

THE MILWAUKEE ROAD MAGAZINE

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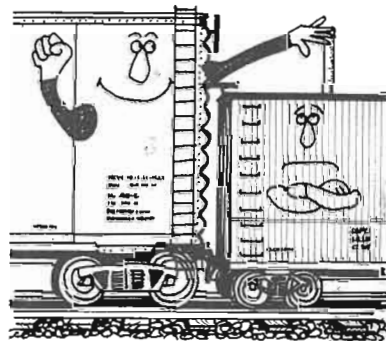
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Transportation Newsgrams

MILWAUKEE-C&NW MERGER PROCEEDING. The hearing on the proposed merger of the Milwaukee Road and the Chicago and North Western Railway, which began on Feb. 6, 1967, closed in Chicago on Jan. 12. At the final session, ICC Examiner Henry C. Darmstadter set Apr. 26 as the deadline for the filing of briefs in the proceeding involving the consolidation.

FEWER CAR SHORTAGES IN 1967 reflected the overall decline in carloadings and the higher capacity of cars in use. The average capacity of



cars in service increased to an estimated 62.5 tons per car, up 1.1 tons over 1966 and 8 tons in 10 years. New cars installed averaged 81 tons, 30 per cent greater than the average for cars retired. Aggregate capacity of the car fleet at year end was 113.9 million tons, up from 112 million 10 years ago.

LION'S SHARE of the movement of new motor vehicles last year went to the railroads, although the number shipped will show a slight drop due to reduced production. Statistics being compiled by the Automobile Manufacturers Association are expected to show that the railroads handled nearly 4.5 million new automobiles and trucks in 1967, or approximately one-half of total shipments by all modes of transportation. This marks the first time since 1934 that railroads have

captured as much as 50 per cent of the movement. Prior to the introduction of multi-level rack cars in 1960, the industry's share had dwindled to 8 per cent.

NEW PIGGYBACK RECORD was set last year, with revenue loadings of 1,207,242 cars. The 1967 figure represents a 3.8 per cent increase over 1966 and marked the third year in a row the railroad industry topped the million mark. The cars carried 1,983,793 trailers or containers, an increase of 3.7 over 1966. Including non-revenue handling of empty equipment, the movement amounted to more than 2.8 million trailers or containers and accounted for more than 4 per cent of the railroads' total carloadings.

METROTRAN 2000. A transportation system for American cities in the year 2000 drafted by Cornell scientists envisions a floating motel which would transport up to 200 persons and their autos on overnight trips between major cities, a vehicle called the urbmobil, 100-mile-an-hour expressways and auto-free downtown sections. The urbmobil, which would combine the high capacity and speed of a train with the door-to-door convenience of a small electric car, would utilize a trainlike set of rails for travel between city and suburbs, but could be used on streets. The vehicle would obtain power from an electrified rail when on tracks, and from an electric battery for local driving. None of the ideas require technical breakthrough, the planners say.

AID FOR U.S. TRAVEL DEFICIT. The Scandinavian Airlines System has pledged total cooperation with President Johnson's campaign to ease the nation's balance-of-payments problem by encouraging tourist travel to this country. The SAS, which spends up to 25 per cent of its promotional funds on a "Visit U.S.A." campaign, notes that almost the same number of Scan-

THE COVER

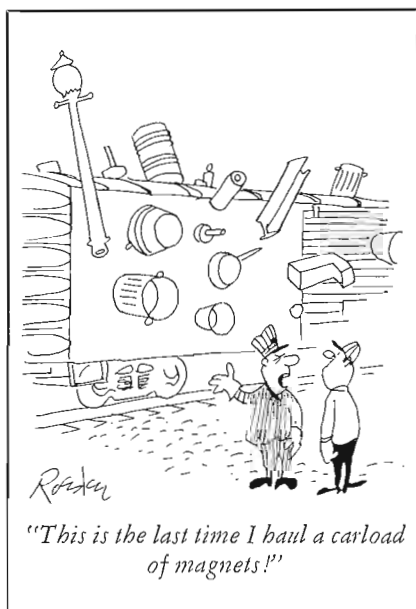
This "happening," as such things are now called, is a discussion between President Curtiss E. Crippen and "Our Man in Tokyo," George F. Flynn, concerning the Milwaukee Road's new sales office in Japan. As the railroad's representative in Japan, Mr. Flynn has the backing of wide experience on his former position of assistant manager-foreign freight sales in Chicago, and during his previous service as district manager of foreign freight sales at Seattle. For the story of our company's latest move to increase its share of import-export traffic, see page 9.

dinavians visit the U.S. as the number of U.S. travelers who visit Scandinavian countries. The president of the SAS pointed out that the company spends more in the U.S. to maintain its services than it earns through its U.S. operations, and that Scandinavian banking policies avoid a drain on U.S. gold holdings.

INNOCENTS ABROAD. Officials of the London zoo are warning visitors to keep their distance from the elephants. They pointed out that, in the last year, the elephants snatched six round-trip tickets from unwary travelers, as well as 14 coats, 12 handbags, 10 cameras and an assortment of gloves.

WW&IB NEWS: James M. Crowell, manager of the Western Weighing and Inspection Bureau in Chicago, retired on Jan. 31 after a railroad career of 47 years, of which 45 were with the WW&IB. Mr. Crowell had served as chairman of the Association of American Railroads' Committee on Demurrage and Storage and a special livestock committee, was a member of the Eastern Car Service Officers Committee, and served in an advisory capacity to the AAR's various claim committees. He is a founding member of the American Society of Traffic and Transportation.

TOO HOT TO HANDLE, London's transit authorities won't let Valerie Braithwaite go to work on a bus or subway because of her job. She is a carnival fire eater and must carry her work equipment, which includes a gallon can of gasoline. England's laws forbid transporting inflammable material on buses and trains.



January-February, 1968

Presidents of Transportation Groups for 1968



H. A. Sauter



W. H. Weidenhamer



W. H. Stiyrer

Four Milwaukee Road men have been elected to the presidency of transportation groups for 1968—H. A. Sauter, assistant regional manager sales at Seattle, W. H. Stiyrer, passenger sales representative in Milwaukee, W. H. Weidenhamer of the passenger sales service department at Minneapolis, and E. E. White, manager of foreign freight sales. Sauter became president of the Transportation Club of Seattle, Stiyrer of the Wisconsin Passenger Club, Weidenhamer heads the Minneapolis Passenger Club, and White was elected president of the Railroad Foreign Freight Agents' Association of Chicago.

Other office holders for 1968 include R. H. Chermak, assistant to passenger traffic manager, Chicago, and F. H. Magnusson, passenger sales representative at Minneapolis, who are serving as vice president of the passenger club in their respective area; and W. M. Van Buren, assistant district manager-passenger sales, who was elected vice president of Bons Vivants by the Chicago area travel fraternity.

Road Proposes Multiple-Car Grain Rate

IN a move of economic importance to the grain producing areas of eastern Washington and northern Idaho, the Milwaukee Road has proposed an incentive rate reduction on volume movements of wheat and barley from Rosalia, Wash., to Seattle.

The proposal calls for a rate of \$2.40 per ton on multiple-car shipments of 900 tons or more each and an annual volume of 200,000 tons or more. Each consignment would be tendered a single bill of lading as a unit at one time on one calendar day, from one consignor at origin to one consignee at one location at one destination, in shipper-owned or leased equipment. The rate will apply on both domestic and export movements.

The reduced rate is based on Rosalia as a central point to which grain produced in the so-called Palouse region of Washington and Idaho could be attracted. Whitman county, in which Rosalia is located, produces more wheat than any other county in the United States. Approximately 23 million bushels of grain were harvested there in 1967. Also included in the Palouse region are Spokane county in Washington and Benewah and Latah counties in Idaho.

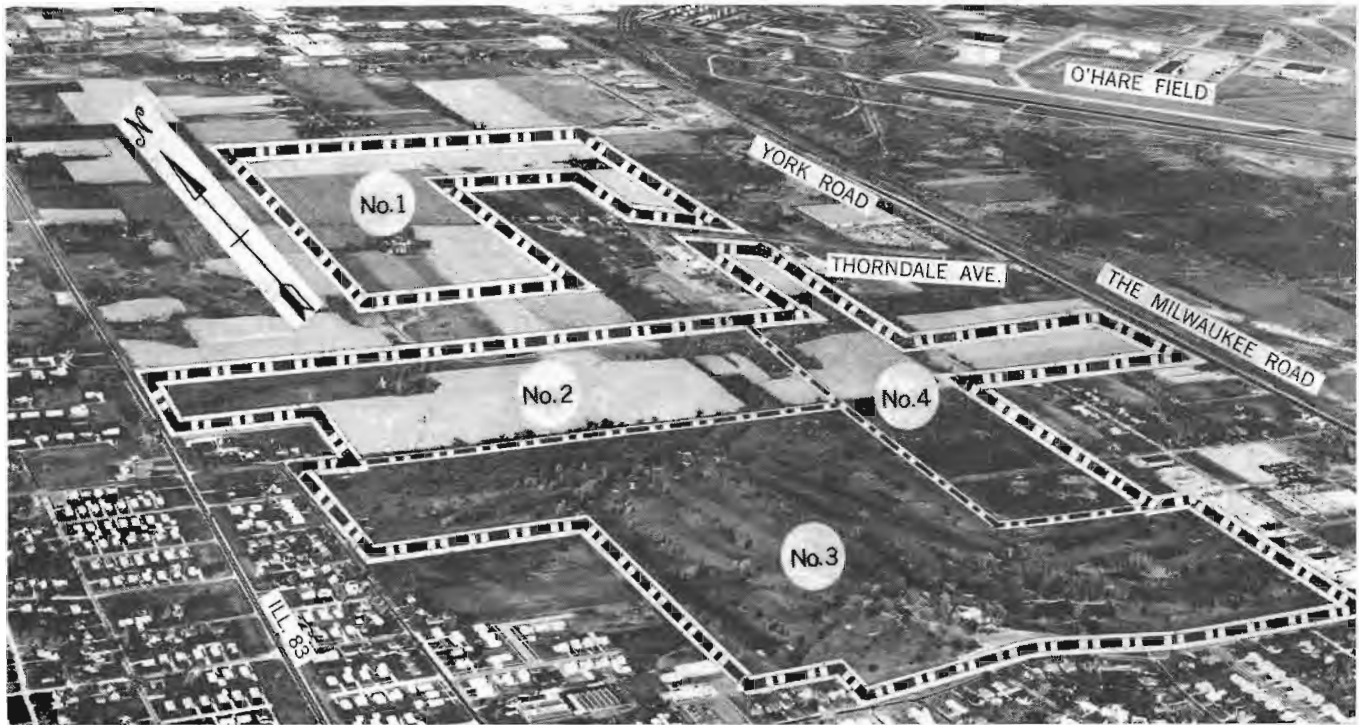
Although vast quantities of grain are harvested in this area each year, pro-

ducers have been relatively isolated from export markets by their geographical location. In the absence of volume-based grain rates, such as the one proposed by the Milwaukee, much of the grain has been subject to additional transportation costs as represented by long truck hauls to elevator facilities located on the Columbia River.

Cargill, Incorporated, the Minneapolis based farm products firm, has indicated an interest in the multiple-car rate, and the Milwaukee expects other grain firms to be interested in its potential. Cargill, which already has extensive grain handling facilities in the Pacific Northwest, has announced plans to construct a 300,000-bushel grain terminal at Rosalia when the rate becomes available. The firm said that, by operation of the terminal, it would provide the same services in eastern Washington and northern Idaho that it provides to country elevator operators closer to the Columbia River who market substantial amounts of wheat through the company's elevator at Burbank, Wash.

A public hearing on the Milwaukee's proposal was scheduled for early February in Seattle, before railroads which are members of the North Pacific Coast Freight Bureau.

New Industrial District at Bensenville to Offer Prime Plant Sites



Aerial view in a northeasterly direction showing the 500-acre industrial development complex planned at Bensenville, Ill. The numbered areas are: 1—the 157-acre Clearing development; 2—the Milwaukee Road's 87-acre Ring Street Trust area; 3—the Milwaukee's 150-acre Mohawk Country Club site; 4—The Klefsstad Engineering Company site of 100 acres. Several industries have already located on the Klefsstad property, or are under construction.

A CASE STUDY OF COOPERATION IN COMMUNITY PLANNING

ROUNDING out 1967 as another good year for locating industries on Milwaukee Road trackage, plans were announced on Dec. 12 for the opening and full development of a 500-acre industrial complex at Bensenville, Ill. The announcement was made jointly by our company and the Clearing Industrial District, which own the major portions of the property.

The new industrial area is in the north part of the village, bounded by York Road on the east, Highway 83 (Kingery Road) on the west, Irving Park Road on the south, and Thorndale Avenue on the north. Included in it is a site of slightly more than 100 acres owned by Klefsstad Engineering Co., which began development of its land about a year ago.

The Milwaukee Road holdings consist of the 150-acre site which now is the Mohawk Country Club and an 87-acre parcel immediately to the north known

as the Ring Street Trust land. Clearing's site is a 157-acre tract north of the Ring Street land, spanning Thorndale Avenue. The railroad's development will be known as the Hiawatha Industrial District at Bensenville, and the Clearing property will be called the Clearing Bensenville Development.

Lead Track Already Constructed

Scheduled for improvement first are the railroad's 87-acre parcel and a portion of Clearing's land. Plans for these parts include the installation of a sewage disposal plant, drilling a deep water well, erection of a 750,000-gallon water storage tank, and the construction of railroad tracks and roadways. The railroad has already constructed a lead track, which will be extended into the development as needed to serve industries. The track crosses York Road, con-

necting to main line trackage on the east side of the highway.

The land involved in the complex has been annexed to the village and rezoned from residential to virtually all industrial usage. Development plans provide for a buffer zone of residential sections and light office research-type buildings which will separate existing residential areas from industrial facilities.

The location offers plant seekers a wide variety of transportation. Our main line tracks to the north and northwest parallel the eastern edge, while the main line between Chicago and Omaha is immediately south of the area. Bensenville Yard and Piggyback Park are only a few miles east, and O'Hare International Airport is just beyond the eastern limit. In addition, Bensenville is served by our suburban line west of Chicago and has access to a network of expressways and tollways.



Officials of the Village of Bensenville, the Milwaukee Road and the Clearing Industrial District shown in the new Bensenville municipal building as they announced plans for the opening of the industrial district in the suburb. From left are William A. Redmond, Bensenville attorney, James E. Rice, executive vice president of Clearing, Fred L. Steging, president of the village, and Edward J. Stoll, Milwaukee Road vice president-real estate and industrial development.

Other inducements are the promise of trained labor forces and comfortable homes for workers within easy walking or driving distance; the suburb's fine schools; its recreational and service facilities; and the environment of a community with an eye to progress.

The planning of the project climaxed a series of events and coordinated efforts extending over 12 years which are interesting as a case study of what goes into such an undertaking, including the cooperation necessary between private business organizations and government bodies. The story began this way:

In 1955, a group of investors took options on about 1,200 acres of land embracing the present industrial area. This group approached the railroad to suggest that rail facilities be built to serve what was then being called the Bensenville Industrial District, but no agreement was reached.

Then in 1960, the railroad contracted to buy the Mohawk Country Club through the Milwaukee Land Company, our real estate subsidiary, with the intention of developing the property for industrial use. At that time the property was not within the village limits of Bensenville, although the railroad tried both before and after the purchase to have the boundaries extended to include it. Since acquiring this land, the railroad has operated the Mohawk Club as a daily fee golf course, and will continue to do so through at least the 1968 season.

In the fall of 1961, the railroad bought the Ring Street Trust land from the investors who had options on the acreage in the district, to permit better and more complete development of the area. Later that year it petitioned the Illinois Commerce Commission for permission to build a spur track into the

property from the main line paralleling York Road.

Permission was received in early 1962, but reversed by a later court decision. One problem at this time was that the village was concerned that the development could harm residential areas nearby. Following meetings between the railroad and village representatives to resolve this problem, it was agreed that a mutual desire existed for the location of controlled industries within the community.

Consultant Firm Prepares Plan

The railroad then retained a firm of land planning consultants to prepare a plan which would include a buffer zone between homes and industrial facilities. The firm was one which had been employed by the village previously to help with a long-range development plan and with upgrading the community's zoning ordinances. Working closely with various departments of the railroad, it developed a plan which was submitted to Bensenville residents in the spring of 1966.

It was during this time that Clearing contracted to buy its 157-acre site and Klefstad Engineering acquired its 100 acres, which lie between the Mohawk club and York Road. Both actions were independent of the railroad's activities.

In May of 1966 the railroad's plan was accepted unanimously by the village council, and the zoning ordinance was amended to permit construction of railroad tracks in the area. The railroad then retained a consulting engineering firm to help plan the improvements and facilities.

Because right-of-way into the property was to be located at a point other than the one originally planned, the land needed for it was acquired through an agreement with Klefstad, and a new petition requesting approval to cross York Road was presented to the Illinois Commerce Commission. The approval was granted in September.

Before the track could be built, however, it became necessary to arrive at an agreement with the City of Chicago, because the right-of-way would have to cross a strip of land owned by the city in connection with O'Hare airport. City approval was granted in June, 1967, and construction of the grade crossing began late last summer. Following the completion shortly afterward, the complex was ready for development.

(Continued on page 6)



Assembled for the Villaume Box and Lumber Company ground breaking are M. L. Bardill, Milwaukee Road industrial engineer (from left); Larry Wenzel, president of the Dakota County Development Association; Arthur Rahn, supervisor of the town board of Eagan County; J. Kimberly Whitney, commissioner for economic development, State of

Minnesota; Gerald Rauenhorst, president of the Rauenhorst Corporation; E. J. Stoll, Milwaukee Road vice president-real estate and industrial development; Herbert Polzin, chairman of the Eagan Planning Commission; and Robert Linsmayer, president of the Villaume Box and Lumber Company.

Prime Plant Sites (cont'd)

LAND SALE TO RAUENHORST STEPS UP INDUSTRIAL TEMPO

Another major project of 1967—this one to help promote the development of a privately owned industrial district served by the railroad—culminated on Dec. 14 in a ground breaking at Mendota, Minn., on 117 acres of land sold by the Milwaukee Land Company to the Rauenhorst Corporation, a Minneapolis realty and construction firm.

This land had been acquired by the Milwaukee Land Company in 1959 for the development of an industrial park. The railroad had, in fact, obtained industrial zoning for the parcel and applied to the Township of Eagan for the installation of sewer and water facilities.

In September of 1966, the Rauenhorst Corporation purchased 450 acres of land immediately to the west of this

tract, which is being developed into the Eagandale Center Industrial Park. By late 1967, eleven parcels comprising some 60 acres had been sold. Among the purchasers are such names as U.S. Plywood Corp., Sperry Rand (New Holland Division), Central Warehouse and Allied Van Lines.

Arrangement Mutually Beneficial

The railroad released its holdings to Rauenhorst as the result of mutual agreement on the benefits to be realized from a cooperative effort to locate industries on the combined properties, and the transaction was concluded on Nov. 7. The ground breaking on Dec. 14 marked the initial sale from the railroad portion of a 16-acre parcel to

the Villaume Box and Lumber Company, the Twin Cities area's largest producer of roof trusses, pallets and industrial wood products.

The first plant to be built on the site is a 45,000 square foot lumber storage and manufacturing complex featuring a 92 x 300 foot clear span manufacturing area. Villaume will use it to manufacture roof trusses and wall panels for houses, apartments and industrial buildings. The firm has been selected by the Weyerhaeuser Corporation to supply trusses and panels for its Registered Home Program, which features a 20-year guaranty on structural components. The plant is expected to be ready for operation in the spring of 1968.

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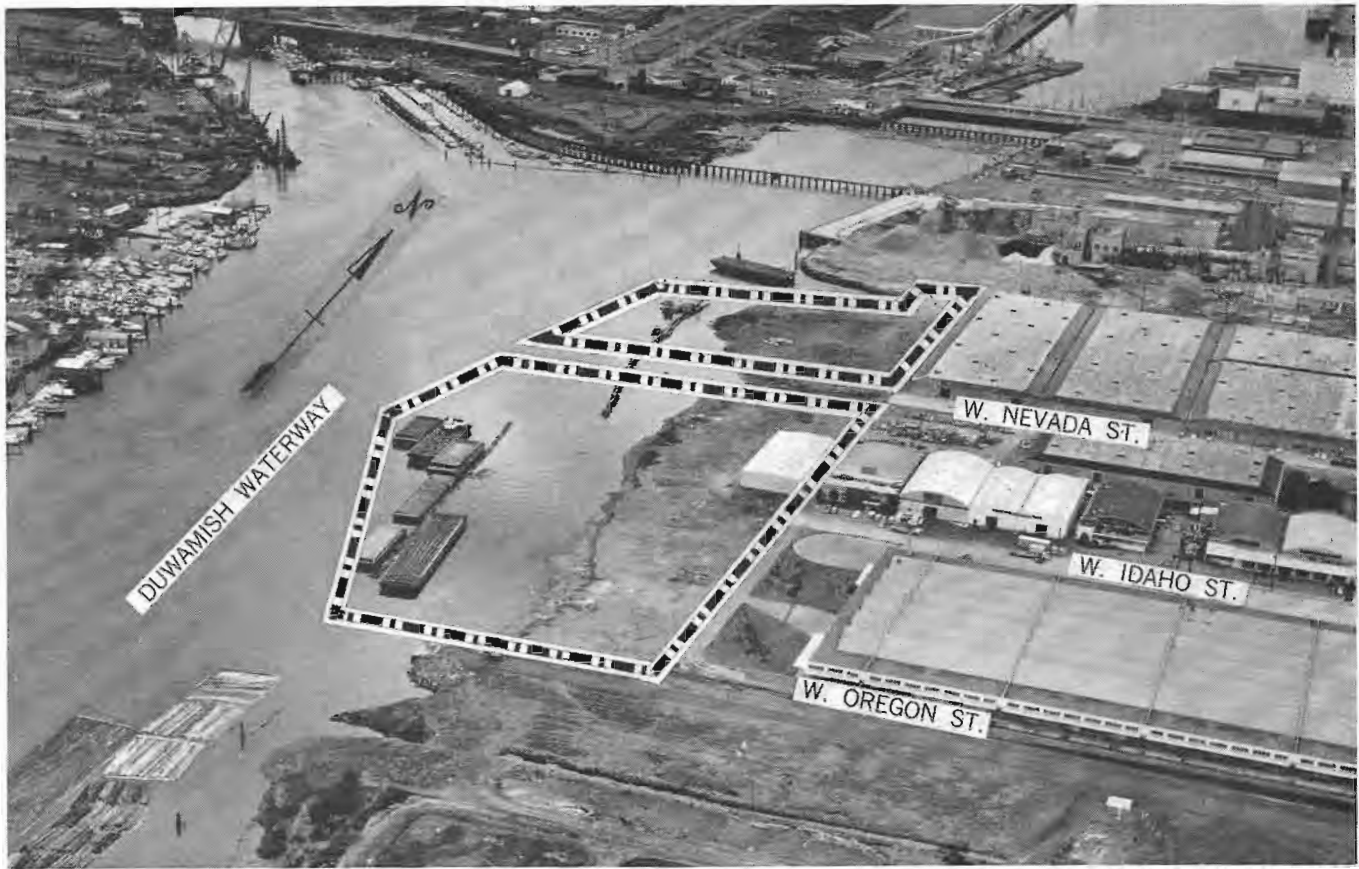


Photo from the Milwaukee Road's aerial survey of land available for industrial use, showing in the broken line the 14½ acres conveyed to the Port of Seattle. The separation in the area represents an extension of West Nevada Street.

PORT OF SEATTLE BUYS WATERFRONT ACREAGE



Participating in the ceremony at which ownership of 14½ acres of railroad property was conveyed to the Port of Seattle are L. H. Dugan, Milwaukee Road vice president and western counsel (seated); Brooke Albertson, title officer of the Pioneer National Title Insurance Company (from left); J. Eldon Opheim, general manager of the Port; E. J. Stoll, Milwaukee Road vice president-real estate and industrial development; and Robert D. Allen, chief counsel of the Pioneer National Title Insurance Company.

Real estate and industrial development activities claimed the spotlight again on Jan. 12 when our company conveyed to the Port of Seattle title to 14½ acres of property along the Duwamish Waterway in Seattle. The total consideration in the sale was \$1,170,587.

The site, comprising 294,016 square feet of filled area and 348,438 square feet of submerged area, lies on the east side of the Duwamish between Southwest Dakota and Southwest Oregon Streets. It is part of a 52½-acre area the railroad acquired in 1947. Following the purchase, 38 acres were filled and improved with streets, utilities and rail trackage, of which 35 acres were sold to industries.

The 14½ acres involved in the Port sale had been used until recently for the mooring of barges and log rafts. Since 1963, the railroad has partially

filled this parcel. The Port contemplates using the property in connection with the expansion of its industrial terminals, the land and water areas having proved to be of strategic importance with the growth of industry and plans for needed improvements.

The sale of the property reflected the acceleration of our company's industrial development efforts, which resulted last year in announcements of 179 new or expanded industries on the railroad system. Commenting on the transaction, E. J. Stoll, vice president-real estate and industrial development, said that the railroad has found that many of its land holdings can be released for purposes mutually beneficial to on line communities and industries, as well as to itself. He said that land sales in the past 10 years have totaled more than \$18½ million.

Road Sponsors 4-H Scholarship Students



L. B. Horton, commissioner of agricultural and mineral development, left, presents a scholarship to David Booth of Marion, Ia., one of two winners, at the 46th National 4-H Club Congress held recently in Chicago. Adding his congratulations is Dr. E. Dean Vaughn, director of 4-H and Youth Development, Federal Extension Service, Washington, D. C.

MILWAUKEE ROAD sponsorship of the 4-H Grain Marketing Transportation Scholarship program will contribute to the education of two college freshmen who aspire to careers in scientific farming.

The 1967 recipients of the \$400 scholarships offered annually by the

railroad to students of agriculture are David Booth of Marion, Ia., who attends Iowa State University, and Terry Hall of Prosser, Wash., a student at Washington State. Both were selected by the Cooperative Extension Service.

David is planning to finance his education with a fund of \$4,000 earned

through 4-H swine, beef, crop and welding projects, plus earnings of the future. His interest in grain marketing was generated at a conference for 4-H award winners sponsored by the Chicago Board of Trade, following which he launched a study of the problems involved in the storage, buying, selling and transportation of grain. He asserts that, as agriculture becomes a more sophisticated business, the knowledge of how to cope with its complexities will mean the difference between a profitable and a losing operation for the farmer.

Terry Hall is majoring in animal science, with an eye to acquiring a thorough knowledge of the principles of fertilization, genetics, medical advancements, and of food production problems that tomorrow's agriculturist must possess. He already has a solid foundation in agriculture through 4-H project activities covering beef, sheep, horse and junior leadership. He has been a state demonstration winner, a county judge at 4-H events, and was a runner-up for the state Future Farmers of America judging team.

Rites for Walter W. Kremer

WALTER W. KREMER, 67, who retired from the position of vice president-traffic on Mar. 1, 1966 for reasons of health, died at the Anderson Memorial Hospital in Norway, Mich., on Jan. 3. He had made his home in the small community near Iron Mountain since last June.

Mr. Kremer was well known in railroading and related fields as a traffic officer with an exceptionally broad background of experience. His entire career was spent in railroad traffic work, starting in 1917 as a rate clerk for the Pennsylvania in his home town of Kalamazoo, Mich. In 1924 he became a traveling freight agent for the Minneapolis & St. Louis, with headquarters in Detroit, and in 1929 transferred to the Canadian Pacific in the same capacity.

Except for a brief period as western traffic manager for the Boston & Maine in Chicago, Mr. Kremer served the Canadian Pacific on various traffic positions until 1948, when he resigned as general freight agent in Chicago to become gen-

eral traffic manager of the Soo Line in Minneapolis. He became traffic vice president of that railroad in 1950, and joined the Milwaukee Road in the same capacity on Mar. 1, 1958. Following his retirement, he had served the company as a consultant until May 31, 1967.

Mr. Kremer's career with the Milwaukee was notable for a vigorous program of traffic promotion and the development of new concepts of service. He was a long time advocate of traffic research and management studies, and much of the railroad's current work in these fields reflects his thinking and recommendations.

Funeral services were held in Norway, with burial in the township cemetery. He is survived by his widow, Ellen; a son, Eric, of New York City; four brothers, Henry and Ernest of Kalamazoo, Edward of Dallas, Tex., and Conrad of Denver, Colo.; and by two sisters, Mrs. C. Meninga of Kalamazoo and Mrs. Carol Tyler of West Palm Beach, Fla.

• APPOINTMENTS •

Labor Relations Department

Effective Jan. 1, 1968:

L. W. Harrington is appointed director of labor relations, Chicago.

Real Estate and Industrial Development Department

Effective Dec. 1, 1967:

P. W. Davis is appointed western manager-real estate, with headquarters in Seattle.

Management Services Department

Effective Oct. 1, 1967:

E. H. Vanhala is appointed manager of cost research, Chicago.

Sales and Service Department

Effective Jan. 1, 1968:

H. S. Meislahn is appointed director-marketing and research, Chicago . . .

D. J. Miller appointed assistant manager rail highway sales, Chicago . . .

G. A. Sansverie appointed district manager foreign freight sales, New York City . . .

R. T. Fleming appointed assistant general freight agent, Chicago . . .

G. W. Gunder appointed assistant general freight agent, Chicago . . .

E. C. Larson appointed general freight agent, Chicago . . .

F. G. Johnson appointed special flour and grain agent, Minneapolis . . .

R. D. Wood appointed sales representative, Sioux City, Ia. . . .

E. F. Slife appointed sales representative, Kansas City, Mo.

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Sales Office Opened in Japan to Handle Rising Volume of Import-Export Traffic



Before their departure for Japan, President Curtiss E. Crippen and the men who accompanied him on the tour of various cities and ports discuss trade routes in relationship to the railroad's expanding import-export traffic. At his left are G. H. Kronberg, vice president-sales and service; G. F. Flynn, director of sales with headquarters in Tokyo; P. L. Cowling, vice president of the Milwaukee Motor Transportation Company; and W. E. Cartwright, assistant to vice president-sales and service for import-export traffic.

PLANS progressed by our railroad to establish a sales office in Tokyo were completed just before the press run of this magazine, and announced by President Curtiss E. Crippen upon his arrival in that city to supervise the opening. At the same time he announced the appointment of George F. Flynn as director of sales in Japan.

The need for a freight office in Japan was dictated by the rising volume of import-export traffic moving over the railroad, Mr. Crippen said, and the great potential that exists for further growth in volume, especially of containerized shipments between that country and the United States. The move to line up a larger share of this business took into account that the Milwaukee's import-export traffic handled through North Pacific Coast ports increased by 7 per cent in 1967, as compared to the 1966 volume.

After opening the office, Mr. Crippen planned a week-long tour of various cities and ports to familiarize himself with Japanese freight handling operations, and to meet with Japanese businessmen and government officials. Accompanying him were G. H. Kronberg, vice president-sales and service; P. L. Cowling, vice president of the railroad's

Milwaukee Motor Transportation Company trucking subsidiary; W. E. Cartwright, assistant to vice president-sales and service for import-export traffic; and Mr. Flynn, who will be permanently located in Tokyo.

An important part of their trip was to study recent developments in Japanese facilities and techniques for handling containerized cargo. "Without a doubt, containerization is a fast-growing trend," Mr. Crippen said, "as well as one of the most significant, with long-reaching implications for ocean shipping, railroads and others in transportation. It is moving so fast that we have to stay absolutely current with developments, considering that we already handle a substantial volume of containerized import-export traffic, and will be handling much more in the years immediately ahead.

"We want to be sure that Japanese shippers and businessmen are aware of our capacity for handling containerized cargo through North Pacific Coast ports. We want them to know about the many improvements and expansions we've made in our facilities for handling both containers and highway trailers."

Mr. Crippen pointed out that, according to some estimates, trade between

Japan and the United States has reached \$7 billion annually, having tripled in the last 10 years. One result of this growth has been to make Japan the largest overseas customer and supplier of the United States.

Mr. Flynn brings to the position of director of sales in Japan a broad background of experience in import-export traffic and freight sales. He has been with the traffic department since 1936, and had been serving since early 1967 as assistant manager-foreign freight sales in Chicago. Previously he was district manager of foreign freight sales at Seattle.

Railroad Experts to Aid U.S. Task Force on Bridge Safety

A COMMITTEE of 11 railroad engineering experts to work with the Government in promoting bridge safety was named Jan. 9 by Thomas M. Goodfellow, president of the Association of American Railroads.

The committee will cooperate with a White House Task Force on Bridge Safety established by President Johnson shortly after the collapse last Dec. 15 of the Ohio River Bridge connecting Point Pleasant, W. Va., and Gallipolis, Ohio. Setting out its role, Mr. Goodfellow said:

"Our team will work closely with the Task Force and the Department of Transportation in surveying bridge safety throughout the nation. The technical assistance and proven experience this group is bringing to the study will, I believe, be invaluable in this important public undertaking."

A comprehensive review of current practices relating to the design, construction, rating, inspection and maintenance of railroad bridges will be one of the railroad committee's objectives. The study will be conducted with the assistance of the staff of the AAR Research Center and the American Railway Engineering Association, and be coordinated through the AAR's Operations and Maintenance Department.

Mr. Goodfellow pointed out that the almost 200,000 railroad bridges which, with an aggregate length of 4,000 miles, would span the continent from New York to San Francisco and back to El Paso, Tex., are "constantly checked by railroad engineering staffs to make sure that the loads and stress placed on tracks never exceed the established safety limits of the structures."



Examining the Washington Russets on their arrival in Chicago are, from left, Don Frissell of the M. W. Frissell Company, and Milwaukee Road representatives L. R. Guthrie, supervisor of perishable services, R. D. La Hatt, perishable freight agent, and T. D. Planer, agricultural agent headquartered in Chicago. Planer has been assigned to checking the shipment during the test period.

Irradiated Potatoes for the Chicago Market

A two and a half-ton shipment of irradiated potatoes moved recently by the Milwaukee Road from Moses Lake, Wash., to Chicago has been placed in storage as part of a research program in which the railroad is cooperating with the Office of Nuclear Energy Development of the State of Washington.

In a study undertaken by our agricultural and mineral development department, the potatoes are undergoing checks to measure the extent to which gamma radiation will eliminate food-spoiling bacteria and thus prolong the storage life of agricultural products.

The Russet variety potatoes were irradiated before shipment in a portable cesium irradiator used in an experimental program directed by the Division of Research of the Department of Commerce and Economic Development. The objective of the program is to make the application of food protection techniques developed by the Atomic Energy Commission economically feasible for private industry and of direct benefit to civilian consumers. The potatoes were grown in the Columbia Basin irrigation project of Washington and shipped to Chicago by the Basin Produce Company of Moses Lake.

The shipment, the first sizable shipment of irradiated potatoes into the Chicago commercial market, was consigned to the M. W. Frissell Company,

which arranged to have the test bags stored at the Dolce Brothers Commission House. They are being kept with about 1,200 pounds of non-irradiated potatoes sent in the same shipment to be used as controls in comparing the keeping qualities and other characteristics.

Potatoes, like many other foodstuffs, are often stored for months between harvest and use, and precautions must be taken during storage to prevent deterioration not only from decay but from sprouting. Radiation processing has been found highly effective in resolving this problem. Given low doses of gamma rays, potatoes may be kept at room temperature for a year or more without sprouting.

The treatment is quick and economical—estimated cost is as low as 14 cents a ton—and has the approval of the U.S. Department of Health, Education and Welfare, which is responsible for deciding whether a particular radiation-processed food is safe for human consumption. The Food and Drug Administration handed down the ruling in 1964, after long term studies to determine that no threat to human welfare could result from the process. Health officials in Canada had already approved the use of gamma rays for inhibiting sprout growth as far back as 1960, and Russia also is said to have placed irradiated potatoes on the market.

Harrington, Vanhala, Davis, Meislahn Appointed to Posts

APPOINTMENTS to positions which were the subjects of recent announcements by our company include L. W. Harrington to director of labor relations, E. H. Vanhala to manager of cost research in the newly formed cost research section of the management services department, H. S. Meislahn to director-marketing and research, and P. W. Davis to western manager-real estate development, Seattle.

Mr. Harrington is a native of Milwaukee who attended the University of Wisconsin and joined the railroad in 1949, starting in the operating department. After holding several positions in the Milwaukee Terminals, in 1954



E. H. Vanhala



L. W. Harrington



H. S. Meislahn



P. W. Davis

he was promoted to trainmaster and served in that capacity on the Terre Haute, Chicago Terminals and Twin City Terminals divisions. In 1958 he was appointed assistant supervisor of wage schedules in Chicago, from which he advanced to labor relations officer in 1960, and to his recent position of assistant director of labor relations in 1966.

Mr. Vanhala attended Duluth Junior College in Duluth before serving in the Air Force during World War II, and was graduated in 1947 from the University of Minnesota with a BME degree. From 1947 to 1961 he held the positions of division industrial engineer, assistant staff industrial engineer and works industrial manager with the American Steel & Wire Divi-

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sion of the U. S. Steel Corporation. He joined the railroad recently after having served with the Elgin, Joliet & Eastern since 1961 as supervisor of industrial engineering.

Mr. Meislahn joined in 1964 as a market analyst in the marketing and research department and in 1965 was promoted to senior market analyst. Later he served as a staff assistant to vice president-sales and service, and since June 1957 had been assistant director-marketing and research. He holds a bachelor of arts degree, magna cum laude, from Harvard College and a master's degree in business administration from the Harvard Business School.

Mr. Davis, a native of Indiana, was graduated from Purdue University in 1939 with a degree in civil engineering. Before coming to the railroad as assistant industrial engineer at Seattle in 1954, he was employed there by The Boeing Company. He was promoted to industrial engineer in 1967, which position he held until his present appointment. In his new position, he is responsible for real estate management of the company's properties west of Miles City, Mont.

Buzz From the BEELINE



(The Milwaukee Road thanks the person who wrote to The Chicago Daily News about the incident described here, and the editors of the paper's "Beeline" for their reply and comments.)

Last week, when we had snow, I got off the Milwaukee Road train to find my car was stuck in an unplowed lot. I was peeved. But along came an angel in a black suit. One of the conductors, while his train was on a siding, rushed over, pushed my car out of the snow and ran back to his train in the nick of time. Somebody told me his name was Schultz. Who was he?

—M. M., Libertyville, Ill.

He is Walter Schultz of McHenry, a Milwaukee Road employe for 12 years whose wife of 14 years, Joyce, describes him as "a devoted railroader." He also finds time to be a good father to Jeanne, 13; David, 11; Danny, 10; and Nancy, 9; as well as take part in Masonic activities, work for the Shepherd of the Hills Lutheran Church and take his kids camping and canoeing. In his spare time, he pushes cars out of the snow.

(And a tip of the hat, also, to Conductor Schultz, for his friendly and helpful service to one of our suburban passengers.)

January-February, 1968

Our Safety Goal for 1968—

THE HARRIMAN GOLD MEDAL

Will You Accept the Challenge?



After reviewing our safety performance for 1967, I wish to congratulate every employe who contributed to the fine 33 per cent improvement over our record in 1966. I was impressed by the fact that every division of the railroad had either bettered its performance, or at least matched that of the previous year.

The results can be credited to a lot of proper planning, hard work and conscientious effort on the part of individuals and groups who know and feel their responsibility with respect to working safely. Among the group performances, several departments had particular reason to be proud of their score. The most noteworthy gain was made by train service men, who not only contributed 65 per cent to the total improvement, but for the first time in the history of the railroad had a fatality-free year. On any railroad, this is an outstanding accomplishment.

I know I don't have to emphasize that a good safety record has its own rewards, but gratifying as they are, I believe that this year we should aim higher. As a goal worthy of our best efforts, I believe we should set our sights on the Harriman Gold Medal.

Because there are newcomers to our ranks who may not know what we are shooting at, I'll explain briefly that the Harriman Awards were established in 1913 by Mrs. Edward H. Harriman in memory of her husband, the great railroad pioneer, who made safety an integral part of railroading. They are presented annually to the railroads achieving the best over-all safety records in their class, by a committee appointed by the American Museum of Safety.

A Harriman Gold Medal is the highest safety honor an American railroad can win, and over the years the competition has been keen. Our railroad has yet to receive such recognition, and in a sense, this is an opportunity to make history happen.

In aiming at that goal, we can't rest on last year's laurels—further improvement in our safety record is of the greatest importance. However, this is not our sole objective—statistics will merely show how our performance measures up to that of others engaged in the same kind of work. I'm sure every employe who is involved closely in this business of working safely will agree that the more meaningful goal is to see that fewer people experience the pain of injury, and remain at work, where they will do the railroad and their families the most good. Will you accept the challenge?

J. McLean

VICE PRESIDENT-OPERATION

ATTENTION, PLEASE

Members of the Veteran Employes Association

The executive committee of the Veteran Employes Association has announced that plans are in work to hold the 1968 reunion of the membership in Minneapolis. The date is Saturday, June 15, and the Radisson Hotel is to serve as headquarters. Several other locations were considered, but it was felt that the Radisson Hotel offered the most suitable accommodations for the expected attendance. For details of the arrangements, see the next issue of the Milwaukee Road Magazine.

*

Miss Florence M. Walsh, secretary and treasurer of the Association, has asked that members advise her of address changes. She says that many failed to receive a notice of last year's reunion because she lacked their correct address. Miss Walsh also wishes to remind the membership that dues for 1968 are now payable.

*

Remember the date, Saturday, June 15 . . . and the place, the Radisson Hotel in Minneapolis.

Milwaukee Road Men Take Active Roles As Public Officeholders



Edward Watson



D. E. Lee



Cecil Perkins



Richard Heenan

THE elections of last November served as the political springboard for several Milwaukee Road men who have joined the growing movement to volunteer for public office in the interests of good government.

The new officeholders include D. E. Lee, Cecil Perkins and Richard Heenan, who were elected to city council posts at Perry, Ia.; Edward Watson, a predicted favorite for mayor of Jasonville, Ind.; and Louis Hunter, the successful candidate for city clerk at Terre Haute, Ind.

Ed Lee holds the joint position of agent at Woodward and Madrid, Ia., while making his home in Perry. For several years he served as a correspondent for The Milwaukee Road Magazine, but was obliged to resign upon assuming the duties of councilman. Cecil Perkins is currently a conductor on the

Iowa Division middle district, and Dick Heenan is a former train service employee now in the real estate business. Although Heenan is no longer with the railroad, both his father and grandfather were long-time employees, and he still figures in Perry as "one of our boys."

The current officeholders at Perry also include Frank Hoes, a retired roundhouse foreman, and W. E. Failor, retired chief clerk to the division superintendent. Both are serving on the water board. Previously, Failor was on the city council.

At Jasonville, the election of Ed Watson as mayor led the Democrats to a clean sweep of all city offices. Watson, a conductor, has lived there since 1952, since which time he has demonstrated good citizenship by serving as president of the Parent Teacher Association, a

Cubmaster, on the White River Council of the Boy Scouts, and participating in the work of the First Baptist Church. Although a newcomer to politics, he won the primary over an incumbent campaigning for a third term.

Louis Hunter, who ran for the job of city clerk at Terre Haute while working as a conductor on the Terre Haute Division, will give it his full attention. Following the election, he retired after 44 years of railroading to devote all of his time to his civic responsibilities.

Surprise! Illinois outcorned Iowa in 1967, with a billion-plus bushel production, topping the all-time Iowa record by more than 160 million bushels. Illinois' yield per acre was an even 100 bushels, against Iowa's 85.

A well-known conductor recently took his orchestra on tour and during his travels received from a well meaning person in one of his audiences the note following: "I think it only fair to inform you that the man in your orchestra who blows the instrument that pulls in and out only played during the brief intervals when you were looking at him."

Sir Winston Churchill, the world's most famous amateur painter, showed some of his canvases to a friend. "Tell me," said the latter, "why is it that you paint only landscapes?"

"Because," replied Churchill, "a tree doesn't complain that I haven't done it justice."

GOTHAM'S COMMUTER HORDE. In a single work day, close to 1,000,000 commuters pour into the New York area from nearby suburban communi-



ties. This number is more than three times the size of the army under the leadership of Genghis Khan, the Mongol chief, when he defeated the Russians in 1223.

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The Wisconsin Rapids Patrol heading north from Port Edwards.

Moving the Goods for Wisconsin Rapids

Railroading is big business in Wisconsin Rapids, Wis., a prosperous city of paper mills and factories, which receives freight service from four roads—the Milwaukee, the Green Bay and Western, the North Western and the Soo Line—in addition to passenger service via the Milwaukee Road's Afternoon Hiawatha. Each day, long trains of boxcars, gondolas and flatcars roll in with the materials needed for the operation of its industries and move out with their finished products. The train shown here, together with the crew, is the Milwaukee Road's Wisconsin Rapids Patrol, on which local industries rely heavily for incoming and outgoing shipments. Wisconsin Rapids is also a terminal for Milwaukee Road piggyback service throughout the area. (Pictures by courtesy of the Wisconsin Rapids Daily Tribune)



Conductor Dick Van Wormer fills out reports in the caboose.

Engineer Ken Conklin operates the controls (during the vacation of Engineer Dale Walker).



Brakeman Neal Davis clears the last car.



Brakeman Ray LaBarge throws a switch.

Fireman Jesse Tomlinson in the cab.



Just What Is Safety?

Just what is safety? Let's say it's mental preparation for the day's work, topped by successful, safe accomplishment; of facing up to the responsibilities of our job, with a firm determination to do our own part safely and to prevent accidents to others. Over the long run, this attitude can not only spare us the sorrow and pain of injury, but assure our families of security and the happiness of worry-free living.

When you look at it this way, I believe that the degree of success we reach in life can be measured in terms of how well we remember and practice the principles of safety. To cite an example, the National Safety Council recently presented the mechanical department at Tomah Shops a Certificate of Commendation for having worked 325,287 man-hours without a disabling injury. More than 80 employees took part in achieving this record, which covered the period from July 27, 1964 to Dec. 31, 1966.

Three of our supervisors deserve much credit for the Council's commendation—Otis Thompson, foreman of the maintenance of way equipment shop, Emil Olson, foreman of the frog shop, and Ralph Phillips, assistant foreman of these shops. I want to emphasize, however, that this award was the direct result of *every man* at Tomah Shops doing his job both safely and efficiently.—*Superintendent F. J. Reese, Tomah Shops*



H. C. Pottsmith, superintendent of work equipment (right), and J. W. Mulhollon, mechanical department representative (left), present the National Safety Council Certificate of Commendation to F. J. Reese, superintendent of Tomah Shops.

What You Should Know About Recent Changes in Medicare

RECENT changes in the Medicare program increased hospital and medical benefits, and made it easier to claim payment for services provided by the supplemental medical insurance program, the Railroad Retirement Board reports.

One important change noted by the Board concerns the stipulation that, if a doctor did not submit his bill to Medicare, he had to be paid before the patient could receive Medicare reimbursement. Under the new law effective Jan. 1, 1968, the patient can be reimbursed before he pays the doctor by sending the unpaid itemized bill along with his request for payment.

Other changes noted are:

(1) Effective Jan. 1, 1968, enrolled persons could receive additional days of hospital care. A lifetime reserve of 60 days is provided for each person after he exhausts the maximum of 90 days for a particular spell of illness. However, the patient will have to pay the first \$20 for each day in the hospital in the 60-day reserve period.

(2) Beginning Jan. 1, 1968, medical insurance covered the purchase or rental of necessary medical equipment such as wheelchairs, hospital beds and so on.

(3) Services of pathologists and radiologists to hospital patients will be paid in full after Mar. 31, 1968.

Premium Goes Up April 1

In line with the increased costs of medical services, the monthly insurance premium will go up from \$3 to \$4 beginning Apr. 1, 1968. The increase will be matched by the Federal Government. Starting Apr. 1, the higher premium will be deducted automatically from the annuities of persons on the Board's benefit rolls who are enrolled in the program. Persons who are paying cash premiums directly to the Board will be notified when they have to pay the new rate.

A person may give notice to the Board at any time of his intention to drop the medical insurance. If it is given on or after April 1, 1968, the insurance will be discontinued after the end of the next calendar quarter.

The Board points out also that, under the new law, persons who failed to enroll during their initial period may sign up during the first 3 months of any year, provided this is not later than 3

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years after their first opportunity to join.

Railroad Retirement beneficiaries and railroad employes can get more information about the changes in the program at any Railroad Retirement Board district office. The addresses can be found in telephone directories under United States Government — Railroad Retirement Board.

RRB Reminder—1967 Supplemental Annuities Subject to Income Tax



"Orson, you got your tax refund!"

SUPPLEMENTAL annuity payments from the Railroad Retirement Board in 1967 are subject to income tax under Federal law, the RRB is reminding all railroad people who receive this type of benefit. To assist these persons in filing their tax return, the Board has prepared individual statements which show the total amount of the supplemental annuity paid to each recipient. The statements are being mailed early in February, the Board announced.

The Board pointed out that all other benefits under the railroad retirement and unemployment insurance systems are exempt from Federal or State income taxes in the United States. Consequently, regular retirement or survivor benefits under the Railroad Retirement Act and unemployment or sickness benefits under the Railroad Unemployment Insurance Act should not be reported on a person's 1967 tax return.

Sorry About That. The Scandinavian Airlines System will no longer serve breakfast on domestic flights. The company reported that Denmark is so small and jets fly so fast that sometimes it has been necessary to fly around Copenhagen until the passengers could finish their breakfast and the cabin crew could gather up the trays.

January-February, 1968

RETIREMENTS

The following employes' applications for retirement were recorded during November-December 1967

General Office & System Employes

Chancellor, E. R. Clerk.. Chicago, Ill.
Gross, R. F. Ass't. Engr... " "
Harrer, Ernestine C. Clerk.. " "
Holloway, Y. C. Coach Porter.. " "
Lochridge, Bertha N. Messenger-Clerk.. " "
McClellan, Helen I. Clerk.. " "
Payne, Elinore I. Secretary.. " "
Schmidt, Viola T. Clerk.. " "
Semmlow, J. L. City Ticket Agent.. " "
Steiner, E. W. Clerk.. " "
Stephens, J. J. Cook.. " "

Aberdeen Division

Hamling, J. C. Conductor.. Aberdeen, S. D.
Matheis, V. M. Carpenter.. " "
Ogren, M. Agent-Opr... Appleton, Minn.
Witte, W. A. Agent.. Glencoe, Minn.

Chicago Terminals

Babka, Julia Coach Cleaner.. Chicago, Ill.
Birzetis, B. J. Pipefitter.. " "
Cary, S. C. Extra Gang Lbr... " "
Connery, L. V. Chief Yard Clerk.. " "
Eggert, W. J. Bridge Tender.. " "
Genovese, M. Checker.. " "
Huart Jr., J. J. Loco. Engr... " "
Inman, H. R. Leverman Operator.. " "
Irving, Frances C. Coach Cleaner.. " "
Klevin, H. Crane Operator.. Bensenville, Ill.
Klincik, Mary A. Car Cleaner.. Chicago, " "
Krupinski, E. S. Loco. Engr... " "
Ray, G. A. Loco. Engr... " "
Siegel, C. J. Loco. Engr... " "
Tatt, M. Loco. Engr... " "
Theobald, R. J. Machinist.. " "
Thurnau, E. F. Ass't. Car Frmn... Bensenville, " "
Wall, C. A. Loco. Engr... " "
Winter, R. C. Machinist.. " "

Coast Division

Anderson, J. C. Clerk.. Seattle, Wash.
Cowell, J. R. Loco. Engr... Spokane, " "
DeGroote, H. Carpenter.. Tacoma, " "
Dybvik, E. A. Brakeman.. " "
Kadow, C. E. Section Lbr... Auburn, " "
Nelson, C. Switchman.. Tacoma, " "
Simpson, C. C. Car Inspector.. Spokane, " "
Thomas, E. E. B & B Frmn... Tacoma, " "
Williams, R. J. Loco. Engr... Seattle, "

Dubuque & Illinois Division

Ginie, E. T. Hostler Helper.. Savanna, Ill.
Glisson, G. B. Loco. Engr... Bensenville, " "
Hiatt, A. O. Loco. Engr... Ottumwa, Ia.
Horton, E. K. Loco. Engr... Savanna, Ill.
Hoy, C. Section Laborer.. East Moline, " "
Hunt, F. L. Engineer.. Ottumwa, Ia.
Johnson, L. V. Loco. Engr... Chicago, Ill.
Mead, W. D. Section Laborer.. Guttenberg, Ia.
Lenz, A. O. Brakeman.. Dubuque, " "
O'Neill, A. I. Conductor.. Savanna, Ill.
Ruiz, F. Section Laborer.. " "
Smithart, W. E. Loco. Engr... Ottumwa, Ia.
Tubbs, R. A. Yard Clerk.. Davenport, "

Iowa Division

Edel, L. H. Section Laborer.. Melbourne, Ia.
Hunter, Rita J. Clerk.. Perry, " "
Miller, A. W. Section Frmn... Charter Oak, " "
Olson, C. L. Machinist.. Council Bluffs, " "
Otto, H. F. Section Laborer.. " "
Taylor, D. B. Loco. Engr... Perry, "

Iowa, Minnesota & Dakota Division

Mang, G. E. Section Laborer.. Vivian, S. D.
Mann, V. G. Brakeman.. Sioux City, Ia.
Marek, P. Cashier.. Owatonna, Minn.
Moore, L. A. Section Frmn... Vivian, S. D.
Sand, J. P. Section Laborer.. Houston, Minn.
Severson, L. W. Yard Clerk.. Austin, "

Tonsager, W. P. Section Laborer.. Elko, Minn.
Vaughan, A. J. Section Foreman.. Kadoka, S. D.
Walburn, P. N. Fireman.. Sioux City, Ia.
Wilson, A. P. Roundhouse Frmn... Yankton, S. D.

La Crosse Division

Creagan, E. D. Conductor.. La Crosse, Wis.
Fredrickson, J. W. Pass-Cond... " "
Lillie, E. R. Mail Handler.. Portage, " "
Radle, M. A. Section Laborer.. Lake City, Minn.
Shrake, T. J. Trainman.. Wausau, Wis.
Whitmore, D. E. Agent-Opr... Merrill, "

Milwaukee Division

Anderson, R. C. Fireman.. Channing, Mich.
Hafemeister, F. E. Section Frmn... Granville, Wis.
Hansch, H. L. Loco. Engr... South Beloit, Ill.
Madole, L. E. Conductor.. Fox Lake, " "
Major, R. Track Laborer.. Milwaukee, Wis.
Mann, L. R. Loco. Engr... " "
Walsh, R. W. Conductor.. " "

Milwaukee Terminals & Shops

Adams, F. W. Carman.. Milwaukee, Wis.
Bell, M. C. Conductor.. " "
Boulware, D. R. Conductor.. " "
Braun, H. P. Switchman.. " "
Colletti, S. J. Yard Conductor.. " "
Czech Jr., J. F. Clerk.. " "
Gittings, H. M. Chemist.. " "
Gurrath, C. R. Police Sgt... " "
Kitkowski, J. M. Machinist.. " "
Klein, D. Carman.. " "
Kowalski, J. Carman Welder.. " "
Riechman, H. F. Car Repairer.. " "
Roberts, T. R. Hostler Frmn... " "
Schloemilch, E. C. Loco Engr.. " "
Sperle, M. E. Yard Conductor.. " "
Steinbach, R. G. Electrician.. " "
Stremiau, H. A. Crane Opr... " "
Verfurth, C. L. Stock Clerk.. " "
Vollbrecht, W. H. Machinist.. " "
Wallace, L. F. Chief Rate Analyst.. " "
Weisl, J. E. Store Helper.. " "

Off Line

Ainsworth, C. G. Chief Clerk.. Dallas, Tex.

Rocky Mountain Division

Alexander, O. L. Switchman.. Harlowton, Mont.
Blazek, J. J. Agent-Operator.. Forsyth, " "
Davis, R. G. Conductor.. Deer Lodge, " "
Grebeldinger, J. J. Machinist.. " "
Josue, F. A. Section Laborer.. Superior, " "
Leggett, F. Track Laborer.. Three Forks, " "
Moore, H. R. Cashier.. Missoula, " "
Pessein, J. D. Trav. Frt. & Pass. Agt... Miles City, " "
Romine, R. M. Electrician.. Deer Lodge, " "
Stiner, J. E. Section Foreman.. Geraldine, "

Terre Haute Division

Allen, F. J. Engineer.. Bedford, Ind.
Hunter, L. S. Conductor.. Terre Haute, " "
Mueller, C. A. Foreman.. Bedford, " "
Price, A. G. Telegraph Opr... Spring Hill, " "
Staff, C. J. Section Lbr... Delmar, Ill.

Twin City Terminals

Andert, B. M. Crossing Flagman.. Minneapolis, Minn.
Blasco, J. S. Laborer.. St. Paul, " "
Ceballos, T. D. Janitor.. Minneapolis, " "
Dunn, W. M. Switchman.. St. Paul, " "
Fieger, G. E. Mail & Baggage Clk... Minneapolis, " "
Foster, P. H. Crossing Flagman.. " "
Kuhl, C. O. Loco. Engr... St. Paul, " "
Mansergh, R. G. Loco. Engr... " "
Martin, H. W. Welder Frmn... Minneapolis, " "
Peterson, A. S. Special Flour & Grain Agt.. " "

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

MMT Clerk Darrell Severson and his wife recently adopted a baby boy, Jay Anthony. Jay's paternal grandparents are Mr. and Mrs. Lloyd Severson from Austin. Lloyd is a former yard clerk at Austin.

Also, Roadmasters' Clerk Jerry Austin and his wife are the proud parents of a baby girl, Sandra Lee, born on Dec. 30 in St. Olaf's Hospital, Austin. Sandra is their first child.

Mrs. Vance Williams recently underwent surgery at St. Olaf's in Austin. Vance is a conductor working out of Austin.

We have been advised that George Vandover, retired conductor, passed away in Vancouver, Wash., where he made his home.

Bill Ende, retired train dispatcher, has advised us that Joe Martin, retired roundhouse employe, was operated on for ulcers on Dec. 27. Joe lives at 101 7th Street, N. E., Austin, Minn. 55912.

December 29 was Cec Davis' last day as chief train dispatcher at Austin. The "Chief" and his wife plan on staying in Austin, where they will be halfway between their two daughters. The Chief's first day away from his desk was spent in building a case for his trophies, and he intends to continue his hobby as ham radio operator.

Ron Miller from Aplinger, Ia., recently joined our office as secretary to the chief clerk, replacing Ed Gudgel, who transferred to the regional office at Austin. Ron recently completed a course in secretarial work at Hamilton College in Mason City.

Fritz Olson, agent at Mankato, Minn., has been made a director of the Southern Minnesota Traffic Club. President for the new year is Bob Beckel, grain merchandiser with the Archer Daniels Midland Co. at Mankato.

SIoux CITY AREA

Sophia P. McKillip, Correspondent
Office of District Manager-Sales, Sioux City

Sympathy was extended to the families of the following: George Tsoukalas, retired sectionman, who passed away in Sioux City after a long illness. He was born in Greece in 1885 and came to the United States in 1905. He came to Sioux City in 1937 and worked for the Milwaukee, retiring about 15 years ago. Surviving is a sister in Greece . . . Charles A. Morris, 82, retired Sioux City fireman. He began work with the Milwaukee in 1907 and retired in 1948. Survivors include one brother and two sisters . . . Roy C. Reed, 78, who passed away in a Sioux City hospital following a one-year illness. He was a conductor, retiring in 1950. Survivors include the widow, two daughters, four sons, 13 grandchildren and three great-grandchildren.

Employees in Sioux City held a fare-

well party at the Paddock Steak House, South Sioux City, Neb., on Dec. 2, honoring Sales Representative Floyd and Mrs. Johnson upon Floyd's promotion to special flour and grain agent at Minneapolis. Floyd was presented a parting gift and our good wishes.

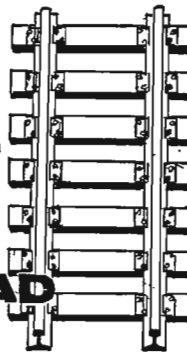
R. D. Wood, sales representative, and family were welcomed by the Sioux City sales and service force. Dick took over his new position on Jan. 1.

Francis M. Loving, 92, retired Jefferson, S. D., employe, died at Jefferson in December. Survivors include two sons, five daughters and several grandchildren and great-grandchildren.

We were sorry to hear of the death of Conductor Raymond Tierney, 55, Mason City, Ia. Survivors include his wife, a son, daughter, three grandchildren, a brother and three sisters. He was a member of the Brotherhood of Railroad Trainmen.

Sympathy was extended to the family of Walter Johnston, 70, retired

ABOUT PEOPLE OF THE RAILROAD



conductor, Mitchell, S. D. He had worked for the Milwaukee for 52 years before retiring in 1963. He is survived by his wife, three sons, a daughter and 14 grandchildren. Funeral services were held in Mitchell.

Also to the family of Edward H. Kirch, retired engineer, Mitchell, who died Dec. 16. Ed was born at Guttenberg, Ia., Mar. 25, 1884. Survivors include his wife, one son Dr. Everett, Waukegan, Ill.; a daughter, Mrs. Wanda Hollick, Falls Church, Va.; and six grandchildren.

Correspondence and greetings were received from many retired employes, including Retired Chief Clerk Harry L. Kinney, Mason City, Iowa. Harry reports he and his wife Minnie are both well and enjoying retirement; also Retired Operator Jack L. Burns, now residing in Salem, Ore. Jack still plans on a trip back to Mason City to see all his friends . . . Retired B&B Foreman C. W. Reichardt, Canton, S. D., reports he is enjoying retirement more every day . . . Retired D.F.&P.A. Robert Conrad and his wife, Mason City, made their usual Christmas trip to Denver, Colo., to visit their sons.

Roadmaster and Mrs. Nick Munoz of Canton, S. D., became the proud grandparents of a baby girl on Christmas Day. The parents are Mr. and Mrs. John R. (Carol) Lease of Canton.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Frank Knoebel, retired clerk, passed away Nov. 26 at Waukesha. He was the brother of Louis Knoebel, retired chief time revisor, uncle of Conductor Chuck Knoebel, and father-in-law of Conductor James Komberec of the C&M division.

Conductor Mike Bell, of trains 12 and 23, retired Dec. 16 after service that began in 1920 as passenger brakeman.

We have received word from Beloit that Jim Chambers, who retired in 1944 as superintendent's chief clerk in Milwaukee, passed away Dec. 26.

George F. Jewett, 86, retired agent-operator, died at the Lakeland Hospital in Elkhorn, Wis., last Oct. 15, we have been informed by his daughter, Mrs. Helen Huffar of Elkhorn. Mr. Jewett had served the railroad 52 years, starting at the age of 17 in Milwaukee. From there he moved to the Chicago area, and in 1907 to Bardwell, Wis., where he remained until he retired. He had continued to be active up to the time of his death. Surviving are his wife, two daughters, three grandchildren and a great-grandchild.

SECOND DISTRICT

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

Andy Caldrie, lineman, retired Dec. 2.

George Trepanier Jr., yard clerk at Green Bay, is home recuperating after surgery.

Amos Bopray, 87, died Dec. 8. He had been a conductor for over 40 years. He is survived by two daughters and a son.

We received word of the death of Joseph Vieau, 76, formerly employed as a carsmith.

Gustave Knudson, 74, passed away Dec. 9. Mr. Knudson was depot agent at Abrams, Wis., for many years.

Frank S. Hayden, former conductor who retired in 1939, died at the age of 88 on Dec. 22.

Chicago General Offices

VICE PRESIDENT—FINANCE AND ACCOUNTING

Mrs. Frank Lippert, wife of retired assistant to comptroller, passed away last Oct. 9 in Mesa, Ariz. Funeral services were conducted there at the United Church of Christ, with burial in Oak Woods Cemetery, Chicago. This belated notice is for the information of their friends outside the Chicago area, Mr. Lippert having been employed also in Milwaukee, Seattle and the Twin Cities. His address is 2242 E. Birchwood Ave., Mesa 85201.

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MAKING HIS LAST RUN on Hiawatha No. 2, Engineer C. S. (Red) York is met at La Crosse, Wis., by Traveling Engineer C. Y. Dempsey. His recent retirement after 57 years of service was observed by his friends and associates with a party at the Tempo Restaurant in Minneapolis. The Yorks live in Remer, Minn.



SUBURBAN CONDUCTOR RETIRES. Lloyd E. Madole, making his last run on No. 139 from Chicago to Fox Lake, Ill., on Nov. 30, gives the highball. His passenger is L. J. Barbeau, the Road's advertising agent, who commutes from Ingleside, Ill. Lloyd retired with almost 48 years of service, all on the C&M line.



DELTA NU ALPHA INITIATES AT MADISON. Six Milwaukee Road men are active in the new chapter of the transportation fraternity established recently at Madison, Wis. Representatives of the transport community shown at a meeting are Fred Schuster of Gateway (from left); M. R. Picht, manager of the road's regional data office; Ty Rommelfanger, Grade A data reviser; J. T. Conway, assistant freight agent at Madison; Duane Johnson of Research Products Corp.; and Bob Lansing of Olin Mathieson's Baraboo ordnance plant. Not shown are E. L. Hubbs, assistant superintendent of the La Crosse Division, and George Kading and Carol Rand, chief reviser and assistant cashier, respectively, in the regional data office. Mr. Picht is a DNA director and publicity chairman of the chapter, which represents a cross-section of the area's leading industries.

"GOING A W A Y"

GIFT from his co-workers in the Chicago general freight office is presented to W. D. "Bill" McCormick, division file clerk, upon his retirement last December. Wishing him well are C. H. Haeffliger, chief division clerk (from left), J. L. Riplinger, assistant freight traffic manager, and W. S. McKee, general freight traffic manager. Bill was the No. 4 man on the department's seniority roster, having rounded out 46 years of service.



DECEMBER BRIDES from Milwaukee Road families at Montevideo, Minn., middle-aisle it on the arm of their fathers. From left are Engineer Jess Schaller with his daughter Kathy, who

became Mrs. David Beito; Train Director Pat Maloney and Margaret, who is now Mrs. Bradley Jensen; and Conductor Wally Natzel with Janet, who became Mrs. Richard Harms.

For Gracious Country Living

by Martha Moehring, Chief Clerk to
Assistant Superintendent, Montevideo, Minn.

ABOUT 17 years ago, Engineer Art Starbeck and his wife Phyllis bought a small house on the outskirts of Montevideo, Minn., with the idea of tinkering around with it. Since that time they have remodeled it three or four times, and every now and then added new attractions. Today they enjoy what you could truthfully call gracious country living.

At the rear of the house, picture windows frame a sweeping view of flower gardens, fruit trees, a velvety lawn, and a patio bordered with roses and shrubbery. The patio was created out of bricks from the old Montevideo roundhouse, which have mellowed with time to tones of cream, tan and brown, and the overall effect is "Better Homes and Garden-y."

The Starbecks have several interesting hobbies. For a time they were avid rock hounds, and their vacation trips took them to rugged territory. In the basement you'll find all the tools and equipment for cutting rock, together with a fine collection of finished articles in a variety of precious and semi-precious stones. There's a den in the basement, too—or call it the music room—for relaxing.

For a number of years Art and Phyllis also operated a successful nursery next to their home, but when it became less than a hobby and more like a full-time business, they sold out to other managers. Their current interest is oil painting. Phyllis runs to the primitive type, and Art goes in for scenery. Neither of them give "glob art" a second look.

It's nice living, too, for Kim, the dog. Their daughter, Audrey, is married and lives in Baldwin, Wis., and son Bob, a petty officer third class in the Navy, is stationed at San Diego.



Relaxing on their patio is just one aspect of gracious country living enjoyed by Art and Phyllis Starbeck. They are green-thumb gardeners, and for a while operated a successful nursery.



AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Rose Pattock of the paymaster's office and Viola Schmidt of the audit section surprised their friends and co-workers by retiring.

Recent visitors to the office were Russ Risberg, John Ritter, Sol Farley and John Tabor.

Lena Carli, clerk in the paymaster's office, is wearing a beautiful engagement ring she received from Norman Potucci.

Word was received that Flora Collier, retired, passed away Nov. 7.

Sincere sympathy to M. J. Schlee on the loss of his mother, to J. Manders on the loss of his dad, and to Fern Jolle on the loss of her mother.

AUDITOR OF FREIGHT SETTLEMENTS

Belated condolences are extended to Walter Stark, retired lead review clerk, whose wife, Ann, passed away suddenly last year, following surgery. She is survived also by a daughter, Mrs. John (Elaine) Adrowski, a son, Howard, and three grandchildren. For the information of friends of the family, Walter is continuing to maintain

their home at 5743 W. Pensacola Ave. (Chicago 60634), and his daughter and son-in-law, who were married last spring, have bought a home nearby. In addition to keeping up his home, Walter has taken on a part time job in a neighborhood shop.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Cigars and candy were passed out by Ronald J. Skalski, statistical clerk in the office of General Manager L. V. Anderson, upon him and his wife Margaret becoming the parents of a boy, who was born at St. Elizabeth's Hospital in Chicago on Nov. 30. He is their first child, and has been named Ronald Anthony.

We are happy to report that Mrs. Viola Harrison, statistician in the office of Superintendent of Safety G. J. Barry, returned to work the first week in January, following a slight stroke for which she was confined to St. Joseph's Hospital in Chicago. Vi received so many "get well" cards that she could not acknowledge all, but wants her friends who sent them to know that they were certainly appreciated.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Congratulations to Mr. and Mrs. E. C. Gorley, who celebrated their 25th wedding anniversary on Dec. 2.

Welcome to Walter "Bill" Meredith, Walter Serdon and Ernest A. Lehman, who recently transferred into this office.

Our best wishes to Assistant Engineer Richard F. Gross, who retired on Nov. 30. Dick was honored with a gathering of his friends and associates who presented him with a portable TV and other gifts. Mr. Gross began his railroad career in the engineering department in 1923 and transferred to this office in 1929.

TAX DEPARTMENT

R. J. "Bob" Barnes, assistant tax agent, and his wife, Gwen, are the parents of twins, a boy and girl, who arrived at Resurrection Hospital in Chicago on Christmas Day. They have named them James and Julie. Mrs. Barnes was formerly employed in the claim prevention, refrigerator and merchandise service department.



HONORED BY THE PASSENGER DEPARTMENT. Genevieve Sullivan, veteran ticket clerk in our Chicago city ticket office who retired Dec. 31, cuts the "good luck" cake at an open house in her honor. Being served is C. W. Hyett, district manager-passenger sales. Miss Sullivan had 43 years of service in Chicago, as a stenographer in the office of the general agent passenger department and ticket clerk since the second World War. She is a sister of F. C. Sullivan, assistant chief rate clerk for the department.



JOINING THE BENEDICTS, Brakeman Howard Brewer of the Aberdeen Division takes Miss Lois Kinder as his bride in a pretty church ceremony at Kiester, Minn., Nov. 18. They are now living in Rosemount, Minn.

Golf Impressario With No Time to Play



Paper work for the Minnesota Golf Association overflows the Warehams' bed-sitting room. Here Al digs into details before calling it a day. (Minneapolis Star photo by Jack Gillis)

ALTHOUGH A. W. "Al" Wareham hasn't swung a golf club in almost three years, it would be hard to find a more dedicated follower of the game.

It seems that since he retired in 1965 as manager of the regional data office in Minneapolis, the activities of the Minnesota Golf Association have had first claim on his time. Al's forte is managing tournaments, and during the summer a 15-hour day is the rule rather than the exception.

Eleven years ago the MGA (founded in 1901) consisted of six dues-paying clubs and conducted one tournament—the State Amateur. Today it includes 110 clubs and conducts, in addition to the State Amateur, the MGA Junior and the Minnesota Fourball.

The MGA also provides its member

clubs with a number of services, such as help with tax problems, course ratings and a computerized handicapping system, and stands ready to help other clubs in any way it can. Minnesota is one of the few states which include public links courses in the state golf association.

Al, who belongs to the Minneapolis Golf Club, was MGA president from 1956 to 1958, and then served on the board of directors until he was named executive secretary two years ago. He has been a member of the United States Golf Association Public Links Committee for 36 years, and is active also in the MGA's Evans Scholarship program.

"I'm too busy to play golf," he says.

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Fourth Quarter Ending December 31,		Twelve Months Ending December 31,		
1967	1966	1967	1966	
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$69,142,974	\$68,579,982	\$262,125,322	\$263,322,722
PAID OUT IN WAGES				
27,277,323	29,736,325	113,636,533	115,542,052	
PER DOLLAR RECEIVED (cents)	39.5	43.4	43.4	43.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	2,994,615	2,977,629	12,165,512	11,515,053
PER DOLLAR RECEIVED (cents)	4.3	4.3	4.6	4.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest..	34,448,156	34,643,872	133,589,352	128,135,673
PER DOLLAR RECEIVED (cents)	49.8	50.5	51.0	48.7
Ordinary Income	4,422,880	1,222,156	2,733,925	8,129,944
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	268,770	283,035	1,066,973	1,131,431
Decrease 1967 under 1966	—14,265		—64,458	

VICE PRESIDENT—LABOR RELATIONS

Dennis Kirchoff, son of L. R. Kirchoff, labor relations officer, was one of five senior men named to membership in Mace, local honor society at Lawrence University, Appleton, Wis. He is head counselor this year to freshmen men, and a varsity football, basketball and baseball player. The Lawrence University Vikings finished the football season with a record of eight wins and no losses. Dennis was named to the Midwest all-conference team.



Dennis Kirchoff

ELECTRONIC DATA PROCESSING

Wynn Kasow, Correspondent

Donald Nielsen, assistant console operator, and his wife, Darlene, became parents of their second girl, Christine, on Oct. 31.

Charles Abruzzi, programmer, and his wife, LaVonne, had their second child, Ruth Ann, on Nov. 8.

Brian Buehler, clerk-messenger, resigned to relocate in California.

Wedding bells rang on Nov. 23 for Merline King, keypunch operator, and Dan Williams.

Helen Mendonsa, keypunch opera-

tor, and Jane Ingram, head keypunch operator, have returned to work after long medical leaves. It's nice to have both of them back.

Harry Graack, machine supervisor, fell and broke his wrist on Dec. 24. Healing time will be six to eight weeks.

We welcome the following new keypunch operators: Dorothy Roser, Rose Scardine and Carolyn Love.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Car Department Shop Schedule Engineer Kenny Beck and wife spent the Christmas holidays in North Platte, Neb., visiting his relatives, and also toured the new UP hump yard; also one of the UP's new turbine engines.

The sudden death of Minneapolis Car Inspector Gary Hollingsworth on Dec. 19 was a shock to his many friends and co-workers. He is survived by his wife, two young daughters, and his brother Don, who also is a car inspector in Minneapolis. Gary and Don's father was S. Hollingsworth, who was car foreman in Minneapolis for many years preceding his death.

Locomotive Machinist Dave Dunning retired Jan. 1. His service dates back to 1920 and, except for a short period in Deer Lodge, he was located in St. Paul with the Milwaukee.

Electrical Foreman Bill Rogers has transferred from Aberdeen, S. D., to the locomotive department in Minneapolis.

Photographs of his new grandson will have to satisfy General Diesel Shop Foreman Pat Sullivan for the time being. Pat's son and wife are stationed in Hawaii with the Navy, and will bring their new son back to meet "Grandpa Pat" when their orders come through.

Terre Haute Division

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

Airman James G. Elder has completed basic training at Lackland AFB, Tex. He has been assigned to the Air Force Technical Training Center at Lowry AFB, Colo., for schooling as a munitions specialist. He is the son of Conductor George M. Elder.

Eugene J. Weiland, son of Roadmaster J. E. Weiland, has been promoted to Army specialist four at Ft. Riley, Kans. where he is serving as an X-ray technician in the 424th Medical Clearing Company at Irwin Army Hospital.

Conductor William F. Cazee passed away Dec. 15. Mr. Cazee had been ill for some time, having retired on disability in 1967 with 26 years service. He is survived by the widow, Mary; four sons, Ronald of Linton, Ind., and Michael, Jackie and Donald, all at home; the stepmother, Mrs. Esta Cazee of Bedford; a half-brother and half-sister; and two grandchildren. Services were held at Jasonville, Ind. and burial was in Lebanon Cemetery.

John R. Grimes, retired engineer, died Dec. 18. Services were held at Clinton, Ind., with burial in Sugar Grove Cemetery west of St. Bernice. Mr. Grimes retired in 1957 with 40 years service.

James Homer Dowden, retired engineer, died Nov. 9 at Terre Haute. He is survived by the widow, Lillian; a son,



VETERAN STATUS. Three men in the regional data office at Minneapolis who have reached veteran status shown with new service passes issued to them in December. Bill Benson, revising clerk (left), has 22 years of service, and Dave McDonald, comptometer operator (center), and Dale Stuber, machine operator, have 20 years.

The Milwaukee Road Magazine



CROSSING FLAGMAN RETIRES. A Silver Pass marking 45 years of service is presented Paul H. Foster, right, by Captain W. J. Bear of the road's police force following Foster's recent retirement as crossing flagman in Minneapolis. He started in 1922 at the old Tenth Avenue Tower, served later as a police patrolman in the South Minneapolis Shops, and during World War II as guard on the Short Line Bridge, from which he transferred to the Hiawatha Tower. In retirement, he intends to pursue his hobbies of deer hunting and fishing, having recently caught his limit of walleyed pike in Lake Mil Lacs.

Lawrence; two daughters, Mrs. Dorothy Wible, Vero Beach, Fla., and Mrs. Mary Alice Flaging, Silver Springs, Md.; six grandchildren and 13 great-grandchildren. He was a member of the Central Christian Church where he was a deacon emeritus. Mr. Dowden had retired in 1945 with 26 years service.

Harley Taylor, retired conductor, died Nov. 28 of an apparent heart attack at his home in Shelburn, Ind. He retired in 1958 with 42 years service. Surviving are the widow, Janie; a brother, Emmett, Ottawa, Kan.; six stepsons, Donald, Harold and Leslie Skinner of Terre Haute, Jack Skinner of Sullivan, Wayne Skinner, Clay City, and Bob Effinger, Shelburn; and two stepdaughters, Mrs. Lillian Smith, Terre Haute, and Mrs. Hazel Watenbarger, Fontana, Calif. Burial was in Terre Haute.

We extend our sympathy to the families of these former employees, and to the families of Mrs. Thelma M. Walters, mother of Retired Engineer W. M. Walters; Mrs. Mabel C. Elliott, mother of Switchman M. Elliott; Mrs. Mary L. Young, mother of Conductor W. P. Young; and Mrs. Katherine McClure Miller, all recently deceased.

Ray Verdeyen, a junior at Schulte High School, Terre Haute, and son of Yardmaster M. K. Verdeyen, was the recipient of a Knights of Columbus Sportmanship Award which is voted by his teammates. He also won the "Star" award which is given to the football player making the most interceptions and fumbles recovered, intercepting eight passes and recovering one fumble, for a total of nine stars for the year.

Carloadings

JANUARY 1968 compared with January 1967

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1968 over 1967	NUMBER OF CARLOADS					
		JANUARY		INCREASE			
		1968	1967	1968 over 1967	% of increase		
7.2%	Lumber or Dimension Stock...	4,181	3,736	+	445	+	11.9%
6.1	All Other Paper or Allied Products	5,777	5,683	+	94	+	1.7
4.3	Coal	9,607	8,127	+	1,480	+	18.2
3.9	Motor Vehicles	1,884	1,356	+	528	+	38.9
3.1	All Other Wood Products (Incl. Plywood)	2,149	1,756	+	393	+	22.4
2.8	Primary Iron or Steel Products	2,761	2,296	+	465	+	20.3
2.4	Pulp or Pulp Mill Products ..	1,285	1,255	+	30	+	2.4
2.3	Stone, Clay or Glass Products	2,750	2,305	+	445	+	19.3
2.3	All Other Transportation Equipment	2,736	2,433	+	303	+	12.5
2.3	Industrial Chemicals	1,143	930	+	213	+	22.9
1.6	Fabricated Metal Products ...	1,408	1,286	+	122	+	9.5
1.4	Petroleum, Natural Gas or Gasoline	2,019	1,807	+	212	+	11.7
1.3	Electrical Machinery or Equipment	1,103	888	+	215	+	24.2
1.2	Soybeans	777	725	+	52	+	7.2
1.0	Dairy Products	1,086	959	+	127	+	13.2
.9	Malt Liquors	1,187	1,079	+	108	+	10.0
.6	Beverages (Except Malt Liquors)	751	700	+	51	+	7.3
.5	Coke Oven or Blast Furnace Products	795	586	+	209	+	35.7
10.1	All Other Carload Traffic	5,770	5,410	+	360	+	6.7
55.3%		49,169	43,317	+	5,852	+	13.5%

loading of these commodities		JANUARY		DECREASE		
DECREASED						
in 1968 under 1967		1968	1967	1968 under 1967	% of decrease	
12.8%	Grain	7,485	7,827	—	342	— 4.4%
4.2	Meat (Fresh, Chilled or Frozen)	3,427	3,663	—	236	— 6.4
3.0	Grain Mill Products	4,690	4,852	—	162	— 3.3
3.0	All Other Chemicals or Allied Products	2,700	2,788	—	88	— 3.2
3.0	All Other Food Products (Incl. Sugar)	2,251	2,605	—	354	— 13.6
3.0	Canned Fruits, Vegetables and Seafoods	2,203	2,327	—	124	— 5.3
2.7	All Other Primary Metal Products	1,159	1,291	—	132	— 10.2
2.3	Freight Forwarder & Shipper Assn. Traffic	1,860	1,879	—	19	— 1.0
1.9	Waste or Scrap Materials ...	2,039	2,159	—	120	— 5.6
1.8	Nonmetallic Minerals; Except Fuels	1,933	2,238	—	305	— 13.6
1.6	Primary Forest Products	3,941	4,266	—	325	— 7.6
1.5	All Other Machinery (Except Electrical)	685	706	—	21	— 3.0
1.4	Farm Machinery or Equipment	1,249	1,511	—	262	— 17.3
.6	Fresh Fruits and Vegetables ..	458	547	—	89	— 16.3
.6	Potatoes (Other Than Sweet)..	393	420	—	27	— 6.4
.5	All Other Farm Products (Incl. Sugar Beets)	714	757	—	43	— 5.7
.5	Metallic Ores	154	323	—	169	— 52.3
.3	Livestock	293	307	—	14	— 4.6
.0	Small Packaged Freight Shipments (LCL Mdse.) ...	20	22	—	2	— 9.1
44.7%		37,654	40,488	—	2,834	— 7.0%
100.0%		86,823	83,805	+	3,018	+ 3.6%

La Crosse Division

WISCONSIN VALLEY

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

D. E. Whitmore, top man on the Valley seniority list of agent-operators, appropriately chose to retire just before the deer hunting season — few, if any, of which he has missed over the years. After 51 years, it was with a semi-feeling of regret and a lot of memories that he left the service.

He recalled his first job as extra third telegrapher in the old freight-house at Merrill. A. J. Fries was agent at that time, Joe Fries the cashier, Kate Fries billing clerk, and Slim Fries assistant cashier. Milt Frye was yard clerk, Oscar Frazier janitor and yard clerk. First trick telegrapher was Floyd West, Ritz Parker second trick, and Fred Blanchfield third trick. Over the years Dewey worked as agent at Babcock, Star Lake and Sayner during the tourist season, and as telegrapher at Wisconsin Rapids before becoming agent at Minocqua, where he served for 21 years before returning to Mer-



D. E. Whitmore

rill—right back where he started from—remaining there as agent until retiring. His plans include more hunting and fishing, and seeing some of the country he has missed. A gift with very best of wishes was presented to him by fellow workers.

Mrs. John Zander, 78, wife of retired car foreman, passed away recently after a long illness. Funeral services were held in St. Paul's Evangelical Church with burial in Restlawn Memorial Park, Wausau. She was a member of the Women's Club and of the Royal Neighbors of America. Immediate survivors are her husband, three sons, six grandchildren and eight great-grandchildren.

Mrs. Clara McCarthy, 75, the widow of Conductor Robert McCarthy, died suddenly recently. She was a member of the Women's Club at Wausau and of the B. of R. T. Auxiliary. Burial was in Calvary Cemetery, Tomahawk.

Mrs. R. F. Oakes, 84, the widow of TBM Oakes and mother of Conductor George Oakes, passed away recently in St. Cloud, Fla., where she had made her home for many years.

The annual activities of Wausau chapter of the Women's Club began with the yearly party honoring Valley railroad employees who retired during the past year. A social hour preceded the dinner at the Hotel Wausau. Trainmaster Obermowe was the master of ceremonies. Retired guests present

were Elmer Jonas, brakeman; William Farrell, machinist; Gus Johnson, conductor; Paul Jensen, roundhouse foreman; Dewey Whitmore, Merrill agent; and Mrs. Katherine Loomis, clerk. Honorable mention was made of others who were not present: Art Janz, engineer; Ed Gongware, conductor; Hugo Carlson, track department employee; and Ted Shrake, trainman. Also guests at the party were past presidents of the club, Mmes. Pearl Nee Curtis (the first president), Emma Essells, Amanda O'Brien Weldner, Della Slomske Reische, Julia Schulz, Esther Brown, Gen Chamberlain and Pearl Jensen. Special welcome went to Del Wescott, conductor, and Otto Zander, carman, retirees who have passed 90 years of age.

Conductor Alvin Kasten presented a seniority list of trainmen, dated 1929, to Toastmaster Obermowe, who read the names of some of the pioneer trainmen. Heading the list was Peter Hollinshead (deceased) who entered railroad service on the Valley in 1882, at which time the division superintendent's office was located at Babcock, Wis. Door prizes were distributed and entertainment provided during the dinner. After the dinner, Operator Mike Lepinski and Leona Pronold played the piano for group singing. Leona is the wife of Retired Section Foreman Louis Pronold, formerly of Janesville, Wis.

Other social events of the Women's Club were the Christmas luncheon for members and the Santa Claus party for the children of all railroad employees. New club officers for 1968 are Mmes. Katherine Loomis, president; Carl Akey, first vice president; Ralph Chamberlain, second vice president; Norman Krueger, treasurer; Melvin Boernke, secretary; and Harold Brotrom, historian.

EAST END

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

Bob Chappell, senior at Portage High School and son of Engineer and Mrs. Lester H. Chappell, was named to the South Central Conference All-Star football squad. He was co-captain of the high school team and voted most valuable player. Bob is also an outstanding basketball player.

Traveling Engineer-Trainmaster and Mrs. A. E. Smith and their son, Alfred Paul, moved to Portage in November, where Mr. Smith has headquarters.

M. D. "Matt" Collins, retired engineer, died in Milwaukee on Nov. 21 at the age of 79. Mr. Collins was the fireman on the first Hiawatha, La Crosse Division. He retired seven years ago after more than 50 years' service with the Milwaukee. He was a member of the Knights of Columbus and its Quarter Century Club, the Catholic Order of Foresters and the BLE.

Jacob J. Janda, 77, died on Nov. 23 following an extended illness. Mr. Janda worked at Portage for 40 years and retired in 1945 as a machinist

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1799R

Chief Dispatcher Davis Retires at Austin



Superintendent W. K. Peterson presents the Davises with watches and other gifts expressing the wishes of their friends for many happy retirement years. Looking on is Assistant General Manager D. O. Burke. (Austin Herald photo)

Cecil B. Davis, chief dispatcher at Austin, Minn., received a warm tribute there the evening of Jan. 6 at a dinner held in Queen of Angels Hall to mark his retirement after 46 years of service. Eighty five of his friends braved 20 below zero weather to attend. Besides many local people, the group included delegations from Chicago, Sioux City, Minneapolis, St. Paul, Mason City, Mitchell and area towns.

A highlight of the evening was the presentation of a railroad grade Accutron watch to Mr. Davis and a self-winding calendar watch to his wife, plus the wherewithal to buy another gift of their choice. Superintendent W. K. Peterson was the master of ceremonies, and Assistant General Manager D. O. Burke extended the good wishes of the

official family.

Mr. Davis started with the railroad in 1919 as a mail handler at Charter Oak, Ia., and after learning telegraphy and station work, became a full time employe in 1922. In 1939 he was promoted to train dispatcher at Sioux City, where he later became chief dispatcher. He transferred to Austin in 1956 for the consolidation of the IM&D Division.

In the future, Mr. Davis plans to continue his activities as a ham radio operator. They include serving as radio officer for the Civil Defense unit of Mower County; manager of Piconet, the emergency radio band for 13 south-east Minnesota counties; and president of the Austin Area Amateur Radio Club.

helper. He is survived by his wife; son, Conductor Julius; daughter, Veronica of Portage; two grandchildren and one great-grandchild.

Retired Conductor Paul F. Heberlein, 72, passed away at Columbia Manor in Wyocena on Dec. 7. He is survived by four sons, a daughter, 17 grandchildren and one great-grandchild.

MADISON AREA

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

Murray B. Ison, who was awarded one of our company's J. T. Gillick Scholarships in 1958, has joined the National Broadcasting Company as an account executive for spot TV sales. Murray, the son of Switchman and Mrs. Kermit Ison of Madison, graduated from the University of Wisconsin with a BS degree in 1962 and received a master's degree the year following. He spent the next two years on Destroyer duty in the Navy, and after his

discharge was employed by the Leo Burnett Advertising Agency in Chicago, from which he resigned to go with NBC. He and his wife live in Olympia Fields, Ill., and have a two-year-old son.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Mrs. Alfred (Lydia) Young, 78, wife of the retired conductor, passed away suddenly in her home at La Crosse on Nov. 30. She is survived also by a son, Edwin. Burial was in Oak Grove Cemetery at Tomah, Wis.

Retired Engineer Theodore Comeau, 92, passed away in his home in Onalaska, Wis., on Dec. 4. He is survived by his widow, Alice; two stepdaughters, Mrs. Howard Warren of Sioux City, Ia., and Mrs. Robert Meadow of Chicago; and one sister and one brother, both of Onalaska. Burial was in Onalaska.

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Mrs. Charles J. (Sylvia) Knapp, 72, passed away in a La Crosse hospital on Dec. 30. She is survived by her husband; one daughter, Mrs. Fayne Johnson of Portland, Ore.; two sons, Charles Wayne of Anaheim, Calif., and Todd J. of Los Angeles; and one brother, of Brice's Prairie, Wis. Burial was in the Onalaska Cemetery.

Charles "Chuck" Kowalke has been appointed engineering aide on the La Crosse Division with headquarters at La Crosse. He had been roadmaster, chief carpenter and chief clerk at La Crosse for a number of years.

D & I Division

Savanna Chapter of the Women's Club held a Christmas dessert luncheon at St. Paul's Parish House, followed by a gift exchange. Action taken at the business session included the election of Mrs. L. H. Walleen as president for 1968; Mrs. Lloyd Hinsch, vice president; Mrs. Albert Lahey, corresponding secretary; Miss Clara Cush, recording secretary; and Mrs. Jess Brock, treasurer.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Carol Rader, Correspondent

Best wishes were extended to Hostler Foreman Tommie Roberts, who retired on Nov. 30 after 50 years of continuous service. Tommie began his employment with the Road on Oct. 9, 1927 as an engineer on the old R&SW Division, and held that position until October 1956, when he was promoted to hostler foreman.

Upon retiring, he was honored during the lunch period by a gathering of foremen from the Shops. Coffee was served, and a cake decorated with a picture of a steam engine marked the occasion. Hostler Walter Kroening presented him with a model of a Milwaukee Road diesel locomotive, and an envelope containing a gift of cash from various employees who had worked under his jurisdiction. Tommie is a past president of the Travelers. During his retirement he plans to visit Phoenix, Ariz.



FULLY ACCREDITED, David J. Schahczinski (left) and James A. Wicinski display the certificates presented them recently at Milwaukee Shops when they completed their tinsmith apprenticeship. Present for the occasion is Tinsmith Arthur H. Sweitzer, general chairman of the Sheetmetal Workers Association.

OFFICE OF SHOP SUPERINTENDENT —CAR DEPARTMENT

Richard D. Andrews, Correspondent

Henry Janicki, carman in the air brake shop, with his wife, daughter Carol, and several friends of the family, were present for the ceremonies in SS. Peter & Paul basilica in Rome on Dec. 21 at which his son Dennis was ordained to the priesthood. Father Dennis attended St. Mary Preparatory Seminary, Crystal Lake, Ill., the novitiate of the Conventual Franciscan Fathers at Lake Forest, Ill., completed his philosophical studies at Our Lady of Consolation Seminary, Carey, Ohio, and received a bachelor of arts degree in philosophy from the University of Dayton in 1964. He completed his priestly studies at the Seraphicum, the order's international college in Rome, and will receive a licentiate in sacred theology this June.



FIFTY ONE YEARS OF INJURY-FREE SERVICE are represented in the Gold Pass being presented to Charles Siegel, Milwaukee Terminals engineer, by District Master Mechanic E. J. Mueller, when Siegel recently retired. Standing by is Retired Engineer E. J. Brown. These three men, together, have 135 years of service without an injury.

The Milwaukee Road Magazine

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Nice Work, If You Can Get It

Here's a profitable way for a senior railroader to spend his time, according to Paul B. Leitner, retired Sioux City engineer now living in Sonora, Calif. The train is owned by Rev. C. H. Seitz, son of a Santa Fe station agent and friend from Mr. Leitner's Sioux City days, who is presently pastor of the Antioch, Calif., Seventh Day Adventist Church. He has used it in youth camp work.

Last summer Mr. Seitz was invited to set up the train in the newly created park at Camp Stoneman in Pittsburg, Calif., and Mr. Leitner is shown assisting with activities that followed the gold spike ceremony. More than 300 rode it that day. The railroad is sponsored by the city council, Chamber of Commerce, and various individuals and corporate organizations. Children ride free, and to date the train has carried about 5,600 passengers.



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WITH A HOST OF GOOD WISHES. Horace M. Gittins, chemist in the test department at Milwaukee Shops (left), receives a watch and a plaque expressing the sincere wishes of his immediate co-workers for a healthy, enjoyable retirement. Doing the honors is M. L. Benzer, engineer of tests. Upon retiring recently, Mr. Gittins had 32 years of service.



LAST DAY ON THE JOB for Milwaukee Terminals Conductor Sam J. Colletti, center, was Dec. 31. Extending good wishes are Trainmaster George Johnson, left, and Yardmaster Jerry Fons. He retired with more than 40 years of service, starting in 1920 as a switchtender, and as conductor on the Humboldt line since 1933.

January-February, 1968

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Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

A holiday get-together was enjoyed by the regional employees at Kuglitsch's on Dec. 3. In addition to the usual refreshments, a buffet of hot and cold dishes was served. Music and dancing were the order of the evening. The real swingers, naturally, were the younger set, but devotees of the polka, etc., were equally enthusiastic. Kitty Koralewski, Barbara McPhee and Karen Mustard handled all arrangements and received some assistance on the side from the respective husbands, David, Jim and John. An exchange of gifts proved both attractive and funny.

Carolyn Dombrowski acted as chairman in charge of arrangements for the Christmas luncheon held Dec. 21 in the office. While everyone contributed to the event, a great deal of credit is due the women who provided and prepared the food and who contributed the wonderful assortment of Christmas baking.

The wives of our manager and assistant managers, Nadine Groves, Vi-

olet Gilbert and Jan Symicek, were hostesses on Dec. 15 at a coffee and cake treat for the employees. Needless to say, it was delightful and we extend our thanks to these ladies for their thoughtfulness and expression of good will. Without realizing, we were also celebrating our boss' birthday.

Assistant Cashier Willard Kinast managed to deepen his tan in December but not in Milwaukee's climate. He spent the remaining two weeks of his vacation in Nassau.

June Stanlee, rate clerk, attended the NARBW luncheon of the Milwaukee chapter in Chicago on Dec. 3 at Kungsholm.

Jerome Hofkes, inbound rates, spent Christmas with his sister's family in Minneapolis. Raymond Klapa, carload bill clerk, went to his home in Oshkosh for the holidays. Walter Beaman and his family spent the New Year weekend at his parents' home in Menominee, Wis.

Former Secretary and Timekeeper Patricia Ogden and husband Tom paid a quickie visit after Christmas. The Ogdens now live in Houston, where Tom is with the MKT.

Larry Gleason, rate clerk, who had



FORTY FIVE-YEAR SILVER PASS is presented Calvin Kent, steamfitter at Milwaukee Shaps, with the congratulations of Shop Superintendent R. P. Drew (right) and Steamfitting Foreman K. W. Trout. While most of Calvin's service has been in the Milwaukee shops and terminals, he also handles maintenance work throughout the railroad system. He and his wife, Lorraine, enjoy traveling and fishing.

the misfortune of breaking his ankle last fall and who has been putting up with a cast and crutches, etc., had a pin removed from the injured area in December and reports everything in A-1 condition.

Your correspondent had a very special visitor during the holidays from Anaheim, Cal., namely a new granddaughter, Karen Marie. She is the newly-adopted daughter of son Richard and his wife, Mary Ellen. Richard is on a six-year transfer with A-C Electronics at Downey, Cal.

AGENCY

Joseph Hoerl, assistant chief clerk, entered Misericordia Hospital for eye surgery.

Sympathy is extended to Mike Kurth, yard clerk at Menomonee Belt, on the death of his wife Dec. 14 at their home in Pewaukee.

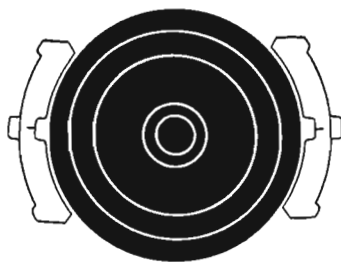
Mr. and Mrs. Kenneth Stelzel announced the arrival of a baby boy on Nov. 1. They now have two girls and four boys, the newest named Keven Lewis, and the oldest a boy, 15, named Mike. Ken is a yard clerk at Gibson District.

The agency celebrated Christmas with a wonderful luncheon in the office Dec. 29. Les Carlson, grain clerk, prepared all the food, giving the employees the benefit of his professional training as a chef. In generosity, Les also prepared a delicious cake and sent it to the regional office. The agency is fortunate in having a young man with good working qualities, and such talent besides.

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The Milwaukee Road Magazine

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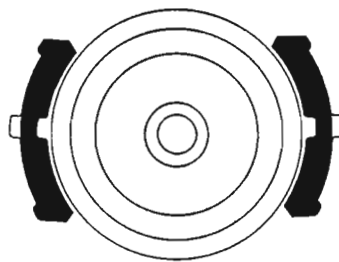


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Tom Roberts, hostler foreman at Milwaukee Shops (second from left), is presented a Gold Pass by E. A. Rogers, general foreman of the diesel house, upon retiring with 50 years of service. Adding their good wishes are District Master Mechanic H. W. Reinold and Hostler Walter Kroening, who is presenting Roberts with a model of a diesel locomotive.

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RETIRING FROM SWITCHING in the Milwaukee Terminals, Maynard E. Sperle, center, bids good-bye to Superintendent R. H. Love, right, and Assistant Superintendent F. A. Deutsch. He had been employed in the terminals since 1941, and also had several years service on the Wisconsin Valley line.

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Russ Marsh, train clerk on the Burnham Bridge third shift, passed away Dec. 3 at the age of 78. . . . John Manders Sr., retired car record clerk, on Dec. 6. . . . and Mrs. Lloyd Gillard, wife of train clerk at Stowell station, on Dec. 5.

Hunting News: Out of the more than 40 Milwaukee Terminals deer-hunters, Roger Brandenburg got a 4-point buck; Mrs. Richard Johnson, wife of C&M Division brakeman, got a spike buck; Miles Cronce, Muskego caller and his wife, 2 bucks and a doe; and Switchman "Dot" Musselman a 10-point buck—the biggest. Switchmen Don Christian and George Apostoloff qualified for "camp meat" (special permit for a group of four hunters to get one extra deer). La Crosse Brakeman Russell Wyman brought home an 8-point buck, Mike Egan a 5-pointer, and Switchman Merlin Hodel a spike buck.

One new baby to report. Stationmaster Ray Thomas and the Mrs. became the proud parents of Andrew Ryan on Armistice Day, Nov. 11.

Service Passes Awarded

Gold 50-Year Passes

Claywell, Earl K., switchman-----Crete, Ill.
Conklin, M. G., trainmaster's steno.--Wausau, Wis.
Glanching, John, engineer-----Milwaukee, Wis.
Horatt, Marie M., head clerk-----Berwyn, Ill.
Johnson, C. O., sales agent-----Park Ridge, Ill.
Koltunski, D., ret'd. machinist---Milwaukee, Wis.
Kosen, Hattie, mileage clk.-----Chicago, Ill.
Maloney Robert, cashier-----Chicago, Ill.
Rooney, Peter E., yardmaster----Milwaukee, Wis.
Ruckman, Earl E., switchman-----Crete, Ill.
Seehausen, Herbert, engineer-----Crete, Ill.
Siegel, Charles, engineer-----Chicago, Ill.
Van Cleave, C., section laborer---Blakesburg, Ia.
Vaughan, H. R., clerk-----Ottumwa, Ia.
Vollbrecht, W. H., machinist----Milwaukee, Wis.

Silver 45-Year Passes

Bubolz, Paul, upholsterer-----Milwaukee, Wis.
Carpenter, G. E., ticket clerk-----Wausau, Wis.
Cross, R. G., section foreman-----Perry, Ia.
Ellingson, Carl A. M., clerk---Red Wing, Minn.
Elsenbrock, C. E., brakeman-----Chicago, Ill.
Foster, P. H., ret'd. flagman--Minneapolis, Minn.
Kowalski, Bruno, car inspector-----Niles, Ill.
Kuchvatek, Joseph, carman-----Bensenville, Ill.
Michaels, Conrad, engineer-----Chesterton, Ind.
Moseley, A., buffet attendant-----Chicago, Ill.
Mowrer, Stephen, engineer-----Chicago, Ill.
Richland, Catherine, ret'd. secy--Des Plaines, Ill.
Shrake, Irvin M., conductor-----Savanna, Ill.
Stickler, G. E., asst. auditor of exp.--Chicago, Ill.
Thompson, Thomas, agt.-opr.----Hopkins, Minn.
Vermullen, C. P., conductor-----Escanaba, Mich.
Weiland, P., ret'd. sect. foreman--Alcester, S. D.
Weseman, G. A., claim acct.-----Chicago, Ill.
Williams, John, car inspector-----Bensenville, Ill.

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Colette Park

Milwaukee Road people here were interested in the marriage on Jan. 27 of Colette Ann Park, granddaughter of C. M. Park, to Thomas W. McFarland at St. James Catholic Church in suburban Lakewood.

Mr. Park, who retired as our general agent in Pittsburgh, now makes his home in Lakewood. Colette, the daughter of Dr. and Mrs. Milton C. Park, was graduated from Ursaline College and is a medical technologist at Lakewood Hospital.

SOUTHEASTERN REGION

E. P. Schilling, district manager of our Atlanta agency, was elected rail director of the Traffic and Transportation Club of Atlanta on Dec. 11. He is also entertainment chairman of the Off Line General Agents Association in that city and president of the Off Line Investors Club. Mr. Schilling has been very active in traffic circles in his territory since assuming his present position on Dec. 1, 1965.



BACK FROM VIET NAM, Staff Sgt. Milton C. Park Jr., a grandson of Retired General Agent C. M. Park, is shown with his wife, a nurse at Nellis Air Force Base. He is the holder of an Air Force Medal. Mr. Park, who retired as general agent at Pittsburgh, now lives in the Cleveland, Ohio suburb of Lakewood.

SAN FRANCISCO, CALIF.

R. L. Gust, sales representative, served as co-chairman of the Fresno Transportation Club's 1967 golf outing. He is now writing the "Stop, Look and Listen" (railroad industry) column of the club's monthly publication, The Waybill.

Chicago Terminals

GALEWOOD

Contributed by Judy Parsons

It's another boy for Terry Madigan, reconsigning clerk, and his wife. Mark Norbert made his entrance into the world on Oct. 13.

Still on our sick list at this writing are Edna Trumbull, car record clerk, Catherine Broda of the regional data office, Charles Arnolde, Sam Riggio, Emil Rackow, Arthur Staples, Joe Sylvester, and Joe Imundo of the Galewood platform.

Sorry to report that Jim Kostoff, assembler at the freight house, who retired in October, passed away Jan. 11.

We are pleased to welcome Joe Blum and Bob Colletti of the freight office. J. S. Wysoczan, D. F. Sullivan and J. M. Meyers of the freight house, home from military leave. Also, Bob Colburn, switching abstract clerk, after a sick leave, and Barbara Longley, who came to the regional data office from Fullerton Avenue.

Sympathy was extended to Clarence Henderson, car record clerk, on the death of his mother, Ida, after a long illness.

On Dec. 20, we welcomed back the following retired employees: A. E. Ward, retired agent, W. J. Roach, J. J. Connolly, Herman Hanson, Frank Phillips, Joe Rooney, Emily Young, Norma Gunderson, Grace Proctor and Sidney Beaubien. A lovely dinner was served by the freight office and data office employees, with the assistance of members of the Women's Club, who furnished coffee and cake for the entire office and freight house forces. A big thank you to Dorothy Parsons, retired switching clerk, who did a wonderful job as chairman of this affair. An added feature of the day — Mr. Joynt, agent, presented to R. W. Maloney, cashier at Healy, a Gold Pass recognizing 50 years of faithful service.

DIVISION STREET

Carolyn DiCicco, Correspondent

Michael Caffarella, who worked as a stower in the Union Street district during the summer months while furthering his education, has been making his career with the Western Electric Company. He was recently promoted from a section chief in the accounting service organization at Hawthorne to department chief rank, and transferred to Montgomery, Ill. Michael graduated from De Paul University in 1959 with a bachelor of science degree in commerce. After a tour of duty with the Marines, he joined Western Electric at the Hawthorne works in 1960 as a staff trainee in the works comptroller's organization. He became an auditor a year later, was promoted to section chief in the auditing organization in 1964, and is now the new accounting head. His father, Ralph, is a check clerk at the Galewood freight house.

The Milwaukee Road Magazine

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TOPS IN SAFETY. Milwaukee Terminal Engineer R. H. "Ray" Bliesner, with his wife, son Donald and daughter-in-law, formed this happy family group on Ray's last day of work, Dec. 29. One reason for the big smiles could be that, during more than 50 years of service, Ray had an unblemished safety record. In his case, safety was — you'll pardon the expression — no accident.

John Blaine, retired stower, suffered a stroke in November and passed away at the end of December. . . Sympathy was extended to Frank Pollak, stower, on the death of his brother Joseph in December.

BENSENVILLE

Delores Barton, Correspondent

During the last few months, quite a number of our engineers in Chicago Terminal retired—Engineers Pat Mahoney, Mike Tatt, Gordon Ray, Charlie Wall, Ed Krupinski, Charlie Siegel and George Dappen, representing 322 years of service to our railroad. Our very best wishes to all for a long, happy and healthy retirement.

On Dec. 20, Division Engineer Benner's office welcomed Donald Sloat as junior engineer. On Jan. 2, Ivy Bolton left the superintendent's office to work in the car department at Milwaukee, and Doris Thompson has replaced her as roadmaster-signal department clerk.

The end of December introduced Superintendent and Mrs. Stuckey to the roll of grandparents. Son Bill, in the Air Force at Seattle, and his wife had a daughter born Dec. 22.

Sympathy was extended to the family of Yardmaster Julius Parth who passed away Oct. 28; to Mrs. Chester J. Olsen on the passing of Engineer Olsen Dec. 29; to Mrs. W. A. Goetz on the passing of Engineer Goetz Dec. 7; to the family of Switchman K. F. Dally, who passed away suddenly on Jan. 15; and to Trainmasters Huart and Curley on the loss of their sister and mother.

Congratulations are extended to Switchman E. T. Daly and wife on the birth of their first child, a son born Oct. 8; and also to the Wayne Helfer family on addition No. 9.

At this writing, Switchmen Jack Logue, George Jones, George Rohde and W. H. Nevell Sr., and Yardmaster Tom Walsh are on the sick list. We hope they will be back soon.

Have advice from Superintendent Bud McCanna of the IHB (formerly assistant superintendent at Bensenville) that son Butch is attending the University of Montana at Missoula studying forestry science. He has as a roommate Tom Plattenberger, son

of Superintendent Bill from Deer Lodge.

Jim Gregerson left the railroad Jan. 1 to work for Consolidated Freightways. Jim wanted everyone to know he appreciated their cooperation while working for the Milwaukee, and we extend good luck to him in his new assignment.

On Nov. 11, Fireman Scott D. Bass was married to Linda Smith at the First Methodist Church in Franklin Park, Ill. Scott is the son of Clair Bass, chief clerk to the superintendent at Bensenville, and Linda is the daughter of a mechanical foreman for the Soo Line at Schiller Park. Before becoming a Milwaukee Road employee, Scott had completed three years as a hospital corpsman in the Navy, with the last 13 months serving the Marines at Okinawa.

WESTERN AVENUE

The sleeping and dining car department held an open house on Dec. 14 for five employees who had retired within recent months—F. W. Schaefer, C. L. Thomas, S. P. Jackson, Frank Johnson and William Carpenter. All are

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well known to the traveling public, as well as to Milwaukee Road people.

The senior member of the group was Mr. Schaefer, who made his first student trip on the Copper Country Limited in 1920. Subsequently he worked as a parlor car conductor on all of our trains except the Pioneer Limited — Pacific Limiteds 19 and 20 to Omaha, the old joint train to Oakland, Calif., and the Columbian and Olympian. Upon retiring, he said he intends to do just what he wants to, and *when* he wants to. He is interested in the stock market, and spends several days a week watching the boards on La Salle Street.

Next in seniority was Frank Johnson, who started as third cook in April of 1926, and was promoted in quick order to chef. His first assignment was on the Pioneer Limited's famous dining car, the Dan Healy. From that he went to the Morning and Afternoon Hiawathas, when they were still called the Fast Mails, and later transferred to the City trains. In his 41 years of service, Mr. Johnson never had a personal injury—an outstanding safety record, and particularly so for a chef working in kitchens.

Mr. Thomas, whose service dated from June, 1926, retired from service as a porter on the Hiawatha parlor cars. Upon retiring, he said that he had thoroughly enjoyed working on the railroad, and feels that railroading has played an important role in his life. In the future, though, he will be more than busy at his other occupation — that of a dentist.

Mr. Jackson has been with our company since 1936, spending his first years as a waiter on runs between Chicago, Milwaukee and Madison. When the Olympian Hiawatha went into service he was assigned to it, and remained on that run until 1961, when he was assigned to the City of Portland. He just recently returned from a vacation in Florida and the Carolinas, but he intends to get busy now doing

carpentry and repair maintenance, which he enjoys.

Mr. Carpenter, who started in 1940 as fourth cook and advanced rapidly to chef on the business cars, had worked since that time for all of the company's presidents, from Mr. Scandrett up to the present, Mr. Crippen. He has served many notables, including Eleanor Roosevelt, Kate Smith and Charles Lindberg, and for a long period was personal chef to the chairman of the board of the Anaconda Copper Co. Since his retirement he has been busy selling insurance.

Steward Walter Readus' son Raymond was recently named to the Honors List at Illinois State College, Chicago, where he is a sophomore majoring in biology. A letter from the president of the college read in part, "The reputation of an institution of higher learning is greatly enhanced when its able students achieve academic excellence. Your efforts have brought honor to you and to the College." Upon graduating from Park Manor High School, Raymond was granted an Illinois State scholarship, but was not eligible to accept it, since his father's income exceeded the amount specified under the rules to qualify for scholarship aid.

Earns Boy Scout Merit Medal



Robert Pemberton

At a Boy Scout Court of Honor held recently in the Harlowton, Mont., Youth Center, Robert Pemberton, son of Engineer R. L. Pemberton of Harlowton, was awarded a Medal of Merit for skill in rendering first aid while he was working on a ranch in the summer of 1965.

A citation accompanying the award described how Robert, then 17 and an Eagle Scout, was driving a tractor pulling a baler when a young girl riding on the tractor was jolted off. A wheel passed over her body, completely scalping her.

Robert shut down the tractor, replaced the scalp and called for help, then applied pressure to control the bleeding. During the subsequent ride to a hospital, he continued to hold her head to prevent further loss of blood. As a doctor testified, his calmness in the face of the gruesome injury and the proper first aid probably saved her life.

Robert is presently attending Western Montana College of Education where he is a registered Scout in the college reserve.



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Five men who retired recently talk over old times at an open house in their honor held at the commissary building in Chicago on Dec. 14 (see the Chicago Terminals news). Retired guests seated are Parlor Car Conductor F. W. Schaefer (from left), Porter C. L. Thomas and Waiter S. P. Jackson. Standing are, left to right, Frank Johnson, retired chef; W. R. Jones, superintendent of the sleeping and dining car department; William Carpenter, retired chef; and W. Sommer, assistant to superintendent.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager



Lillian Harris

A surprise cake and coffee party on Dec. 19 attended by employees from our offices on the sixth floor of the White-Henry-Stuart Building honored Lillian Harris, secretary to the regional manager-sales, who retired at the end of the month after more than 30 years of service. She was presented with a monetary gift as a token of best wishes. Lillian had been secretary to the general passenger agent for many years before she transferred to the freight traffic department in 1959. Other parties held in her honor were a buffet supper for members of the regional sales force at the home of Regional Manager-Sales O. R. Anderson and his wife on Dec. 9, and a luncheon held by the girls of the regional sales and general freight office on Dec. 19. Since Lillian's husband, Joe, retired also a few months ago, they are now able to take life easy

together, and we hope they will enjoy many years of "togetherness."

A jovial Santa, in the person of Wayne A. Lawson, greeted approximately 150 guests, including our president, C. E. Crippen, and Joshua Green, member of the board of directors, at the annual Employees Christmas Party held Dec. 22 at the Washington Athletic Club. After a delicious turkey luncheon, those present heard greetings from Mr. Green, Mr. Crippen and the Rev. Donald A. O'Connor of the Unity Church of Truth in Seattle. Also present were L. H. Dugan, P. W. Scott, B. E. Lutterman, O. R. Anderson and Dr. J. F. DePree, all of Seattle, and E. J. Stoll of Chicago. The program included Christmas carol singing and the distribution of gifts by Santa.

AUDITOR'S OFFICE: Lena Derr made a hurried trip to Kansas City on Dec. 28 to attend the funeral of her sister-in-law, Mrs. L. C. Donelson, returning to Seattle on New Year's Day.



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that counts



Safety and Sightseeing Via the Girl Scout Special

A tour of Madison, Wis., conducted recently by our passenger department in Milwaukee for 798 Girl Scouts included, as a side benefit, a lesson in railroad safety from District Safety Engineers C. J. Winter and R. O. Siegel. The location here is Brookfield, Wis., where they addressed a group of 266 Scouts and their leaders waiting to board the Girl Scout Special. Siegel is distributing copies of the pamphlet "Dangerous Playgrounds," which deals with trespassing on railroad property. On the sightseeing tour, the Scouts visited the University of Wisconsin area at Madison, the state capital, and Mt. Horeb and the Cave of the Mounds.

LOCAL FREIGHT OFFICE: A. G. Black, Seattle yard clerk, passed away Dec. 8. Funeral services were held at Mountview in Tacoma. Al had been an employe since 1945 . . . Bernice Facer, demurrage clerk, was on vacation at this writing, motoring to Florida via California. She had planned to spend Christmas with her daughter in Florida. Irene Carlton is relieving Bernice on the demurrage desk . . . The freight office welcomed Don Olson as our chief car clerk. Don has held various clerical positions in the Stacy Street yard office.

REGIONAL DATA OFFICE: Sympathy was extended to Ray Kester, whose mother passed away Oct. 10 in Lewistown, Mont. . . Regional Data Manager M. G. Kutz and Disbursement Clerk Lola Thomson were in Chicago Nov. 8 attending a meeting for payroll

clerks . . . Cora Guthridge spent her vacation touring Europe, visiting Portugal, Spain, Italy and Greece, cruising through the Greek Islands, and seeing Turkey, Hungary and Holland . . . Best wishes were extended to Julie Ellston, comptometer operator, who was married on Nov. 25 to Tom Mullin . . . Mildred Feters was having a December-January vacation, visiting in Florida . . . Trucia Tureman recently joined the office as the new bill clerk . . . A miscellaneous shower was given Nov. 27 for Astri Juul, who was married to John Dominick on Dec. 30. Astri also was honored on Dec. 15 by employes from several offices, at which time she was presented with a lovely gift from her co-workers . . . Joan Sacco and her husband spent a week's vacation in Reno, Nev. . . . Cleo Wilson is our new key-

punch operator . . . Joyce Ask is spending her vacation in Deer Lodge, Mont., with her parents. She was accompanied by her husband and her son, Erik . . . Our annual Christmas office party was held on Dec. 19, with about 45 attending the lovely buffet luncheon. Group singing was led by Wayne Lawson, who was accompanied by Noble McDonough and his accordion.

TRAINMASTER'S OFFICE: Employes at the Stacy Street yard office got together on Nov. 30 to extend best wishes to Foreman Carl Nelson, who retired that day and was presented with a nice gift . . . Another party was held on Dec. 18 at the same office in honor of Engineer R. L. Williams, who retired as of Dec. 2. Refreshments were served following the presentation of a gift.

Agnes Horak, your former Magazine correspondent, who sailed last October for a 62-day Orient-Pacific cruise, has returned with stories of many memorable experiences. Included in the ports of call were Honolulu; Osaka and Kobe, Japan, where sites are being prepared for Expo '70; Manila (struck by a typhoon just after she left); New Guinea; and Brisbane and Sydney, Australia, where it was spring and the Jacaranda trees were in bloom. Other high spots were views of the mighty fjords of New Zealand, and stops at Wellington, Auckland, and the beautiful Islands of Fiji, Samoa, Bora Bora and Tahiti — a trip never to be forgotten.

Aberdeen Division

EAST END

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

Winter fishing has begun in earnest on the Aberdeen Division. What has come up as an all-time record for a Northerner—18 pounds he was—was pulled out of the water by one of the Van Horn fishing quintet: David, who had to be assisted at the crucial moment by his brother Brian. This happened at Lake Minnewaska, and left a gaping hole in the lake, they say.

Of interest to many rails on this division was the news that Myles Mace, a professor at Harvard University, was recently issued the University of Minnesota Regents' Outstanding

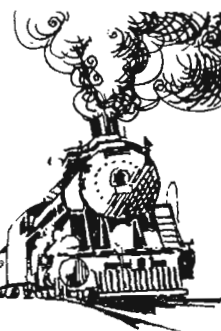
(Continued on page 38)

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of your friendliness and assistance
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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 charge at our Special Anniversary Rate, according to age:

Monthly premium for	Group 2 Employee In Active Service \$3,000.00	Group 3	Group 4
		Dependent Wife (maximum) \$1,000.00 Dependents of Insured Member	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.

Offered by EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA
a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families
MAIL THIS APPLICATION NOW TO:

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

**POLICY FOR
DEPENDENT
WIFE**

The beneficiary is to beRelationship.....\$.....

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:.....

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

(Continued from page 36)

Achievement Award, an honor given very infrequently. Myles is the son of Mrs. Jack Mace of Montevideo and the late engineer.

Dick Stolen has become the agent at Appleton with the retirement of Martin Ogren. Herman Hein is swing man at Tower E-14.

Retired Engineer Fred Redel passed away in November the day before his 77th birthday. Fred had been confined to Luther Haven the past 14 months. Retired Conductor Roy Searle also passed away in November. He had re-

tired in 1959 from passenger service. Mrs. George Crosby, wife of the former agent at Sisseton, died in December, as did former engineer William C. Dusell of Tacoma. A tragic traffic accident on the Thanksgiving week end claimed the life of Bonita, the eight-year old daughter of Operator and Mrs. Leo Schatz of Aberdeen. Emergency brain surgery failed to save the little girl's life.

Among the new grandparents on the division are Mr. and Mrs. Floyd Golden, whose son, Michael, called from Norfolk, Va., to announce the ar-

rival of a son. Floyd is of the Montevideo section forces.

Retired Engineer Tim Warner enjoyed a surprise coffee party on his 80th birthday on Nov. 1. The day after, North and South Dakota celebrated their 80th birthday, too, so Tim beat by one day.

After three years in Air Force service in Germany, Ron Natzel, his wife and small son are back in the U.S. for keeps. Red Roder's son, Roger, pulled a Christmas surprise on his parents by arriving home after three years in Germany. Brakeman Roger Funk flew home from Viet Nam for the holidays and then returned for another stretch in the Army to pay for the privilege of a "White Christmas."

The family of Agent W. P. Unker of Summit is wondering what they did for entertainment before Amy Jean arrived in November. "Unk" says she's a doll and the whole household (Pa and Ma, three sisters and a brother) revolves around her.

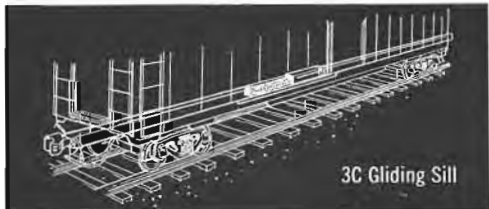
Engineer Ed Mohn and his wife are thrilled about a little six-week old Julie Ann, who was recently adopted by their daughter Karen and husband — Mr. and Mrs. Charles Grams. Chuck is basketball coach and teacher at Sacred Heart Public Schools.

Retired Conductor Ed Martinson, who has been mayor of Ortonville for a long stretch, has taken on what could be called a "position." He is now field representative for "Seminars for Seniors," a program on TV and a movement under the auspices of the Department of Health, Education and Welfare, which has to do with matters that concern senior citizens and issues information for their counsel and guidance. After 35 years of being a public servant, Ed now has launched out into something that should be right up his alley.

Roadmaster John Spatafore and his wife, Doris, waited until the end of December to take their final two weeks of vacation, in order to help their daughter's family move into a new tri-level farm home near Melette, S. D., and then there was Christmas to celebrate in the new home with the family.

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Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Retired Engineer Merrill D. Edson, long-time resident of Harlowton, passed away. A memorial service was held Dec. 3 at the Trinity Episcopal Church. Mr. Edson came to Miles City from Cedar Rapids, Ia., in 1908. He worked in the drafting department with the Milwaukee and later as fireman and engineer. He enlisted in the Army in 1918 in WWI and saw service with the 31st Engineers AEF in France. He attended the AEF University at Paris. In 1944 in WWII, he was sent to the Hanford, Wash., Manhattan Project, where America's first atom

The Milwaukee Road Magazine



FINAL TRIP. Engineer Earl K. Horton (center), ready for his last run on No. 223 from Chicago to Elgin, Ill., poses with (from left) D&I Conductor C. E. VanDevanter, and Fireman C. P. DeFranco, Conductor J. P. DeFranco and Brakeman J. E. Parker of his own crew. Horton had more than 46 years of service on the Dubuque & Illinois Division. He and his wife, Shirley, have moved to Sarasota, Fla. (2279 Mill Terrace).

bomb was being manufactured. He became area superintendent of the 257 miles of railroad around the plant.

Preston Elliston, 41, lineman and signal inspector, passed away at Miles City where he was stationed. He spent most of his life in the Lennep-Ringling-Martinsdale area. He attended the Army signal school at Fort Monmouth, N. J., and served in the signal corps in Korea. His father, Garland Elliston, recently retired as section foreman at Harlowton.

Machinist Robert Conley finished his apprenticeship in Milwaukee and has returned to the Harlowton shops.

Mrs. Dorothy Edson, wife of the late Merrill Edson, was named "Woman Doer of the Year" at the state Democratic convention.

Gus A. Johnson, 78, retired section foreman, passed away after a lengthy illness. Mr. Johnson was born in Corinth, Greece, and came to the U. S. in 1914. His service with the Milwaukee was in the Three Forks-Butte-Hilger area. He retired in 1954 and moved to Lewistown in 1955.



GOLDEN WEDDING COUPLE. Mr. and Mrs. Vernan J. Sands recently celebrated their golden wedding anniversary in Manchester, Ia., with a reception attended by more than 400 friends. Included in the gathering were two sons, four grandchildren and six great-grandchildren. "V. J." retired as general yard foreman at Council Bluffs, Ia., last November, after 43 years service with the maintenance of way department.

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The Tom Buckleys (materials department, Harlowton) have announced the birth of a son. H. I. Buckley, roundhouse foreman at Great Falls, is the paternal grandfather.

Ray Pidcock, son of Chauffeur Paul Pidcock of Harlowton, has received the Air Force Commendation Medal for meritorious service as a computer operator at Ent AFB, Colo. Ray is now staff sergeant.

Mrs. Lois Irion, wife of Roadmaster Gordon Irion, received a National Award of the American Legion Auxiliary for her "Stay in School" project. She was appointed chairman of the Education and Scholarship Committee, Department of Montana.

Melvin "Bunky" Clark, former clerk at Harlowton to the assistant superintendent, has accepted a similar position with Mr. Garelick's office in Seattle.

Senior and junior high students, sons and daughters of local railroaders, who made the honor roll are Ty Cotton, Judy Griffith, Lenna Sue Morse, Dale Steinhauer, Atha Griffith, Linda Tronnes and Marilyn Peccia.

Dannie Linville is the new second shift operator. She comes to us from Highwood.

Bill Timberman comes to us from

RETIREMENT GET-TOGETHER for A. K. Hamaj, machine operator on the Rocky Mountain Division, shows him (center) with Alex Francisco, retired section foreman, Foreman King Satake, General Foreman John Satake and Assistant Superintendent-Traveling Engineer Howard McGuinn (left to right). Hamaj, who started with the Tom Koga extra gang in 1925 and had been a machine operator 38 years, retired with a perfect safety record.




Roundup, Mont., as steno-clerk in the assistant trainmaster's office. Bill has been with the Milwaukee as maintenance of way machine operator, except for when he served in the Marines. He'll remember coming to Harlo. He just announced the birth of a new son.

Switchman O. L. "Pete" Alexander has retired after 23 years. Pete came to us after military service in WWII.

His earlier years were given to mining in the famous Leads-Deadwood area of South Dakota.

Lyle E. "Bud" Colby, son of Electrician L. Mason Colby of Harlowton, was married to Miss Randy Bushy Nov. 9, in a pretty candlelight ceremony in the Dodson Lutheran church.

Retired Carman Frank Barnhardt, 79, passed away in Harlowton Nov. 11.



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So. Beloit, Ill.**

Horatio Selby, Oldest Retired Employee, Dies at 102

HORATIO GREENLEAF SELBY, our company's oldest retired employee, died in Seattle last Nov. 26. He had observed his 102nd birthday on Aug. 9.

Mr. Selby, a native of Evansville, Ind., grew up in Milwaukee and became a Postal Telegraph operator at the age of 14. He joined the railroad at Milwaukee in 1880, when the telegraph department was established there. In 1895 he married Martha Edgerton, a niece of the first secretary of the Milwaukee and Waukesha Rail Road, the original line of the present Milwaukee Road system.

Later he served as a traveling auditor and freight and passenger agent, and filled several executive positions in the Milwaukee's predecessor companies, including that of superintendent of the Bellingham and Northern line. In 1927 he became special assistant to general manager at Seattle, and subsequently was Seattle manager of the Continental Telegraph Company, a subsidiary of the railroad. He retired in 1937.

Immediate survivors include two sons, Kenneth, a retired assistant superintendent of the Seattle public schools, and Malcolm, a retired naval officer living in Tucson, Ariz. He outlived two of his children, a son Halbert, and a daughter, Miriam.

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FORTY FIVE - YEAR VETERANS Mike Kiroff (center) and Harris Klefstad (right), sectionmen on the Aberdeen Division, receive Silver Passes from Roadmaster John Spatafore. Both started their service with the company in 1922, Kiroff a few months ahead of Klefstad.

TESTIFYING TO 50 YEARS OF SERVICE,

F. J. Kuklinski, retired extra gang foreman (left), receives a Gold Pass from General Roadmaster A. M. Olson as M. T. Sevedge, superintendent of the La Crosse Division (third from left), and Russell Chambers, secretary-treasurer of the Brotherhood of Maintenance of Way Employees, stand by. In the background is a glimpse of the beautiful fall garden at his home in Kellogg, Minn.



EAST END

Ellen E. Roberts, Correspondent
Trainmaster's Office, Miles City

Mrs. Ina Mae Sturdevant, wife of Sectionman L. L. Sturdevant, was elected state president of the Degree of Honor Protective Association at the recent state convention. Ina Mae is a long-time member of the local chapter, as well as a past president. She is the mother of four and grandmother of 12—all are members of the Degree of Honor.

Kathleen Sweeney, daughter of Car Foreman and Mrs. H. J. Sweeney of Miles City, as an outstanding senior accounting student at Montana State University was selected to attend the recent U. S. General Accounting Office's student program in Denver, held to acquaint students with the duties of the personnel and functions of the office. Miss Sweeney is majoring in commerce at MSU.

Donald Gunther, son of Conductor and Mrs. A. L. Gunther, was recently appointed alderman in the city council in Miles City. Don has lived most of his life in Miles City, moving here with his folks at the age of six months from Bowman, N. D. He is also an active member of the local Jaycees.

At the November meeting of the Milwaukee Women's Club, Mrs. C. Bartholomew gave an interesting talk on hats, on making and wearing them. She also showed the group a number

of her creations. Mrs. A. W. Wickerham was hostess.

For the Club's December meeting, Home Service Representative Joan Reed was invited to present Christmas ideas. Miss Reed had a very interesting program demonstrating how to make candles, gifts and food, and also showed a number of the finished products. Mrs. Earl Farr and Mrs. Harry O'Neil were the hostesses. They decorated the table in the Christmas theme, had the group sing Christmas carols and served a Christmas pudding.

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Mrs. Carl Prah, was honored recently for his volunteer work at the VA Hospital by the business services employees. Handicapped by cerebral palsy, Gene had a great desire to be busy and sought volunteer work. Since December of 1966, he has given 1,618 hours of his time to volunteer service.

Joe Lemire, son of Trainmaster-TE and Mrs. P.M. McLean, is one of Miles City's Olympic hopefuls. He departed recently for Montreal for further training and eliminations for the U. S. team. This year's team will consist of eight members, and if Joe is a successful contestant he will go on to compete in the Winter Olympics at Grenoble, France.

A delicious fried chicken dinner was served Dec. 9 to approximately 165 active and retired employees and their families by the Milwaukee Service Club. W. J. Norton was chief cook, assisted by Martin Kelm and LaVerne White.

Mrs. L. V. Hinrichs and Mrs. Earl Farr decorated the tables along the Christmas theme and candy canes were set at each place. Messrs. Farr, Al Fiechtner and LaVerne White presented several musical numbers during the dinner hour. Following the dinner, several door prizes were awarded and the group played Bingo, with special games for the children. Christmas carols were sung, led by Mrs. Hinrichs with Mrs. C. J. Fulks accompanying on the piano. The group gave a hearty round of applause to Chairman Kelm and his committee for their efforts.

Death has taken a heavy toll of our Milwaukee family in this area, and it is with much sadness I report the following: Arthur J. Althaus, retired machinist, passed away Nov. 16 after an extended illness. Burial was in the family lot in the Custer County Cemetery . . . Howard F. French, retired carman, passed away Dec. 7 at the age of 74. Burial was in the Custer County Cemetery . . . Earl Hodgson, a former section hand, passed away Dec. 10. He was the brother of John and Archie Hodgson, both retired employees . . . Alvin I. Kindem, retired conductor, passed away Nov. 9 at the age of 85. Mr. Kindem had 45 years service with the railroad. Burial was in Custer County Cemetery . . . Mrs. James H. (Clara) Lynam, wife of the retired conductor, passed away Nov. 9. Burial was in Calvary Cemetery . . . Mrs. Vern C. (Myrtle) Pickart, wife of the retired wire chief, passed away in November following a long illness. Burial was in Calvary Cemetery . . . Mrs. Frank (Lillie) Pirk, widow of the retired machinist, passed away in November at Elgin, N. D. She moved to that area after the death of her husband to make her home with her daughter. Burial was in Custer County Cemetery . . . Mrs. Nora Mae Swartz, widow of Henry G. Swartz, retired yardmaster, passed away Dec. 8 in Ogden, Utah, where she had been making her home with her daughter. Burial was in Custer County Cemetery



Beauty queens who added a touch of glamour to public functions included Miss Milwaukee Road, whose costume and miniature war bonnet carried out the Hiawatha motif.



Lincoln's funeral train draws past the 450-foot stage in the "Wheels-a-Rolling" amphitheater.

. . . Signal Inspector Preston Elliston passed away suddenly Dec. 2 in Miles City. He had worked for the Road for 24 years. He is survived by his wife, Phyllis, a son and a daughter. Preston had a host of friends among the employees from Chicago to Seattle. The family was deeply grateful for the many expressions of sympathy. A memorial to the Heart Fund was established for him. Burial was in Custer County Cemetery.

The president of a club ordered ten thousand letterheads, and, as customary, the stationery indicated the names of all the current officers.

A month later a slate of new officers was presented for the forthcoming election. Ignoring Roberts' Rules of Order, the president pointed out that the club had a year's supply of good letterheads. All the old officers were re-elected unanimously.





With the help of a ladder, actors clamber aboard the B&O's fancy double-deck coaches.



Fair visitors crowd in front of the "Wheels-a-Rolling" amphitheater to attend one of the four daily performances. The grandstand seated an audience of 5,000.

Remember the CHICAGO RAILROAD FAIR?

This year marks the 20th anniversary of the Chicago Railroad Fair, which made exposition history as the most elaborate and successful exhibit ever undertaken by a single industry. Here is a look backward at the mile-long show staged on Chicago's lakefront for the purpose of showing the public how railroads pioneered in the transformation of this country from backwoods wilderness and prairie into productive agricultural and industrial

areas. The scenes are from Milwaukee Road Day and the colorful "Wheels-a-Rolling" pageant, well-remembered for its revival of the romantic days of railroading and great moments in railroad history. The attendance of more than two and a half million from July through September of 1948 called for a re-run, which resulted in that record being broken the next summer by an additional 200,000 visitors.



The Milwaukee Road's Hiawatha, one of the famous "name" trains on display, captured the popular fancy.

Pageant scene of the driving of the golden spike in 1869 at the junction of the Union Pacific and Central Pacific railroads.



January-February, 1968



The Hiawatha Service Club band, which took part in the parade that opened the fair, shown on the assembly grounds before Buckingham Fountain in Grant Park.



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Terminal improvements on the Seattle waterfront stand out sharply in this aerial view on a clear day. Centered in the scene along the Alaskan Way is the Milwaukee Road transfer barge landing, with two Milwaukee barges ready for loading. In the foreground is the new Lander Street wharf building, and above the barge landing are Port of Seattle grain storage tanks used by Cargill, Incorporated. Both of these port facilities were built on land acquired from the railroad. The activity reflects Seattle's position as the gateway to the shortest route between Japan and the United States and base for the favored water route to Alaska.



10-B-RRB

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District Master Mechanic
The Milwaukee Road
Bensenville, Ill.