVER PASSES AWARDED

Gold 50-Year Passes

Canavan, William, loco. engineer--Milwaukee, Wis.
Collins, G. R., loco. engineer-----Milwaukee, Wis.
Cook, E. C., loco. engineer-----Jasonville, Ind.
Croke, Geo. C., loco. engineer-----Milwaukee, Wis.
Knuh, E. A., loco. engineer-----Milwaukee, Wis.

Mahalak, J. R., chief clerk-----Terre Haute, Ind.
Oeftering, John J., chief rate clerk---Chicago, Ill.
Prescott, Oliver D., clerk-----Chicago, Ill.
Ubl, F. L., loco. engineer-----St. Paul, Minn.

Silver 45-Year Passes

Aleck, Charles, sec. foreman-----Harrisburg, S.D.
Anderson, R. A., yard clerk-----Clear Lake, Ia.
Barnish, M. J., agent-----Pardeeville, Wis.
Berliner, Goldie, clerk-----Chicago, Ill.
Bertrand, R. F., conductor-----Wausau, Wis.
Boles, D. C., agent-----Hartley, Ia.
Bruce, R. T., loco. engineer-----Oolitic, Ind.
Buetow, August W.,
schedule supervisor -----Milwaukee, Wis.
Callahan, Hubert, machinist-----Milwaukee, Wis.
Carlson, Folke E., blacksmith-----Milwaukee, Wis.
Carpenter, J. E., conductor-----Terre Haute, Ind.
Christensen, G. J., loco. engineer--Spokane, Wash.
Christie, R. W., conductor-----Minneapolis, Minn.
Coffel, A. E., yard clerk-----Mitchell, S.D.
Conklin, Mildred,
stenographer-clerk -----Wausau, Wis.
Cowell, James R., loco. engineer-----Spokane, Wash.
Curran, L. B., agent-----Sumner, Wash.
Curran, T. J., loco. engineer-----St. Paul, Minn.
Eller, B. L., agent-----New Glarus, Wis.
Ellwanger, E. C., loco. engineer-----Dubuque, Ia.
Ferrero, Peter, switchman-----Steger, Ill.
Gablin, O. L., operator-----Thomson, Ill.
Gee, A. R., agent-----Seymour, Ind.
Glisson, G. B., loco. engineer-----Schiller Park, Ill.
Goodell, W. L., agent-----Tripp, S.D.
Greig, N. B., switchman-----Steger, Ill.
Gunnerson, A. O., sec. foreman-----Stoux City, Ia.
Hartwig, F. E., agent-----Lakefield, Minn.
Hedin, Andrew P.,
ret'd. asst. gen. frt. agent-----Chicago, Ill.
Hilt, John, conductor-----Moberg, S.D.
Holmes, L. H., conductor-----Mason City, Ia.
Igowski, Bernard, crane operator-----Milwaukee, Wis.
Irons, N. A., agent-----Canton, S.D.
Janz, A. A., loco. engineer-----Wausau, Wis.
Johnson, C. M., B&B foreman--Council Bluffs, Ia.
Johnson, Robert F., foreman-----Everett, Wash.
Johnston, Harold,
material inspector -----Minneapolis, Minn.
Kalinoski, E. G., loco. engineer--Cle Elum, Wash.
Kempter, Daniel W., switchman-----Dubuque, Ia.
Kempter, L. R., cashier-----Dubuque, Ia.

Kittler, O. F., sec. foreman-----Jefferson, S.D.
Klucas, Walter H., foreman-----Moberg, S.D.
Kolze, Albert R., car foreman-----Bensenville, Ill.
Krenke, E. F., storekeeper-----Janesville, Wis.
Kurt, F. B., station clerk-----Waukon, Ia.
McGuire, V. E., conductor-----Calmar, Ia.
Mebus, C. J., brakeman-----Milwaukee, Wis.
Michellini, Carl A., switchman-----Steger, Ill.
Miller, O. E., loco. engineer-----St. Bernice, Ind.
Miller, Robert C., loco. engineer---Portage, Wis.
Mulholland, Leonard L., carman--Milwaukee, Wis.
Oden, Einar, blacksmith-----Milwaukee, Wis.
Olsen, L. E.,
ret'd. loco. engineer -----Bellingham, Wash.
Paulin, Florence, clerk-----Mitchell, S.D.
Pessein, J. D.,
office manager MMTCC -----Billings, Mont.
Peters, E. L., trainmaster-----Miles City, Mont.
Peters, W. G., engineer-----Milwaukee, Wis.
Raub, R. H., agent-----Parkston, S.D.
Reuland, A. F.,
div. frt. & pass. agent -----Aberdeen, S.D.
Running, Arnold B., clerk-----Miles City, Mont.
Schmidt, B. W., conductor-----Savanna, Ill.
Serakos, Chris, icehouse laborer---Mason City, Ia.
Shannon, Henry F.,
dist. gen. car foreman -----Milwaukee, Wis.
Slomske, A. M., loco. engineer--Minneapolis, Minn.
Sneiker, A. J.,
stationery storekeeper -----Milwaukee, Wis.
Sullivan, D. P., ret'd. conductor---LaCrosse, Wis.
Terrell, E. L., agent-----Linton, Ind.
Thompson, H. C., conductor-----Sioux City, Ia.
Velgerskyk, John, sec. foreman-----Hull, Ia.
Vogel, A. P., roadmaster-----Madison, Wis.
Vollbrecht, William H.,
machinist helper -----Milwaukee, Wis.
Walters, William, loco. engineer--Terre Haute, Ind.
Wandell, J. N.,
district storekeeper -----Milwaukee, Wis.
Winter, V. E., storekeeper-----Austin, Minn.
Wojciehowski, S. J., operator---Milwaukee, Wis.
Woodman, Glenn, loco. engineer-----Joliet, Ill.

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Retired Employee Is First In Line For Seattle "Four Freedoms" Apartment

At the recent dedication of Seattle's Four Freedoms House, the \$3½ million apartment building for retired citizens being constructed on the shore of Bitter Lake, Leo J. Thiel, former chief operator of our Tacoma relay office, and his wife were honored as the first Seattle couple to apply for residence. Speakers at the ceremony included Washington Governor Rosellini, who presented Mrs. Thiel with a bouquet of roses.

Mr. Thiel, who retired in 1960, has three married daughters living in the Seattle area, in addition to one in California, and seven grandchildren. He is a veteran of 48 years of service in the West, having started as a telegraph operator at Ismay, Mont., in 1912. After working on the old "Musselshell" Division until 1942, he transferred to the Coast Division and was employed in the Seattle as well as the Tacoma relay office before he retired from railroading.

Four Freedoms House, a non-profit project of Four Freedoms, Inc., is being sponsored by King County (Wash.) Labor Council leaders with a loan from



Mr. and Mrs. Leo J. Thiel sign up for an apartment in the Four Freedoms Senior Citizens House with Ralph Baird, chairman of the building committee for the King County Labor Council. (Ransdell photo)

the Community Facilities Administration. The largest of its kind to be approved for federal financing, it will have 307 housekeeping units, consisting of 279 efficiencies and 28 one-bedroom units with balconies.

Mr. and Mrs. Thiel are looking for-

ward to living in their new apartment, which will be ready for occupancy in April. The building will include a dining hall, basement storage areas, arts and crafts rooms, card rooms, a library, and a first floor lounge, dining hall and kitchen. Special designs include low-speed elevators, lounge areas on each floor, grab railings in halls and bathrooms, non-slip floors throughout, non-stoop no-reach electrical switches and outlets, and special high kitchen cabinets, built-in ranges and refrigerators.

Mr. Thiel, whose hobbies are photography and "rockhounding", is planning to make good use of the art and craft room facilities. He also likes the idea of living right next door to a spring fed lake stocked with a lot of fresh water fish.

(Four Freedoms House of Seattle will be occupied primarily by elderly persons from the Puget Sound area. Rents range from \$69 to \$105 for efficiencies, and from \$89 to \$130 for one-bedroom apartments. It is suggested that people who are interested in applying for residence should write to the main office: Four Freedoms, Inc., 270 Madison Avenue, New York City.)

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Word has been received that Retired Chief Time Revisor Louis Knoebel has moved from Waukesha to 7633 W Tropicanna Street, Miramar, Fla., where he would be happy to hear from friends.

Two of our retired C&M conductors recently died—Jim Heagney and "Chick" Flannigan.

Richard Hegge, who has been a brakeman and conductor on the J Line since December 1945, and Jim Schwantes, who has been an operator and train dispatcher since February 1941, have been appointed assistant trainmasters—Dick at Bensenville and Jim at Milwaukee on the Milwaukee Division.

Congratulations to Brakemen F. R. Childs and H. C. Smoger, both of whom were recently married.

John M. Ehr, a retired engineer formerly of Horicon, passed away suddenly at his home in Fort Lauderdale, Fla., on Oct. 6, following a heart attack. The Ehrs had lived in Fort Lauderdale for the past 11 years. Funeral services were held at St. Malachy's Catholic Church in Horicon. Surviving are his wife, Alma, a son, Ralph Ehr of Kirkwood, Mo., two sisters, a brother and two grandchildren.

The perfect example of minority rule is a baby in the house.

November-December, 1963



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MARKING 45 YEARS ON THE LA CROSSE DIVISION, George Schulner, section foreman with headquarters at Durand, Wis. (left), is presented with a Silver Pass by Roadmaster C. L. Henry. Watching from the motor car is "Jigger", his constant companion on and off the job. Starting on the section as a laborer, Foreman Schulner has never lost any time during his long service due to personal injury.

La Crosse Division

EAST END

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

Mrs. Daniel Tracy, widow of conductor, spent a very interesting vacation in Hawaii with stops at San Francisco, Los Angeles, and Las Vegas. While in Honolulu she made a trip to Pearl Harbor, the National Cemetery of the Pacific, attended a luau, and toured the island of Oahu. In Los Angeles and San Francisco she took city tours and visited attractions such as Disneyland and Fisherman's Wharf.

Engineer Robert C. Miller, 63, passed away suddenly at Portage Sept. 23. He is survived by his wife, two daughters, a son, and a granddaughter.

Retired Roundhouse Worker August W. Koepke, 91, died Sept. 29 at Portage after an extended illness. He is survived by his wife, two sons and three daughters, 11 grandchildren and 15 great grandchildren.

Conductor George J. Woelflein, 57, died Oct. 13 at Portage after a brief illness. He was a member of the Knights of Columbus and the BRT. His wife and a son, George Jr., at home, and a step-daughter Donna, Mrs. Robert Portzen of Portage, survive.

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OFF LINE ATHLETES.

This picture was taken at a recent softball game between our New York City traffic representatives and a team from the New York office of the Union Pacific. Posing in front are (from left) R. J. McCarthy, perishable freight agent, Stenographer Georgette Shiflet who acted as mascot, and H. J. Millord, district representative rail-highway sales. Standing (from left): K. G. Hosfield, assistant traffic manager; E. J. McArthur, city freight agent; Ernie Johnson, a guest; A. J. Mertens, chief clerk to traffic manager; R. O. Hansen, city freight agent; G. V. Valley, general agent; and J. C. Melanson, freight department clerk.



Robert Hubbs, son of Traveling Engineer and Mrs. E. L. Hubbs, was named "defense player of the week" for the fourth time during this football season at Portage High, where Bob is a Junior.

Traveling Engineer Robert C. Guse has joined the LaCrosse Division family. He took over his duties at Portage Oct. 1 after coming from Mitchell, S.D.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Harry G. Domstrich, 77, died in a LaCrosse hospital Sept. 17. He was a retired switchman with 49 years' service. His wife Ida, a daughter, Mrs. Roy (Lillian) Mindham of Lancaster, and 12 grandchildren, one sister, Mrs. George Christianson of Milwaukee, and a brother, John of La Crosse, survive. Burial was in Oak Grove Cemetery.

George C. Leske, 59, died in a La Crosse hospital Sept. 22. He had 40 years' service as a telegrapher and was working at Grand Crossing at the time of his death. He is survived by his widow, Ruth; two daughters, Mrs. Charles (Marian) Loeffler of La Crosse, and Mrs. Thomas (Muriel) Nelson of Milwaukee; his mother, Mrs. William Leske, a sister and a brother, all in La Crosse. Burial was in the Catholic cemetery.

Marilyn, daughter of Train Dispatcher Bert Miner, became the bride of Creighton Banasik at the Catholic Church of the Crucifixion, La Crescent, Minn., Oct. 19. The young couple will live in La Crosse.

Mr. and Mrs. Frank Hutschenreuter observed their silver wedding anniversary recently. Mr. Hutschenreuter is a B&B carpenter working out of La Crosse. They have four children.

C. H. (Happy) Plattenberger, chief clerk at La Crosse, retired Nov. 1 after 50 years' service, most of it in Savanna, Ill. He was in Aberdeen for a short time and came to La Crosse in 1958. His son

William is in Chicago at this writing on a special assignment for the Road. A joint party was held at the Commodore in La Crescent, Minn., Nov. 1 to honor Mr. Plattenberger and Bob Brueske whose promotion to division engineer at Milwaukee had just been announced. Bob was formerly assistant engineer on the La Crosse Division for eight years.

Conductor Roy W. Christie died Sept. 7 following a long illness. He was a 45-year employee. Survivors are his wife and three daughters. Interment was in the Lakewood Cemetery at Minneapolis.

SOUTH END

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

John Crowley, retired roundhouse foreman, stopped in recently to say hello to the boys in the roundhouse. He says there's nothing like retirement, and that cottage by the lake to keep one busy.

Freight Caller Louis Alder of Janesville retired recently after long service, most of which was as cashier-clerk at Monroe, Wis. A note from him recently said that he was spending his summers in

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Engineer Kaisersatt Ends 60 Years of Service

WHEN Engineer John T. Kaisersatt of Madison, S. D., retired recently, his last trip, from Jackson, Minn., to home base at Madison, was heralded by an alert all along the line. Children waited to wave as time freight 203 headed west, and "Big John" waved and tooted back. A great one for kids, he was always good for packs of gum tossed from the cab window.

Retiring at 78 with 60 years of service, John Kaisersatt had realized to the full the ambition of a farm boy who never wanted to be anything but a railroad engineer. His father operated a steam threshing rig in Minnesota, and John got his steam license when he was 15. He started on the Milwaukee in 1903 as a fireman and became an engineer six years later. In addition to holding one of the longest train service records on the system, he had one of the best safety records—never lost a day due to an accident in three million miles of railroading!

On his last run into Madison he carried a ribbon-bedecked package given to him by well wishers who had flagged him down near Egan, S. D. "I'd always whistle at the old grandfather and the kids, and they'd wave back. Then the old fellow got sick,



and I'd toot the whistle for him late at night and he'd flash his bedroom lights."

With the package was a letter: "Gail, Mary and Leslie will miss you, and they thank you for the gum. Steve will be lonely, but he can keep busy with the dog. Mr. McNeil is 95 now. The Cliff Duncan family."

The package contained candy kisses, homemade cookies and homemade jam.

After 60 years at the throttle, Engineer Kaisersatt said he planned to get in some fishing and see the railroad on his Gold Pass while someone else did the driving. (Madison Daily Leader photo)

northern Wisconsin, the winters in Arkansas, and time in between on the trout streams of his own Green County, all with his favorite fishing rod.

Retired Freight Caller Albert Ellis suffered a stroke not long ago and is recuperating in Mercy Hospital, Janesville, at this writing.

Women are smarter than men. They don't boast about the one that got away.

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Mrs. E. B. Cornwell,

MRS. E. B. CORNWELL, widow of a member of the Milwaukee Pioneers Club, passed away on Oct. 5 in Portland, Ore., where she had lived since the death of her husband in 1936. She had just observed her 90th birthday.

The former Ethel Streetes and Mr. Cornwell were married in 1893 and moved to Montana in 1908 when the railroad was building through the West. Her husband, who started his service in Wisconsin about 1880, was a dispatcher in Milwaukee at the age of 19, and transferred to Montana in that capacity. Mrs. Cornwell was a pioneer in a true sense, living on a homestead with their daughter Helen while her husband worked on the railroad. In 1914 the family moved to Lewistown, where Mrs. Cornwell helped to organize the local chapter of The Milwaukee Road Women's Club and became its first president.

She is survived by her daughter and son-in-law, Mr. and Mrs. J. W. Copeland of 7225 S. E. 30th Avenue, Portland; a granddaughter and a great grandson.

WISCONSIN VALLEY

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

Retired Warehouse Foreman George Ruder, 75, a lifelong resident of Merrill, died of a heart attack July 20. Burial at Merrill followed a requiem high mass in St. Francis Xavier Catholic Church. His wife preceded him in death. Among the survivors is his brother William, also a retired Milwaukee employe.

Conductor and Mrs. W. B. Clark of New Lisbon have announced the birth of Cathy Ann.

In a recent ceremony in Zion Lutheran Church, Wausau, Fireman James O. Wiesman was married to Sheryl Utecht. Supper was served at the church, a reception followed in Main Town Hall, and the festivities ended with dancing at Schmidt's ballroom.

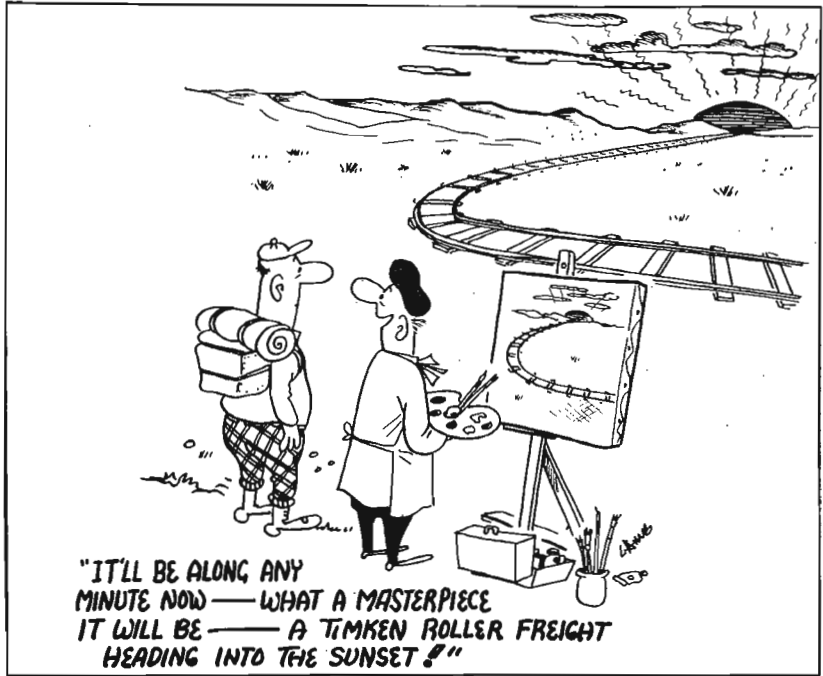
A long railroad career, 40 years of which were with the Milwaukee, was ended with the recent retirement of Machinist Tony Biedrzycki of the Wausau roundhouse. Residents of Wausau since 1960, Mr. and Mrs. Biedrzycki have moved to Minneapolis. Fellow employes presented Tony with a farewell gift of cash.

Wausau Chapter of the Women's Club held its annual get-together in the American Legion Clubhouse Oct. 20. During the social hour preceding dinner, Retired Engineer Lewis Wilcox entertained with piano numbers. Master of ceremonies was Assistant Trainmaster H. A. Obermowe. Out-of-town guests were Agent and Mrs. Dewey Whitmore of Merrill and Retired Conductor and Mrs. Robert Loper of Minocqua. ARF John Cline and his wife were newcomers present. Mrs. Ralph Chamberlain, club president, summarized the year's events and mentioned the heart fund, which has been started again. Games were played and prizes awarded. Prizes for



VACATIONING IN MEXICO, D. O. Valinski, clerk at Portage, Wis., landed the giant sailfin at right while fishing off Acapulco with his brother-in-law, Harold Allen of Chicago. Mr. and Mrs. Valinski also visited Mexico City.

November-December, 1963



"IT'LL BE ALONG ANY
MINUTE NOW — WHAT A MASTERPIECE
IT WILL BE — A TIMKEN ROLLER FREIGHT
HEADING INTO THE SUNSET!"

(Advertisement)

hats made by members went to Mrs. Chamberlain for her railroading creation and to Mrs. Carl Akey who modeled a fisherman's hat. Dancing and singing ended the evening's entertainment.

Retirement plans made by Carl Bishop, roundhouse employe, Wausau, materialized with the sale of his home here and the purchase of one in Ocala, Fla., as well as considerable property at nearby Silver Springs. At a farewell party honoring Mr. and Mrs. Bishop, his co-workers presented a gift of cash. Carl, who is past worthy president of Wausau Fraternal Order of Eagles, was presented with a fishing rod and reel from local members. The Ocala address is 2730 Jacksonville Road, and the Bishops will be happy to hear from, or see friends who may be in the vicinity.

Conductor R. D. Myszka's wife, Josephine, 35, who had been in ill health for several months, died Sept. 30.

At a 7:30 P.M. ceremony recently held in Wesley Methodist Church, Wausau, Fireman Lyle Geurink was married to Dianne Leverton. Dinner was served the immediate families at Bill's Fine Foods and a reception was held in the church hall.

Mrs. Herman Schuman, 67, wife of retired section foreman, died recently at their home in Milwaukee, following an illness of several years.

The sudden death of Mrs. R. P. Rawson, 85, occurred Oct. 17 in her home at Wausau. She was the widow of a former conductor.

Retired Conductor Del Wescott recently entertained a group of relatives at a dinner party, the occasion being his VERY YOUNG 90th birthday.

A railroad career of 47 years ended for Carman Aloysius T. Glugla when he recently retired. Car Foreman and Mrs. Ralph LePage entertained the car department group at a buffet supper in the

recreation room of their home in Wausau. Mr. Glugla began work as a carman in Wausau in 1956 when the C&NW shops at Antigo closed. During the seven years he drove from Antigo to his work in Wausau he was never late or absent.

D & I Division



S/Sgt. R. A. Cush

Staff Sgt. Robert A. Cush of Savanna, son of Yardmaster A. J. Cush of Savanna Yard, was recently awarded the Air Force Commendation Medal for helping provide medical assistance to victims of the earthquake which

devastated Barce, Libya, earlier this year. Sergeant Cush, an Air Force operating room technician at Wheelus Air Base in Libya, served over a seven-day period as a member of a 36-bed air transportable infirmary element of the Air Force hospital there, as a result of which he was recognized for helping weld a bond of goodwill between the United States and Libya. His wife Patricia, daughter Katherine Elizabeth, 3, and infant son Robert Arthur are living in Savanna until he receives a new assignment. His parents, together with his aunts Clara and Delia Cush, now retired from the railroad and living in Savanna, are keeping the family happy while he is away.

About one hundred million dollars is spent annually on comic books. This amount is four times the annual book budgets of all public libraries and exceeds the amount spent on textbooks.



HOW MANY CAN YOU NAME? This carries back to 1941—May, to be exact—and a safety meeting in Milwaukee held in the Women's Club rooms on the second floor of the station. The participants were officers and supervisors of what was then the

Middle District—the Milwaukee, Milwaukee Terminal, La Crosse, and the former Madison and Superior Divisions. How many can you identify?



MARRIED 65 YEARS, Mr. and Mrs. James H. Dowden of Terre Haute, Ind., observed their anniversary at home on Oct. 12 with the two daughters and son-in-law shown here. Standing behind them are (from left) Mrs. Henry Pflaging of Washington, D. C., and Mr. and Mrs. R. R. Wible of Highland Park, Ill. Mr. Dowden, a retired locomotive engineer, started his career with the railroad in 1900 and retired in 1945. (Bruce photo)

CIVIC TRIBUTE TO RAILWAY PROGRESS.

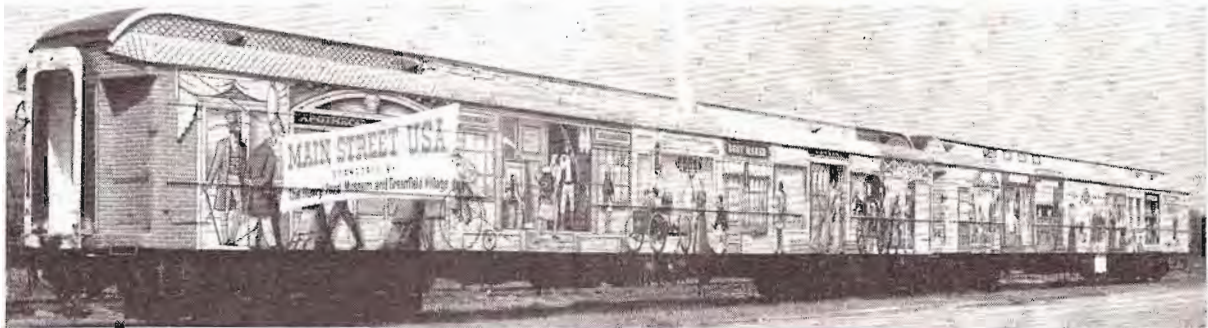
Clair M. Roddewig, president of the Association of Western Railways (left), and John P. Hoffman, vice president of the Continental Illinois National Bank and Trust Company of Chicago, examine a brass scale model of a steam locomotive displayed in the bank during the American Railway Progress Exposition Oct. 9-16. The model was one of several in an exhibit called "Tracking the Lifelines of a Nation" timed to coincide with the exposition, which featured the evolution of locomotive power and many phases of railroad travel and traffic. Milwaukee Road service was represented in it by a picture of our bi-level suburban trains.



SHIPPER-GRAM CONTEST WINNER in the 1963 national damage-prevention campaign of the American Railway Magazine Editors Association was Lincoln C. Parkinson of Stockton, Calif., a locomotive engineer for the Western Pacific Railroad. He is shown here being awarded a \$1,000 check by MISS CAREFUL HANDLING, 3-year-old Kathy Mooney of Lakewood, Ohio, at the 41st annual ARMEA conference in Cleveland. Engineer Parkinson's prize-winning message to the shipping world was, "Your freight we'll handle damage-free, with on-time arrival for the consignee".



W. A. Baxter, retiring as senior conductor on the Duluth line, receives a send-off as he reports in Duluth for his final run. From left are General Agent J. E. Shannon, Conductor Baxter, Traveling Freight and Passenger Agent E. C. Chevalier and Assistant Trainmaster R. H. Stewart. For details, see the Twin City Terminals news.



MAIN STREET USA, a one million dollar historical exhibit that travels in two specially designed railroad cars, recently visited several Milwaukee Road cities on a five year tour of the nation that began in 1960. The mobile exhibit is a reproduction of a 19th century street from the Henry Ford museum and Greenfield Village in Dear-

born, Mich. Each car holds eight oldtime shops and opposite them the modern counterparts. The interior shown here is a section of Main Street as it would have looked in grandpa's day, featuring (from right) Gunsmith and Locksmith, Apothecary, Toy and Dry Goods shops.

"CONDUCTOR CHARLEY"

*Wishes
You a
Merry
Christmas!*



AT HOME IN THE WORLD OF FASHION, Anne Shannon, the daughter of General Agent J. E. Shannon of Duluth, Minn., was asked recently by the society editor of the Duluth News-Tribune and a leading women's apparel shop to pose for this picture which appeared in color in the paper's Sunday edition. A graduate of the University of Minnesota with a major in sociology, Anne is associated with the Catholic Social Service as a caseworker in the family division. Modeling is one of her hobbies, another being the Little Theater in Duluth.



**THE
MILWAUKEE
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THE MILWAUKEE ROAD DELIVERS A PRESENT TO THE QUINTS. G. P. Hamilton, division freight agent at Aberdeen, Wash. (right), discusses with John Forbes, manager of the Grays Harbor (Wash.) Chamber of Commerce, arrangements made by The Milwaukee Road to move five Douglas firs to Aberdeen, S. D. The trees were a gift from the Washington state community to the famous Fischer quintuplets. For the story, turn to page 13.