

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1968

in this issue . . . **ANNUAL REPORT • 1967**



MARIE HOTTON

Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

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

contents

Road Opens Sales Office in Tokyo to Serve Far East Trade	8
Radar as a Tool to Measure Car Speeds and Retarder Settings ..	11
JA Firms Ring Up Sales at Annual Trade Fair	13
Construction Starting at Jonathan Newtown	14
Japanese Researchers Study Road's Industrial Development Program ..	15
Milwaukee Asks to Share Ownership of Portland Peninsula Terminal Company	16
NARBW Establishes Apartment Complex in Arizona	17
Appointments	19
Retirements	20
About People of the Railroad	21



Transportation Newsgrams

Copper Country Limiteds End Runs

Loss of mail handling revenue combined with a low level of patronage were the deciding factors for authority granted by the Interstate Commerce Commission to discontinue the Copper Country Limiteds operating between Milwaukee and Calumet, Mich. The pair of passenger trains made their final trips on Mar. 7. The trains were operated by the Milwaukee Road between Milwaukee and Champion, Mich., and by the Soo Line between Champion and Calumet.

National Defense Transportation Day May 17

In a proclamation at the White House, President Johnson designated the week of May 12 as National Transportation Week and set May 17 as National Defense Transportation Day, to honor an industry that had "assured the quick and full mobilization of America's vast defense resources" in wartime. "Fast, safe, and efficient transportation," he said, "is indispensable to our future growth, the security of our nation and the safety of our people."

"Railroads—Route of Illinois Progress"



The role of the railroads in the past, present and future development of the State of Illinois is the subject of a new film released by the 24 major rail lines serving the state. The film, entitled "Railroads—Route of Illinois Progress," was produced in observance of the 150th anniversary of the state's formal admission to the Union and is being exhibited throughout Illinois during the Sesquicentennial Year. Illinois became the 21st state on Dec. 3, 1818.

AREA Meeting Features 'Space Age' Rail Facilities

A special exhibit of machines, equipment and techniques designed for "space age" railroading highlighted the 67th annual convention of the American Railway Engineering Association in Chicago Mar. 19-21. More than 3,000 engineering and maintenance-of-way officers from the United States, Canada, Mexico and abroad viewed the exhibit, which was sponsored by the Chicago-based Railway Engineering-Maintenance Suppliers Association.

Capital's Union Station to be Visitor Center

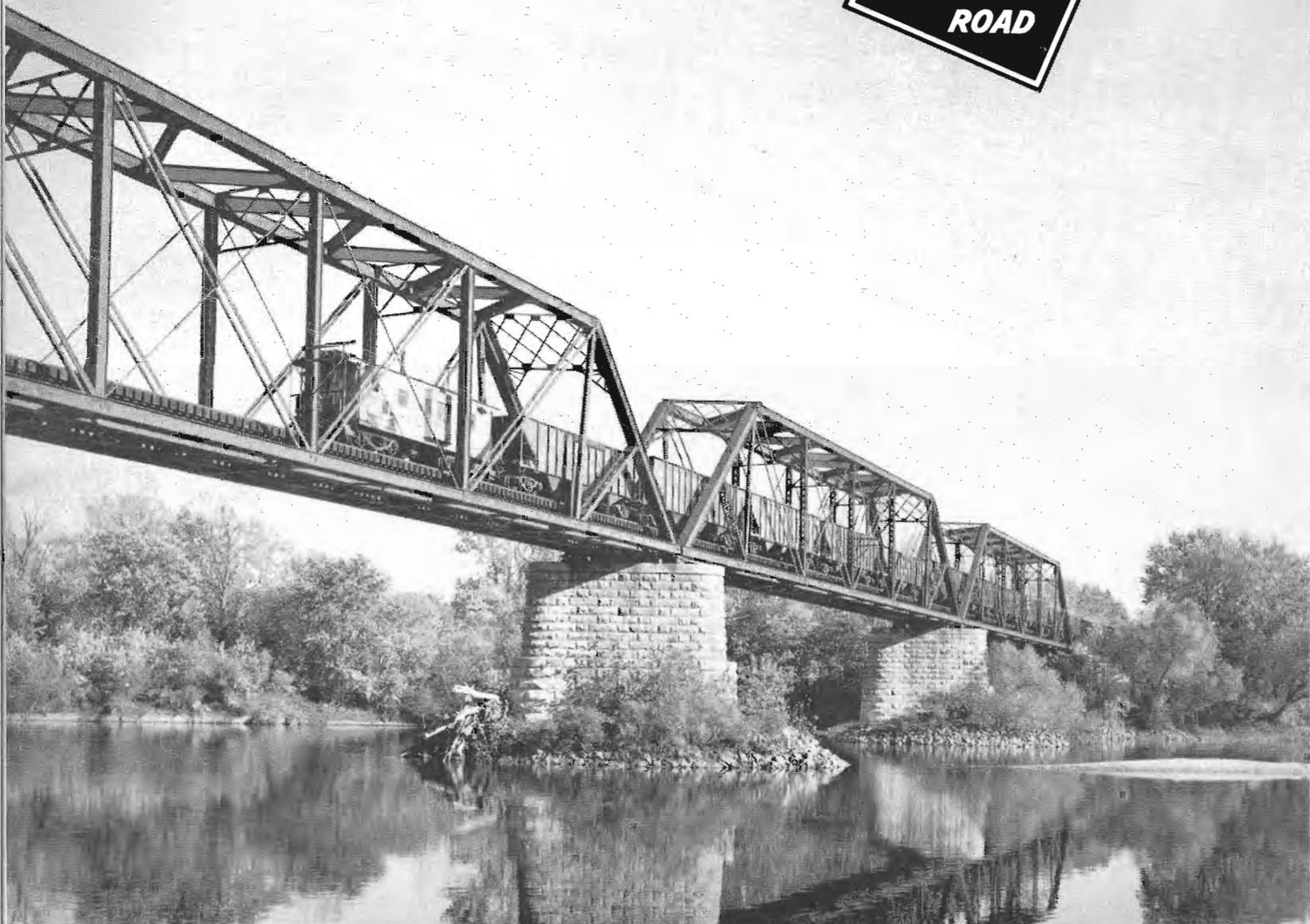
President Johnson signed into law Mar. 12 a bill to convert the Union Station in Washington into a National Visitor Center. The law empowers the Secretary of the Interior to enter into an agreement whereby the railroads owning the station will build the visitor facilities and a new station behind the present one. The converted station will then be leased to the Federal Government for no more than \$3 million a year for a minimum of 25 years.

THE COVER

One of the Milwaukee Road's new portable radar sets is being used here to clock speeds of freight cars as they move from the hump at Bensenville Yard through retarders and into classification tracks. John Dominick, freight service inspector, is reading speeds from the meters shown. Radio signals sent from a bullet-shaped antenna are reflected from freight cars, converted to mile-an-hour speeds and then shown on the meters. For the story, see page 11.

ANNUAL REPORT

1967



• A Milwaukee Road unit train which hauls coal on a daily schedule from an Indiana mine to a power plant in the vicinity of Terre Haute.

A BRIEF ACCOUNT OF THE HIGHLIGHTS OF THE MILWAUKEE ROAD'S OPERATION IN 1967

- An average of 15,665 people were employed by the railroad during 1967.
- Their wages and salaries amounted to \$122,077,114.
- The railroad also contributed \$12,165,512 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$4,621,477.
- During 1967 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$646,995,255 representing an investment of \$41,302 for each employee's job.
- The railroad company's return on its investment in 1967 amounted to 1.77 per cent.

Results of Our Operations in 1967



		Increase + or decrease -
Railway Operating Revenues	\$256,386,737	—\$5,893,239
Other Income—Net	5,738,585	+ 684,270
TOTAL	\$262,125,322	—\$5,208,969



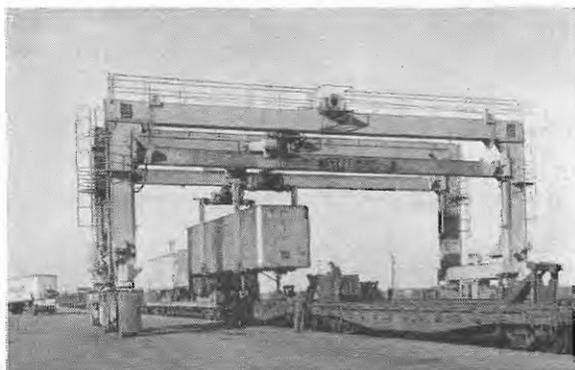
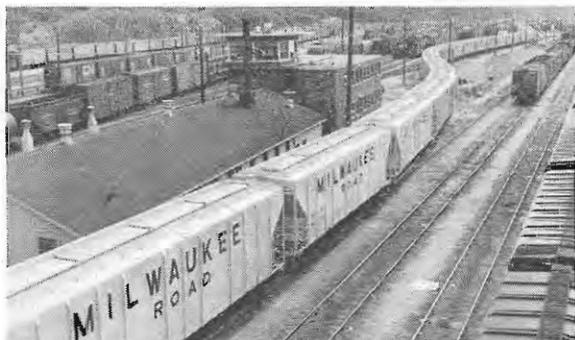
		Increase + or decrease -
Railway Operating Expenses	\$204,185,303	—\$1,701,009
Taxes and Rents	40,762,049	+ 3,775,130
Interest	14,444,045	+ 2,124,498
TOTAL	\$259,391,397	+ \$4,198,619
NET INCOME	\$2,733,925	—\$9,407,588

Addition of earnings of subsidiary companies brings CONSOLIDATED NET INCOME to **\$5,066,542.**

FACTS:

1. The return on our investment was 1.77% as compared with 3.10%.
2. We carried 6,857,199 passengers an average distance of 58 miles, and received an average revenue of \$1.64 per passenger.
3. We carried 43,653,258 tons of freight an average distance of 383 miles and received an average revenue of \$5.05 for each ton of freight hauled.
4. We paid an average of \$7,791 per year to 15,665 employees.

Sources of Revenue freight and passenger service



CLASSES OF TRAFFIC	REVENUE	% GRAND TOTAL
FREIGHT TRAFFIC		
Farm Products	\$ 33,985,101	13.3%
Food and Kindred Products	33,119,082	12.9
Lumber and Wood Products, except Furniture	31,178,816	12.2
Pulp, Paper and Allied Products	18,298,099	7.1
Transportation Equipment	13,561,846	5.3
Chemicals and Allied Products	12,407,533	4.8
Primary Metal Products	11,519,707	4.5
Coal	7,685,218	3.0
Stone, Clay and Glass Products	7,396,958	2.9
Machinery, except Electrical	5,279,158	2.1
Nonmetallic Minerals, except Fuels	4,732,538	1.8
Petroleum and Coal Products	3,530,049	1.4
Freight Forwarder Traffic	2,244,112	.9
All Other Carload Traffic	35,403,444	13.8
L.C.L. Traffic	126,231	—
Total Freight Traffic	\$220,467,892	86.0
OTHER FREIGHT SERVICE		
Switching	\$ 5,803,391	2.3
Joint facility—Net Cr.	2,489,848	1.0
Demurrage	2,625,786	1.0
All other	1,647,243	.6
Total Other Freight Service ..	\$ 12,566,268	4.9
Total Freight Service	\$233,034,160	90.9
PASSENGER TRAFFIC		
Passengers in coaches	\$ 9,967,066	3.9
Passengers in parlor and sleeping cars ..	1,229,992	.5
Total Passenger Traffic	\$ 11,197,058	4.4
OTHER PASSENGER SERVICE		
Mail	\$ 8,541,117	3.3
Express	1,712,877	.7
Dining and buffet	889,634	.3
All other	1,011,891	.4
Total Other Passenger Service ..	\$ 12,155,519	4.7
Total Passenger Service	\$ 23,352,577	9.1
GRAND TOTAL	\$256,386,737	100.0

Freight Car and Locomotive Program

During 1967 the railroad acquired 1,460 new freight cars of various types, including 972 wide-door box cars of 70-ton capacity, 300 covered hopper cars of 100-ton capacity and a variety of other cars specially suited to shipper needs.

In addition, 25 diesel locomotives equipped for high speed, heavy duty freight operation went into service during the year. Of these, 21 are 3,000 h.p. units and the other four are 2,800 h.p. A number of diesel locomotives acquired in prior years underwent improvements to upgrade their performance and expand their versatility.

The company's freight car rebuilding program returned 1,350 freight cars to maximum serviceability. This program involves strengthening cars, converting them to other uses or equipping them with special devices.

1967 ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1967 amounted to: **\$4,535,022**

Improvement Budget—1968

Present plans provide for Milwaukee Road capital expenditures of approximately \$24.5 million in 1968, of which \$15 million will be for new freight cars and locomotives. Additional equipment may be acquired during the year if the demands of traffic require it.

The 25 diesel locomotives included in these budget provisions, ranging in horsepower from 3,000 to 3,600, were delivered early in 1968 and put into main line freight service.

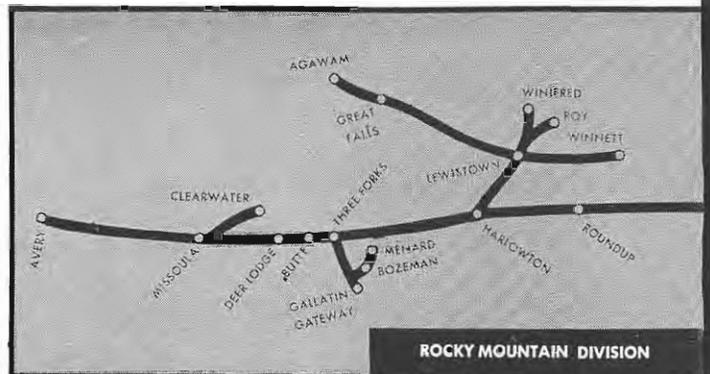
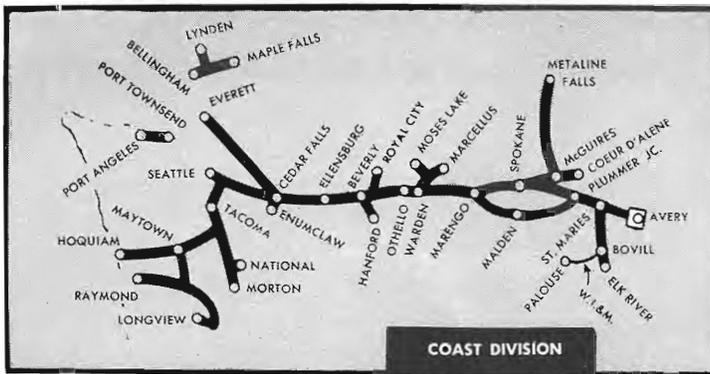
Also scheduled for delivery during the year are 500 freight cars of various types, including 200 covered hopper cars of 100-ton capacity which are in demand for grain and other bulk commodity loading.

Approximately \$3 million has been budgeted for the car rebuilding program which the railroad has been carrying on continuously since 1963. About 900 freight cars of various types will be processed during the year and returned to service in like-new condition.

	Employees	Job Value
Train and Engine Men Yard and Station	6,257	The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$646,995,255 . TOTAL PROPERTY VALUE: \$646,995,255 DIVIDED BY: 15,665 employees = \$41,302 Invested in each employee's job
Maintenance of Equipment and Stores	3,064	
Maintenance of Way and Structures	2,374	
Professional, Clerical and General	3,530	
Executives, Officials and Staff Assistants	440	
TOTAL EMPLOYEES	15,665	

Year	*Total Payrolls	COMPANY CONTRIBUTIONS		TOTAL	Average Per Employee	Straight Time Rate Average Per Hour
		Retirement and Unemployment Taxes	Health & Welfare Benefits			
1958	\$128,237,334	\$ 8,420,346	\$1,934,613	\$138,592,293	\$5,922	\$2.485
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704
1962	112,343,937	9,407,264	3,051,767	124,802,968	7,160	2.767
1963	112,580,994	9,412,272	3,283,233	125,276,499	7,420	2.801
1964	115,432,302	9,802,397	4,207,092	129,441,791	7,614	2.884
1965	119,089,765	10,197,336	4,539,841	133,826,942	8,098	3.023
1966	122,943,826	11,515,053	4,611,812	139,070,691	8,444	3.123
1967	122,040,131	12,165,512	4,621,477	138,827,120	8,862	3.337

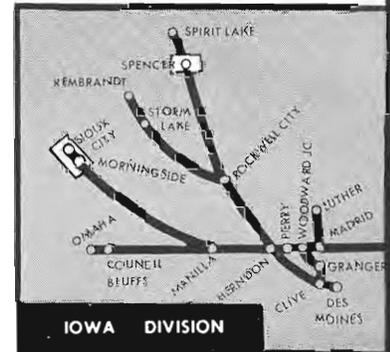
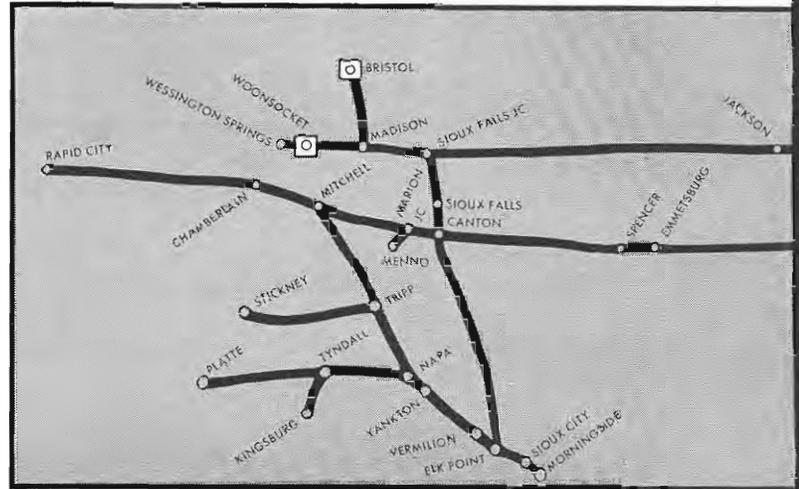
* Does not include compensation of part-time employees



THE MILWAUKEE ROAD in the states it served in 1967

	Av. Miles of Road Operated In 1967	* Average Number of Employees	† Total Compensation All Employees	Property Taxes
Idaho	232.62	105	\$ 771,435	\$ 142,896
Illinois	683.55	4,533	35,191,697	1,416,247
Indiana	155.91	197	1,538,767	201,236
Iowa	1,764.18	1,408	11,175,116	1,773,423
Michigan	183.72	102	1,001,076	18,269
Minnesota	1,328.26	1,830	14,008,142	1,751,963
Missouri	155.81	246	2,022,367	187,862
Montana	1,242.25	818	6,842,981	1,257,046
North Dakota..	366.89	91	621,643	171,025
South Dakota..	1,728.50	685	4,950,887	775,566
Washington	1,065.29	1,117	8,969,419	657,979
Wisconsin	1,591.57	4,413	33,957,704	1,486,740
All Other	12.22	120	1,025,880	19,817
Total	10,510.77	15,665	\$122,077,114	\$ 9,860,069
System Payroll Taxes				\$12,165,512
System Income and Misc. Taxes				57,419
Total System Taxes				\$22,083,000

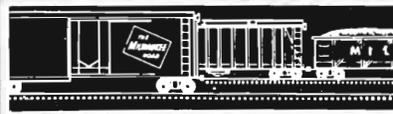
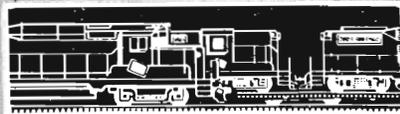
† Includes compensation of part time employees.
* Does not include count of part time employees.



THE MILWAUKEE ROAD'S OPERATING DIVISIONS

Units of Equipment Owned

At the close of 1967 our railroad owned a total of 40,063 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



LOCOMOTIVE UNITS

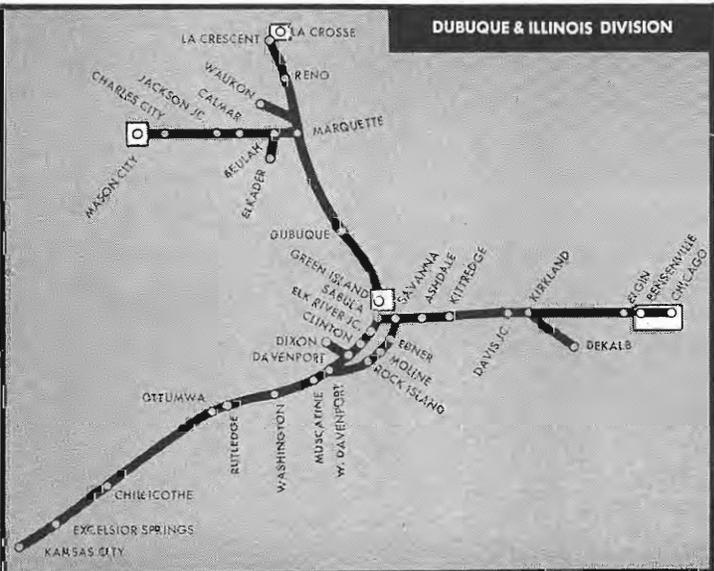
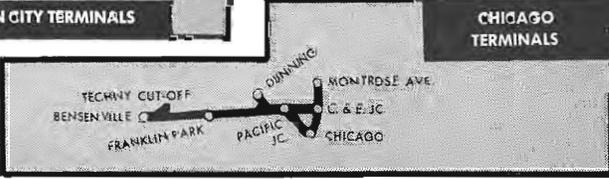
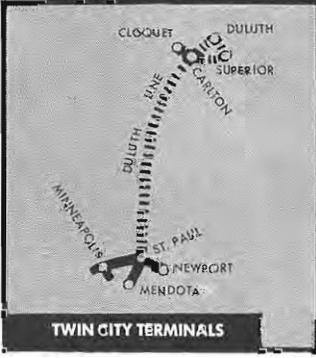
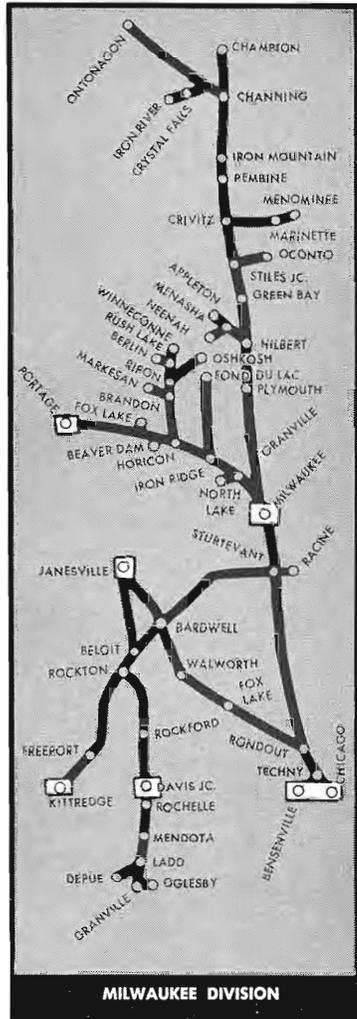
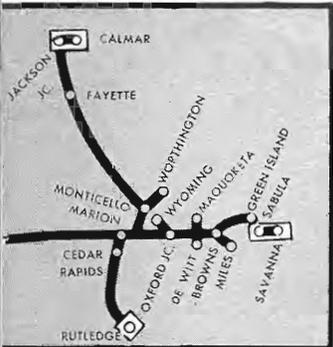
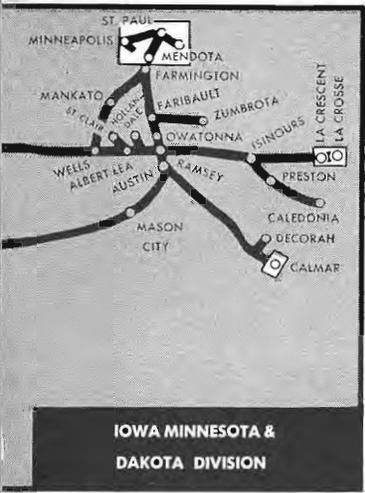
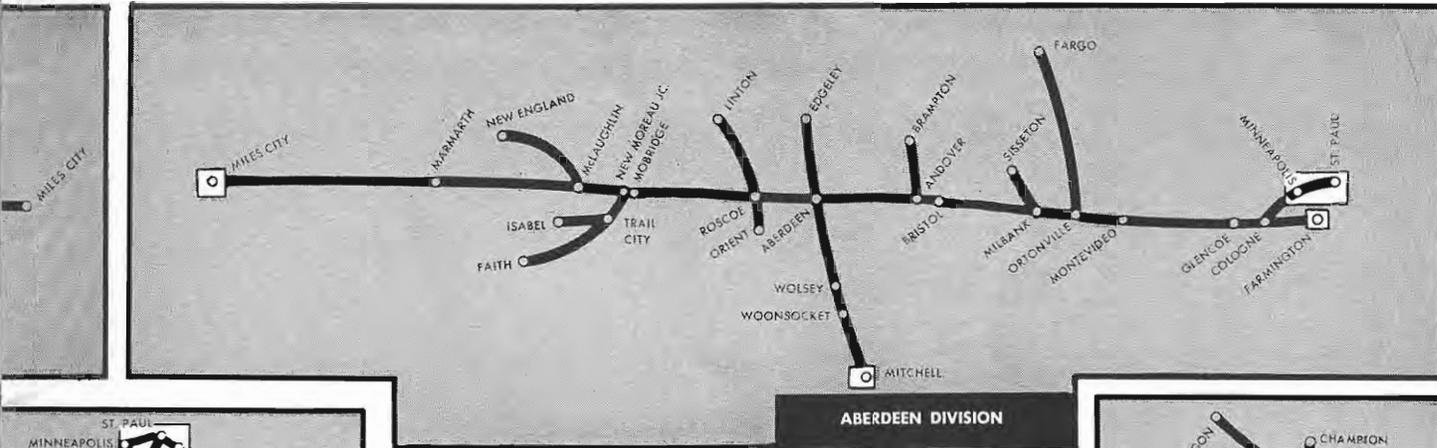
DIESEL—Freight	119
Passenger	63
Multiple Purpose	368
Switch	211
ELECTRIC	61
TOTAL	822

FREIGHT CARS

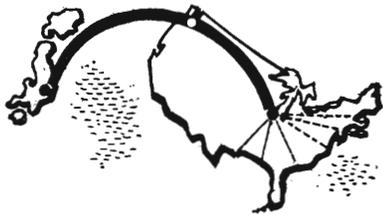
Box and auto	19,519
Gondola and hopper	10,905
Flat	3,196
Others	5,174
TOTAL	38,794

PASSENGER CARS

Sleeping	24
Coaches	168
Baggage, mail, express	217
Parlor	16
Others	22
TOTAL	447



Note: In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown.



The Milwaukee Road delegation tours the Japan National Railways centralized traffic control headquarters in Tokyo. In the foreground, facing President Crippen, are I. Igarashi (center), manager of the Tokaido Line department, and M. Kitahara, manager of the traffic department. The control board was designed specifically for the JNR's high speed Tokaido Line trains.

Road Opens Sales Office in Tokyo to Serve Far East Trade

President Crippen Appraises the Future of Containerization and the U. S. Land Bridge



IN interviews with the Japanese press concerning the opening of our new sales office in Tokyo (Jan-Feb. '68 Milwaukee Road Magazine), President Curtiss E. Crippen made it clear that the Milwaukee expects to share significantly in the growth of containerized shipping between Japan and points within the United States, as well as in "land bridge" movements between the Far East and Western Europe.

"Our initial effort concerns movements from Japan through North Pacific

President Curtiss E. Crippen addresses guests of the railroad at a reception in Osaka, Japan, and introduces George F. Flynn (right) as director of sales with headquarters in Tokyo.

The Milwaukee Road Magazine



President Crippen greets R. Ishida, president of the Japan National Railways, at the reception held in Tokyo to announce the establishment of the new sales office.



R. Ishida, president of the Japan National Railways, receives President Crippen and the Milwaukee Road study group during their visit to Tokyo. From left are G. F. Flynn, director of sales for the Far East; W. E. Cartwright, assistant to vice president-sales and service for import-export traffic; P. L. Cowling, vice president of the Milwaukee Motor Transportation Company; and G. H. Kronberg, vice president-sales and service.

Coast ports served by the Milwaukee Road," he said; "movements via ports in Washington and Oregon, and through the ports of Osaka, Kobe and Nagoya, as well as Tokyo. Which is not to say we won't have traffic from Hong Kong, Taiwan and other ports. We emphasize Japan presently, but this does not preclude development in other areas of the Far East."

Details of our company's move in this direction were outlined by Mr. Crippen to about 500 representatives of Japanese transportation and trade agencies at a reception held by the railroad in Tokyo to announce the establishment of a traffic sales office in that city and to introduce George F. Flynn as director of sales. The office, which occupies a suite in the new wing of the Imperial Hotel, was opened on Mar. 1.

Mr. Crippen explained that the office was needed because of our rising volume

of import-export traffic and "the potential that exists for further growth, especially of containerized shipments moving between Japan and points within the United States." He informed the gathering that the Milwaukee's volume of foreign traffic moving through North Pacific Coast gateways had shown significant growth during the past year.

During the overseas trip, Mr. Crippen and traffic officers who had preceded him to Japan made a week-long tour of various cities to meet with businessmen and government officials. They also studied freight handling operations at Japanese ports. The party included Mr. Flynn, G. H. Kronberg, vice president-sales and service; P. L. Cowling, vice president of our Milwaukee Motor Transportation Company trucking subsidiary; and W. E. Cartwright, assistant

to vice president-sales and service for import-export traffic. At the conferences in these cities, shipping interests were alerted to the establishment of the Tokyo headquarters, and the latest developments in services available to our Japanese customers.

Upon returning from Japan, Mr. Crippen shared his appraisal of the containerization situation and the land bridge concept of transportation with the Union League Railway Supply Group in Chicago. In an address on the growing usage of containers for international trade, he said that "someone is going to get the business of moving these containers to and from inland destinations, and the railroads of the United States are well prepared to shoulder the load."

With regard to current developments in Japan, he told the group that very substantial investments are being made there in new terminal handling facilities for containerized freight and in container ships. At the present time, 10 container ships are being constructed for service by six Japanese steamship companies, he remarked. He pointed out also that, although not directly related to transoceanic traffic, the Japan National Railways has more than 16,000 containers in service. "The growth of container shipments to and from Japan is a certainty," he said.

On the subject of the land bridge, Mr. Crippen discussed briefly the basic idea involved—the system of containerization which makes it possible to unload cargo from a ship at one coastal port, put it aboard a fast freight train, hustle the train via the land bridge to the opposite coast, and there reload the

President Crippen and the Milwaukee Road study team are guests of Y. Nakasone, Japanese minister of transportation (in armchair), in the latter's office in Tokyo.



cargo aboard a ship to continue its journey.

By way of illustrating some of its economic advantages, he remarked that the distance across the United States is about 3,000 miles, whereas the comparable distance via the Panama Canal is about 6,000 miles. Time saved via the overland route can be about 10 days.

For another example, he mentioned shipments between the Far East—especially Japan—and Europe that move by way of the Suez Canal, when it is open, or via the Cape of Good Hope. Normal transit time is about 44 days via Suez, or about 54 days by the Cape route.

"Utilizing the United States as a land bridge," he said, "the movement can be accomplished in 28 days or less, a saving of 16 days and 26 days, respectively. The significance of these savings in today's high pressure economy is self-evident."

He noted, too, that time consumed loading or unloading bulk or loose cargo on ocean-going vessels can mean that they spend as much as 50 to 75 per cent of their time in port. With containerized cargo, port time may be reduced to as little as 20 per cent.

Commenting on other advantages, he cited one recent study which revealed that the use of containerization can lead to reductions of more than 50 per cent in total transportation costs.

Referring to Japan as an example of the potential, Mr. Crippen noted that, according to some estimates, trade between the United States and Japan may reach \$7 billion by 1970, in terms of the value of merchandise, having tripled in the last 10 years. One result of this growth has been to make that country our largest overseas customer and supplier. He pointed out also that the United States has been importing more from Japan than it has been exporting. The estimate for 1966—the latest figure available—showed that imports exceeded exports by about \$600 million, exclusive of military-based traffic.

Overall, United States import-export trade in 1966 amounted to nearly \$55 billion, not including military goods and services, Mr. Crippen told his audience. Noting that much of this traffic is already being handled by U. S. trains and trucks, he added that "our potential for new traffic lies in two areas—in goods which may move by the land bridge rather than entirely by sea, and in domestic traffic, where the economy of container handling will result in rail movement rather than some other mode of transportation.

"Lower transportation costs would make it possible for goods not now moving in international trade to begin moving. Lower costs could justify the importing or exporting of products that cannot now be put into international trade. With the land bridge, U. S. railroads may be able to carry a substantial portion of this new volume."

Mr. Crippen remarked that containerization can require a huge investment—container ships, including containers, may cost as much as \$25 million, whereas conventional ships cost perhaps \$10 million—but the investments are being made. Recent reports indicated, he said, that 16 container ships are under construction in U. S. shipyards, and 39 in foreign shipyards, while additional ships are being converted to this service. At the same time, millions are being spent, or have been committed, for port facilities to handle container ships.

"Japan is taking some major strides in this changeover," he observed. "The New York Port recently spent \$72 million for container handling facilities. Other ports providing new and im-

proved facilities include Seattle, Portland, San Francisco, Los Angeles, San Diego, Baltimore, Hampton Roads and others, including Great Lakes ports."

Mr. Crippen cited some unresolved problems related to containerization, but added that he believes time will overcome them. "Clearly, containerization is here and growing," he said.

"It is an unstoppable trend, simply because the advantages are many, and the economics are so attractive. There have been predictions that half of all international traffic will be containerized by 1970, or only about two years from now.

"This means that the railroad industry will have to be ready for a growing volume—and probably a rapidly growing volume—of containers moving in our import-export traffic. This will also stimulate greater development in the use of containers for domestic traffic as well.

"When full containerization comes, and when the land bridge is in full operation, the railroad industry will be in a new era of transportation history."



Indian Railroad Group Studies U. S. Methods

This was one of several meetings in Chicago on Mar. 12 at which Milwaukee Road officers provided a group of officers from the government roads of India with a review of U.S. railroad operations at the management level. Seated are P. R. Chopra, divisional superintendent-Bilaspur of India's South Eastern Railway (from left); B. J. Worley, the Milwaukee's vice president-chief engineer; and M. R. Reddy, chief engineer-construction, South Central Railway. Standing, from left, J. A. Jakubec, assistant to vice president-operation of the Milwaukee; D. G. Divgi, chief personnel officer, N.F. Railway; H. Bandopadhyay, deputy director-railway planning, Ministry of Railways; N. N. Sarma, deputy chief engineer-general construction, Southern Railway; and P. D. Jain, deputy chief engineer, Northern Railway. The one-day seminar included a tour of our Chicago area facilities. The group is one of six which have been making a four-month study of U.S. railroad management methods under the sponsorship of the Near East-South Asia regional training branch of the Agency for International Development.

RADAR as a Tool to Measure Car Speeds And Retarder Settings

THE Milwaukee Road has an effective new tool—radar—that is being used to get information about problems involved in overspeed impacts of freight cars during classification or switching. The radar was first acquired by the signals and communications department for the primary purpose of checking and adjusting retarder systems so that freight cars couple at desired speeds, but radar soon was found to have other uses.

One major benefit is that information obtained through use of the radar is vital in finding ways to avoid damaging freight cars or cargo. We have known for a long time that cars and their loads can be damaged, often expensively, if freight cars are coupled at too-high speeds, either in flat yard switching or after humping.

However, it can be hard to pin down specific causes of damage and to get enough precise information to work from in finding solutions to the problems. In less than a year, radar has already shown it can produce fine results.

The type of radar we are using is a portable, battery-operated unit similar to the ones used by police to check on speeding autos. In fact, the set can be used within an automobile by plugging it into the cigarette lighter socket of the car.

We have two of the radar sets, one used by the signals and communication department and the other in claim prevention activities.

As you know, radar works by sending out radio signals that are reflected or "bounced back" from a freight car or other object. The radar set resembles an oversize automobile spotlight mounted on a tripod, with the part similar to the spotlight actually being a parabolic antenna.

The parabolic antenna both sends and receives the signals, which are measured for elapsed time. The time is then converted to miles-per-hour speed.

The speed is shown on two meters that are part of the radar set, one meter reading from 0 to 100 mph and the other from 0 to 20. The radar set was con-

verted to the two-meter operation at our suggestion. The reason is that readings of low-speed movements such as those found in switching operations don't show up as well on a 0 to 100 mph scale, making use of radar less efficient. The second meter, connected through an adaptor, makes it much easier to read the mile-an-hour type speeds found in freight yards. The Milwaukee is believed to be the first railroad to make use of this second meter.

One of the most important uses of radar has been at our Bensenville yard, our largest operation, where an average of about 3,000 cars per day are put over the hump.

Radar has been used there to check operation of the retarders, which "squeeze" freight car wheels to slow them to proper speeds as they roll down the slope of the hump. Retarders need to be adjusted periodically, since heavy operation can mean that a variance may develop between the settings selected by the retarder operators in the tower and the actual speed the cars roll at.

Before radar, adjustments were made as carefully as possible but it simply wasn't feasible to get the precision adjustments that radar allows.

Getting the right speed is not only important but it is more difficult than you might think, considering the variables that are involved. For example,

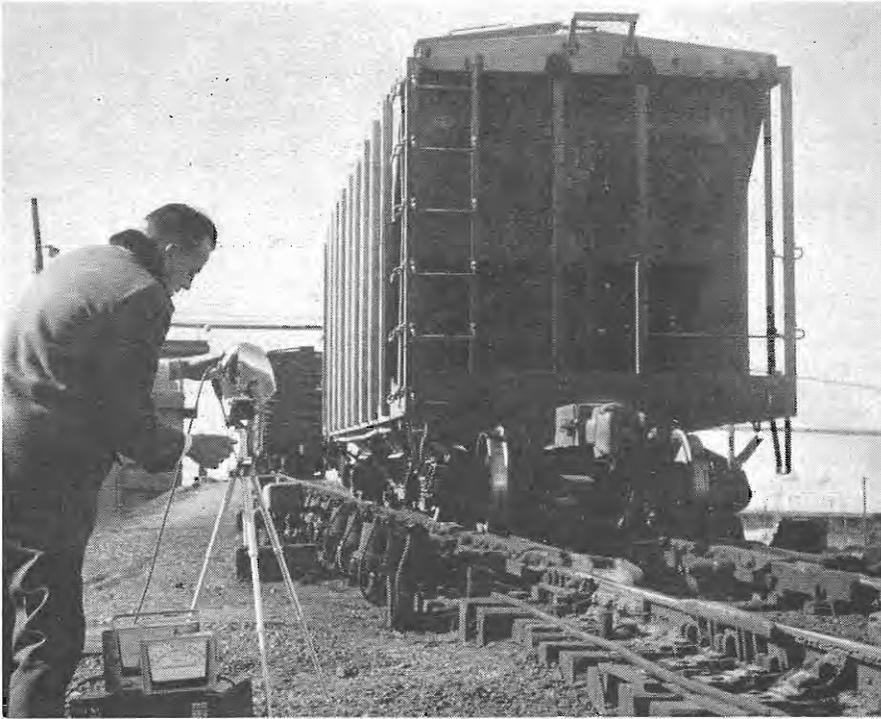
wind can affect car speed, as can such things as whether the cars are loaded or empty, have high wind-catching profiles or low profiles, have roller bearings or standard journals and, of course, weight makes a difference. This especially is true of some of the new, larger types of freight cars that weigh much more than the older, shorter cars of generally comparable types.

Other factors can affect speeds, too. Track curvature or gradient can change car speed. So can high or low spots on tracks, even if these are nearly undetectable if you're not using radar. Freight cars change speed in a perceptible but barely noticeable way as they enter or leave high or low spots. The change is enough so that it shows up on the radar meter.

Overall, this precision is an essential advantage of the radar as compared to the former method, in which stop watches were used to clock cars moving over a measured length of track. At best, stop watch use could only give the average speed over the measured distance. Also, this method took the time of 12 or 14 employes, since cars being classified could enter any number of tracks in the yards. What really matters is that stop watch clocking could give you an average of speed, but couldn't tell you at what speed cars were coupling.

Radar is not only exact, but gives you





Freight Service Inspector John J. Dominick sets up a portable radar unit alongside the main retarder at Bensenville Yard.

constant readings of speeds as the freight car moves down the entire path from hump to proper spot on the classification track it is destined for. Freight cars move at varying speeds as they come off the top of the hump, move through the various retarders and then onto the specific trackage. With radar, all of these speeds are recorded as the car is moving, so speeds can be checked either through the full movement or only at given points during the movement. For example, operation of only one retarder could be checked, if this is needed.

Although we're pointing primarily to radar's advantages in hump yard operations, equally good results can come from using radar in flat yards, where switching is done by locomotive rather than by humping.

There are other advantages to radar, too. One is that the sets are easy to handle and it is easy to learn to use them, even for non-technicians. The portability of the radar makes it easy to use in a number of locations, wherever the railroad operates.

The radar will work in rain, snow or at night, and can clock the speed of a wide range of moving objects.

We first used this radar in a demonstration project in May, 1967. From the following month onward, it has been used regularly, at Bensenville, St. Paul, Milwaukee and other points. One of the early major tests was at St. Paul, where

readings were taken during both hot summer weather and winter cold. Literally thousands of cars have been clocked in the less than a year that we have been using radar. The more information we get, the better our answers become.

Among the benefits of using radar are these:

—We now have much more accurate knowledge with regard to the true performance of automatic car retarder systems, which gives us better operation, improved maintenance and more precise adjustment measures.

—Information gathered in relation to movements of cars during the full humping process has enabled us to make needed improvements to individual tracks in the yard.

—We have achieved really significant reductions in the number of damaged cars or cargos resulting from overspeed impacts, and we have considerably reduced the number of cars that stall during classification—meaning the number of cars that stop short of the desired point on a classification track. When cars stall, classification is slowed because, for one thing, locomotives have to be sent in to push the stalled cars to their proper position.

—Although our first attention has been given to our major classification yards, because of their importance and the proportion of cars they handle, radar techniques are equally adaptable and

useful to flat switching, an area where accurate information has been even harder to obtain. This also is the area in which effects on loss and damage are less clearly known and understood, and therefore where it's important to get the necessary information.

The radar has been so successful in its portable operation during its first year that the company has decided to install an automatic retarding system at Bensenville, where car speeds in the master retarder will be controlled by a built-in radar system.

All in all, the most significant benefit of radar is the benefit given to our customers. It's always hard to measure something that didn't happen, so it's difficult to come up with figures indicating how much less damage may have occurred because of the use of radar.

Even so, it's obvious that any saving at all is worthwhile. More careful handling of cars means that shipments are less likely to be delayed because of necessary repairs. Less delay makes more shippers happier with our services.

From the railroad's point of view, this also means that we reduce our costs and either eliminate or minimize claims for damage, thereby saving money while getting improved yard operations.

By any of these standards, the radar has already paid its own way. Just by eliminating damage to one carload or one car, we probably have saved more than enough to pay for the radar sets, which cost \$1,200 each.

That makes our investment in radar look like money well spent, we'd say.

T. P. Martyn Heads Great Falls Transportation Club for 1968

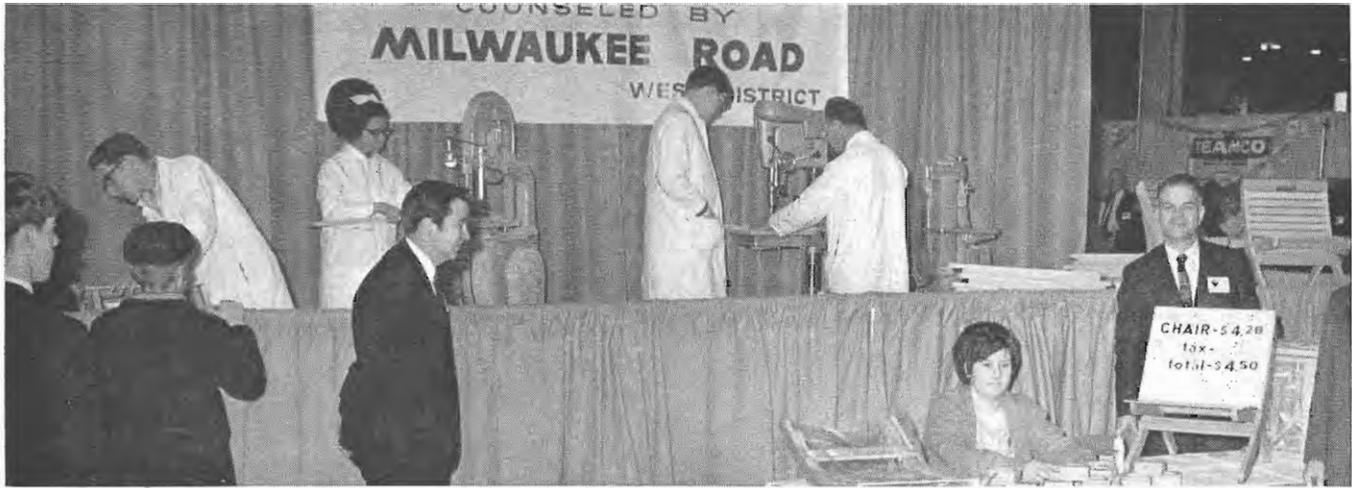


T. P. Martyn

Thomas P. Martyn, sales representative at Great Falls, Mont., has joined the ranks of Milwaukee Road men heading transportation groups in 1968, having been installed recently as

president of the Great Falls Transportation Club. Martyn, a native of Canada, had previous railroad service with the Canadian National before joining the Milwaukee Road in 1954. He started as chief clerk in the Vancouver, B. C., traffic office and was appointed to his present position on May 1, 1962.

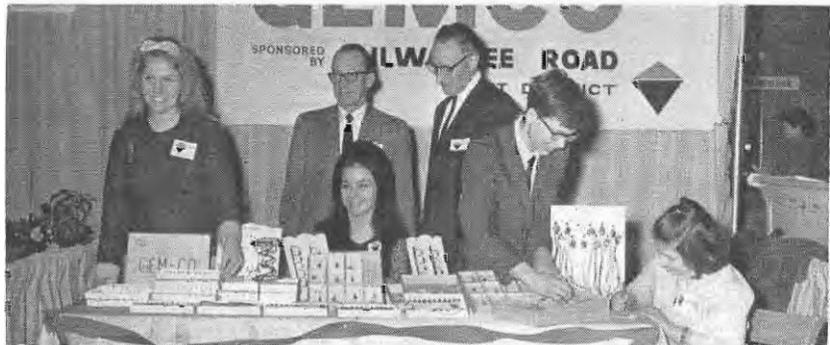
The Milwaukee Road Magazine



Counselors D. Devitt, left, H. Dronzek, third from right, and R. M. Levey stand by at the Milwood production line.

JA Firms Ring Up Sales At Annual Trade Fair

Members of the five Junior Achievement companies sponsored by the Milwaukee Road shared with some 3,000 Chicago area teenagers the excitement of selling their merchandise at the 15th annual JA Trade Fair in the International Amphitheatre the week end of Feb. 17-18. As usual, a staff of Milwaukee Road counselors stood by while the Achievers ran the show. Visitors could select from more than 350 products made at JA district centers. The items displayed by Milwaukee Road firms were camp lawn chairs (Milwood); semi-precious jewelry (Gemco); scent balls, nylon scrub balls and decorative cups (Milwaukee's Pride); hurricane jars (Netco); Alpine hats and TV night lights (Hy-Lites). The Milwood company also occupied a spotlight position as one of eight firms chosen to demonstrate their manufacturing process with production lines in operation. From the opportunity to deal with the public in an actual business setting, the five firms realized combined sales of more than \$700.



E. C. Gourley, left, and R. D. Schlegel back up Gemco's sales staff.



W. H. McDonald gives adult supervision to the Hy-Lites exhibit.



R. G. Wall, right, and G. F. Sunagel oversee Netco sales.



R. H. Bode looks on as JAs display products.

Construction Starting at Jonathan, Minnesota's New Town Development

WEATHER permitting, Apr. 15 was the target date to start construction on the first 50 homes for Jonathan, Minn., a new town evolving within the city of Chaska, on our main line southwest of Minneapolis. The railroad cuts diagonally through the site, which consists of 2,200 acres of rolling countryside north and west of the Hazeltine National Golf Course.

Jonathan, Minnesota's entry into the industry of New Towing, is a private enterprise venture in total community planning. The developers believe it to be unique in that it is the only new town in the United States being built within an existing municipality. The name honors Jonathan Carver, 18th century explorer of the Minnesota River after whom the county is named.

Its development, which will take place over the next 20 years, is headed by Henry T. McKnight, Minnesota state senator and real estate financier, who conceived the project as a way to provide the area's growing commuter population with meaningful living and homes in park-like settings. The location, adjacent to three highways, is about 40 minutes driving time from downtown Minneapolis.

M. L. Erickson Joins Road as Public Relations Representative

MARTIN L. ERICKSON joined the Milwaukee Road on Feb. 16 as public relations representative in the Pacific Northwest, a newly created position. He is headquartered in Seattle.



M. L. Erickson

Mr. Erickson was born in Deer Lodge, Mont., where his father, the late Emil Erickson, was a car inspector for the railroad. He attended both the University of Montana and the University of Washington, and received a degree in communications from the latter in 1965.

Before joining the Milwaukee, he was transportation and marine editor of the Seattle Daily Journal of Commerce, and previously was employed as a technical writer by The Boeing Company in Seattle.

Long-range planning envisions a self-contained community incorporating housing, industry, commercial activity and recreation in a design that will preserve the comfortable and rural character of the area. The site, as it now stands, is pleasant rolling farm land studded with wooded knolls, lakes and winding streams. About 20 per cent of the total will be reserved for a buffer zone of greenspace and lakes between residential areas.

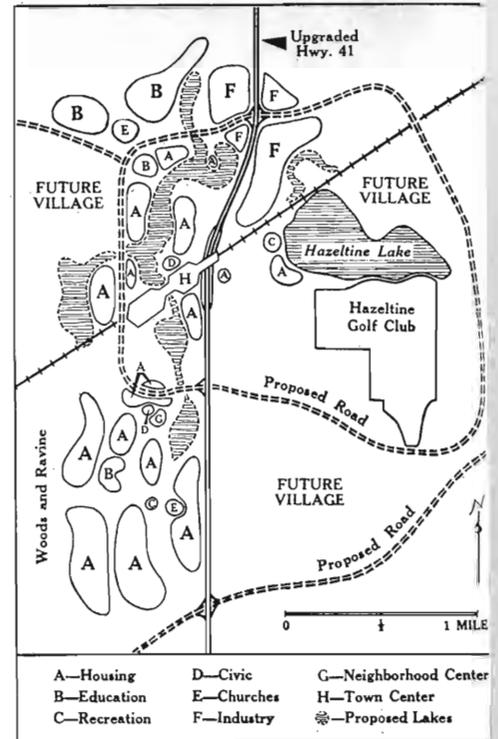
The focal point of the plan is a huge Town Center, a multi-deck "megastructure" about a half-mile in length. It is designed to serve the residents as a regional shopping center, and to house a merchandise mart, warehousing, offices, restaurants, a motel and a variety of amusement facilities.

Clustered around this center will be the residential areas, called "villages." Each will be grouped around a convenience shopping and service center, and have its own characteristics, based on the topography of the site. Thus, one may be closely tied to a golf course while another may focus on a lake. Hiking trails and bicycle paths will link the villages to each other and to the recreation areas.

All industrial activity will be located on a 12-acre tract in the northern portion. Controlled planning provides for the construction of office and research type buildings, and light manufacturing plants.

According to the planners, the town will consist eventually of five villages to be developed in two phases. Phase one calls for the completion of the town center and the first village in 1973-74, and starting the second village at that time. Each village is designed to accommodate about 7,000 people in single-family homes, town houses and apartments.

Proposed construction includes an elementary school, junior high school, a fire station, two additional water storage areas, and several man-made lakes. Governor Harold LeVander of Minnesota officiated last fall at the dedication of a



Detailed plan for Jonathan Newtown, showing the Milwaukee Road tracks cutting diagonally through the site of the proposed Town Center (H).

72-acre lake which will be 5,000 feet in length and 20 feet at maximum depth. Trees from the lake bed are being moved for replanting, and a fish stocking program will be carried out under the supervision of the Minnesota Department of Conservation.

With a view to providing jobs for future residents, a site in the industrial area was cleared last summer for a 21,000 square foot commercial building due for completion in November. Part of it will house a million dollar computer to be owned and operated by Jonathan's first industrial client.

In addition, ground was broken last November for the first U.S. plant of Barnangens Tekniska Fabriker AB of Stockholm, Sweden, maker of Vademecum cosmetics, chemicals, hygienic products and household cleaners. The Jonathan plant, a \$275,000 structure planned for expansion, will produce toothpaste and mouthwash and serve as a distribution center for other Vademecum products to U.S. markets.

Train Fares Reduced for Visitors to U.S.

Reduced train fares for travelers from overseas will become effective on U.S. railroads Apr. 29. In reporting the action to the President's Special Task Force on Travel, the railroads expressed the hope that it "would be of substantial assistance to the President's program to encourage overseas travelers to 'Discover America' and assist in reducing materially the balance of payments deficit."

A SEVEN-MAN team representing the Japan Center for Area Development Research which visited the United States recently to inspect land developments sponsored by private enterprises made the industrial development program of our company the subject of its first survey.

The delegation consisted of economists and planners from leading business firms who are investigating problems brought about by large-scale shifts of Japanese industries and population to metropolitan areas since the post-war increase of productive activity. The purpose of their trip was to study the role of railroad companies, real estate firms and government agencies in acquiring and developing industrial property, and to see such projects under construction or in the finished state.

The group met with members of our real estate and industrial development department in Chicago on Feb. 12, and later inspected projects in Pittsburgh, Niagara Falls, Washington, D. C., and New York City.

Their visit to the Milwaukee Road included a discussion with E. J. Stoll, vice president-real estate and industrial development, concerning the depart-



E. J. Stoll, vice president-real estate and industrial development, briefs the research team on the acquisition of industrial property. From left are F. Gomi, manager, technical development center, Chicago branch of Mitsui & Co.; Seisaku Fujisawa, assistant manager research, Fuji Iron & Steel Co.; Ginjiro Watanabe, manager regional development section, Tokyo Electric Power Co.; Seiji Kera, assistant chief manager research, The Fuji Bank; Minoru Furusawa, deputy chief research section, Mitsui & Co.; Kiyotake Mori, assistant manager personnel, Japan Development Bank; P. Ohtake, Sugano Travel Service (interpreter); Yasushi Tobita, chief of business section, atomic power department, Kajima Construction Co.; and Daizaburo Kataoka, manager Onda city construction department, Tokyo Electric Express Railway, Ltd.

Japanese Researchers Study Road's Land Development Program

ment's procedures in developing industrial districts, and the benefits realized from them by a railroad and a community. The discussion involved outlining the engineering studies necessary to the planning of a development, and the cooperation required of developers, municipalities and zoning boards to make the plan feasible.

For a specific example of a cooperative attitude in industrial planning, Mr. Stoll reviewed the establishment of our company's 610-acre industrial district which has been annexed to the village of Schaumburg, Ill. The results were illustrated in a colored slide presentation of major industrial developments that have taken place on the railroad system during the last few years.

After the discussion the group was escorted on a tour of industrial districts located on Milwaukee Road tracks in the Chicago area, and several of our operating facilities. The tour included the railroad's industrial district in Franklin Park, together with the Clearing district there; the Bensenville classification yard and TOFC facilities; the Hiawatha Industrial District at Bensenville; and the

2,500-acre Centex District near O'Hare International Airport.

Problems emerging in the Japanese economy, the research team explained, stem from the excessive concentration of private industrial capital and workers in large cities, as compared with a relatively low ratio of public investment in urban facilities. Among factors of particular concern, they cited an acute housing shortage, traffic congestion, the deterioration of community facilities, and spiraling costs. In the last five years, land prices in large metropolitan areas have risen from 300 to 400 per cent, they said.

Urban Population 67 Million

Aggravating these conditions, industries are relocating in fringe areas and satellite cities, and city dwellers are migrating to suburbs in search of a better residential environment. A survey in 1956 showed that this pattern of movement had increased Japan's urban population to almost 67 million, or about 68 per cent of the national total,

whereas decreases were registered in smaller cities.

Faced with this situation, city governments and those in thinly populated regions, as well, are hard pressed in coping with the discrepancy between municipal budgets and the cost of necessary urban improvements. The research team outlined measures being pushed by government agencies and private interests to correct the imbalance, which is becoming an obstacle to sustained economic growth.

The research foundation believes, they said, that private enterprises, which have played a vital role in achieving Japan's economic growth, should also play an important role in future urban development, including both suburban development and the redevelopment of old city centers. They pointed out that the United States, unlike Great Britain and some European countries, has delegated the role of housing construction and urban redevelopment primarily to private enterprises. "We are looking forward to learning a great deal about the role of such enterprises from American examples," they said.

Minneapolis Will Be Host June 15 to the Veterans' Reunion



Arrangements for the 1968 reunion of the Veteran Employees Association were well in hand as this Magazine went to press, and shaping up to a hearty welcome in Minneapolis for the visiting membership. As announced previously, the annual homecoming will be held there on June 15, at the Radisson Hotel. Here is an outline of the activities:

Registration Friday, June 14—7 to 9 P.M., and starting Saturday, June 15, at 8 A.M.; Saturday from 8:30 to 11:30 A.M.—Switch Shanty get-together for fun, refreshments and

dancing; 12 noon—buffet luncheon and musical program.

Starting at 1:30 P.M.—the business meeting and election of officers; 2:30 P.M.—Switch Shanty assembly for an afternoon of socializing; 6 P.M.—the reunion banquet highlighted by a speaking program and bill of professional entertainment.

Registration is \$1 for Veterans—no charge for others—and tickets for the day's events are \$7.00 per person. Hotel rates for those who will require rooms are \$11.00 for single occupancy, \$13.50 for a dou-

ble bed room, and \$15.50 for twin bed accommodations.

The customary registration forms will be mailed to the membership in the near future, and all Veterans who expect to attend should send their check or money order to Miss Florence M. Walsh, the secretary-treasurer, **as early as possible**, addressing her at Room 383 Union Station, Chicago, Ill. 60606. In the meantime, those who have changed their address recently should write to her **immediately**, to assure receiving a form and the hotel accommodations they desire.

This return visit to Minneapolis is in accordance with the wish of the majority who attended the successful reunion in that city last year, and the fact that the arrangements are in the hands of virtually the same committee members who were responsible for that enjoyable program is in itself an assurance of a good time.

Milwaukee Asks to Share Ownership of Portland Peninsula Terminal Company

JOINT ownership of the Peninsula Terminal Co. by the Milwaukee Road and other concerned carriers is essential if the Milwaukee is to serve Portland, Ore., on an equal basis with other lines, L. H. Dugan, vice president and western counsel, testified at an Interstate Commerce Commission hearing there in late February.

The hearing was held to act on a petition of the Spokane, Portland & Seattle and the Union Pacific railways to buy and control the 3.79-mile Peninsula Terminal in the North Portland stockyards district. The Milwaukee, which has asked to be included in the ownership, is seeking access into the Portland area as a condition of the Northern Lines merger.

Mr. Dugan said that joint ownership is just as essential to industries located along the Peninsula Terminal and in the Port of Portland's Rivergate Industrial District, "or any other potential areas to which Peninsula's lines might be extended in the future." Peninsula is the only terminal facility in Portland that is not owned by the established trunk lines at Portland, he pointed out.

The Milwaukee, as a joint owner, would operate to Portland over SP&S and Northern Pacific tracks from its present terminus at Longview, Wash. Mr. Dugan said it would give through service between Portland and connections with British Columbia railroads at

Sumas, Wash., and expects to provide fast direct service between Portland and industrial cities of the Midwest.

He noted, too, various examples of the Milwaukee's assistance in locating new industries, and said the same assistance would be given to the Port of Portland in finding suitable industries for the Rivergate district. "We believe we will be able to give our best service in Portland to the Rivergate area and the area served by the Peninsula Terminal if our proposals are accepted," he said.

Appearing as a witness for the Milwaukee, J. T. Hayes, special assistant to president, noted that as the proposed Rivergate Industrial District develops, the importance of North Portland as an interchange point will increase, "particularly if all trunk lines serving Portland have access to it."

In his testimony, Mr. Hayes said that the merged Northern Lines would have the right to reach and interchange at North Portland with the Peninsula Terminal, as would the Union Pacific, and that the Milwaukee is requesting a similar right so its traffic can be handled without the delay caused by longer routing and handling by an additional carrier.

P. J. Cullen, assistant vice president-sales and service, testified also that ownership in Peninsula Terminal would give the Milwaukee a better chance to participate in competitive traffic. "It is well

recognized that a shipper, all other things being equal, will generally favor the switching carrier with his business," he said, "unless to do so would delay his shipment unreasonably or there was some other tangible advantage in shipping over a competing carrier serving the same station."

If the petitioning carriers obtain exclusive control of Peninsula, the terminal company's service will be tailored to meet the operations and schedules of the owning lines first and other competing lines second, Mr. Cullen said. "The Milwaukee's proposal of joint ownership takes nothing of real importance from the applicants," he noted, because the potential of Peninsula "lies in future business from the location of new industry."



"She claims Hertz put her in the driver's seat!"

NARBW Establishes Apartment Complex in Arizona for Retirement-Vacation Retreat



The five-apartment complex as it looked when newly completed and before landscaping was begun. The Spanish Colonial and Territorial design lends itself to comfortable year around living in the Southwest.

"ISN'T it wonderful to have a place like this to come to — the warm sunshine and clear air, always something going on, and everything you want or need practically around the corner."

That's the general reaction to the new residence of the National Association of Railway Business Women in Green Valley, Ariz., a \$100 million retirement community. The residence is the second established by the NARBW in a long-range project to provide its members with low rental facilities for vacation retreats and retirement homes.

The project is being financed by personal contributions and special fund raising programs among the organization's 58 chapters. Mrs. Grace Johnson, secretary to our company's general superintendent in Milwaukee, is national president of the 5,600 and some membership throughout the country.

Over the last 10 years, contributions to the Residence Fund have totaled more than \$175,000. Of this amount, \$40,000 was invested several years ago in a residence at Boca Raton, Fla.

This building, which was constructed by the Federal Government during World War II to billet Air Force officers, is located on about an acre of land in a section of modern homes near the ocean-front beach. The accommodations consist of five furnished apartments and two 40-foot family type living rooms with jalousied porches for lounging and entertaining. It is equipped with a sprinkler system and gas heat, and landscaped with tropical shrubbery.

Mrs. Grace Porthouse, a retired employe of the Pennsylvania Railroad, is serving currently as resident manager.

The decision to establish Residence No. 2 in the Southwest was based on a survey of the preferences of members contemplating retirement, with Green Valley meeting the requirements for desirability and budget limitations. First is the climate which appeals to retired people — warm, sunny days with low humidity, varying little in temperature the year around. Second, the proximity to the cultural advantages of a city — just 20 miles south of Tucson, on the Nogales Highway. And third, the attractiveness of the location in the foothills of the Santa Rita Mountains.

The enterprise got under way in the

fall of 1966 with the purchase of approximately a half acre of land and the letting of a contract for a five-apartment complex. The construction was supervised by Mrs. Olga Barnes, national residence chairman, who holds the position of administrator of the Southern Pacific Hospital in Tucson.

The apartments represent an investment of about \$50,000, including modern furniture and household equipment (residents have the option of using their own if they so desire). Architecturally, they conform to the Spanish Colonial and Territorial design prevailing at Green Valley, with a patio at the rear surrounded by a 180-foot retaining wall. Each unit has a kitchen, dining area, living room and bedroom with bath.

Since the residence was completed last spring, four members have elected to make it their permanent home. Permanent occupancy is based on a nominal entrance fee, and modest monthly rent which includes all utilities except telephone bills. Residents may share their apartment with a relative, in which case the relative pays an entrance fee also, and the rent reflects the additional occupancy.

Green Valley itself offers all the essentials and conveniences that make for good retirement living. Located centrally within the framework are a shopping plaza containing a big supermarket (the busiest place in Green Valley), drug store, snack shop, service station and Post Office; a medical clinic; security facilities; and a recreation center featuring an auditorium, hobby shops, meeting rooms, and a large swimming pool (six others dot the area). It also boasts 30 neighborhood parks, a fine restaurant, a golf course, riding stables,

Mrs. Olga Barnes, national residence chairman, admires a new barbecue outfit donated to the residence by one of the permanent occupants. The patio provides a view of Arizona's colorful sunsets and the Santa Rita Mountains.





Views of the cozy apartment of Dorothy Kasten, a retired member of New York Chapter of the NARBW. All of the furnishings are new, but residents have the option of using their own.

and free bus transportation within the community.

For those who enjoy planned activities, the range is wide — social gatherings, card parties, picnics, painting classes, theater parties, language lessons, shuffleboard, tennis, horseshoes, ceramics, lapidary, woodwork, photography, and sewing, to name a few — never a dull moment. The NARBW residents

may share all of the recreational facilities without charge, with the exception of the area fee for golf.

Small wonder that the Association recently exercised an option to buy another acre of land adjoining the complex. The project contemplated for the site is the building of 16 additional apartments, as the need develops.

Road Files for Permission to Discontinue Varsity Trains

The railroad has requested permission to discontinue the Varsity trains operating between Chicago and Madison, Wis., as Nos. 117 and 118, because of the deficit resulting from the action of the Post Office Department in withdrawing all mail traffic from the trains last October.

The application to the Interstate Commerce Commission points out that although mail revenue alone had not supported these trains, it helped to ease the deficit resulting from the operation of passenger service. Without mail revenue, the operation of the trains would have resulted in an out-of-pocket loss of \$107,733 in 1966 and \$112,859 in 1967.

Patronage of the trains averaged only 42 passengers per mile in 1967, this being the equivalent of the number traveling the entire 140 miles on each one-way trip between Chicago and Madison. This figure represents a decline from 48.3 passengers in 1965 and 43.9 in 1966, years in which the trains were still carrying storage mail and providing railway post office car service.

The railroad's petition notes that the territory served by the trains has other public transportation and that the Milwaukee will continue to provide daily

passenger service directly between Chicago and Madison on trains 11 and 22, the Sioux.

As this Magazine went to press, the discontinuance of Nos. 117 and 118 designated for May 29 had been deferred on order of the Commission, pending hearings on the railroad's proposal. The hearings will be held in Chicago on Apr. 29, at Janesville, Wis., on May 2, and at Madison May 3.

Disabled Widows Aged 50 to 59 Eligible for RRB Benefits

Under the recently enacted railroad retirement amendments, railroaders' disabled widows aged 50-59 can now receive monthly benefits. To be eligible, a widow must be totally and permanently disabled and unable to work. She must also have become disabled before her husband's death or within 7 years afterward; or if she had been receiving monthly survivor benefits anytime after his death, she must have become disabled within 7 years after those benefits stopped.

Railroad employes are urged to help the Railroad Retirement Board locate such widows. A disabled widow who thinks she may be eligible for benefits should get in touch with the Board's nearest office as soon as possible.

B. J. McCanna Heads Calumet Railroad Community Committee

B. J. McCanna of the Milwaukee Road's operating department, who is currently serving as superintendent of the Indiana Harbor Belt Railroad, has been elected chairman of the



B. J. McCanna

Calumet District Railroad Committee, a group representing 12 railroads in the Calumet area. The organization, a branch of the Eastern Railroad Presidents Conference, consists mostly of railroad personnel who give their time to furthering community relations.

Mr. McCanna started with the Milwaukee in 1939 as a timekeeper and has worked as a trainmaster and assistant superintendent at various points, and as superintendent of the Milwaukee-Kansas City Southern Joint Agency. He was appointed to his present IHB position in 1965.

Service Passes Awarded

Gold 50-Year Passes

Baum, John A., ret'd. clerk-----Moberge, S.D.
 Broker, A. J., embargo clerk---Franklin Park, Ill.
 Eckstein, F. E., chf. clk-frt. house---Dubuque, Ia.
 Erickson, R. A., claim clerk---Morton Grove, Ill.
 Flanagan, W. M., ret'd. engr.---Franklin, Park, Ill.
 Holmes, J. L., electrician-----Tacoma, Wash.
 Murray, F. G., signal maintainer---Missoula, Mont.
 Pain, J. K., mgr.-psgr. svcs.-----Chicago, Ill.
 Rinard, H. G., engineer-----Savanna, Ill.
 Strong, Oakley, yd. conductor---Milwaukee, Wis.

Silver 45-Year Passes

Applegate, W. H., ret'd. dist. adjuster-----Omaha, Neb.
 Barton, A. J., ret'd. loco. engr.---Seattle, Wash.
 Bergstrom, C. L., fireman-----Moberge, S.D.
 Berry, D. O., chf. claim clk.---Kansas City, Mo.
 Cooper, V. E., engineer-----Madison, Wis.
 DeBaeker, Gus, conductor-----Channing, Mich.
 Dupuis, A. G., public relations officer-----Northbrook, Ill.
 Elmslie, S. P., ret'd. mgr.-grn. sales-----Minneapolis, Minn.
 Field, C. C., agent-----Alberton, Mont.
 Flaschberger, John, cabinetmaker---Milwaukee, Wis.
 Jones, Purl, engineer-----Kansas City, Mo.
 Kaczkowski, Max, phone director---Milwaukee, Wis.
 Kinzner, F. J., crane opr.-----Tacoma, Wash.
 Klosowski, W. E., tariff supvr.---Chicago, Ill.
 Knoblauch, Clarence, pipefitter---Minneapolis, Minn.
 Kuster, John, chauffeur-----St. Francis, Wis.
 Lambert, F. J., yd. conductor---St. Paul, Minn.
 Lester, Sylvan L., asst. engr.---Greendale, Wis.
 Lindstrom, Q. A., conductor---Milwaukee, Wis.
 Matson, C. C., storehelper---Minneapolis, Minn.
 Papke, C. E., carpenter-----Milwaukee, Wis.
 Parks, J. F., supvr. of material delivery-----Milwaukee, Wis.
 Pawlak, Walter, tinsmith-----Milwaukee, Wis.
 Phillips, J. D., yard clerk-----River Grove, Ill.
 Seiler, J. J., chf. clk. to division engineer-----Aberdeen, S.D.
 Severson, L. H., internal auditor---Missoula, Mont.
 Taylor, E. W., electrician helper---Minneapolis, Minn.
 Teszlewicz, Stanley, foreman---Elgin, Ill.
 Vetersneck, R. L., electrician---Tacoma, Wash.
 Williams, C. A., yd. conductor---Minneapolis, Minn.

The Milwaukee Road Magazine

Schirp Retires From Service As Reservation Bureau Head

A. M. "Al" Schirp, widely known in travel circles as the manager of our reservation bureau in the Chicago Union Station, retired on Jan. 31 after a career of 43 years in the passenger traffic field. On his last day with the railroad, he was honored by a large group of Milwaukee Road people and members of the travel fraternity, including a delegation from Milwaukee, at a reception in the station's Canterbury Room.

Mr. Schirp, a native Chicagoan, had spent almost his entire career in our passenger department in Chicago, starting in 1925 as a reservation clerk. In 1942 he went to Cleveland, Ohio, as city passenger agent, and for the duration of World War II was active there in the handling of troop movements. He returned to Chicago in 1945 in the same capacity, advanced to assistant manager of the reservation bureau in 1950, and was appointed manager in 1961. He and Mrs. Schirp intend to live in Santa Barbara, Calif.

Harold Williamson, night manager of the reservation bureau, has been appointed to succeed Mr. Schirp. All of



Albert M. Schirp (left), retiring as manager of the Chicago reservation bureau, shown with his successor, Harold Williamson.

Mr. Williamson's service with the railroad has been in the passenger department, starting in the Chicago city ticket office in February, 1943. In July of that year he took a military leave, and upon returning in 1946 became a reservation clerk. He was promoted to chief clerk to general agent passenger department in 1950, and had been night manager of the reservation bureau since 1955.

Road Asks Fare Increase for Suburban Passenger Service

The Milwaukee Road has asked the Illinois Commerce Commission for permission to increase its Chicago suburban passenger fares, looking toward May 1 as the effective date. The action was taken because of the need to prevent a further increase in the deficit incurred by the operation of the service.

The proposed rate adjustment provides, basically, for an increase of 5 per cent in one-way fares between Chicago and stations beyond 25 miles on both the north and west suburban lines, and for a 10 per cent increase between Chicago and closer-in points. Minimum fares between Chicago and nearby stations would be increased from 55 to 70 cents, and those between intermediate stations from 35 to 40 cents.

The petition to the ICC pointed out that, although the railroad has been realizing gains in suburban patronage, the cost of operating the service has been rising at an even more rapid rate. The increased revenues of approximately \$387,000 which the proposed adjustment is expected to produce will reduce the deficit of \$1,215,877 that resulted from the operation in 1967 without an

allowance for a return on investment. The present investment in the service is \$17,435,395.

The increase proposed is the first requested by the railroad in more than four years, during which time the suburban fleet has been completely modernized with double-deck stainless steel coaches and 11 new trains have been placed in service. Two more trains are scheduled to be added to the north line on Apr. 29.

Carl F. Dahnke

CARL F. DAHNKE, 72, who retired as general passenger agent in Milwaukee in 1961, died unexpectedly in Pound Ridge, N. Y., on Jan. 30. He was in New York on a visit. Since his retirement he had been living in Star Lake, Wis.

Mr. Dahnke was a native of Middleton, Wis., who began his career with the Milwaukee Road in 1915 as a telegraph operator at Boscobel, Wis. During the first World War he was a radio operator in submarine service. Upon returning to the railroad he became agent-operator at Richland, Wis., and in 1927 transferred to the position of ticket

agent at Madison, where he advanced to city passenger agent. He went to Milwaukee as general agent passenger department in 1939 and was appointed general passenger agent in 1956.

He was a past president of the Wisconsin Passenger Club and the Milwaukee Traffic Club, an honorary life member of the American Association of Railroad Ticket Agents, and former member of the Convention Committee of the Association of Commerce.

Surviving are his wife, Nettie; a son, Robert, of Richland Center, Wis.; a daughter, Mrs. Robert Ritsch of Beaver Dam, Wis.; two sisters and a brother.

APPOINTMENTS

Public Relations and Advertising

Effective Feb. 16, 1968:

M. L. Erickson is appointed public relations representative, with headquarters at Seattle.

Milwaukee Motor Transportation Company

Effective Mar. 15, 1968:

G. M. Heath is appointed assistant manager piggyback services with headquarters at Chicago.

Operating Department

Effective Feb. 1, 1968:

D. R. Friend is appointed traveling engineer-trainmaster of the Iowa, Minnesota & Dakota and the Dubuque & Illinois Divisions, with headquarters at Mason City, Ia.

Rates and Divisions Department

Effective Feb. 1, 1968:

P. F. Hellmann is appointed assistant to vice president-rates and divisions, Chicago.

Sales and Service Department

Effective Jan. 11, 1968:

A. H. Watson is appointed research manager-marketing and research department, Chicago.

Effective Feb. 1, 1968:

G. F. Flynn is appointed director of sales, Tokyo, Japan . . . **R. H. Tuite** appointed assistant manager, foreign sales, Chicago . . . **H. E. Davenport** appointed manager-rate research, Chicago . . . **R. A. House** appointed sales representative, Chicago . . . **J. E. Williams** appointed sales representative, Indianapolis . . . **R. O. Kehl** appointed sales representative, Davenport, Ia. . . **H. Williamson** appointed manager, reservation bureau, Chicago.

RETIREMENT

The following employes' applications for retirement were recorded during January-February 1968

General Office & System Employes

Anderson, D. M. Porter . . . Chicago, Ill.
 Bartosh, Jr., A. J. Rate Clerk . . . " "
 Bretl, Marguerite H. Clerk . . . " "
 Carter, P. B. Clerk . . . " "
 Dalton, R. E. Chauffeur . . . " "
 Gallo, L. E. Mail Clerk . . . " "
 Garonke, L. S. Comptometer Clk. . . " "
 Harris, Lillian L. Secretary . . . Seattle, Wash.
 Hunt, P. Waiter . . . Chicago, Ill.
 Kelly, Mary A. Comp. Opr. . . " "
 Klank, A. H. Chief Tax Clerk . . . " "
 Kuhn, Mary L. Secretary . . . " "
 McCormick, W. D. Clerk . . . " "
 McGowan, R. E. Sales Rep. . . . " "
 Miller, Mildred Comp. Operator . . . " "
 Orr, G. F. Train Porter . . . " "
 Sanders, H. Cook . . . " "
 Schirp, A. M.
 Mgr. Reservation Bureau . . . " "
 Sullivan, G. M. Ticket Clerk . . . " "
 Thomas, C. L. Coach Porter . . . " "
 Walker, S. E. Comptometer Opr. . . " "
 Weichbrod, B. J.
 Claim Investigator . . . " "
 Weinstein, S. H. Clerk . . . " "

Aberdeen Division

Abbott, N. F. Section Lbr. Dell Rapids, S. D.
 Baum, J. A. Trucker Mobridge, S. D.
 Bergstrom, C. L. Fireman " "
 Fleck, A. Laborer Trail City, S. D.
 Fredensburg, H. C.
 Section Foreman Edgely, N. D.
 Knittel, E. F. Section Lbr. Lemmon, S. D.
 Northcutt, E. Laborer Aberdeen, S. D.
 Teske, E. Section Lbr. Eureka, S. D.
 Thielen, H. J.
 Section Laborer Granite Falls, Minn.

Chicago Terminals

Ahlfeld, D. J. Switchman Chicago, Ill.
 Cordova, J. S. Machinist Helper Bensenville, Ill.
 Dappen, G. Loco. Eng. Chicago, Ill.
 Flanigan, W. M. Loco. Eng. " "
 Imundo, J. Freight Handler " "
 Kimpel, W. F. Switchtender " "
 McGillivray, A. D. Switchman " "
 Otis, L. J. Switchman " "
 Pope, J. L. Yard Frmn. " "
 Ress, E. Laborer " "
 Smith, J. J. Mechanic " "
 Staple, A. W. Freight Handler " "

Coast Division

Cowan, E. J. Loco. Engr. Tacoma, Wash.
 Merrett, M. E.
 Special Agent Port Angeles, "
 Rogstad, O. A. Section Laborer Newport, "
 Seman, J. J. Carman Tacoma, "
 Stadins, W. Carman " "
 Stockton, L. E. Machinist Hlpr. " "
 Weaver, R. F. Conductor " "
 Westby, R. Brakeman Conductor " "

Dubuque & Illinois Division

Elsenbroeck, C. Brakeman Chicago, Ill.
 Geisheker, M. N. Switchman Dubuque, Ia.
 Kempter, D. W. Switchman " "
 Kramer, G. E. Section Laborer Clinton, "
 Moody, H. E. Loco. Engr. Dubuque, "
 Wells, W. H. Loco. Engr. Ottumwa, "
 Wright, E. A. B&B Carpenter Lanark, Ill.

Iowa Division

Belles, V. J. Ass't Section Frmn. Spencer, Ia.
 Haas, H. R. Caller & Clerk Perry, "
 Hall, A. L. Section Laborer Rockwell City, "
 Massey, W. S. Flagman Cedar Rapids, "
 Ness, O. R. Conductor Marion, "
 Ramsey, C. W. Agent Arlington, "
 Rinard, H. G. Loco. Engr. Savanna, Ill.
 Tomer, R. W. Machinist Helper Perry, Ia.

Topp, F. H. Crane Opr. Dubuque, Ia.
 Welch, H. C. Conductor Ottumwa, "

Iowa, Minnesota & Dakota Division

Becvar, J. J. Section Frmn. Calmar, Ia.
 Davis, C. B.
 Chief Train Dispatcher Austin, Minn.
 Judd, I. C. Section Foreman Vivian, S. D.
 Merchant, F. E. Section Frmn. Spencer, Ia.
 Paullin, P. E. Diesel Mechanic Mitchell, S. D.
 Peterson, A. L.
 Section Frmn. Northfield, Minn.
 Robertson, J. M.
 Engine Watchman Mitchell, S. D.
 Serakos, C. Janitor Mason City, Ia.
 Stadler, A. J.
 Engine Watchman Faribault, Minn.
 Whalen, L. I. Switchman Austin, "

La Crosse Division

Berna, L. C. B&B Carpenter New Lisbon, Wis.
 Blom, A. N. Loco. Engineer Minneapolis, Minn.
 Cafilisch, F. M. Fireknocker Portage, Wis.
 Caveny, W. J.
 Train Baggage Man La Crosse, Wis.
 Gosse, L. A. Crane Opr. Wabasha, Minn.
 Hopp, P. E. Section Lbr. Ripon, Wis.
 Keegan, W. J. Loco. Engr. Minneapolis, Minn.
 McLean, T. K. Telegraph Opr. Jasonville, Wis.
 Miller, L. D. Roundhouse Frmn. La Crosse, "
 Sias, P. G. Track Laborer New Lisbon, "
 Springer, A. C. Opr. Leverman Hastings, Minn.
 Welt, O. W. Car Cleaner Red Wing, "
 Wollin, A. L. Section Lbr. Watertown, Wis.

Milwaukee Division

Caldie, A. P. Div. Lineman Green Bay, Wis.
 Flom, E. L. Section Frmn. Cedarsburg, "
 Harnish, A. J. Loco. Engr. Channing, Mich.
 Holmes, Elma E. Agent-Opr. Ripon, Wis.
 Johnson, G. A.
 Section Laborer Iron Mtn., Mich.
 Kranz, R. E. Clerk Rondout, Ill.
 Kurtz, E. G. Engineer Milwaukee, Wis.
 Sherman, P. C. Switchman " "
 Vermullen, C. P.
 Switch Frmn. Menominee, Mich.

Milwaukee Terminals & Shops

Ballou, C. R. Janitress Milwaukee, Wis.
 Bliesner, R. H. Loco. Engr. " "
 Brahm, R. A. Cabinet Maker " "
 Davidson, H. City Frt. Agent " "
 Fedenia, Anna Janitress " "
 Hamann, Edith L. Chief Clerk " "
 Hantjris, G. S. Lampman " "
 Jennings, J. R. General Frmn. " "
 Klavitter, C. H. Welder " "
 Knoll, Irma R.
 Supervisor's Clerk " "
 Koch, C. Boilermaker " "
 Koltunski, D. Machinist " "
 Koss, E. J. Upholsterer " "
 Kruse, Bernice G. Clerk " "
 McAllister, L. A. Shop Engr. " "
 O'Brien, G. P. Loco. Engr. " "
 Thelen, B. E. Machinist " "

Rocky Mountain Division

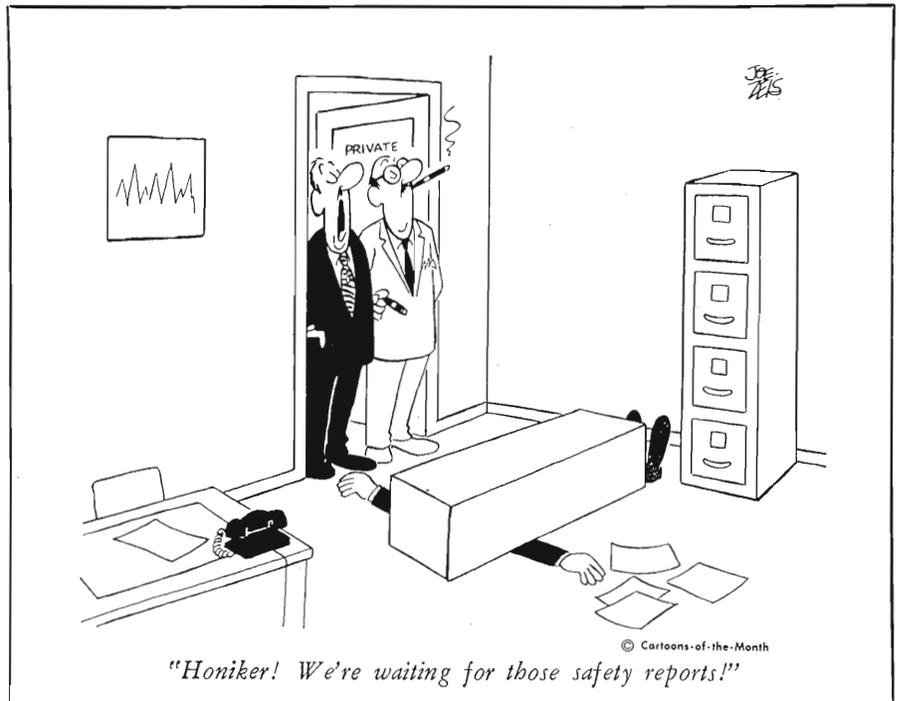
Ballentine, W. A.
 Loco. Machinist Miles City, Mont.
 Birchall, F.
 Pile Driver Engr. Deer Lodge, "
 Clark, R. C. Brakeman-Cond. Harlowton, "
 Hamaji, A. K. Machine Opr. Miles City, "
 Lewis, J. F. Engr-Fireman " "
 Matthews, D. W. Yard Clerk Lewistown, "
 Parks, L. W. General Foreman Miles City, "
 Wilcox, O. D. Section Frmn. Drummond, "

Terre-Haute Division

Goodenow, C. F. Loco. Engr. Faithorn, Ill.
 Hixon, S. C. Engineer Terre Haute, Ind.
 Inman, A. E. Trackman Latta, "
 Seehausen, H. M. Loco. Engr. Faithorn, Ill.
 Swayze, J. D. Section Foreman Latta, Ind.
 Wagner, C. E. Fireman Terre Haute, "
 Wilkinson, M. A. Switchman " "

Twin City Terminals

Diamond, A. M.
 Switchboard Opr. Minneapolis, Minn.
 Dunning, D. T. Machinist St. Paul, "
 Estes, K. R. Car Inspector " "
 Larson, M. C. Stenographer Minneapolis, "
 McDowell, M. W. Laborer " "
 Nelson, T. C.
 Telegraph Operator St. Paul, "
 Salisbury, H. B.
 Track Walker Minneapolis, "
 Thori, M. F.
 Chief Rate Clerk " "
 Townsend, G. H.
 Instrument Man " "
 Vik, R. E. Carman " "
 Williams, C. A. Switchman " "



"Honiker! We're waiting for those safety reports!"

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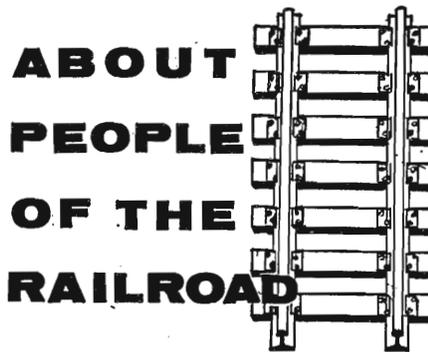
FORTY-FIVE-YEAR PERFECT SAFETY RECORD. The presentation of a Silver Pass to Engineer Stephen Mowery (right) marks 45 years of service without an injury. Congratulating him is E. J. Huart, trainmaster-personnel in the Chicago Terminals. Engineer Mowery works on the retarder assignment at Bensenville Yard.



HAWAII COMES TO SEATTLE for the 20th annual Bosses Night of the Seattle Women's Traffic and Transportation Club. Members and guests in this group are, seated from left, Margaret Brentwood and Ober Kobs of the Northern Pacific Railway; Dorothy Wishman of the White Pass & Yukon Route; and H. A. Sauter, Milwaukee Road assistant regional manager-sales, and president of the Transportation Club of Seattle. Standing are O. R. Anderson, Milwaukee Road regional manager-sales; Robert Gleason and Junia Cone of Bon Marche; and Laura K. Schaub of the Milwaukee Road regional manager-sales force.



TWIN CITIES VETERAN Clyde A. Williams, left, who has completed 45 years of service, receives his Silver Pass from E. P. Snee, assistant superintendent of the Twin Cities Terminals division at Minneapolis. "Klick," as Clyde is known, is the No. 1 man on the switchmen's roster.



JOINING THE MACHINIST RANKS. Leo Selz, who recently completed his machinist apprenticeship at Tomah Shops, is shown receiving his completion certificate from Otis Thompson, foreman of the maintenance of way equipment shop. Welcoming him to the machinist ranks is Shop Superintendent F. J. Reese.



FORTY-FIVE YEARS OF SERVICE on the part of Max Kaczkowski, phone director at Muskego Yard (right), is observed with the presentation of a Silver Pass by Trainmaster-Traveling Engineer A. C. Block. Starting with the railroad in 1923, all of Kaczkowski's service has been in the Milwaukee Terminals.



RETIREES WITH GOLD PASS SERVICE. Chicago Terminals Engineer William R. Flanigan (left) receives a 50-year service pass upon retiring Feb. 1. Wishing him well is Assistant Superintendent R. L. Tewell.

RETIREMENT CLUB GUEST. Joshua Green, western director of the railroad, who was a guest at the January meeting of the Milwaukee Road Retired Employees Club in Seattle, is greeted by the officers. From left are O. D. Wolke, vice president; Mr. Green; George Gunderson, president; and W. Zweigle, secretary-treasurer.



Key Punch Training Program for Jobs in Railroading



Irene Ashford, key punch operator at the Bensenville Yard office who graduated from the CCUO program, shown at the get-together with new students. Present also are R. L. Taylor of the Carscope department, who serves as an IBM instructor for the training course (from left); W. J. Hamann, general car supervisor at Bensenville; J. W. Stuckey, superintendent of the Chicago Terminal-Terre Haute Division; and Clair M. Roddewig, president of the Association of Western Railways.

RAILROADS have good openings for key punch operators, a group of girls in that field told 15 who haven't made it—yet—at a meeting in the offices of the Chicago Committee on Urban Opportunity on Mar. 12.

The careerists were employes of four different railroads who graduated last fall from the first key punch training program operated by the Santa Fe Railway in cooperation with the CCUO. Four of the graduates are now working for the Milwaukee Road, in the general car supervisor's department at Bensenville Yard.

Over coffee and rolls, the graduates discussed their jobs, past and present, with a group of girls whose training began on Mar. 11 at the CCUO center. "We wanted to introduce the working girls to those who are just starting out," explained Dr. Deton J. Brooks, Jr., executive director of the CCUO. "Their success in business shows the importance of job training, and should be an inspiration to the new students."

Present at the meeting, in addition to Doctor Brooks, were representatives of the Milwaukee, the Santa Fe, the Erie Lackawanna and the Burlington Lines, and Clair M. Roddewig, president of the Association of Western Railways. Mr. Roddewig, who is vice chairman of the CCUO, discussed the opportunities waiting for qualified key punch operators to advance in the computer field, and an-



Women on key punch positions at Bensenville Yard are Elizabeth Jones (from left), Joanne Hutton, Vertina Pullum and Vera Waller. Vertina and Vera are graduates of the CCUO training course, as is Octavia Guinn, who was working in another area.

nounced that the training program will be expanded shortly to include men.

The program was established to supply the railroads with a type of employe in short supply, as well as to provide well-paying jobs for persons who have previously lacked job skills. Some of the graduates have found employment in other industries. One has elected to go on to college, another is taking an advanced computer training course, and several are working for the CCUO in various capacities.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Chris Serakos, ice house laborer at Mason City, retired on Feb. 1 after more than 50 years with the Road. Chris and his wife plan to stay in Mason City, and he will do some gardening during the summer months.

Agent R. J. Finnegan and his wife are the proud parents of a baby daughter. Jane Mary was adopted by the Finnegans on Jan. 29.

The engineering department at Austin is coming up to full strength again with the arrival from the Milwaukee engineering department of Carl Rowlands, who is now working as assistant engineer here, and of Don Puffett from Eagle Grove, Ia.

Time Reviser and Mrs. Jay Bailey received a bit of bad news recently when they learned that Jay's mother passed away at Aredale, Ia. Mrs. Bailey was 91 years of age.

Tim Cochlin, son of Steno-Clerk Bernadine Cochlin of this office, was presented the Jerry Peterson Memorial Award by Dick Merridith of the Minnesota North Stars hockey team, for his outstanding performance on the bantam team sponsored by the Austin VFW. Tim is captain of the team. He is piling up quite a few awards, as last year he won a trophy for his outstanding participation in the sport.

SIoux CITY AREA

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

Harry D. Preston, 68, yardmaster at Sioux City prior to his retirement in 1964, passed away recently. Harry was born in Lake City, Ia., came to Sioux City in 1914, and started working for the railroad in 1927. He was a member of the AF&AM, Scottish Rite Bodies, and a 33rd degree Mason. Survivors include the widow; a son, Wayne W., yardmaster at Sioux City; two daughters, his mother, three brothers and four sisters.

We were sorry to learn of the death of Martin Gronvold, 78, retired agent of Elk Point, S. D. He was born in Lennox, S. D., and was employed as an agent at Springfield, Wagner and Elk Point, retiring in 1966. Survivors include his wife, a sister, and a nephew who lived at the Gronvold home as a child.

Sympathy was extended to Cashier Kenny and Mrs. Nordyke of the regional data office in Sioux City on the loss of their three grandchildren. Caterina, Kenny and Michelle, children of their son Bernard of Havre, Mont., were suffocated when the furnace in their home exploded and the home burned to the ground. The children were sleeping in an upstairs bedroom, and Bernard received severe injuries in his attempt to rescue them. Mrs.

(Continued on page 24)

The Milwaukee Road Magazine



FESTIVE FAREWELL. The retirement of Sophia E. Walker from the Chicago accounting force on Feb. 29 was a happy occasion, marked by a shower of farewell gifts from her co-workers in the Fullerton-Southport office building. Extending his good wishes at a cake-and-coffee party in her honor is J. Jacobson, assistant comptroller. The popular Sophie had 51 years of service, which included positions as head of the central computing bureau and most recently on the assistant comptroller's staff. Upon retiring, she was looking forward to a long vacation in Florida.



A SALUTE FROM THE GENERAL FREIGHT DEPARTMENT. Officers of our general freight department in Chicago stand ready to congratulate Walter Klosowski, tariff supervisor (third from right), as he receives a Silver Pass for 45 years of service from W. D. Sunter, vice president—rates and divisions. Looking on are W. S. McKee, general freight traffic manager (from left); E. C. Larson, assistant general freight agent; F. J. Swierenga, assistant general freight traffic manager; J. T. Burke, general fuel agent; and E. W. Chesterman, assistant vice president—rates and divisions. All of Mr. Klosowski's service has been in this department, starting as an office boy and rising through various rate positions to supervisor in 1962.



NEW ABERDEEN DIVISION COUPLE. Engineer Jess Schaller of the Aberdeen Division and Mrs. Charline Jung shown at their church wedding in Montevideo, Minn., on Feb. 17. For their honeymoon they headed southwest, stopping at various recreation spots enroute to the coast.

A GOLD PASS VETERAN. John K. Pain, manager of passenger services (left), who recently marked his 45th year with the railroad, receives a Silver Pass and congratulations from C. C. Dilley, director of public relations and advertising and general manager of the passenger department. Mr. Pain started in 1918 in the Seattle general office and advanced through passenger positions in Spokane and Portland to district passenger agent at Seattle in 1947. He became assistant to the general passenger agent in Chicago in 1953 and has been manager of passenger services since 1961.



GOOD FAIRY IN DISGUISE. Although she's cast as the wicked witch in a presentation of "Hansel and Gretel" for youngsters at Children's Memorial Hospital in Chicago, Joan Zembron, a stenographer in our sleeping and dining car department, is nevertheless being offered a bite of gingerbread. Joan, a dedicated volunteer, devotes one evening a week to keeping the little patients entertained before bedtime. (Chicago's American photo)



FORTY FIVE-YEAR VETERAN Carl Mattson, storehelper at Minneapolis (center), receives a Silver Pass with the congratulations of K. J. Kulk, district material manager (right), and Assistant Manager N. S. Groth. Carl's seniority date in the stores department at Minneapolis is Feb. 9, 1923, which includes service on the supply train and in the capacities of foreman and crane operator.

ONLY
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EVANS...



... the famous
"Kid Glove
Treatment"
prevents damage
in transit

Only Evans—the leader in damage-free shipping equipment—makes the DF® Loader, the DF-B one-piece bulkheading system, and a variety of other devices for protecting goods shipped by rail. And only Evans provides railroads and shippers with nationwide service centers—free, on-the-spot consultation by specialists in damage-free shipping.

Evans, a producer of material handling devices since 1915, also manufactures racks, hooks, pallets, hoppers, tubs, and other special material handling devices to order.

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TRANSPORTATION
EQUIPMENT GROUP

"EP" is a trademark of Evans Products Company.

Shown as guests of honor upon their retirement from the car department at Milwaukee Shops are Madelyn Hilliard, AAR clerk (from left), Anna Fedenia, matron, and Edithe Hamann, assistant chief clerk. With them are Willard Stark, chief clerk to superintendent (left), and Bob Hoffman, chief clerk to general superintendent.



Nordyke escaped, but was hospitalized for shock. The funeral services were held in Sioux City.

Sympathy was extended also to Lloyd R. Witte, secretary to district manager, Mason City, on the death of his father, a retired farmer at Rockwell, Ia.; and to Assistant Agent Jim and Mrs. Ellis of Sioux City on the death of Mrs. Ellis' father at Lake Andes, S. D.

Funeral Mass for Joseph W. Kurtenback, retired roundhouse worker at Mitchell, S. D., was held there recently. Joe retired in 1955. Survivors include his widow, a daughter, four sons and 12 grandchildren.

Retired Engineer Floyd A. Philips, Clear Lake, Ia., passed away recently, also. Mr. Philips retired about five years ago after working for the railroad 51 years. He is survived by his wife and one daughter, Mrs. Delbert O. Burke, wife of Assistant General Manager Burke.

District Manager-Sales Ray A. and Mrs. Kolhoff proudly announced the arrival of a new grand-daughter, Jennifer Deloris, born to their daughter and son-in-law, Mr. and Mrs. Tom Findley of Minneapolis.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT
—CAR DEPARTMENT

Richard D. Andrews, Correspondent

A retirement dinner was held recently at the Holiday Inn to honor Bernice Kruse, timekeeper; Edithe Hamann, assistant chief clerk; Madelyn Hilliard, AAR clerk; and Anna Fedenia, janitress. Their combined service amounted to 134 years, Bernice topping the list with an even 50 years. As a further tribute, a cake-and-coffee party was held in the office on their last day at work.

Robert Burr Jr., who worked in the store and car departments to help with his college expenses, has been appointed assistant district attorney of Dane County, Madison. He started his new job on Jan. 29. Bob has a B.S. degree from the University of Wisconsin, an M.S. from Syracuse University, and

a law degree from Marquette received in 1966. He is the third generation of the Burr family which has worked for the Milwaukee. Bob Sr. is employed in the forge shops, and Grandfather Burr is a retired veteran of 50 years service.

Jeanne Babe, secretary to the shop superintendent, enjoyed a two-week vacation in Europe. The main attraction was skiing in Switzerland, with side trips to absorb local sightseeing. Penney Voss, daughter of Production Engineer Ken Voss, also made the trip, which was sponsored by the Vagabound Club.

Newcomers to the general office include Nancy Jaworski and Don Mueller, timekeepers for the shop superintendent, and Mary Bernd, secretary to the district master mechanic.

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

Harold J. Montgomery, Correspondent

Richard Ostrom, clerk at Humboldt Yard, received his Master Mason degree on Feb. 29 at Nathan Hale Lodge. The "MM" degree was conferred also on William R. Hart, working car foreman on the LaCrosse-Madison Division, in Madison on Jan. 25. The Milwaukee Travelers "put on the works" for both ceremonies.

Notice—Milwaukee Road Women's Club Membership

The general governing board office of the Milwaukee Road Women's Club in the Fullerton Avenue office building in Chicago was moved on Mar. 5 to the Chicago Union Station building. All correspondence should be addressed as follows: Mrs. Ralph Vannella, Secretary General, The Milwaukee Road Women's Club, General Governing Board Room 383 Union Station, 516 W. Jackson Blvd., Chicago, Ill. 60606.

Walter A. Kranz, 81, retired Milwaukee Division passenger conductor, passed away on Jan. 20 at the Dousman Mason Home, where he had been living about two years. Surviving are a son, Robert, of Menasha, two sisters, two brothers, and three grandchildren. Following Masonic services, interment was in Valhalla Memorial Park.

Mrs. Lawson Wilson, wife of the freight shop retired carman, passed away recently at the age of 71. She had been in poor health for some time.

Chicago General Offices



A group of Milwaukee Motor Transportation Company men who attended a safety meeting and Safe Driver Award dinner held Feb. 23 in Green Bay, Wis. (see news of the Chicago general offices). Seated from left are E. McGregor, P. J. Walsh and R. Deicher, and standing are L. Bartolameo (from left), L. Zastrow and E. Bushmaker.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

Mr. and Mrs. Bernard Szeszol recently became parents of a four-pound 10-ounce boy, Daniel Bernard. Pat (who formerly was secretary to manager piggyback services) and Bernie are also the parents of a 13 month old son, Bernard Daniel. Pat says the nurse came around for the baby's name too soon, and she couldn't think of one, so she merely reversed the name of her first born.

Donald J. Miller, assistant manager piggyback services, became assistant manager rail-highway sales, Chicago. He replaced George Sansverie, who moved to New York as district manager foreign freight sales.

Don was recently elected vice president of the TOFC Association of Chicago after serving as secretary-treasurer of this organization, whose membership is made up of Chicago-based piggyback rail carriers and other lines with off-line representatives in Chicago who meet once a month to discuss and resolve mutual piggyback problems. As an example, at a recent meeting, a panel discussion was held on the subject of Ex Parte 230. The participants

March-April, 1968

Carloadings



JANUARY-MARCH 1968 compared with same period in 1967

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1968 over 1967	NUMBER OF CARLOADS			
		THREE MONTHS		INCREASE	
		1968	1967	1968 over 1967	% of increase
7.8%	Lumber or Dimension Stock...	14,137	12,881	+ 1,256	+ 9.8%
6.4	All Other Paper or Allied Products	17,910	17,652	+ 258	+ 1.5
4.2	Coal	24,682	24,160	+ 522	+ 2.2
3.8	Motor Vehicles	5,976	4,119	+ 1,857	+ 45.1
3.4	All Other Wood Products (Incl. Plywood)	6,616	6,035	+ 581	+ 9.6
3.2	All Other Chemicals or Allied Products	8,588	8,447	+ 141	+ 1.7
2.8	Grain Mill Products	14,403	14,392	+ 11	+ .1
2.7	Primary Iron or Steel Products	10,142	7,472	+ 2,670	+ 35.7
2.6	Industrial Chemicals	4,209	3,939	+ 270	+ 6.9
2.5	Stone, Clay or Glass Products..	8,289	7,922	+ 367	+ 4.6
2.3	All Other Transportation Equipment	8,669	7,101	+ 1,568	+ 22.1
2.3	Pulp or Pulp Mill Products....	4,075	3,692	+ 383	+ 10.4
1.7	Nonmetallic Minerals; Except Fuels	6,600	6,557	+ 43	+ .7
1.6	Fabricated Metal Products ...	4,216	3,839	+ 377	+ 9.8
1.3	Electrical Machinery or Equipment	3,735	2,846	+ 889	+ 31.2
1.0	Dairy Products	3,169	3,036	+ 133	+ 4.4
.5	Potatoes, (Other Than Sweet).	1,443	1,384	+ 59	+ 4.3
.5	Coke Oven or Blast Furnace Products	2,010	1,949	+ 61	+ 3.1
.5	Beverages (Except Malt Liquors)	2,340	2,026	+ 314	+ 15.5
.4	Metallic Ores	2,251	935	+ 1,316	+140.7
.2	Livestock	617	546	+ 71	+ 13.0
8.7	All Other Carload Traffic ...	18,577	17,747	+ 830	+ 4.7
0	Small Packaged Freight Shipments (LCL Mdse.)	65	61	+ 4	+ 6.6
60.4%	Total Increases	172,719	158,738	+ 13,981	+ 8.8%

loading of these commodities DECREASED in 1968 under 1967	THREE MONTHS		DECREASE		
	1968	1967	1968 under 1967	% of decrease	
	14.0%	Grain	20,436	26,900	- 6,464
3.7	Meat; (Fresh, Chilled or Frozen)	9,973	10,180	- 207	- 2.0
2.9	Canned Fruits, Vegetables and Seafoods	6,502	6,987	- 485	- 6.9
2.8	All Other Food Products (Incl. Sugar)	6,816	7,773	- 957	- 12.3
2.7	All Other Primary Metal Products	3,702	4,182	- 480	- 11.5
2.3	Freight Forwarder and Shipper Assn. Traffic	6,030	6,437	- 407	- 6.3
1.9	Waste or Scrap Materials	6,333	6,385	- 52	- .8
1.8	Primary Forest Products	11,665	12,896	- 1,231	- 9.5
1.5	Farm Machinery or Equipment	4,201	4,899	- 698	- 14.2
1.4	Petroleum, Natural Gas or Gasoline	5,228	5,478	- 250	- 4.6
1.4	All Other Machinery; Except Electrical	2,201	2,354	- 153	- 6.5
1.1	Malt Liquors	3,784	4,089	- 305	- 7.5
1.1	Soybeans	1,723	2,488	- 765	- 30.7
.5	All Other Farm Products (Incl. Sugar Beets)	1,973	2,220	- 247	- 11.1
.5	Fresh Fruits and Vegetables ..	1,238	1,643	- 405	- 24.7
39.6%	Total Decreases	91,805	104,911	- 13,106	-12.5%
100.0%		264,524	263,649	+ 875	+ .3%



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consisted of P. L. Cowling, Milwaukee Road; W. V. Hopkins, Santa Fe; H. S. Ownley, Rock Island Lines; K. E. Diehl, Western Maryland; T. E. Rohan, Pennsylvania; and F. P. Rudolph, Norfolk & Western. This discussion was a joint effort of the TOFC Association of Chicago and the Educational Committee of The Traffic Club of Chicago, and was so well received that reservations had to be turned away.

Lynn Hawkins (Mrs. James), former MMTTC secretary, became the mother of a baby girl, Kimberly Diane, on Jan. 13. Lynn and Jim are also the parents of 20 month old Danny.

Mr. and Mrs. Roy Combs became parents of their second child and first girl, Mylee Ann, on Feb. 22, thus making MMTTC Assistant Vice President L. H. Tietz and Mrs. Tietz grandparents for the second time. Waiting at home to greet Mylee was 3 year old Roy Lawrence.

On Sunday, Feb. 11, a safety meeting and Safe Driver Award Dinner were held at the Tyrolean Towne House in West Allis, Wis., at which 12 MMTTC drivers from the Milwaukee Terminal were presented with National Safety Council Safe Driver Awards and Wisconsin Trucker's Safety Council Awards, and certificates for their accident-free experiences in 1965 and 1966. The records of these drivers represented a total of 78 accident-free years in Wisconsin and 100 years in the National Safety Council. Drivers receiving awards were: Ed Walenski, Ed Suchorski, George Gabrich, Henry Koehler, Melvin Bartelt, Richard Pankratz, Orden Wilson, Richard Cody, David Smith, Byron Tessier, Byron Zerbst and R. Masiakowski.

The dinner was attended by members of the MMTTC staff, MMTTC drivers and personnel from the Milwaukee terminals, and representatives of the Transport Indemnity Company and Local 200 of the teamsters union.

On Feb. 23, a safety meeting and Safe Driver Award dinner were held at the Lorelie Inn in Green Bay, Wis., at which awards and certificates were presented to six Green Bay terminal MMTTC drivers who had accident-free records during 1965 and 1966. Drivers

who earned National Safety Council certificates and their accident-free years as of 1966 were: L. Bartolameolli, 20 years; E. Bushmaker, 20; R. Deicher, 15; and S. Stachura, 3 years. Drivers earning certificates for 1965 were: L. Bartolameolli and E. Bushmaker, 19 years; L. Zastrow, 15; R. Deicher, 14; S. Stachura, 2; and D. Quinette, 1 year. The dinner was attended by the Green Bay personnel; also P. J. Walsh, MMTTC supervisor of safety and personnel; Green Bay Driving Foreman E. S. McGregor; and Gordon Rogers of the Transport Indemnity Company.



RESERVATION BUREAU SEND-OFF. Mrs. Adele Lutz, whose retirement on Mar. 7 concluded 25 years of service on the reservation desk in Chicago, greets O. R. Anderson, assistant to general manager-passenger services, at a cake-and-coffee party in her honor. She and her husband, who has retired also, plan to divide their time between their homes in Chicago and St. Petersburg, Fla. (Picture by Tedd Kauhausen)

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Our company was notified of the death in mid-March of W. J. Dargan, 74, who at one time was on the staff of the general manager in Chicago. He died unexpectedly at Dehning, N. M., where he had been visiting for several weeks. Mr. Dargan left the Milwaukee to become assistant superintendent of the Davenport, Rock Island & North Western Railway with headquarters at Davenport, Ia., and retired from that company. He is survived by a daughter, Mrs. Roger Bales, of 2133 W. High Street in Davenport (52804).

**AUDITOR OF CAPITAL EXPENDITURES
OFFICE**

Marion J. Frank, Correspondent

Our "Rembrandt" of the capital expenditure office has joined the list of employes who donate their time and talents to help their fellow men. Assistant Engineer Joseph A. Shemroske recently received recognition for several four by eight-foot canvas oil paintings of American Indians and a clown, for use as murals in the new

The Milwaukee Road Magazine



EVERY GIRL SHOULD BE SO LUCKY says Kris Gerstein of the stenographic force in our Chicago Union Station freight office, who won a Happiness Tour of Hawaii and this Norwegian blue fox boa in a contest conducted by Teen Age, Inc. Admiring the boa are Carol Heitner (from left), Sharon Penington, Diane Reed, Mary Alice Dorgan and Janice Ansell. Kris, who lives in Fox Lake, joined the railroad last December.

buildings of the state school at Dixon, Ill. Joe volunteered his services after reading an appeal in the Chicago papers.

We're also proud of the record of all in this office who are "doing for others" through Junior Achievement and similar endeavors.

TRAFFIC DEPARTMENT

Kitty Slattery, Correspondent

Best wishes were extended to Lynn Dressel, stenographer in the general freight department, and Dave Nelson, a senior at Northern Illinois University, who were married on Jan. 20 in Glen Ellyn, Ill. They spent their honeymoon at the Northern ski resort.

A farewell luncheon was held on Feb. 2 at the Regimental Grill for Carole Layman, who had been a steno in the general freight department for a year and a half. All her fellow employees wished her good luck.

This is a reminder that the fourth annual general freight department golf outing is scheduled for Saturday, Aug. 17. Start planning now, so you don't miss out. We're hoping to make this a bigger success than ever. Entry forms are available in room 765 in the Union Station.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

G. E. Stickler, assistant auditor of expenditure, was honored by his staff with an office party commemorating his 45th anniversary with the company. He was presented with a pair of gold cuff links and tie bar and personal gifts.

Amanda Klank, clerk in the paymaster's office, retired Feb. 9. She was guest of honor at a dinner held at Diamond Jim's in the Webster Hotel. Her

co-workers also had an office party at which she received a money gift. Amanda and her husband Ed have purchased a home in Hot Springs, Ark., where they will live.

Congratulations to Judy Ochwat and husband on the birth of their first child, a boy, who has been named William Roman. The baby is the nephew of Carol Schneider of Shop Timekeeping.

Sincere sympathy to the family of John Tabor, former bureau head in the paymaster's department, who passed away after a short illness.

LAW DEPARTMENT

Those in the know who tuned their television sets to channel 7 on Feb. 22 saw the reunion between Linda Ruth, secretary-docket clerk, and her husband, Kenneth, on Truth or Consequences. Kenneth, a private first class in the Marine Corps, was chosen to appear on the show from 2,000 married men stationed at Camp Pendleton, Calif., and "shanghaied" to the Holly-

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wood studio on the pretext of joining a Marine escort for a group of foreign diplomats. Linda, who received an all-expense paid trip to Hollywood, surprised him by wearing her cheer leader outfit from college, and in the course of the show put in a few plugs for the Milwaukee Road. Kenneth won \$80, which they spent seeing the sights. He is now in Vietnam, and Linda plans to join him this summer on his leave in Hawaii.

Milwaukee Division

SECOND DISTRICT

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

George E. Trepanier Jr., yard clerk at Green Bay, returned to work recently after a long illness.

Sympathy is extended to Scott Hazelberg, chief clerk at Green Bay, whose father passed away in January in Florida. Also to the survivors of the following, whose death was reported to us: Fred LaVeau, depot agent at Republic and Channing, Mich., for more than 48 years, who retired in 1963. He had been living in Camdenton, Mo., before his death last November . . . Mrs. John Desmond, widow of former engineer, who passed away Jan. 25 . . . Mrs. Bernice Dudkiewicz, widow of former roundhouse employe.

Twin City Terminals

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Pvt. Michael King, who enlisted in the Army last September, has completed his basic training at Fort Campbell, Ky., and at this writing is going through further schooling and training at Fort Leonard Wood, Mo. He is in charge of his troop, which has taken first place in inspection and bivouac. Before enlisting, Mike worked for the stationmaster and the mail and baggage agent in Minneapolis.

Mrs. C. B. Younglove, wife of relief stationmaster-mail and baggage agent, Minneapolis, passed away Jan. 21. Surviving besides her husband are three sons, Robert, Michael and Bruce. Bruce is also employed by the Milwaukee, in the Minneapolis regional freight office.

Harold E. Hapsch, assistant stationmaster at Minneapolis, passed out cigars recently to celebrate the birth of his sixth daughter.



Hiawatha Credit Union Manager's Retirement Send-off

The retirement of Mrs. Geraldine Wimmer as manager of the Hiawatha Credit Union on Feb. 29 was a special event at our Fullerton Avenue office building in Chicago, her headquarters for 22 years. The occasion here is a reception held in her honor by the membership of about 900 active and retired employes, as she was getting a big send-off from the board of directors. The directors honored her also at a dinner in the Gold Lion at the Union Station. Replacing the capable Gerry is Mrs. Lauraine Olnick (right), who is no green hand either, having served as manager of the Teletype and Glidden Paint Company credit unions.



TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Local Storekeeper Stan Kyrk and Mrs. Kyrk became grandparents in January when Brian James Pax was born to their daughter and son-in-law.

News has been received of the death of Retired Carman Fred Aronson on Jan. 11, and of Retired Passenger Carman Fred Kugler on Feb. 11.

Connie Jean is the new arrival at the home of Minneapolis Coach Yard Electrician Eddie Ruiz and wife. She was born Jan. 25.

After many weeks, Mrs. Ivy Hancer,

invoice clerk in the materials division, was recently able to have the cast removed from her right arm. Ivy had the bad luck to break the arm when she fell in her home.

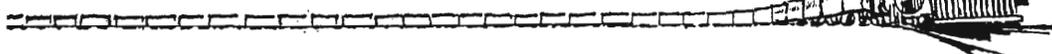
Telegraph Operator T. C. Nelson retired Jan. 10 after more than 42 years service with the Milwaukee. Ted started as an extra telegraph operator at St. Paul Yard on June 13, 1925. Following various miscellaneous assignments, he became a "fixture" in the freight traffic office as a telegraph operator for 22 and a half years. Born on Jan. 8, 1903, Ted worked one day beyond his 65th birthday, after which he intended to catch up on some fishing,

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touring, etc., not to mention his "spare time" occupation of caring for a four-plex. On his last day of service, he was presented with a cake by well wishers at the St. Paul Yard. He was also the guest of honor at a retirement party held on Jan. 20 at the Tin Cup in St. Paul. Assistant Superintendent C. D. Anderson was master of ceremonies, guests and friends numbered about 43.

March 1 marked retirement for Rudy Vik, carman at Minneapolis. Rudy started in Minneapolis on Nov. 18, 1936, and worked there during his entire service.

La Crosse Division

EAST END

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

Retired Engineer and Mrs. Frank Rohde celebrated their 50th wedding anniversary on Jan. 7 with an open house at St. John's Lutheran School auditorium.

Conductor Walter Ambrose, 62, passed away suddenly at his home on Jan. 15. Mr. Ambrose worked for the

Road for over 25 years. He is survived by his wife, sister Helen of Portage, and a brother, Conductor H. W. Ambrose of Milwaukee.

Mrs. Richard Sackmaster, 53, wife of extra gang foreman, died on Jan. 20 after a brief illness. She is survived also by one daughter.

Retired Engineer George Witt, 82, died in the Portage Hospital on Jan. 27 after a brief illness. He is survived by his wife, three daughters, seven grandchildren and 12-great-grandchildren.

Retired Engineer Paul Beyer, 87, passed away at the Portage Hospital on Jan. 30, after a brief illness. Survivors are his wife, one son and three grandchildren.

Frank A. Long, 78, retired cashier, Columbus, died Feb. 5. His wife, two sons and four grandchildren survive him.

Mrs. Frank Bottoni Sr. wishes to thank all friends and organizations who expressed sympathy to the family at the time Retired Engineer Bottoni passed away. She states she will try to continue the Qui-Belle Gift Shop at Eagle River, and hopes their friends will stop in to say hello when they are in that area.

WISCONSIN VALLEY

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

Mrs. Minnie Warner, widow of "Del" Warner, retired train dispatcher, passed away recently at the age of 90. She had remained active to the time of her death. She was a charter member of Wausau Chapter of the Women's Club.

A baby girl was born on Jan. 16 to Mr. and Mrs. Emmet Gleason. Mr. Gleason works in the track department.

Engineer Kenneth D. Conklin and Mrs. Katherine Wolfe were married on Jan. 27 in St. Anne's Catholic Church, Wausau. Their attendants were his daughter, Trudy, and her son, Thomas. Dinner at the Gas Lite Club followed the ceremony, and a buffet supper was served at the groom's home in the evening. The couple enjoyed a trip to the West, which took them to Las Vegas, San Francisco and side tours to many points of interest.

MADISON AREA

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

William J. Symons, 81, who retired as agent at Edgerton, Wis., in 1956, died there on Feb. 3. He was a native of Callington, England, who came to the United States with his parents at an early age, and to Edgerton in 1909, where he remained until his retirement with 50 years of service. He was a prominent member of the community, having served Central Lutheran Church as a councilman and president of the congregation, and was the first governor of the Edgerton Moose Lodge. Surviving are his wife, Agnes, a daughter, three grandchildren and two great-grandchildren. Burial was in the family lot in Jenson Cemetery.

Mary Catherine Bruns, daughter of our agent at Middleton, Wis., who received her degree from Edgewood College in Madison with the aid of a J. T. Gillick Scholarship, has been named director of student services at Platteville State University's branch campus in Richland Center. She will supervise the Student Union and student service facilities, and coordinate student life and interest activities on the campus. She was formerly employed by the Agency for International Development (AID) in Washington.

LA CROSSE AND WEST

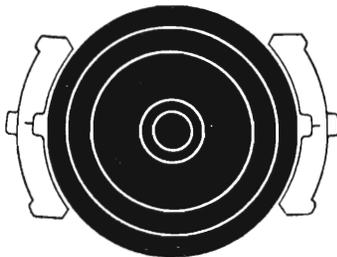
Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Lloyd D. Miller, roundhouse foreman at La Crosse, retired on Jan. 31. Mr. Miller started with the road at age 15 as a call boy, and learned his trade as a machinist at Dunwoody Institute in Minneapolis. Before coming to La Crosse, he had worked at various locations, including the Twin Cities, Chicago, Aberdeen, Watertown, Madison and Portage. The Millers, who live in Onalaska, Wis., intend to travel when the weather gets warmer.

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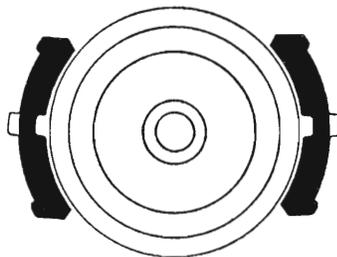


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A "best wishes" cake is presented Ted C. Nelson on his last day of service as a telegraph operator at St. Paul Yard (see the Twin City Terminals news). With him are W. J. Zahradka, chief clerk to superintendent (from left); J. M. Johansen, trainmaster's clerk; Trainmaster S. J. Barry and Assistant Superintendent C. D. Anderson.



SIXTY FIVE-YEAR BRT AWARD. A citation and pin for 65 years of membership in Lodge 625 of the Brotherhood of Railroad Trainmen is presented to Oscar F. Swanson, retired yard conductor of Winona, Minn., shown with his wife and E. L. Dirks, general BRT chairman, Milwaukee. Mr. Swanson started with the railroad as a switchman in 1900 and joined the Brotherhood in November 1902. He retired in 1945.



ROCKY MOUNTAIN TESTIMONIAL. Orville Wilcox, section foreman at Drummond, Mont. (left), is presented a new set of fishing gear at a gathering of his friends and co-workers in Deer Lodge to wish him well upon his retirement Feb. 3 after nearly 50 years of service. Doing the honors is Roadmaster Vince Perrone. The Wilcoxes have bought an acreage near Clinton, Mont., an area that abounds in good fishing and hunting.



FOR OUTSTANDING COMMUNITY SERVICE. Frank E. Daley, freight agent at La Crosse, Wis., displays the Distinguished Service Award presented him recently by the La Crosse Industrial Development Council. The citation was for outstanding community service rendered in conjunction with the La Crosse Chamber of Commerce.

March-April, 1968

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77, widow of conductor, passed away in La Crosse on Jan. 18. She is survived by a daughter, Dorothy, La Crosse; two sons, Robert and James, both employed by the railroad at La Crosse; 14 grandchildren, six great-grandchildren, a brother and two sisters. Burial was in the Catholic cemetery at La Crosse.

Norman W. Higby was awarded the roundhouse foreman position at La Crosse, effective Feb. 1. He had been working as electrical foreman at the La Crosse roundhouse.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Mike Riggo, 90, passed away. Though not recently connected with the Milwaukee, it is of interest that he came to Harlowton in 1908 with the McQuitty brothers to help build the railroad. He remained in this area as a ranch worker.

Will Blumer, son of Engineer Ernie Blumer, arrived recently with his wife to visit his parents. Though married in January at the LDS Temple in Los Angeles, the couple were honored with a large and beautiful reception on their visit here.

James Lyle Smith, retired roundhouse laborer, passed away after a

long illness. Mr. Smith came to Montana in 1916 and joined the Milwaukee here in 1943 after a year with the Great Northern at Great Falls, Mont. He retired in 1966.

Judith Griffith, daughter of Yard Clerk Homer Griffith, was named Betty Crocker Homemaker of Tomorrow for Harlowton High School, where she is an honor student. Her achievement makes her eligible for state and national scholarship awards.

Another of our Harlowton shop men, Retired Machinist Helper James Weir, passed away. He was a native of Wisconsin who came to Montana and started ranching in the Two Dot area. After serving in France during World War I, he returned in 1918, and he and his wife moved to Harlowton in 1930. Retirement was in 1960. In their ranching years, the Weirs experienced hard times in the mountains, only coming to town once in a while for necessary staples.

Dom Grivetti, esteemed Harlowton resident and Milwaukee Road yardmaster, passed away in Downey, Calif. He retired in 1953. As a young man, he was a great baseball player and played on celebrated local teams. Always interested in civic affairs, he was undersheriff of the old Harlowton area of Meagher County and the first sheriff of the new Wheatland County, of which Harlowton is the present county seat.

EAST END

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



Gary Gunther

Gary L. Gunther, a senior at Hettinger High School, has been named as one of the nominees to the Air Force Academy by U.S. Senator Milton R. Young of North Dakota. Gary is the son of Agent and

Mrs. Leo Gunther of Hettinger.

Switchman V. A. Hill made the sporting section of the local paper recently by registering a 678 series in a mixed bowling league. Hill's high game was 244.

Herb C. Lathrop of Miles City, past Department Commander of the Veterans of World War I, has received word of his appointment as national deputy hospital chairman. He is also department chaplain for the state. Herb is a retired machinist carpenter.

Mrs. Harold Kransky, wife of Fireman Kransky, was named campaign chairman for the annual Custer County Heart Association fund drive.

Among a number of local women interested in forming a chapter of the Sweet Adelines at Miles City is Mrs. Mary Lloyd, wife of Agent T. J. Lloyd. Mary is treasurer of the local group and also assists in booking engagements. The group is available for programs for local clubs and has already made a few appearances.

The Milwaukee Women's Club had a very interesting and informative talk at its February meeting on the work of VISTA, given by Jerry Schrock, who is employed by the BLM. Mr. and Mrs. Schrock served on the VISTA program for one year. Hostesses for the meeting were Mrs. Winnie Walters and Mrs. Louis Rask.

Col. E. N. Wellems, a former Miles City resident, has been awarded the Legion of Merit in Hawaii for his work in the deployment of the 25th Division and for readying the 11th Light Infantry Brigade for Vietnam duty. Colonel Wellems is being reassigned to Fort Lewis, Wash., after nearly four years of duty in Hawaii. He is the son of Retired Engineer and Mrs. Nick Wellems, and has two brothers working for the railroad at Miles City, John in the car department and Robert as an engineer.

Approximately 170 persons attended a corned-beef-and-cabbage dinner hosted by the Milwaukee Service Club on Feb. 17. Music was furnished by LaVerne White, Wayne Worlie and Al Meissel. Martin Kelm was chairman of the event, assisted by W. J. Norton as chef, and LaVerne White and Joe Kas-ten.

We have information that Retired Agent I. J. Blazek has been released from the hospital but is still under doctor's care following a heart attack he suffered shortly after his retirement

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Employee's Son Awarded Air Force Medal in Viet Nam



A U.S. Air Force photo of ceremonies at the Do Nang air base in Viet Nam, as First Lieutenant Donald E. Brown (right) was congratulated by Colonel Clifford H. Meier, vice commander of the 366th Tactical Fighter Wing, upon receiving the Air Medal.

Conductor and Mrs. Donald E. Brown of Marquette, Ia., were notified recently that their son Donald E., who is on duty with the Pacific Air Forces in Viet Nam, has been awarded the Air Medal. The announcement was of special interest on the IM&D Division, where Conductor Brown is on the Marquette-Austin run of Nos. 168 and 761.

Lieutenant Brown was decorated for "meritorious achievement" during a flight as a F-4C Phantom pilot near Mu Gia Pass in North Viet Nam. He

is credited with silencing four anti-aircraft positions and causing three secondary explosions that resulted in fires. The citation read, in part, "His outstanding airmanship kept his aircraft from being struck, and caused many hardships on the enemy forces' efforts to resupply the South."

Donald is a graduate of the Marquette-McGregor Consolidated High School and the U.S. Air Force Academy. He received his B.S. degree and commission from the Academy in 1965.

last September. He is particularly concerned about the fact he has been unable to thank all those who contributed to his retirement gift, and wishes to take this means of doing so. The surprise gift of a wallet bearing his initials and the ORT emblem plus some "filling" was received with great appreciation. Mr. Blazek's 55 and a half years of employment with the Milwaukee Road and his association with the employes can be summed up as "very pleasant," leaving him with many happy memories.

Linda Jean Friedt, daughter of Engineer and Mrs. S. V. Friedt, was recently married to David L. Goodson, son of Mrs. John Konecny of Miles City and Robert L. Goodson of Long Beach, in the Sacred Heart Church in Miles City. Linda graduated from Sacred Heart High School and David from Custer High. David has served four years in the Navy and is now employed by the Montana Highway Department.

Mrs. Alex (Martha) Dunlap, widow of Conductor Dunlap, passed away Dec. 31, while visiting her daughter Bonnie in Georgia. Burial was in Custer County Cemetery in Miles City . . . Retired Carman Martin Petri passed away in late January at Hamilton,

Mont. Full military graveside rites were held at the American Legion lot of the Custer County Cemetery, with Custer Post #5 in charge, and the 902nd Radar Squadron furnishing the firing squad . . . Mrs. A. I. Kindem, widow of retired conductor, passed away Feb. 2. Burial was in Custer County Cemetery, with services con-



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ducted by the Eastern Star . . . Retired Conductor S. W. Murphy passed away in January at Hamilton, Mont., at the age of 83. Mr. Murphy started with the Milwaukee in 1909 as an experienced brakeman and was promoted to conductor the year following. He retired in 1952 and had lived in Hamilton since that time. Surviving are his wife, two sons and a daughter.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

It was with deep regret we received information that our good friend and co-worker, Phone Director Joe Camp, had passed away suddenly on Feb. 28. His many friends miss him, and wife Dorothy wishes to thank everyone for their kindness during her time of sorrow. We know that Dorothy will be back with us soon.

Sympathy was extended also to the family of Retired Switchman Leo J. Rivard, who passed away Jan. 29 at El Paso, Tex.; to Yardmaster L. P. Barley, whose father passed away in January; and to the family of Retired Engineer E. W. Sobanski, who passed away Mar. 15.

E. A. Valerugo (Gene) left the railroad on Feb. 9 to work for Vent Products of Chicago.

Yardmaster Tom Walsh is still on the sick list at this writing, but progressing nicely after surgery.

We learned recently that Ralph Hoeft, electrical foreman at the diesel house, and his son Lee, electrician apprentice, represent the third and fourth generations of a family that has contributed a total of 131 years of service to the railroad, all in the Chicago terminals. The first member was the late Louis Hoeft, foreman at the Western Avenue coach yard, who started in 1894 and worked 42 years. His son Harold, who retired as an electrician at Western Avenue in 1964, had 48 years of service, and Harold's



SILVER ANNIVERSARIES of service with the company were observed in January by Clarence Knoblauch, pipefitter in the St. Paul roundhouse, and Earl Taylor electrician helper in the locomotive department at St. Paul (center, left and right). Presenting the 45-year passes are Master Mechanic W. A. Hisman (left) and General Foreman P. J. Sullivan. Both veterans started their apprenticeship at Minneapolis and have worked in St. Paul since 1954.



daughter Eddavine, former secretary to commissary agent, had 9 years before she left in 1951 to become a housewife. Ralph, a son of Harold, has 29 years of service, and Lee is now in his third year with the railroad. Harold's service included serving for 36 years as local chairman of the electrical workers.

GALEWOOD

Linda Gallagher, Correspondent

Paul Carter, who retired on Jan. 19, was honored at an office party. Starting with us in December of 1928 as a yard clerk, Paul was a printing machine operator at the time of his retirement. He and his wife, Clara, are planning to divide their time between their Bensenville home and their summer home at Paddock Lake, Wis., where their son Gordon will help Paul catch up on his fishing.

Congratulations were extended to Ed Zubeck, machine operator-clerk, and his wife on the birth of their first child, a son, Kevin.

The engagement has been announced of Wayne Gray, car record clerk, and Janice Hauptert of the regional data office. The happy couple plan a September wedding.

Sympathy was expressed to George Wealer, chief rate clerk, on the death of his wife Berniece, who worked as a relief clerk at the Galewood freight office a few years back; to Walter Ciesielski, machine operator, on the passing of his father; to Linda Gallagher, secretary to our agent, and Joseph Blum, waybill stripper, on the passing of their grandmother; to Ted Pugesek, rate and bill clerk, and Wally Pugesek, car record clerk, on the passing of their mother; to the family of Owen Graham, check clerk at the freight house, who passed away Feb. 8; and to the family of Joseph Sylvester, also of the freight house, who died Feb. 6.

Sorry to report that Tillie Bloom of the regional data office suffered a fractured vertebra in a recent fall. We hope to see her back with us soon, good as new.

Richard Bulkema, stower at the Galewood candy house, was married recently and spent his honeymoon in Florida.

Some new faces around the office are those of Priscella Geho, bill clerk; Evelyn Olinski and Ron Williamson, bill clerks at Bensenville; and Astri Dominick of the regional data office, who transferred from our Seattle office.

A coffee party was held recently with Robert Erickson and J. F. Millard, regional data manager, as honored guests. The occasion for it was the presentation to Mr. Erickson of a Gold Pass for 50 years of service—presented by Assistant Agent W. R. Auch—and Mr. Millard's birthday.

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

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

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The beneficiary is to beRelationship Amount of monthly premium \$.....
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DIVISION STREET

Carolyn DiCicco, Correspondent

Sympathy was extended to Walter Zielen, local chairman of the BRC, on the death of his father on Feb. 26, and to Mathilde Nauheimer, retired clerk, on the death of her husband on Mar. 4.

Gloria Urbanowicz, daughter of Switchman Frank Urbanowicz, is recuperating nicely after undergoing emergency surgery.

Iowa Division

MIDDLE AND WEST

Halcyon Kistler, Correspondent
c/o Agent, Perry, Ia.



Vicki McDowell

Vicki McDowell, Perry Community High School senior and the daughter of the Switchman and Mrs. Earl McDowell, is presently in a "teen" activity that reflects credit on the railroad. As a participant in the school Distributive Education Program, she works afternoons at the Perry Daily Chief, assigned to advertising planning. She was elected president of the "D.E." clubs of Iowa last October, and has since been honored as an "outstanding teen," modeled at Yonker's store in Des Moines, and spoken on the local and Des Moines radio stations. She also addressed an education group at the University of Northern Iowa on the major phases of the Distributive Education training program—merchandising, management and advertising. She will represent the Iowa "D.E." clubs at the national elections in Chicago in May.

Roadmaster and Mrs. C. H. Lewandowski recently welcomed a baby girl, Jean Marie. Although she weighed only slightly more than four pounds at birth, she is home now and doing well. She has three brothers to spoil her—Gary, 15, Michael, 10, and Chester, 9. Police Lieutenant and Mrs. James



IT RUNS IN THE FAMILY. Wearing his engineer's outfit, Billy Gregerson, year-old son of Clarence A., sectionman at Melbourne, Ia., poses with the caboose toy box made for him by a great uncle. Billy is a grandson of the late Clarence Gregerson, former section foreman at Madrid, Ia.; a great-grandson of Charles Theulen, who was a foreman at Defiance; and a great-great-grandson of J. C. Theulen, who started it all as a section foreman at Bayard, Ia.

Tracy became the parents of a daughter, Kathleen, on Jan. 20, and Conductor and Mrs. Jim Santee added a little miss to their household on Jan. 25.

Conductor Cecil Perkins, president of the Perry Jaycees, was awarded a medal for outstanding service to the Jaycee effort the past year. The award was made during Jaycee Week activities.

Announcement has been made of the approaching marriage of Everett Bollerman, son of Trainman and Mrs. Bill Bollerman, and Miss Karen Sullivan of Mt. Ayr, Ia.

A summer wedding is planned for Virginia Goodman, daughter of Engineer and Mrs. Bill Goodman, and Gary Nichols, son of Trainman and Mrs. Robert Nichols of Perry. Both are students at Drake U in Des Moines. Gary has done extra road service, when not attending classes.

Linda Jackovich, daughter of Engineering Chief Clerk and Mrs. Ralph Jackovich, was married recently to Raymond Spangler of Dover, Pa., at St. Patrick's Church in Perry. Linda is completing nurse's training at Creighton in Omaha, and her husband is in the Air Force.

Engineer and Mrs. Norman Kistler welcomed a new daughter into the family on Jan. 20 with the marriage of their son Walter to Jean Faber.

Mrs. Ruth Dowell, widow of Engineer Dowell, is training to become a medical assistant when her daughter graduates this year from Perry High School. She drives 35 miles a day to attend classes at the Area XI School.

Retired Carman and Mrs. Jack Wenzel recently celebrated their 50th wedding anniversary.

Baggageman Ray Teasdale of Madrid retired when his position was abol-

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A GOLD PASS is presented Milwaukee Terminal Engineer John Glanching by Traveling Engineer-Trainmaster A. C. Block, with Mrs. Glanching looking on. On retiring recently after 50 years service, Glanching had a clear safety record.



HAPPY ANNIVERSARY. Mr. and Mrs. Earl Burrows of Harlowton, Mont., who celebrated their 50th wedding anniversary on Feb. 10, preside at a reception in the Lutheran Faith Center. They have lived in Harlowton all of their married life. Burrows, who retired in 1961, is well remembered for his amiable personality as a conductor on our Chicago-Seattle Hiawathas.



MAKING HIS LAST RUN on the Coast Division Feb. 29, Engineer Charles A. Gregory is met at St. Maries, Ida., by Assistant Superintendent E. J. Lynam. Gregory started with the Road as a fireman in 1943 and was promoted to engineer in 1950.



RECEIVING A SILVER PASS for 45 years of service, Howard McLuen, engineer on the "City" trains between Perry and Savanna (right), is congratulated by Traveling Engineer J. J. Rosenbach. He is the second man on the road service roster at Perry, and the fourth in seniority on the Iowa Division. Engineer McLuen has held various offices in the B of LFG-E, including that of financial secretary.



A LIFE MEMBERSHIP in the Milwaukee Road Women's Club is presented Mrs. Joseph L. Speckner of Madison, Wis., on her 94th birthday by Mrs. William Westby, membership chairman of Madison Chapter, left, and Mrs. Frank Love, secretary. Mrs. Speckner, the widow of our former agent at the Franklin Street station, is a past president of the chapter. (Wisconsin State Journal photo)

March-April, 1968



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ished recently, due to the curtailment of mail service.

Retired Conductor John McCurdy, who now makes his home with his daughter in St. Paul, has been released from the hospital after a long illness.

Retired Engineer and Mrs. Ralph Judd have sold their home in Perry and are making their home in New Smyrna, Fla.

Hugh E. Jones, retired clerk-statistician, died in Perry on Jan. 12, after a long illness. He is survived by his wife, Carmen, chief dispatcher's clerk at

Perry; a daughter and step-daughter; a sister, brother and 11 grandchildren. Mr. Hughes entered the Road's service in 1918 and was a ticket agent at Perry for many years. In 1941 he went to Chicago to work on the compilation of RRB statistics, and the year following transferred to Marion, where he retired as a statistician in 1956. Memorial services were conducted by the pastor of the Methodist church, and Masonic services were held by Trojan Lodge No. 548 AF&AM. Burial was in Cedar Memorial Park.

Mrs. John F. McConahay, mother of Signals and Communications Supervisor R. R. McConahay, passed away Jan. 8 in Washington State. The senior Mr. McConahay is a retired railroad man, and they had celebrated their 59th wedding anniversary last Dec. 23.

Other deaths: Henry Lohman, retired section foreman who had worked at various points on the division; burial at Templeton, Ia. . . Mrs. James Shearer, widow of retired engineer and mother of Engineer Paul of Perry and Traveling Engineer Kenneth, Jamesville, Wis. . . David Shearer, son of Engineer and Mrs. Paul Shearer; survived also by his wife, child, two sisters and brother . . . Harry Fuller, on Jan. 13; brother of William, a conductor, also; survived by his wife, Bessie.

Mrs. Harry Nead on Jan. 4; widow of retired machinist and mother of Engineer Oliver Nead . . . Charles Hannegan, retired switchman, of a heart attack on Jan. 18 . . . Mrs. Charles Hannegan on Jan. 25, following failing health . . . Mrs. Fred Sies, widow of Engineer Sies . . . George Slater, retired car repairman, on Jan. 11; survived by his wife; a niece, Dorothy, retired secretary to superintendent; and a nephew, Paul, traveling engineer at Marion.

John Wagner, retired roundhouse man who had been making his home at Dawson, Ia., on Jan. 29 . . . Arthur Borg, retired engineer, at Council Bluffs on Jan. 25 after a short illness.

The Brotherhood of Railway Clerks recently held installation of the officers following, at a dinner in the Rib Restaurant, Perry: Richard Agan, time revisor, president; Mrs. Helen Schirman, secretary to division engineer, recording secretary (to complete the term of the late Hugh Jones); G. A. Guinn, general clerk, vice president; Carmen Jones, chief dispatcher's clerk, financial secretary; and R.M. Tolle, time revisor, grievance chairman.

Carman and Mrs. Eugene Pennington have received word that their son, Sgt. Jere Pennington, had arrived in Korea after serving a year in Viet Nam.

W. E. Failor and Nils Nihlen, retired chief clerk and retired roundhouse foreman, respectively, will represent the local members of the National Association of Veteran and Retired Railway Employees at their convention in Cedar Rapids in May.

Engineer Keith Speck and family are saluting Mrs. Speck, who won the singles trophy in the Perry Women's Bowling Association city handicap tournament.

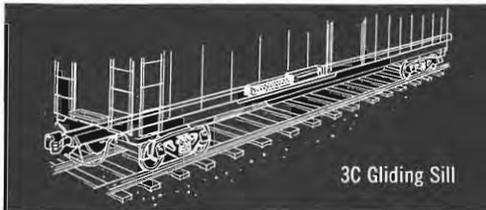
Mrs. R. R. McConahay, wife of signals and communications supervisor, has been appointed to the Dallas County advisory board of the Office of Economic Security.

A daughter, born Jan. 31, has been welcomed to the family of Trainman J. A. Orman.

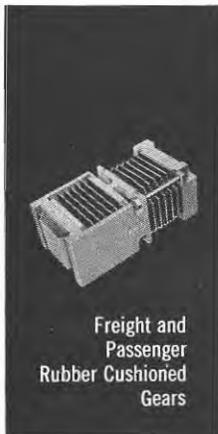
The local Elks celebrated the centennial of the organization with a class of new members, which included Conductor Glen Black and Clerk Charles

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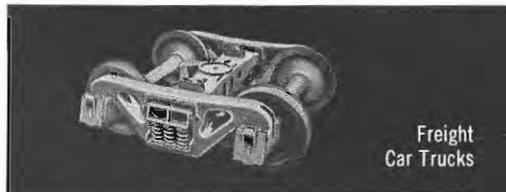
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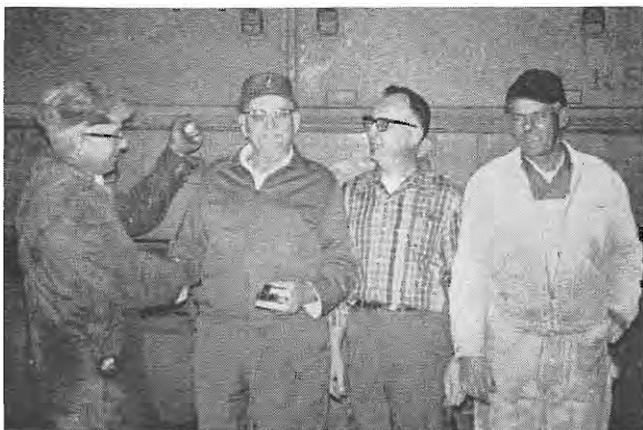
RIVER GROVE OFFICEHOLDER. A. M. Detuno, agent at the Division Street station in Chicago (center), who was recently appointed a trustee of the Police Pension Board of the Village of River Grove, Ill., by Mayor Stanley F. Boyle, is congratulated by fellow members of the Board. Mayor Boyle, at right, is employed in the car record department at our Galewood freight office in Chicago.



RETIRING AT MOBRIDGE, S. D., following 50 years of service, John A. Baum is presented a Gold Pass by Trainmaster Howard Neff as his grandson, John Haefner, and Agent-Operator Ralph Hale look on. All of Baum's service has been at Mobridge, starting in 1917 in the maintenance of way department, and since 1920 as a trucker, baggageman and maintenance man. He will continue to live in Mobridge while spending a good deal of time with the family of his daughter, Mrs. Walter Haefner, in Minnetonka, Minn. (Mobridge Tribune photo)



WOMEN'S CLUB CITED FOR CIVIC WORK. Mrs. Arnold Lowary, president of Aberdeen, S. D., chapter of the Milwaukee Road Women's Club (right), accepts an American flag on behalf of the club for its contribution to the Woman's Relief Corps. A flag was presented also by Mrs. Earl McClintock of the Relief Corps to Mrs. Frank Johns (left), representing the Girl Scout troop of St. Mary's School. The ceremony was a highlight of the Corps' recent Patriotic Tea attended by representatives of many local women's organizations. (Aberdeen American-News photo)



RETIRING WITH 41 YEARS OF SERVICE, Eugene Northcutt, diesel house employe at Aberdeen, S. D., is shown with the gift presented him by his co-workers. Wishing him well are Foreman Max Selig (from left), Clerk Fred Schriever and B&B Foreman "Sil" Swan.

March-April, 1968

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T. McDonald, General Clerk G. A. Guinn serves as secretary.

Deaths among Milwaukee Road families in February included:

Mrs. T. O. McMahon wife of retired trainman, after an illness of several months . . . Marie Hayes of Adel, Ia., sister of "City" Engineer R. J. Hayes . . . Mrs. William Rogers, widow of Engineer Rogers, mother of Engineer Robert A., and grandmother of Extra Firemen Bill and Jack Ellis . . . Watson Knight, 101, one-time station agent in Iowa and former mayor of Woodward, at the Spring Valley Manor nursing home in Perry . . . Mrs. Ben Spence, widow of former employe, at Mountain View, Mo.

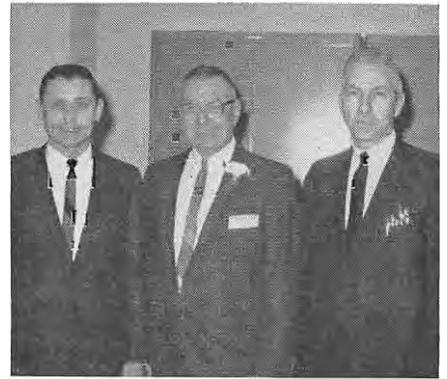
The notice following, addressed "To all my friends on the Milwaukee," was sent to the Magazine by Assistant Superintendent J. F. "Jim" Elder: "As many of you may already know, I am leaving the railroad on Mar. 15 to take a position with an East Coast railroad transit corporation. Due to limited time, it is impossible for me to see each of you before I go, so I am taking this opportunity to make my farewells. It has been a pleasure to have been a part of the fine Milwaukee Road family for 25 years, and to have worked with you. I hope you will show the same consideration to my successor as you have shown me. Good-by to you all."

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

On Feb. 29, Bruno J. Kowalski, rate clerk, was honored at a luncheon in recognition of his retirement after 42 years of service. Bruno began his railroad career on the C&EI at Clinton, Ind., and came to the old Fowler Street office in 1925. After working on various jobs he became interested in rates, attended courses offered in traffic management, and remained in rates until his retirement. Mrs. Kowalski



Bruno J. Kowalski, rate clerk in the Milwaukee regional data office, holds the spotlight front and center at a retirement luncheon in his honor (see the Milwaukee Terminals news). Extending congratulations are R. H. Love, superintendent of the Milwaukee Terminals, right, and F. E. Groves, regional data manager.

and daughter, Mrs. Mary Bergeron, were present for this event, as well as many of Bruno's old friends and co-workers through the years, including G. H. Roessger, retired chief clerk, and Cashier Felix Coerper. Manager F. E. Groves and Retired Cashier Milton Straka addressed the gathering, which numbered about 80. A cash gift was presented to Bruno, who responded with the humor for which he is well known, and a delicious buffet lunch was served.

Barbara Dominguez has returned to work after a year's absence and critical illness. We are happy that she was able to make such a wonderful recovery.

February 29 was departure day for Dave Walle, who has been working on the multilith machine and carload billing. Dave's position on the bottom of the seniority roster caused him to seek employment elsewhere.

Susan Solberg, rate department, terminated her service with the road the end of March and will move to Houston, Tex., where she will live after her marriage.

Clarence Gaulke, retired yard clerk, passed away in February at the age of 67. He is survived by his wife, Ethel, a daughter, Carol Hoffman, and two sisters, Mrs. Marie Schmidt and Mrs. Esther Dietrich. He was a member of Nazareth Evangelical Lutheran Church.

Sympathy was extended to Casey Maciolek on the death of his brother Martin on Jan. 29. He was a First World War Veteran and a member of American Legion Post #2. Surviving besides Casey are two sisters, Frances and Rose, and brothers Anton and Joseph. Burial was from St. Cyril Methodist Church.

Newcomer to the Agency is Mary Jones, formerly of the Western Electric Company. Mary will be performing general clerical duties and typing.

The Milwaukee Road Magazine



OFFICERS OF SEATTLE EMPLOYE CLUBS shown at a recent gathering in the Milwaukee Road Women's Club rooms in the Union Station. From left are George Gordon, treasurer of the Western Milwaukee Federal Credit Union; Mrs. James Hartery, president of Seattle Chapter of the Women's Club; Owen Wolke, first vice president of the Milwaukee Road Retired Employees Club, and Delmer Smith, William Arnold, Charles Balch and Roy Jorgensen, directors of the Credit Union.



JOINING THE RETIRED RANKS. Rocky Mountain Division Engineer J. F. Lewis, stepping off the engine on Feb. 9 to join the ranks of the retired, is congratulated by Trainmaster-Travelling Engineer P. M. McClean. With them are Fireman R. W. Rask, Yardmen C. L. Bastian and R. E. Wright, and Foreman E. Z. Babcock.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager



Mary Smith

Mary Kathleen Smith, the daughter of Wayne Smith, chief dispatcher at Tacoma, was selected as an outstanding musician of Pierce County and presented in a public recital on Feb. 24 at the University of

Puget Sound. The recitalists were chosen for scholarship as well as musicianship. Mary has won top honors in Northwest accordion competitions for nine consecutive years, and placed second in the national competitions in Chicago. She is also an accomplished clarinetist and saxophonist.

REGIONAL MANAGER-SALES: Many people retire young these days, and joining them at the end of Janu-



ABERDEEN DIVISION RETIREMENT. Ending a railroad career of 45 years with the Milwaukee (plus three years with the Northern Pacific), Engineer Clifford Bergstrom receives a Silver Pass from Traveling Engineer Ed Hatzenbuhler as Trainmaster Howard Neff looks on. Starting at the Mobridge roundhouse in 1923, Bergstrom became a fireman in 1945 and was promoted to engineer in 1952. The Bergstroms have two sons, Robert in LaPalma, Calif., and David in Rosemead, Calif., and plan to spend some time visiting them. (Mobridge Tribune photo)

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ary was Edna Mae Henderson, secretary to district manager-sales. After nearly 25 years of service, Edna Mae decided to devote her entire time to being a housewife. To help her keep track of her "leisure hours," she was presented with a gold watch at a luncheon in the Arctic Club on Jan. 26. About 35 employees were present to extend best wishes . . . New employees in the office are Polly Norero, replacing Edna Mae Henderson, and Jerry Johnson, who is the new chief clerk.

FREIGHT CLAIM DEPARTMENT: Adelle Hermann, daughter of Ted Hermann, chief clerk, has been elected Song Queen of the University of Washington for the 1968-69 football and basketball seasons. Adelle, a sophomore, was a song leader the past season.

GENERAL FREIGHT OFFICE: Agnes Horak, your Magazine correspondent before her retirement four years ago, was the happy recipient of a portable Television recently. She was one of the lucky winners in a drawing at the opening of the new Broadway branch of the Seattle First National Bank.

REGIONAL DATA OFFICE: Shows were held recently for Diane Santwire and Julie Mullin, who are on maternity leave . . . Coffee and cake, together with a gift, marked the recent departure of Stuart Bowler for a rates and divisions position in the general freight office in the Stuart Building . . . Esther Ray spent a week in Hawaii in February . . . Mildred Kinchen took time off while her husband was home from Japan.

MILWAUKEE HOSPITAL ASSOCIATION: Many people who visited the chief surgeon's office in Seattle from 1938 to 1964 will remember Mrs. Bess Mulligan and be sorry to learn that she passed away on Feb. 21 after an illness of two months. Mrs. Mulligan, who was 84 at the time of her death, was the nurse under Dr. H. Eugene Allen until 1936, and under Dr. J. F. DePree until her retirement in 1964. Survivors include two sons, Charles of Kirkland and Robert C.,

Okanogan, and a daughter, Mrs. Patricia Imes, Seattle . . . Donna Imes, daughter of Mr. and Mrs. Dale Imes (Mrs. Imes is the nurse in Doctor DePree's office), was married on Mar. 2 in the University Lutheran Church to Gary Glenz, formerly of Castle Rock, Wash. Donna is a credit accountant for Sears Roebuck & Co. The couple are making their home in Seattle . . . At this writing, Doctor and Mrs. DePree are enjoying a short vacation in Hawaii.

REGIONAL SALES OFFICE: Lena Derr was welcomed recently as secretary to the assistant regional manager-sales. She replaced Linda Bloom, who became secretary to the regional manager-sales following the retirement of Lillian Harris. Lena, widow of Elden C. Derr, former traffic manager at Seattle, has been proudly displaying an issue of "Missouri Alumnus" magazine which carries a picture of her daughter and son-in-law, Mr. and Mrs. Kenneth J. Kolkmeier, taken on a visit to St. Louis. Mr. Kolkmeier was project manager for the construction of the famous Gateway Arch in St. Louis. They and their children, Lynne, 8, Suzanne, 5, and Bill, 1, are now living in Ottawa, Ill. . . . At the Golden Gate Kennel Club Show in San Francisco's Cow Palace on Feb. 3-4, Richard Ball's Lhasa Apso won Best of Breed and a gold medal trophy. Richard, assistant chief clerk to the regional manager-sales, reports that she repeated her win at the Seattle Kennel Club show on Feb. 23.

The 20th annual west coast conference of the Women's Traffic and Transportation Clubs was held the week end of Feb. 23-25, with members of the Tacoma Club, the hostesses, "opening the gate in '68." The Winthrop Hotel in Tacoma served as headquarters for the Saturday sessions, as well as the luncheon and banquet, and a Sunday brunch sponsored by the Seattle Club was held at the Hyatt House near the Sea-Tac airport. More than 150 women in transportation, from British Columbia to Southern

California, attended. The Milwaukee Road was represented by Margaret Hickey of the superintendent of transportation's force in Tacoma, and Laura Schaub of the regional manager-sales office in Seattle.

Mr. and Mrs. Leo Thiel of Seattle celebrated their golden wedding anniversary on Mar. 17 at the home of a daughter, Mrs. Helen Strickland, of Seattle. Leo retired in 1960 as chief telegrapher at Seattle, having moved here in 1936 from Montana, where he and the former Elizabeth Slaymaker were married. The Thiels have three other daughters, Mrs. Shirley Lange, Seattle, Mrs. Phyllis Cole, Mt. Vernon, and Mrs. Barbara Taylor, Northridge, Calif., and seven grandchildren.

Aberdeen Division

EAST END

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

Weddings continue on the Aberdeen Division. Most recent to leave the ranks of bachelorhood was Brakeman Bruce Marsh on Feb. 10.

Comes a newspaper clipping from Sun City, Calif., that says former Assistant Superintendent John Wolf has been elected president of a railroad club out in that retirement city. John helped organize the club a few years ago and now they've "railroaded" him into the top office.

It was a sunny day in February when Engineer Leon Hainrich decided it was time to wash off the winter's salt deposits and dirt from his car, but so far, the job hasn't been finished. Leon experienced a sudden pain in his chest that sent him to the hospital. He's recuperating at home for the present, and has orders to stay lazy for awhile. His wife and two nurse-daughters see to it that he obeys.

Sandra, the daughter of Engineer Arvid Stroben, has been elected to the National Honor Society. She's a senior at Cooper High in New Hope, a suburb of Minneapolis.

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The Lady Franklin—

AN INVENTOR'S DREAM

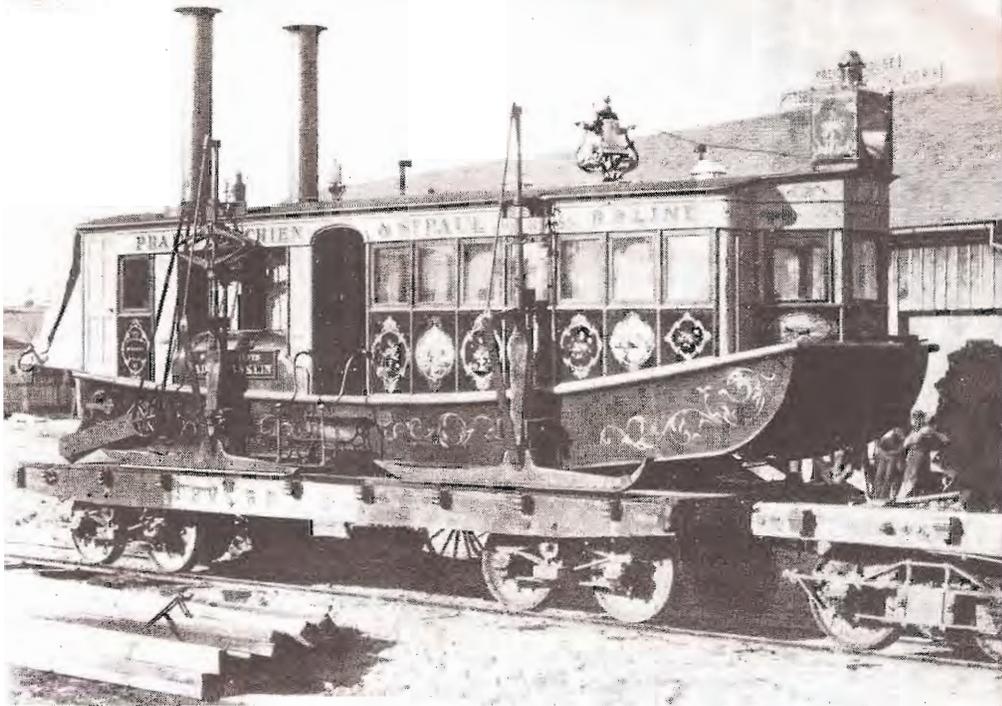
Frustration dogged the man who invented the Lady Franklin, a combination locomotive-boat-sleigh-carriage designed to carry mail, express, baggage and people over open and frozen water. Norman Waird, a New Yorker, conceived the idea in 1856 as a vehicle destined to revolutionize transportation, especially in winter. However, Postmaster General James Campbell failed to appreciate "the grand savings involved."

After three years of experiments and spending \$20,000 without attracting investors, Waird loaded his invention aboard a couple of freight cars and shipped it to Prairie du Chien, Wis., for a demonstration on the Mississippi. It was routed over four railroads, the delivering road being the Milwaukee and Mississippi, a predecessor of the present Milwaukee Road system. En route, it had to be transferred four times, since standard gauge rail had yet to arrive.

At Milwaukee, Waird got off the train and displayed a model to the Milwaukee and Mississippi's directors. But they, too, passed up the opportunity to get in on the ground floor.

By the time Waird reached Prairie du Chien he was flat broke. All was not lost, though, for at 25 cents a close look at the Lady Franklin, he raised enough money to pay the freight, his hotel bill and the cost of a trial trip.

In the test, on Jan. 8, 1860, the Lady Franklin developed a speed of 30 miles



an hour—equal to that of a train. It crossed the river to McGregor, Ia., a distance of almost two miles, in three minutes, went on to Harper's Ferry, and was back at Prairie du Chien in an hour.

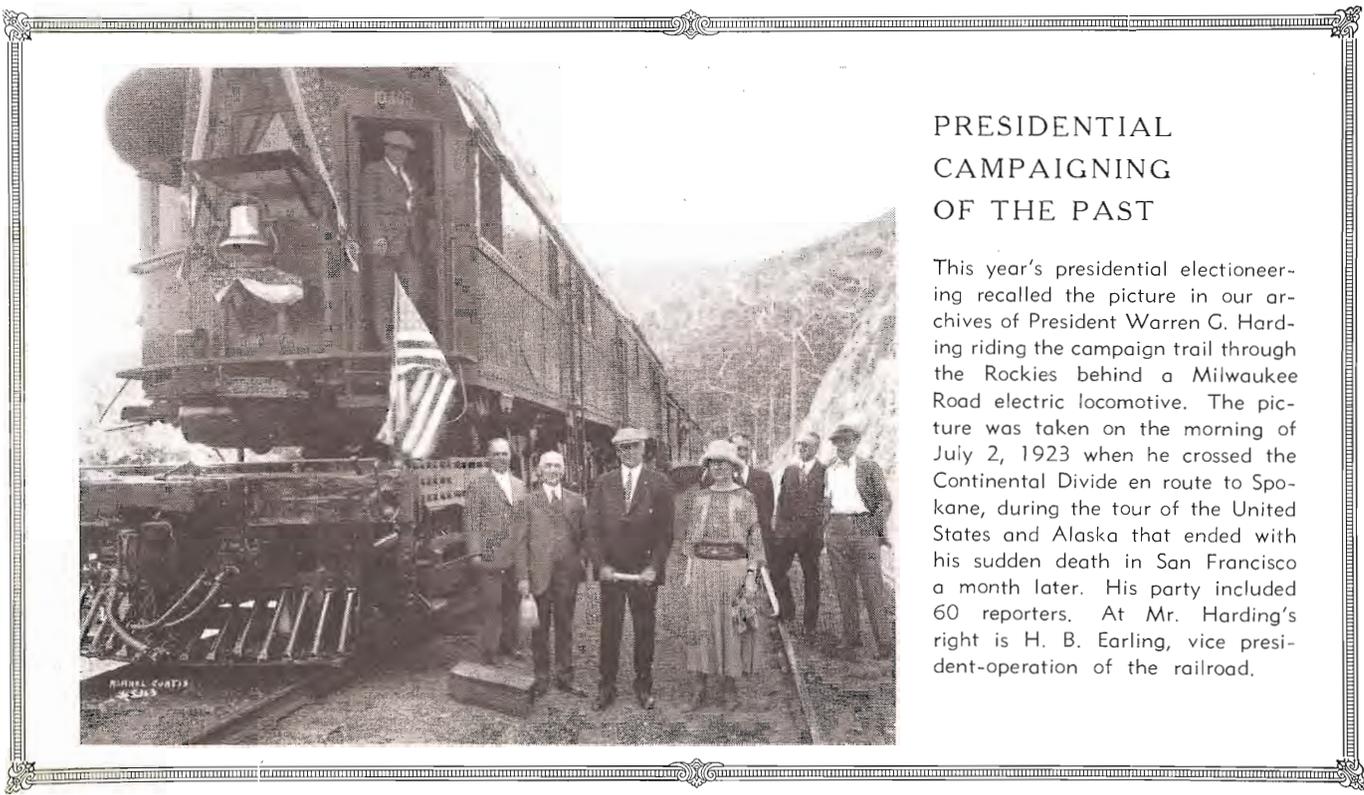
The run disclosed several defects, and it was necessary to haul the craft off the ice and to a workshop. In moving it, one of the runners was broken. Waird went back to New York to have one made, and never returned.

The Lady Franklin was a dream boat, in fact. The cabin had watertight compartments and was supported on four runners having polished shoes of chilled cast iron. Below the windows were panels richly in-

laid with mother-of-pearl.

Motive power was derived from two high pressure steam engines whose connecting rods were attached to the crank shaft of a drive wheel centered in the back of the hull. On the periphery was a short sharp flange that cut into the ice and gave the hold for driving.

Waird had conceived modifications of his device, including a prairie stage and an arctic carriage for polar expeditions. He had boasted that he expected to develop business "on 26,000 miles of rivers in the northern and northwestern states," and then intended to seek the patronage of the Czar of Russia.



PRESIDENTIAL CAMPAIGNING OF THE PAST

This year's presidential electioneering recalled the picture in our archives of President Warren G. Harding riding the campaign trail through the Rockies behind a Milwaukee Road electric locomotive. The picture was taken on the morning of July 2, 1923 when he crossed the Continental Divide en route to Spokane, during the tour of the United States and Alaska that ended with his sudden death in San Francisco a month later. His party included 60 reporters. At Mr. Harding's right is H. B. Earling, vice president-operation of the railroad.



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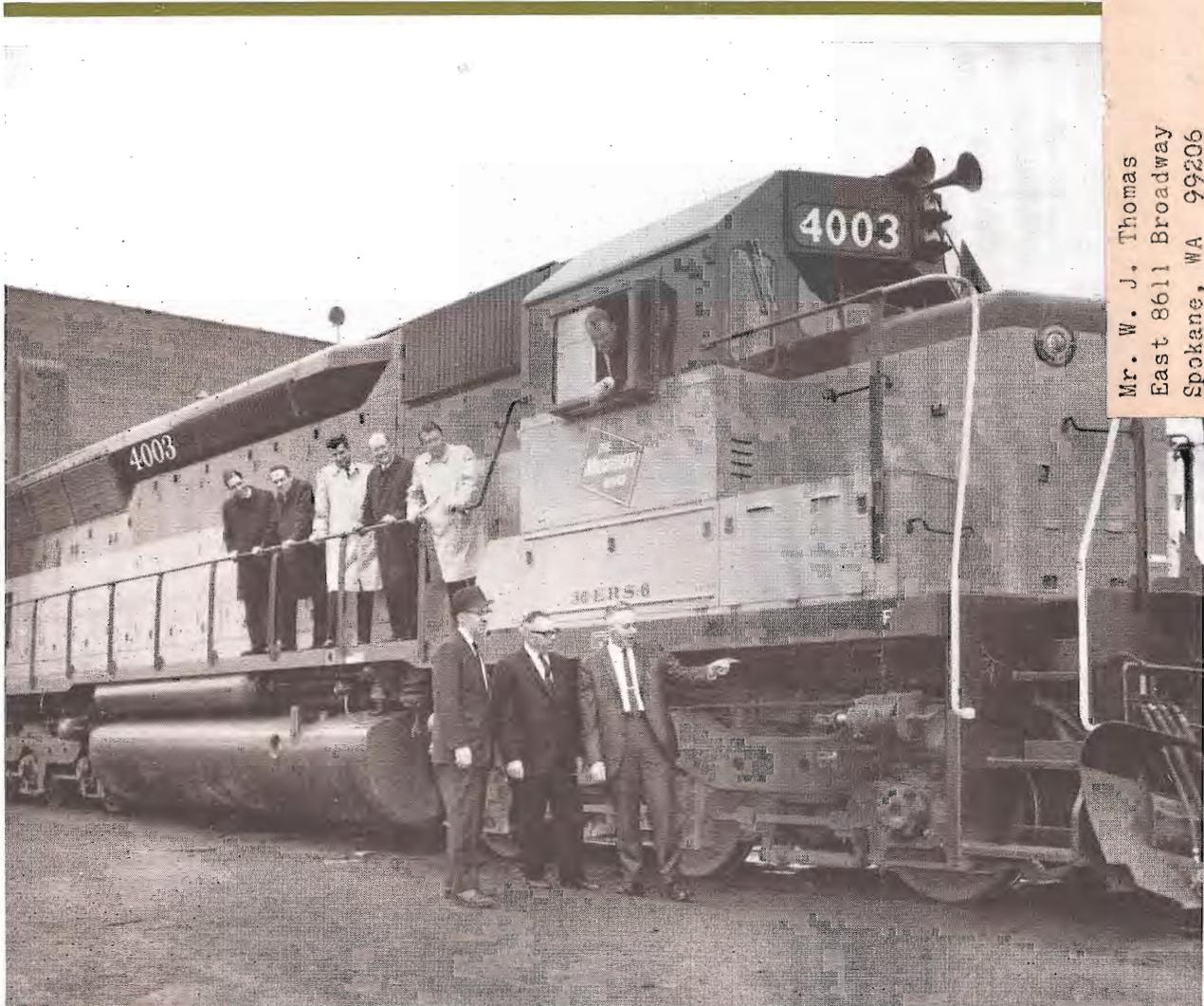
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One of six new SD-45 turbocharged diesel locomotives acquired this year by the Milwaukee Road is being inspected here by a group of Coast Division men. Listening as W. R. Ferrer, traveling engineer-trainmaster, explains the performance you can expect from the 3,600-horsepower unit are Assistant General Manager M. Garelick (from left); D. L. Failor, assistant to superintendent; Sales Representatives J. R. Rider and G. E. Montgomery; R. P. Huntsman, superintendent of transportation; Trainmaster R. B. Hegge (in cab); W. N. Bitner, district master mechanic; and Superintendent J. J. Nentl. The Milwaukee's new equipment fleet for 1968 includes 25 locomotives of 3,000 to 3,600 horsepower.