

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

november

•

december

1968



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

Western Electric Dedicates Its New Service Center for the Pacific Northwest .....	4
Austin Chamber of Commerce Visitors Tour Milwaukee Junction Exhibit .....	7
Vice President S. W. Amour Honored at Retirement Luncheon	8
Japan Lines Inaugurate Full Containership Service to the United States .....	9
Electrified Line Employees Share NSC Industrial Award .....	10
"A Time to Stand Up and Be Counted" .....	11
Appointments .....	13
Highlights of Sixth Annual SC&D Retirement-Homecoming .....	15
Transportation Industry's Lunch-O-Ree Raises Record Chicago Scout Fund .....	17
Women's Club Chapters Review Activities at Biennial Meeting in Chicago .....	18
Retirements .....	19
About People of the Railroad .....	23



## To My Fellow Employees

Traditionally, the Union Station in Chicago where we have our general offices is decorated at this time of the year with a towering Christmas tree. The waiting room resounds with carol music, and our suburban trains carry placards wishing the passengers "From all of us on The Milwaukee Road—a Merry Christmas and a Happy New Year."

These are only a few examples of the festive spirit that prevails throughout the railroad system during the holiday season, but whether the gesture is a Christmas tree, a wreath on an office door or a conductor's expansive smile, the message is plain: companies are judged pretty generally by their people, and this company is made up of people dedicated to working on the basis of friendship and mutual interest in its progress.

Our reputation in this regard is no recent development—it began more than a century ago—and has been an asset to both the company and the individual. I believe that our slogan, "Friendliness is a Milwaukee Road tradition," accurately sets forth in a few words the distinguishing characteristic of this railroad as it has been expressed in the consistent attitude of a great number of people.

This is also the season when we pause to reflect on the events of the past year, rejoice with our family and friends, and reaffirm our belief in the brotherhood of man—the spirit that helps people live and work together in peace and understanding. I know that this phrase has a special meaning to our people who have members missing from the family circle this year.

I wish all of you and your loved ones a cheerful, Merry Christmas, and hope that the year ahead may bring peace to the world, together with a full measure of the happiness to be found in bettering our lives and achievements. Let us all clearly demonstrate throughout the year, in our relationships with our patrons and our fellow employees, that "Friendliness is a Milwaukee Road tradition."

A handwritten signature in cursive script. The name appears to be "Curtis E. Crippen". The signature is fluid and personal, with varying line thicknesses.

## THE COVER

This was a scene at Chicago's Pick-Congress Hotel on Nov. 13 as the principals involved in the sixth annual transportation industry Lunch-O-Ree for the Chicago Area Council of the Boy Scouts posed at a press conference. Pictured are Cub Scout John Grenke (left) and Scout Kent Poindexter holding a Good Scout citation presented to Maj. Gen. E. C. R. Lasher, president of North American Car Corporation. Standing left to right are President Curtiss E. Crippen, the chairman; Lt. Gen. James H. Doolittle, principal speaker; Clair M. Roddewig, president of the Association of Western Railways; and General Lasher. For the story, please turn to page 17.



## Zawadzki and Long Appointed To Agricultural Agent and Employment-Training Posts

Announcements were made recently of the appointment of Gabriel Zawadzki as agricultural agent, and of Larry E. Long as employment and training officer, both with headquarters in Chicago.



G. Zawadzki



L. E. Long

Mr. Zawadzki, a native of Longwood, Wis., is a 1965 graduate of Wisconsin State College at River Falls with a degree in agriculture, and of the Milwaukee Road's management training program. Before joining the railroad, he spent two and a half years in the Peace Corps working on a human relations program in Costa Rica. He will serve the railroad's territory in Illinois, Indiana, Upper Michigan, Missouri and Wisconsin.

Mr. Long was graduated from Mankato (Minn.) State College in 1964 with a degree in liberal arts, his major field being business administration and economics. He joined the railroad in the transportation department at Chicago in 1964, served later as a traveling car agent with headquarters in St. Paul, and since August 1966 had been assistant to the superintendent of the Milwaukee Division.

## DOT Secretary Boyd Receives Rail-Trailer Award

At a dinner in Washington, D. C., on Oct. 22, P. L. Cowling, vice president and general manager of the Milwaukee Motor Transportation Company, left, congratulates Alan S. Boyd, Secretary of the U.S. Department of Transportation, as the first winner of the Eugene F. Ryan Award. In the center is Mr. Ryan, president of Rail-Trailer Company. The award is sponsored by Rail-Trailer for contributions to the development of intermodal transportation, and includes, in addition to a trophy, a \$5,000 college scholarship which the recipient may assign to a student of his choice. About 250 industry leaders, members of Congress and officers of major regulatory agencies attended the presentation ceremony.

## Holiday Litterbug Statistical Nightmare



Christmas litter this year will fill 375,000 sleighs which, if lined up, would extend from New York well into the Rocky Mountains, is the latest forecast of Keep America Beautiful, Inc., the national public service organization devoted to litter prevention. Or, put another way, the Yule litter discards will be enough to fill 3 million average size Santa bags!

KAB, which periodically issues forecasts on the amount of trash that will be discarded during holiday periods, has come up with some startling statistics. For the last Fourth of July, it estimated that the litter fallout would be enough to pack a firecracker taller than the Empire State Building or, as in the year before, enough to fill the Washington Monument more than 12 times. For Labor Day, it figured that about 4 million man-hours of labor were expended in picking up the litter tossed around the country over the long weekend.

Over Memorial Day, KAB warned, litterbugs would lay a "wreath" of trash as their memorial to the nation's beauty. The "wreath," it said, would be equivalent to a 3,800-mile band two feet wide and four inches high, circling through Minnesota, Ohio, Texas and Wyoming.

KAB attempts to come up with statistics to meet almost any special occasion or environmental condition. During this winter season, according to its forecast, litterbugs are expected to toss out enough refuse to make a litter "drift" five feet high stretching from New York to Seattle.



Exterior of the office-shop-warehouse complex and headquarters for WE installers.

## Western Electric Dedicates New Service Center for the

The new Western Electric service center which has been going up the last two years at Kent, Wash., adjacent to our road's Seattle-Tacoma line was dedicated on Sept. 19 with a red carpet welcome to visitors. Washington's Governor Daniel J. Evans presided at the ceremonies, in which the cutting of a steel telephone cable stretched between miniature poles marked the start of a week-long open house.

Assisting in the cable cutting at the \$7 million plant were Kent Mayor Alex Thornton; Joe West, executive vice president of Western Electric's service division; Willis Rives, vice president and general manager of the Washington-Idaho area of Pacific Northwest Bell; and Dale Westermeyer, manager of Western's Washington-Idaho area. About 30 other Western and PNB officials, together with Kent and Seattle community leaders and railroad representatives were on hand, including the Milwaukee's vice president-real estate and industrial development, E. J. Stoll, and B. E. Lutterman, vice president and western counsel.

The public was invited to view behind the scenes operations at open houses held after working hours. Tours were arranged to provide families with an opportunity to look around leisurely and enjoy the company's hospitality. This included refreshments for the kids, a nursery available for infants, and strollers for the toddlers.

Western Electric, the manufacturing, supply and service arm of the Bell System, moved into the new building over the Memorial Day week end, vacating its old headquarters on Airport Way and the Skinner Building in downtown Seattle. With the creation of the Kent center, the firm's distribution divisions for Washington, Oregon and northern Idaho, along with the Washington-Idaho installation divisions, were combined under one roof.

The building and landscaped setting

occupy 17 acres of a 50-acre tract of land purchased from the Milwaukee Road through the agency of The Milwaukee Land Company, and from the Union Pacific Railroad. The site is about a mile south of the Boeing Aerospace Center, at 68th Avenue South and West Valley Highway, bounded on the east by the joint Milwaukee-Union Pacific main line.

The facility is a 500 x 525-foot one story steel and masonry structure housing an office, shop and warehousing



Governor Daniel J. Evans of Washington (second from right) presides at the cable cutting, assisted by Kent Mayor Alex Thornton (from left); Joe West, executive vice president of the service division of Western Electric; Willis Rives, vice president and general manager of the Washington-Idaho area of Pacific Northwest Bell; and Dale Westermeyer, manager of Western's Washington-Idaho area.

complex. The building itself covers 267,700 square feet. In addition, there is a 20,000 square foot covered receiving dock area, and a 40,200 square foot open dock area used primarily for cable storage. The total usable space is approximately 7½ acres, roughly equivalent to that found in about 200 average tract homes. It is designed to allow a 50 per cent expansion of shop operations and a 39 per cent growth in warehouse volume, to accommodate the burgeoning growth in the Pacific Northwest.

The Kent center is the newest and most modern of Western Electric's 35 regional facilities located around the country which serve local telephone companies in the Bell System. The warehouse, for example, has an unusually high ceiling. Western Electric has pioneered many innovations in materials handling, and through the use of high

## Pacific Northwest

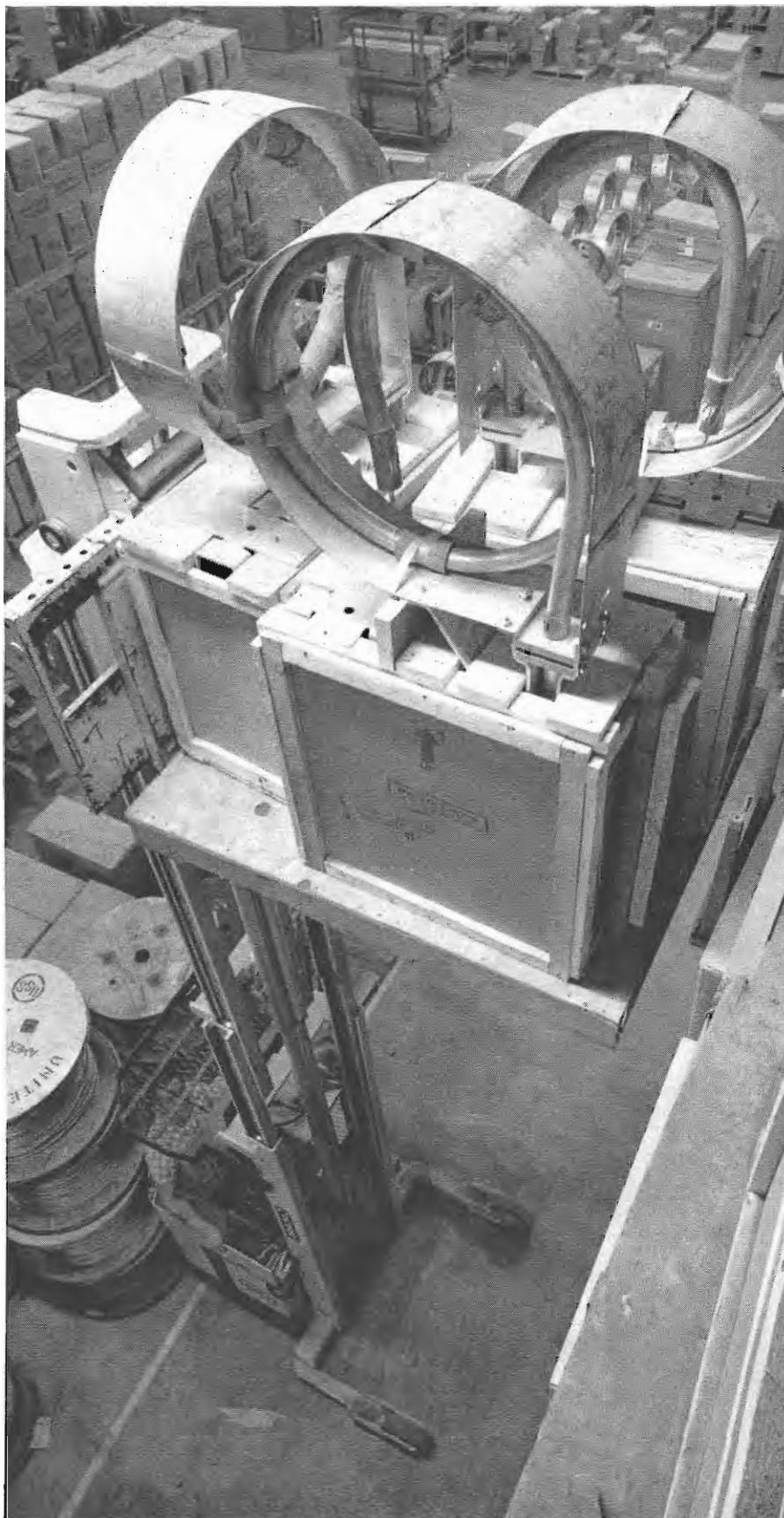
rise lift trucks, items can be stored and retrieved to a height of 30 feet.

Additional high level storage space makes practical the wide aisles that criss-cross the plant, a feature that promotes safety as well as easier selection of goods by individual package or pallet load. More than 7,500 different items used to supply Pacific Northwest Bell now are stored there. Included are such diverse items as telephone booths, teletypewriter machines, shovels, pole-line hardware, hand tools and office supplies.

Conveyors play an important role in the efficiency of operations. For example, a heavy order of goods or a coil of drop wire can travel by conveyor for half a mile within the warehouse without being touched by human hands.

Inventory control is largely the province of an electronic computer, to ensure that adequate stocks are on hand. Large quantities of drop wire and pole-line hardware are kept in reserve for quick restoration of service in storm emergencies and other natural disasters. Requisitions for supplies come in from installers in the field, and most items are shipped within 24 hours.

About 630 requisitions are received at the warehouse each day; more than 160,000 a year. The total number of items shipped each work day averages more than 2,500, or in excess of 650,000 a year. Merchandise on hand—exclusive of repaired items that belong to Pacific Northwest Bell—represents an



Lift truck operator maneuvers load coils into place on a shelf in the warehouse. Items can be stored and retrieved up to a height of 30 feet.



Rows of giant cable reels are a common sight along the loading dock serviced by the industry track at the Kent, Wash., plant.

investment of more than \$3 million.

The shop is one of the most modern manufacturing facilities of its kind in the country. Operations in this area cover the modification, repair and custom manufacture of all types of communications equipment, from cabinet work on switchboards to highly sophisticated electronic circuitry.

About a million dollars worth of product passes through the shop each month, including special relay racks, teletypewriter machines, switchboards, transmission modules, and most especially telephone sets. Some 30,000 sets are repaired or modified each month—

pay telephones, data sets, and hundreds of varieties of residential and business phones. The repair work is performed around a unique 160-foot "carousel" conveyor, which rotates the telephones for continuous assembly line operations.

#### Service Expansion Plans

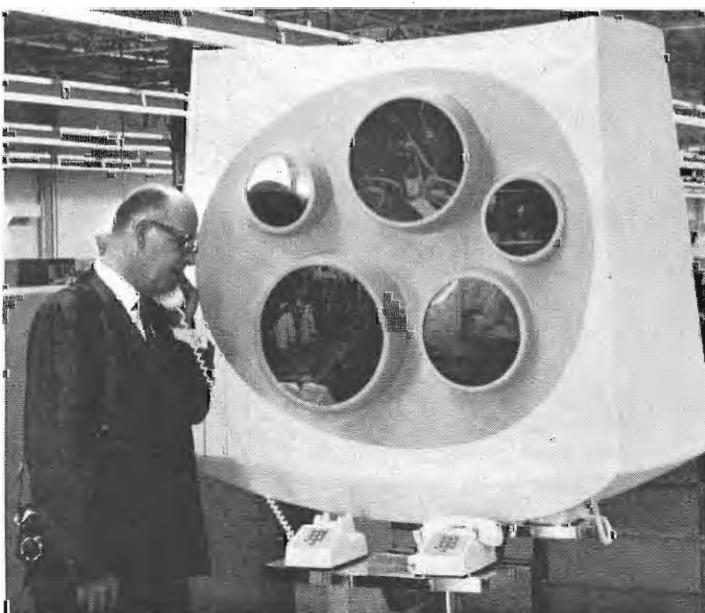
The plant furnishes employment for about 1,000 persons—425 administrative, office and distribution house personnel, and a 575-man installation organization working in the field. The annual payroll is in excess of \$8 million. Current plans call for adding 100 em-

ployees to the distribution house force over the next two years, and increasing the number of installers to about 775 within a year.

Rail service for the volume of freight moving into and out of the plant is furnished by the Milwaukee Road and the Union Pacific. In the state of Washington, Western Electric spends more than \$19 million annually for raw materials used in manufacturing operations and for supplies and equipment stocked in anticipation of telephone company needs. Last year, 545 suppliers located in 36 different cities and towns shared in the company's purchases.

Look familiar? It's an aluminum telephone booth being assembled for use by Pacific Northwest Bell.

At the dedication, E. J. Stoll, vice president-real estate and industrial development, listens to the playback from a voice recorder.



## Austin Chamber of Commerce Visitors Tour Milwaukee Junction Exhibit



President Curtiss E. Crippen visits the Milwaukee Junction exhibit at Austin, Minn., with other guests of the Chamber of Commerce. In the tour party are L. V. Anderson, general manager of the Milwaukee Road system (from left); P. J. Holand, president of the Mower County Pioneer and Historical Society and secretary of the county fair board; Mr. Crippen; R. A. Propf, general transportation manager of Hormel & Co., Inc.; J. H. Dibble, president-sales and service of Dibble Pontiac Buick, Inc. and past president of the Chamber; W. K. Peterson, superintendent of the Iowa, Minnesota & Dakota Division; and W. D. Sucha, district court clerk at Austin.

President Curtiss E. Crippen, on a visit to his home town of Austin, Minn., Sept. 30 to attend the second annual Chamber of Commerce guest Stag Day, toured the railroad exhibit known as Milwaukee Junction at the Mower County fairgrounds.

The exhibit, designed and maintained by the Mower County Pioneer and Historical Society, features equipment and railroadiana reminiscent of the era of steam transportation. A number of the museum pieces once saw service on the Milwaukee Road.

Approximately 165 businessmen from 42 firms throughout Minnesota attended the Stag Day, which was sponsored by the Chamber to familiarize them with the potential of the area for industrial and residential development. The activities included the visit to the rail center, implant tours, sightseeing trips around the city, a Rotary luncheon, a social gathering at the country club and a dinner.

Speaking at the luncheon, Mr. Crippen commented on the evidence of

growth since his last visit, as reflected in new building construction and industrial expansion. In connection with that image, he was presented at the museum with an enlargement of a scene at the Mower County Fair that illustrated a utility company advertisement in a summer

President Crippen enjoys the view from the cab of "Old 1004." Standing in line are R. A. Propf, general transportation manager for the Hormel company (left), with L. V. Anderson, general manager of the Milwaukee Road system. Baldwin steamer 1004 was the last steam locomotive operated by the railroad. (Austin Daily Herald photo)

issue of Time magazine. The ad highlighted the plant location opportunities existing in the area, together with its desirable transportation, educational and recreational facilities.

Austin, headquarters of the Iowa, Minnesota & Dakota Division, has figured in Milwaukee Road history since 1867, when the line that passes through it became part of the first full rail link between the Twin Cities and Chicago. Its rise to an important point on the railroad is symbolized to some degree by the exhibit at the fairgrounds.

### Road Donates Steam Locomotive

The exhibit was established by a citizens' committee in 1957, with the gift from the railroad of a Baldwin steam locomotive, No. 1004, brought from retirement in the Austin roundhouse. Since that time the railroad has donated to the historical society a cupola-type caboose, a vintage passenger coach and a storage baggage car. The equipment display includes also a veteran NADX car contributed by the Hormel company in Austin, and a number of old-time hand and track cars.

The Milwaukee Road depot formerly at Oakland, Minn., which the historical society bought and moved to the site, houses its large collection of railroadiana. On display are items such as an old fashioned post office, telegraph instruments, pot-bellied stove, bulletin board, timetables, and a variety of other memorabilia that document railroading of the past.

The exhibit is well patronized, with local attendance soaring during the Mower County Fair. It also draws many visitors from touring parties and from the rail-fanning public.





Vice President S. W. Amour is honored by well wishers at the official luncheon marking his retirement at the end of September. Seated at the head of the table are F. G. McGinn, vice

president-operation (from left), Mr. Amour, President Curtiss E. Crippen, E. O. Schiewe, vice president and general counsel, and R. F. Kratochwill, vice president-finance and accounting.

## Vice President Sam W. Amour Honored at Retirement Luncheon

Samuel W. Amour, vice president-labor relations, retired at the end of September, ending a career of 47 years with the company.

Board Chairman Leo T. Crowley and President Curtiss E. Crippen were hosts at a luncheon in the Chicago Club, at which a large number of active and retired officers extended best wishes for a healthful, happy and rewarding retirement. On his last day with the company,

he and Mrs. Amour were honored also at an open house held by his office staff.

Mr. Amour, a native of Terre Haute, Ind., began his service in the car department in that city in 1921, but transferred to the operating department there before joining the staff of the assistant general manager in Chicago in 1929. Following brief service in Green Bay, Wis., he returned to Chicago in 1938 and was appointed assistant supervisor

of wage schedules in 1944.

He first assumed responsibility for labor matters in 1958 when he became assistant to vice president-personnel. In 1964 he was appointed assistant to vice president-operation and director of labor relations. He was elected vice president-labor relations effective Mar. 1, 1966.

He and Mrs. Amour will continue to make their home in the Chicago suburb of Northbrook.

### F. W. Baker, Sales Manager In Kansas City, Retires

F. W. (Bullet) Baker, regional manager-sales in Kansas City, was honored at a testimonial luncheon in the Red Room in the Union Station on Oct. 7, marking his retirement at the end of the month. About 125 attended, including Vice Presidents G. H. Kronberg, W. D. Sunter and F. G. McGinn, and I. G. Wallace, general superintendent of stations and yard offices, all of the railroad family in Chicago.

Present also were E. S. Rogers from New York City, Mr. Baker's successor; J. N. Lind of the Armco Steel Corp., Middleton, Ohio; G. H. Schmidt (ret.) of Phillips Petroleum, Bartlesville, Okla.; and J. O. Morgan (ret.) of the Rock Island Lines, Springfield, Mo.; who traveled to Kansas City to be with Bullet on this important occasion. E. E.



F. W. Baker

Kohlwes, vice president of the Standard Milling Co., was master of ceremonies, and many of Bullet's friends throughout the country who could not attend sent best wishes.

Mr. Baker, a native of Kansas City, started with the Road there in 1920 and moved up through various positions to city freight agent in 1936. He was appointed division freight and passenger agent at Aberdeen, S. D., in 1945, served later in that capacity at Terre Haute, and went to Pittsburgh as general agent in 1950. In 1954 he transferred to the New York office, where he served as district freight traffic manager and traffic manager until 1960, since which time he had been manager of the Kansas City sales region.

*Keeping a secret from some people is like trying to smuggle daylight past a rooster.*

*It takes two kinds of people to make the world—poets to write about the glories of autumn and the others to rake them.*

### Francis H. Joynt

Francis H. Joynt, agent at the Galewood freight station in Chicago, died Oct. 9 in Wesley Memorial Hospital following a heart attack. He had been ill several weeks.

Mr. Joynt began his service with the railroad at Emmetsburg, Ia., in 1924 and later served on clerical positions in Iowa and South Dakota. In 1944 he was advanced to traveling auditor with headquarters at Miles City, Mont., and in 1954 became chief traveling auditor with headquarters in Chicago. He was assigned to the railroad's methods research committee in 1958, served briefly as assistant data processing manager, and was appointed agent at Galewood in August 1959.

Services were conducted in St. Joseph's Church at Mason City, Ia., with interment in the family plot in Clear Lake (Ia.) Cemetery. His wife, Mildred, survives, together with their sons Charles F., who is employed in the internal audit department of the railroad, and Jack A., a captain in the Air Force stationed in Korea.

# Japan Lines Inaugurate Full Containership Service to the United States



The *America Maru*, on her inaugural run of the Big-4 full containership service, discharges cargo at the Wilmington Container Terminal in Los Angeles.

Full containership service between Japan and the United States, a much talked about subject in shipping circles, was pioneered on Sept. 19 with the arrival at Los Angeles of the *Hakone Maru* on her maiden voyage from Tokyo. Representatives of our company's sales and service department were on hand for the docking of the vessel at Matson's Wilmington Container Terminal, under the command of Captain Kenkichi Mitani.

The service was inaugurated by the NYK Line (Nippon Yusen Kaisha, Ltd.), owner of the *Hakone Maru* and joint operator with Showa Kaiun (Showa Shipping Co., Ltd.) of the new Japan/California shuttle service. The vessel, built for a full-load speed of 26 knots, is the largest Japanese containership afloat.

On board the *Hakone Maru* was a 751 cargo load of 20-foot containers—just one short of her designed capacity—450 loaded at Tokyo and the remaining 301 at Kobe. About 70 containerfuls of cargo booked for her maiden voyage had to be left behind for the next rapid means of transit, together with an open-topped container originally booked which could not be stacked in tier formation.

From Los Angeles, the *Hakone Maru* sailed to Oakland, one of two California points scheduled presently to receive the trans-Pacific service. At both ports of

call she also took on cargo for her return voyage.

In the cargo from Japan were such varied items as toys, electric appliances for home use, frozen tuna, automobile tires and Honda automobile parts. The Honda consignment was billed as "land

bridge" cargo to be carried overland to New York, and via air to Paris.

Also aboard were consignments to shippers' customers in Chicago, New York, and intermediate points. The Milwaukee Road, in connection with the Union Pacific, participated in a large number of the movements billed to Midwest destinations.

The super-cargo liner was built under Japan's government-sponsored shipbuilding program, for scheduled service between Japanese and California ports on a transshipment basis. Pacific North Coast ports which handle Milwaukee Road import-export traffic are included for calls in the future.

Since the vessel was launched, NYK and Showa Kaiun have taken delivery of a jointly owned sister ship named the *Haruna Maru*, for service on the trans-Pacific route. The vessels were Japan's first full container carriers using the "lift-on" and "lift-off" system, with cellular construction in the holds for easier and quicker handling. Because of their high speed and quick cargo handling at terminals, they are capable of making the round trip in about 28 days, including time for loading and unloading.

An identical Japan/California service was launched shortly afterward by Japan's four other major shipping companies, a consortium composed of the Mitsubishi OSK Lines, Kawasaki Kisen Kaisha, the Yamashita-Shinnihon Steamship Co.

(Continued on page 10)

W. E. Cartwright, manager-foreign freight sales (left), and D. H. Parker, district manager-sales, Los Angeles, observe cargo being discharged from the *America Maru*. The crane, capable of discharging two 20-foot containers simultaneously, is the first twin-lift type operating at United States ports.



and the Japan Line. It was inaugurated by Mitsui OSK's *America Maru*, which docked at the Wilmington Terminal in Los Angeles on Nov. 5. The *America Maru*, a new full containership capable of 26 knots, has a capacity of 708 containers.

The cargo was unloaded at a newly constructed pier operated by the Big-4 group, equipped with a Paceco crane capable of discharging two 20-foot containers simultaneously. The twin-lift gantry is the first of its type in use at United States ports.

The four lines announced weekly sail-

ings for the service on a charter space system, starting with similar new container carriers. Following the *America Maru* were the *Golden Gate* of the K Line, the YS company's *Kashu Maru*, and the Japan Line's *Japan Ace*. The Milwaukee Road shares in the movement of containers off the four vessels that are consigned to Midwest points.

Representing the Milwaukee Road upon the arrival of the *America Maru*, W. E. Cartwright, left, and D. H. Parker greet her commanding officer, Capt. Toshio Kambayashi.



## Electrified Line Employees Share NSC Industrial Award



Attending the presentation of the Certificate of Commendation at Deer Lodge, Mont., are District Safety Engineer C. C. Clinker (from left); Fred Kirk, general trolley foreman on the Rocky Mountain Division; P. L. Dempsey, assistant superintendent of

The electrification department employees on the Rocky Mountain and Coast Divisions of the railroad have been awarded a Certificate of Commendation by the National Safety Council in recognition of their fine safety record. The citation shared by the divisions was based on the operation of a total of 349, 969 man-hours during the period from Nov. 9, 1965 to Dec. 31, 1967 without a disabling injury.

The certificate was presented to the Rocky Mountain employees by Assistant General Manager Martin Garellick during a division staff meeting at Deer Lodge, Mont., Oct. 24. T. B. Kirk, electrical engineer for the two divisions, accepted it for the employees in a ceremony attended by P. L. Dempsey, assistant superintendent of safety, District Safety Engineer C. C. Clinker, and officers of the electrification department. A similar presentation ceremony was held later at Tacoma, Wash., headquarters of the Coast Division.

"This represents more than a good record," Mr. Kirk commented when accepting the award, "it represents an outstanding record. Safety is a result of teamwork, and this certificate is a tribute to more than two years of constant effort and teamwork. We are proud of the team we have on the job in the electrification department."

The National Safety Council Certificate of Commendation is presented only when a company's record satisfies the rigid requirements of the Council's award plan for recognizing

safety; Assistant General Manager Martin Garellick; Electrical Engineer T. B. Kirk; G. R. Frazier, assistant electrical engineer, Tacoma; A. E. Landers, general foreman-substations, Deer Lodge; and Wayland Smith, load dispatcher, Deer Lodge.

good industrial safety records. During the last several years, the safety performance of employees involved in the operation of the 656-mile electrified line has topped that of all departmental groups on the railroad.

Electrical Engineer T. B. Kirk accepts the commendation certificate from Assistant General Manager Martin Garellick on behalf of the Coast Division employees. Looking on are R. E. Dent, general foreman-substation and trolley transmission, Tacoma (left), and Paul Johnson, load dispatcher, Tacoma.



# A Time To Stand Up And Be Counted

## President Crippen Urges Action on Problems of General Public Concern

In a timely, patriotic appeal to the "great, predominant majority of people who are just rather quiet citizens," President Curtiss E. Crippen told an audience in Chicago on Oct. 21 that "in times like these, we must not lose sight of the positive side of America."

"We must have a clearer vision of ourselves as a nation of people who, in the vast majority, are trying to do right," he declared. "Most of us are trying to do right by our families and friends, our neighbors and communities, our country and the other nations of the world in which we live."

The remarks were contained in an address delivered at the dinner meeting in the Sherman House which opened the 1968-69 season of the Western Railway Club. F. A. Upton, chief mechanical officer of the railroad, is president of the club, which has a membership of approximately 1,700 railway and railway supply officers.

Mr. Crippen opened his address with the remark that he was speaking as a businessman disturbed and concerned about a number of developments taking place in the nation—to comment on "matters of general concern not solely of interest to people who happen to be employed by a railroad, a steel company or the supply industry"—and to suggest some courses of action to deal with them.

He voiced the belief that many of the individuals in his audience shared his concern with respect to the "all-too-apparent trends toward disrespect, disobedience, dissent and destruction."

"We are concerned," he said, "with the coddling of criminals, declining morality and increasing sexuality, rising crime rates, rioting, vandalism and de-



President Curtiss E. Crippen is introduced on the speaker's platform by F. A. Upton, chief mechanical officer (right) and president of the Western Railway Club.

linquency. We are concerned about the people who shout loudly that we are a sick society—that the traditional values no longer apply—or who seem to believe that the supposedly old-fashioned virtues and ethics are no longer sensible.

"Many of us are concerned about the serious problems which our civilization now faces. The air we breathe is fouled in too many cities and metropolitan areas. Virtually every river and stream carries a load of pollutants, our largest cities need rebuilding and revitalizing, and the national transportation system has a pressing need for clear planning and strong leadership.

"Many of us are concerned about the incredible disrespect shown toward our flag. I am speaking about those acts of disrespect which occur all too frequently, both in and out of this country. I, for one, never believed I would live to see the desecrations of our flag which have occurred in recent years.

"In our concern, we wonder where we are going. We wonder what we can do to counteract some of the conflicts, resolve some of the differences; what we—as average, good citizens—can do to bring back unity, sanity and a common purpose."

Mr. Crippen observed that in today's complex, mechanized age it is not easy to see clearly what is needed of Americans, "but I believe many of us are ready

to say we have seen enough—in fact, far too much—of some of the things which are happening, and are ready and willing to share the burden of restoring our land to the ideals upon which it was founded and built."

He expressed the belief that many middle-of-the-road Americans are beginning to feel there has been an excess of tolerance toward the negative elements at work in our society; that it is time to react against negative influences and to examine and talk about the things that are right with America.

"Anyone with a degree of sense will admit that this country is not perfect," he said, "but compared with any other nation, it is the best there is. It clearly is the best there is in this world."

"In times such as these, we will be in serious difficulty—and may find newer, larger quagmires—if we lose confidence in our society, in our nation, or in ourselves as individual Americans. This confidence was an integral, vital and inescapably necessary part of the building of our country. It is just as necessary today."

Mr. Crippen noted that the dissenters, cynics and scoffers in our society, although highly vocal, constitute only a small minority of the nation, and that their numbers do not justify the amount of coverage given to them on radio, tele-

(Continued on page 12)

vision, and particularly by the press.

"Too often we give support to the fringe, lunatic movements on the edges of our society simply because they have been able to gain an undue proportion of our attention," he said. "They could not survive for long, were it not for the attention we give them, voluntarily or involuntarily. They quite obviously need publicity much more than they need the respect of law abiding citizens."

"My personal opinion is that we should give less of our time and attention to these vocal and sometimes violent losers . . . and spend more time looking to our successes in this country. I especially believe we should not overlook the predominant majority of people who are just going about their jobs, taking care of their families, trying to do what seems best."

#### Cites Specific Actions

Mr. Crippen observed that each American, by becoming involved and accepting his responsibilities, can contribute to the ultimate goals of our free democratic society. Among specific actions being taken, he cited the program of the Illinois Chamber of Commerce, through its Committee on Respect for Law and Order, and that of the American Heritage Foundation to encourage more young people who have reached voting age to participate in the political process.

Commenting briefly on the American Heritage program, he said, "Whatever our political beliefs may be, the most effective means of achieving them is through the democratic process within the framework of our political system. This system has given our country greater stability for a longer time than any other political system in any other free country in the world. The system works—if people work at it."

"Few of us would be so naive as to think we can single-handedly solve the problems of racial conflict, of decaying cities or polluted rivers . . . but each of us can do more locally than we are doing. Each of us can give a little more of our time and money to support our political way of life."

"It seems clear that every effort must be made to rebuild faith in our political system, to encourage greater citizen participation in politics, to strengthen the vitality of our two-party system, and to involve young people in constructive channels of political activity."

In conclusion, Mr. Crippen urged his audience to express their views at the

polls, and particularly at the national election, then just two weeks away. "It is votes—not violence—that count," he said. "It is getting to the polls—not staying home on Election Day—that wins elections. It is active participation in the political process—working, contributing, voting—that produces what it takes to elect those who will fight for what is best for our country."

"My charge to you is to become involved in your own political future while you have the right and privilege; to involve your friends and our young people in the preservation and operation of our political system, the best in the world. My charge to you is to stand up and be counted if you would have a voice in the future course of your country."

## Shipment of Gleaner Combines Is the Largest Ever Brought Into Wisconsin



On hand to inspect the combine shipment when it arrived in Menomonie, Wis., are John J. O'Brien, manager of Allis-Chalmers' farm equipment branch, Minneapolis (from left); Orville Gillyard, A-C district representative, Menomonie; W. A. Maile, Milwaukee Road sales representative, Minneapolis; Leonard Knutson, freight agent at Menomonie and Durand; and B. H. Desens, district sales manager for the railroad in Minneapolis.

A special trainload of Allis-Chalmers harvesting equipment delivered by our railroad at Menomonie, Wis., on Oct. 3 included 10 flatcars carrying 30 combines valued at more than a quarter of a million dollars. H. T. Lytle, sales manager of Allis-Chalmers' Minneapolis branch, announced that it was the largest single shipment of gleaner combines ever brought into the state.

The train originated at the company's plant in Independence, Mo., and was routed over the Milwaukee Road from Kansas City. Upon arriving in Menomonie, the combine loads were displayed on our trackage.

Allis-Chalmers and 10 of its dealers were also hosts to more than 100 farmers at a luncheon meeting in the Bolo Inn, after which the guests inspected the shipment. The farmers were from a six-

county area, including Dunn, Pepin, Barron, Chippewa, St. Croix and Pierce. Representing the railroad were B. H. Desens, district manager-sales at Minneapolis, W. A. Maile, sales representative in that city, and Leonard Knutson, freight agent at Menomonie and Durand. Speakers at the luncheon expressed appreciation for the fine handling of the movement.

Many of the combines had already been sold, and were earmarked for early delivery to the customers. Mr. Lytle noted that the trend toward larger, self-propelled harvesting units in the area "is a natural outgrowth of larger farms, a tight farm labor market, and more efficient operations." The combines are used to harvest corn, soybeans, wheat, oats and other grains.

## • APPOINTMENTS •

### Labor Relations Department

Effective Oct. 1, 1968:

*V. W. Merritt* is appointed director of labor relations with headquarters in Chicago . . . *E. R. Koudelka* is appointed assistant director labor relations, Chicago.

### Law Department

Effective Oct. 1, 1968:

*J. S. Aberling* is appointed district adjuster with headquarters in Milwaukee . . . *E. F. Knol* appointed district adjuster, Marion, Ia. . . . *K. L. Laborde* appointed assistant district adjuster, Minneapolis.

### Sales and Service Department

Effective Oct. 16, 1968:

*R. L. Burns* is appointed sales representative, Seattle . . . *F. H. Christin* appointed sales representative, Tacoma . . . *T. M. McGinley* appointed sales representative, San Francisco.

Effective Nov. 1, 1968:

*E. S. Rogers* is appointed regional manager-sales, Kansas City . . . *G. V. Valley* appointed regional manager-sales, New York . . . *B. H. Desens* appointed assistant regional manager-sales, New York . . . *L. W. Schroeder* appointed assistant regional manager-sales, Des Moines.

*D. W. Cooksy* appointed district manager-sales, Minneapolis . . . *W. R. Bickley* appointed district manager-sales, Davenport, Ia. . . . *R. J. Vachon* appointed sales representative, Milwaukee . . . *V. S. Carroll* appointed sales representative, St. Louis.

### Rates and Divisions Department

Effective Oct. 16, 1968:

*W. P. Mullen* is appointed special rate officer, Chicago.

### Operating Department

Effective Oct. 1, 1968:

*A. E. Swanson* is appointed agent at Seattle . . . *W. W. Kopp* appointed agent at Green Bay, Wis. . . . *L. F. Mack Jr.* appointed agent at Beloit, Wis. . . . *R. R. Kremer* appointed agent at Chicago Heights, Ill. . . . *C. E. Faber* appointed agent at Cedar Rapids, Ia.

Effective Oct. 16, 1968:

*J. P. Kalasmiki* is appointed agent at Galewood, Ill.

Effective Nov. 16, 1968:

*K. L. Shearer* is appointed traveling engineer-trainmaster of the Iowa, Minnesota & Dakota Division with head-



P. L. Cowling, vice president and general manager of the Milwaukee Motor Transportation Company, left, and P. J. Walsh, supervisor of safety and personnel, receive the plaques awarded to the city pick-up and delivery and over-the-road drivers in the National Fleet Safety Contest.

## MMTC Fleets Win Safe Driving Awards

The Milwaukee Motor Transportation Company employees of the railroad won honors for outstanding safe driver performances in two categories in the 37th National Fleet Safety Contest conducted by the National Safety Council.

The city pick-up and delivery fleet, consisting of 162 vehicles and 127 drivers, was awarded a Certificate of Achievement in the Common Carrier-City Division, and the over-the-road fleet, consisting of 36 vehicles and 21 drivers, received a Certificate of Achievement in the Common Carrier-Intercity Division.

The awards were based on driving performances from July 1967 through June 1968. During this period, the city pick-up and delivery fleet operated 2,494,898 miles at a ratio of 14.03 accidents per 1,000,000 miles of operation. The over-the-road drivers operated 874,172 miles and had 2.29 accidents

per 1,000,000 miles of operation.

All accidents were counted in the contest, except those occurring when a company vehicle was properly parked. The winners were determined from inspections of records by an auditor appointed by the National Fleet Safety Contest Committee.

The contest covered the operations of more than 2,600 fleets consisting of over 328,000 vehicles that traveled more than 7.2 million miles during the year. Their combined average frequency rate of 12.83 accidents per 1,000,000 miles represented a slight decrease over the previous contest period.

The winners were honored at an award luncheon held at the conclusion of the 56th National Safety Congress and Exposition in Chicago on Oct. 31. The luncheon, sponsored by General Motors Corporation, was attended by approximately 700 safety officers.

---

quarters at Sioux Falls, S. D. . . . *F. J. Hedstrom* appointed traveling engineer-trainmaster, La Crosse Division, with headquarters at Portage, Wis. . . . *R. L. Crist* appointed trainmaster, Twin City Terminals-Duluth Division, with headquarters in St. Paul . . . *G. P. Scott Jr.* appointed assistant trainmaster, Chicago Terminals-Terre Haute Division, with headquarters at Bensenville, Ill.

### Engineering Department

Effective Nov. 1, 1968:

*H. H. Kruse* is appointed supervisor of bridge maintenance with headquarters in Chicago, and assigned territory to include the Iowa, the Dubuque & Illinois, Chicago Terminals-Terre Haute, Milwaukee, Milwaukee Terminals and the

(Continued on page 14)

La Crosse Divisions.

*G. F. Boeser* is appointed supervisor of bridge maintenance with headquarters in Minneapolis, and assigned territory to include the Iowa, Minnesota & Dakota, the Twin City Terminals, Aberdeen, Rocky Mountain and the Coast Divisions.

### Safety Department

Effective Nov. 1, 1968:

*J. A. Pitel* is appointed district safety engineer on the Milwaukee and the La Crosse Division (First and Third Districts) territory, with headquarters in Milwaukee.

### Finance and Accounting Department

Effective Nov. 1, 1968:

*J. C. Manders* is appointed to the newly created position of manager-work operations.

### L. W. Harrington Named Vice President-Labor Relations



L. W. Harrington

The election of Lawrence W. Harrington as vice president-labor relations with headquarters in Chicago was announced by the company on Oct. 1. He succeeded Samuel W. Amour, whose retirement became effective on that date.

Mr. Harrington was born and raised in Milwaukee, where he attended the University of Wisconsin, the final two years of his college training having been on the Madison campus of the university.

He joined the railroad in Milwaukee in 1949 and held various operating positions prior to being appointed trainmaster on the Terre Haute Division in 1954, a position he later held on the Chicago Terminal and Twin City Terminal Divisions. In 1959 he returned to Chicago as assistant supervisor of wage schedules, advancing to labor relations officer in 1960 and to assistant director of labor relations in 1966. He was appointed to his most recent position as director of labor relations on Jan. 1, 1968.

## Land Purchase at Kent, Washington, Provides for Growing Development of Puget Sound Area

In a transaction concluded at Seattle on Oct. 17, our company purchased a large tract of land at Kent, Wash., as part of our program of acquiring properties suitable for railroad development.

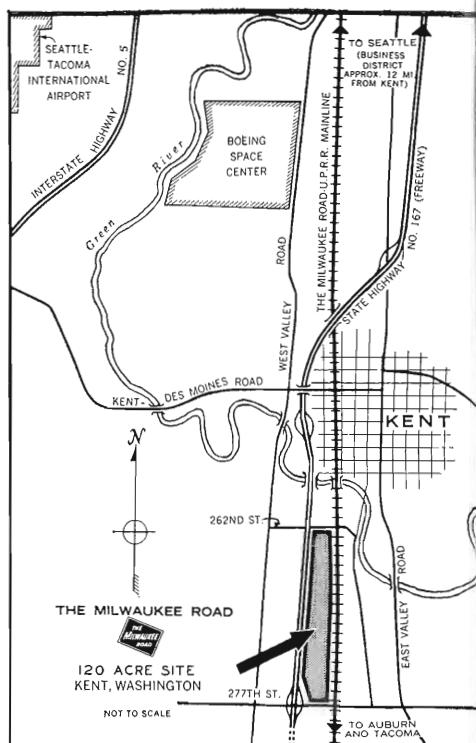
The area involved consists of 120 acres lying between 262nd and 277th Streets at the south end of the completed section of Valley Freeway (State Highway No. 167).

E. J. Stoll, vice president-real estate and industrial development, represented the railroad at the closing, which took place in the offices of the Pioneer National Title Insurance Company. Attending also were B. E. Lutterman, vice president and western counsel, P. W. Scott, western director of real estate and industrial development, and W. H. Ploeger, western counsel, all of Seattle.

Jack Sprague of the Seattle real estate firm of Lambeth, Sill and Sprague, who negotiated the land acquisition from private owners, was also present.

Commenting on the transaction, Mr. Stoll referred to the purchase as "further evidence of our faith in the rapid growth and tremendous future of the whole Puget Sound area."

The property is approximately one mile in length and 1,000 feet wide, the greater part of which is occupied at present by the Kent Airport, a small airport for private planes. It is one mile south of the new Western Electric plant which was dedicated on Sept. 19 (see



Map of the Kent, Wash., area, showing the 120 acres of property acquired by the Milwaukee Road.

article elsewhere in the Magazine). Our company is a joint owner with the Union Pacific Railroad of 45 acres in the vicinity of the Western Electric plant, and also owns 90 acres of property a few miles south at Auburn, Wash.

### A Vital Matter in Industry

"Safety is a vital word that should be number one in every employee's mind," G. J. Barry, superintendent of safety, told supervisors at a recent Coast Division operating department staff meeting in Tacoma. "In safety, it's performance that counts."

Mr. Barry noted that supervisors can, in many ways, assist the efficiency of the railroad in the field of accident prevention "by good observation techniques; by making sure the employee has learned the right way to perform his function. If the right way is used, it is the safe way."

He noted further that the train and engine service employees have improved their efficiency in the requirements surrounding their obligations at grade crossings. The grade crossing accident picture on the railroad has shown a

downward trend this year, he reported.

In this connection, Mr. Barry urged all employes to continue their fine efforts in the "Near Miss Program" of keeping superintendents' offices advised when school buses, gasoline trucks and other trucks handling dangerous commodities are seen passing in the path of a train.

**ZOO LINE.** Train service on the new Brookfield, Salt Creek and Western Railroad at Chicago's Brookfield Zoo was inaugurated recently with the driving of a golden spike. Elliott Donnelly, a trustee of the Chicago Zoological Society and prominent rail buff, piloted the train for its run over two-foot wide rails and across a trestle spanning Salt Creek on the first trip around the 2½-mile system. The train is for use of zoo visitors who want a comfortable way to travel through the spacious grounds.

*The Milwaukee Road Magazine*



Toastmaster Elmer Weiland mans the microphone.

## Highlights of the Sixth Annual SC&D Retirement-Homecoming

The banquet honoring employees on the former Sioux City & Dakota Division of the railroad who retired this year was a rousing success, both from the standpoint of attendance and sociability. More than 200 Milwaukee Road people took advantage of beautiful weather on the Sunday of Oct. 6 to journey to Sioux City, Ia., for the sixth annual testimonial dinner and homecoming in the Eagles Lodge banquet hall.

The host committee scored again in providing an excellent meal, good fellowship and enjoyable entertainment. Engineer Elmer Weiland, local chairman of the BLF&E, served in his usual role of toastmaster, and George Smith, local chairman of the ORC&B, delivered the memorial tribute to members of the group who had passed away since last year's get-together. Music was furnished by Conductor and Mrs. K. H. Knoernschild, Kenneth performing on the drums and Mrs. Knoernschild on the piano. Their numbers included The Anniversary

Waltz in honor of Mr. and Mrs. Peter Christensen, retired coach cleaner and his wife, who celebrated their 60th wedding anniversary this fall. Retired Section Foreman August Weiland of

Yankton, S. D., who celebrated his 98th birthday this year, got a big hand, also.

At departure time, good-bys were said reluctantly, but with assurances of getting together again next year.



Employees who retired during 1968 display the "gold" spikes engraved with their name which are presented customarily to the guests of honor. From left are Car Inspector M. A. Thibedeau, Sioux City; Sectionman Alvin Albert, Scotland, S. D.; Section Foreman L. W. Diede, Scotland; Pipe Fitter Paul Walburn, Sioux City; Switchman H. E. Otis, Sioux City; Section Foreman A. W. Miller, Mapleton, Ia.; and Tariff Clerk F. L. Woestman, Sioux City.



## SERVICE PASSES AWARDED

### Gold 50-Year Passes

Ackerman, A., section foreman---Green Island, Ia.  
 Baumann, E. W., yardmaster-----Milwaukee, Wis.  
 Bornitzke, O. A., sig. maintainer---Columbus, Wis.  
 Czech, E. L., machinist-----Milwaukee, Wis.  
 Irons, Nevin A., agent-----Canton, S.D.  
 King, R. P., car inspector-----Cedar Rapids, Ia.  
 Lofy, E. F., chauffeur-----Milwaukee, Wis.  
 Miller, G., lead review clerk-----Chicago, Ill.  
 Pollock, M. G., conductor-----Savanna, Ill.  
 Schmidt, G. R., sect. foreman---Pardeeville, Wis.  
 Smith, C. C., night chief disp.-----Savanna, Ill.  
 Struve, John F., conductor-----Elgin, Ill.  
 Vogel, A. P., roadmaster-----Madison, S.D.  
 Wik, J. G., dispatcher-----Aberdeen, S.D.

### Silver 45-Year Passes

Akright, Harry, carman-----La Crosse, Wis.

Anderson, P. W.,  
 trav. eng.-trainmaster-----Montevideo, Minn.  
 Anzia, Francis, A.A.R. clerk-----Milwaukee, Wis.  
 Baker, W. E., foreman-----Janesville, Wis.  
 Barry, Roy, engineer-----Chicago, Ill.  
 Becker, W. E., engineer-----Racine, Wis.  
 Borror, J. E., draftsman-----Wauwatosa, Wis.  
 Brandwein, F. J., engineer-----Deerfield, Ill.  
 Bray, H. V., yardmaster-----Sioux City, Ia.  
 Broker, J., engineer-----Franklin Park, Ill.  
 Clark, W. P., conductor-----Watertown, Wis.  
 Clifford, C. K., machinist-----Tacoma, Wash.  
 Crapps, J. W., sect. laborer-----Hastings, Minn.  
 Crouse, L. R., switchman-----Davenport, Ia.  
 Davidson, D. M., engineer-----Chicago, Ill.  
 Deike, Ernest, carman-----Bensenville, Ill.  
 Dixon, Walter, laborer-----Chicago, Ill.  
 Doud, C. C., conductor-----Perry, Ia.  
 Faldet, E. L., steno-clerk-----Minneapolis, Minn.  
 Garrison, G., foreman-----Tacoma, Wash.  
 Gerth, B., asst. bureau head-----Chicago, Ill.  
 Godin, A. W., conductor-----Minneapolis, Minn.  
 Gooding, A., machinist-----St. Paul, Minn.  
 Graczyk, A., carman-----Chicago, Ill.  
 Graney, M. A.,  
 switching rate clk-----Melrose Park, Ill.  
 Haas, H. R., brakeman-----Perry, Ia.  
 Heaser, G. C., section foreman-----Hastings, Minn.  
 Henberger, E. H., trk. inspector-----Chicago, Ill.  
 Herlehy, F. J., roadmaster-----Watertown, Wis.  
 Hilt, T., section foreman-----Zeeland, N.D.  
 Hoover, Floyd, engineer-----Bensenville, Ill.  
 Johnson, C. R., conductor-----Minneapolis, Minn.  
 Johnson, O. M., yard conductor-----Milwaukee, Wis.  
 Johnson, W. S., engineer-----Aberdeen, S.D.  
 Kasten, H. F., sig. maintainer-Iron Mountain, Mich.  
 Kelly, Gladys, secretary-----Tacoma, Wash.  
 Kerr, R. R., engineer-----Wausau, Wis.  
 Kestelik, J. F., machinist-----Milwaukee, Wis.  
 King, H. G., steamfitter-----Milwaukee, Wis.  
 Knoll, L. J., section foreman-----Mobridge, S.D.  
 Kocisko, J. B., mach. helper-----St. Paul, Minn.  
 Koepnick, H. W., electrician-----Milwaukee, Wis.  
 Kruger, H., engineer-----Minneapolis, Minn.  
 Kuneman, C. J., machinist-----Tacoma, Wash.  
 Lange, Roy, engineer-----Bensenville, Ill.  
 Lawrence, O. D., conductor-----Madison, Wis.  
 Laz, Frank, engineer-----Niles, Ill.  
 Lemanski, Frank, steno-clerk-----Madison, Wis.  
 Licht, M. A., section foreman-----Wolsey, S.D.  
 Littlejohn, E., sect. foreman-----Kirkland, Ill.  
 Lotzer, L. M., chief clerk-----Aberdeen, S.D.  
 Lucas, H. H., clerk-----Harlowton, Mont.  
 Malnroy, Frank, welder-----Milwaukee, Wis.  
 Marg, W. A., section foreman-----Schofield, Wis.  
 Margraf, R., carman-----Green Bay, Wis.  
 McCoy, F. J., yardmaster-----La Crosse, Wis.  
 McLaughlin, H., sheetmetal worker Milwaukee, Wis.  
 McManamon, G. E., general agent-----Everett, Wash.  
 Mikulec, John, sheetmetal worker-----Chicago, Ill.  
 Montgomery, H. J., draftsman-----Milwaukee, Wis.  
 Moscinski, John, carman-----Bensenville, Ill.  
 Navarro, R., section laborer-----Davis Jct., Ill.  
 Nelson, M. A., engineer-----Wausau, Wis.  
 Nelson, Nels, car inspector-----Spokane, Wash.  
 Nierwicki, H., crane operator-----Milwaukee, Wis.  
 Obermowe, H. A., trainmaster-----Wausau, Wis.  
 Olsen, W. R., engineer-----Chicago, Ill.  
 Owecke, H. A., ret'd rate clk.-----Winona, Minn.  
 Polyard, G. H., section foreman-----Wabasha, Minn.  
 Rebacz, S. J., cashier-----Chicago, Ill.  
 Rettie, R. V., engineer-----Bensenville, Ill.  
 Riester, W. F., conductor-----Durand, Wis.  
 Rivera, E., laborer-----Chicago, Ill.  
 Robinson, A. B.,  
 sheetmetal worker-----Milwaukee, Wis.  
 Roe, A. P., traveling storekeeper-----Milwaukee, Wis.  
 Sandberg, F. E., engineer-----Minneapolis, Minn.  
 Shea, D., mach. maintainer-----Milwaukee, Wis.  
 Siedschlaw, O. A., sect. foreman-----Bowman, N.D.  
 Snyder, F. J., engineer-----Chicago, Ill.  
 Stuart, R. W., engineer-----Milwaukee, Wis.  
 Swiadek, C. W., sect. laborer-----Chicago, Ill.  
 Thompson, B. A., engineer-----Green Bay, Wis.  
 Tigerman, W. B.,  
 asst. dist. mgr-sales-----Kansas City, Mo.  
 Todd, C. K., chief operator-----Aberdeen, S. D.  
 Trammell, Amos, carman-----Chicago, Ill.  
 Truninger, D. U., engineer-----Savanna, Ill.  
 Vick, Rudolph, engineer-----Wood Dale, Ill.  
 Ward, E. C., fireman-----Montevideo, Minn.  
 Wickman, W. R., conductor-----Waukesha, Wis.  
 Wilcox, E. M., section foreman-----Drummond, Mont.  
 Wilke, A., boilermaker-----Itasca, Ill.  
 Wingate, C. E., ret'd. conductor-----Ottumwa, Ia.  
 Yourkovich, C., engineer-----Franklin Park, Ill.  
 Zimmerman, K., chf. clk. to supt.-----Milwaukee, Wis.

## AMERICAN CANCER SOCIETY, INC.

ILLINOIS DIVISION

### Certificate of Appreciation

to

**Milwaukee Road**

*for notable assistance in the  
Crusade to Conquer Cancer*

*Walter G. Biesel*  
Illinois Division Crusade Chairman



*G. Biesel*  
Chicago Unit Crusade Chairman - 1968

### We Do Our Part in the Crusade Against Cancer

The certificate shown above was conferred on the employees of our company in the Chicago area for notable assistance in the 1968 Crusade to Conquer Cancer through the medium of The Milwaukee Road Employees' Combined Fund Raising Plan. Their participation in the campaign, together with employees of other major companies in the metropolitan area, contributed a record total of \$248,000 to the American Cancer Society, one of the designated beneficiaries of our fund.

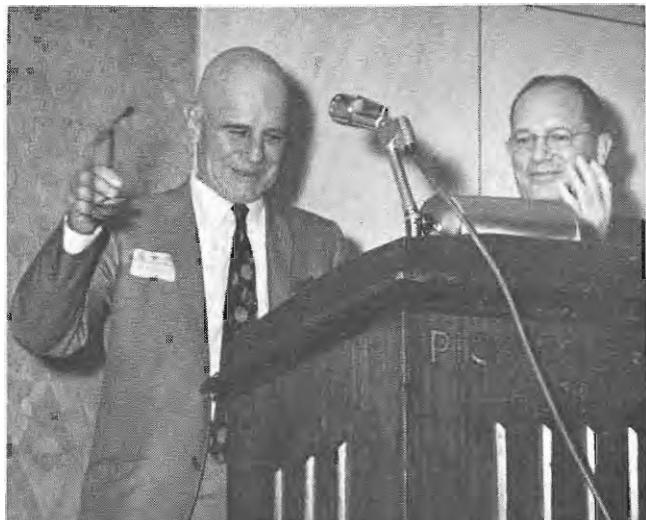
As was reported by Robert G. Biesel, vice president of the General American Transportation Corporation acting as chairman of the Chicago Unit Cancer Crusade, the 1968 contribution represented a \$60,000 increase since 1965. The increase was regarded as evidence of both a growing concern about cancer and the response of employees to the need of providing welfare services for cancer patients and financing research programs for eventual eradication of the disease.

In presenting the certificate, Mr. Biesel expressed appreciation of our employees' continuing participation in the fight against cancer. "Their gift should give them great personal satisfaction," he said, "as their support offers humanity hope of victory over cancer, and to them the right to say, 'I had a part in it.'"



The Milwaukee Road Magazine

# Transportation Industry's Lunch-O-Ree Raises Record Chicago Scout Fund



President Curtiss E. Crippen leads the applause as Lt. Gen. James H. Doolittle concludes his talk before the transportation industry groups.

The sixth annual Lunch-O-Ree sponsored by the Chicago transportation industry in support of the Boy Scouts of America was a highly successful fund-raising campaign. The event, of which President Curtiss E. Crippen was chairman, raised in excess of \$25,000, the largest sum ever realized from the activity.

The proceeds will help support the work of the Chicago Area Council of the Boy Scouts, which serves Chicago and 19 suburban communities.

Participants in the campaign included the Chicago based railroads; transportation supply groups; air lines and air line suppliers; the water transportation industry; local transportation, bus and taxicab groups; and railway associations, travel agencies and sightseeing companies.

More than 700 business leaders attended the Lunch-O-Ree, held Nov. 13 in the Pick-Congress Hotel. Bill Kurtis, WBBM television newscaster, was master of ceremonies for the program, which featured Lt. Gen. James H. Doolittle (ret.), aviation pioneer and World War II hero, as the principal speaker.

Highlights included the presentation of the Council's "Good Scout" award for 1968 to Maj. Gen. E. C. R. Lasher (ret.), former chief of the Military Traffic Management Agency and now president and chief executive officer of North American Car Corporation. General Lasher, a former commandant of the Army's Transportation School, is the holder of many military honors for meritorious service on transportation assignments, including the Legion of Merit in

World War II and the Distinguished Service Medal in the Korean War.

Since entering private industry in Chicago, General Lasher has been a leader in civic affairs, and active in Scouting as vice president and a member of the Executive Board of the Chicago Area Council. The Good Scout citation recognized his continuing interest in the Scout movement and his efforts in securing financial and individual support by community leaders.

General Doolittle's talk received area-wide radio, television and newspaper coverage. The famous aeronautical engineer and aerospace executive, who led the first air raid over Tokyo (1942), holds numerous military awards, including the Congressional Medal of Honor, and has been honored with the highest military decorations of many foreign countries. Since he retired, he has filled many government committee posts related to aviation science, space exploration, and atomic energy and missile defense systems.

In addressing the luncheon audience, he characterized the Boy Scouts as "our finest young Americans." Noting that changes are the order of the day, he pointed out that there are certain fundamental values—values based on spiritual concepts and proven by experience—which have not changed. "I do not believe we should abandon these values until, or unless, we find something better to replace them," he remarked.

The values he upheld were such "old fashioned virtues" as courage, integrity, love of country, morality, ambition,

courtesy, respect for the law, and discipline.

He said that student unrest prevalent today is the result of "too permissive and insufficient discipline in home and at school, and we're paying a debt for that now. This country will survive, but we'll continue to writhe a while."

Citing the practice of the foregoing virtues as the way to create a better nation and a better world, General Doolittle remarked that, as people grow older, time is the most valuable thing they have, "and knowing there isn't much left, we incline to hoard it—to use it as effectively as we can."

"I'd like to use what time remains to me to help, in as far as I can, to make a better world . . . and that means better people. I believe this is a worthy and important objective, and I would point out that there is no agency working harder, nor more effectively, to make people better and make better people than the Boy Scouts of America."

## District Adjuster H. W. Smeed Retires From Service at Marion

After 24 years of service, Harold W. Smeed, district adjuster with headquarters at Marion, Ia., retired Oct. 1. His associates in the claim and law departments joined in honoring him at a luncheon held at the Tower Club in Chicago on Oct. 25. Among his well-wishers were several retired members of the claim department.

Mr. Smeed started his career with the Road as an adjuster at Milwaukee on June 1, 1944. He later was promoted to district adjuster, and in that capacity worked at Miles City, Mont., before being appointed to the same position in Marion.



District Adjuster H. W. Smeed, left, receives good wishes for a happy retirement from R. W. Centen, general adjuster.



## Women's Club Chapters Review Activities At Biennial Meeting in Chicago

The 45 chapters of the Milwaukee Road Women's Club were well represented by presidents and other delegates at the biennial meeting and get-together with the general governing board at the La Salle Hotel in Chicago on Oct. 25-26.

The meeting, which marked the start of the club's 44th year of social and welfare activities, was conducted by Mrs. Ralph E. Melquist of Minneapolis, president general. Attendance from points throughout the railroad system included a solid delegation of 20 members from Madison, Wis., and 20 general officers and general chairmen.

At the business session, Mrs. Ralph Vannella of Bensenville, secretary general, summarized the activities of fiscal year 1967, as reported to her by local chapters. Highlighted in the report were the expenditure of \$4,644 for welfare and good cheer; donations of \$718 (estimated value) to the same work; 1,723 families given aid or cheer, in the course of which members made 5,994 calls and sent 4,705 good cheer messages; and \$2,072 raised through ways and means projects.

Speaking for the general governing board, Mrs. Vanella reported that scholarships sponsored for children of employees in 1967 amounted to \$3,600; also, that \$4,370 from the general fund had been awarded to chapters which exceeded their membership quota, thus bringing the membership at the close of the year to a total of 9,886—4,671 voting and 5,215 contributing members.

She also reviewed the progress of the club's current scholarship students, as well as those who have gone on to careers in business and professional fields.

On the matter of the education program, there was unanimous agreement to continue it at the present rate of two \$600 scholarships annually, renewable for the full four-year college or university undergraduate course.

Reports from individual chapters reflected considerable time and effort devoted to carrying out the club's fundraising, welfare and entertainment programs for the comfort and pleasure of the railroad family. Many chapters advised that, in the country's present state of prosperity, their welfare work consists for the most part of cheering the sick and aged and comforting bereaved families, but should occasions arise, they are ready and willing to help.

Among matters discussed generally, attention was given to the advisability of dispensing with the district meetings which have been held in alternate years. Put to a vote, the majority favored terminating the district get-togethers and

General officers and general chairmen assembled for the luncheon include Mrs. R. A. Rathbun, Milwaukee (seated from left); Miss Marilyn McNicholas, Chicago; Mmes. Ralph Vannella, Bensenville; R. E. Melquist, Minneapolis; W. Ray Dolan, Chicago; L. G. Ellis, La Crosse; H. F. Shannon, Milwaukee; E. L. Hubbs, Madison; Clarence Knoblauch, Minneapolis (standing from left); H. H. Jacobs, Mason City; Oscar Bond, Terre Haute; W. C. Doherty, Savanna; Kenneth Rynes, Madison; O. P. Catlin, Chicago; J. A. Hartley, Seattle; Frank Ross, Milwaukee; and L. V. Hinrichs, Miles City.

convening biennially.

Other business on the agenda included the election of officers and the appointment of general directors and chairmen. On the new slate, Mrs. Melquist was elected to a third term as president general and Mrs. Vannella to another term as secretary general.

The luncheon which concluded the meeting was arranged by Mrs. W. Ray Dolan of Chicago in her customary role of entertainment chairman. A delicious meal was served in the Illinois Room, to the accompaniment of light background music. Of the 150 or so who attended,

Presidents and delegates who represented various chapters at the meeting.



*The Milwaukee Road Magazine*



Representatives of Madison (Wis.) Chapter attend the luncheon.

singled out for tributes were those celebrating birthdays, together with the youngest and oldest member present. Mrs. O. P. Catlin, a past president of Chicago-Union Station Chapter and long-time governing board officer, qualified at 82 as the oldest and was presented an orchid.

The program featured an attractive singing duo, Jeanne Diamond and Dennis Burke, in a medley of operatic arias, selections from musical shows, and song hits of today. Mrs. Dolan was commended for the delightful entertainment as "the hostess with the mostest," insofar as the Women's Club is concerned.

## RETIREMENTS

The following employes' applications for retirement were recorded during September-October 1968

### General Office & System Employees

Asa, V. H.	Clerk..Chicago, Ill.
Brown, L. A.	Cook.."
Burke, Helen R.	Clerk..
Churchill (Schmidt) B.	Comptometer Opr..
Deacon, W. H.	Steward..
Edgren, Anna J.	Typist-Clerk..
Epps, G. H.	Waiter..
Fischer, D. J.	Suprv. Eng..
Foote, H.	Key Punch Operator..
Fuller, A., Jr.	Waiter..
Greco, A.	Laundry..
Hooper, E. E.	Waiter..
Johnson, S. H.	Project Manager..
Jones, Chas.	Cook..
Lewis, J. N.	Waiter..
Miles, C. P.	Waiter..
Morrison, F.	Waiter..
Peterson, C. J.	A.F.E. Clerk..
Saether, A. H.	Asst. Engr..
Werner, J.	Pass. Sales. Rep..
Wixted, J. P.	Chief Rate Clerk..
Young, Adeline S.	Switchboard Opr..
Zientarski, F. F.	Clerk..

### Aberdeen Division

Beck, W. J.	Agent..Olivia, Minn.
Buseman, H. W.	Machinist Helper..Montevideo, Minn.
Hosman, C. M.	Brakeman..Mobridge, S.D.

### Chicago Terminals

Armento, R.	Carman..Chicago, Ill.
Berger, E. H.	Gen. Yardmaster..Bensenville, "
Bridges, T. B.	Boilermaker..Chicago, "
Cwieka, John	Lift. Opr..Galewood, "
Duy, P. J.	Carman..Chicago, "
Galbavy, A.	Carman.."
Hutson, C. L.	Car Inspector..Bensenville, "
Idleman, L. T.	Switchman..Chicago, Ill.

November-December, 1968

### Iowa, Minnesota & Dakota Division

Bradley, D. E.	Section Frmn..Woonsocket, S. D.
Bray, H. V.	Gen. Yardmaster..Sioux City, Ia.
Crowley, F. P.	Eng. Watchman..Mason City, Ia.
Woestman, F. L.	Clerk..Sioux City, Ia.

### La Crosse Division

Capp, R. G.	Conductor..Minneapolis, Minn.
Peterson, M.	Loco. Engr..Mineral Point, Wis.
Sullivan, E. F.	Brakeman..Wausau, Wis.

### Milwaukee Division

Blask, Dorothy M.	Secretary..Milwaukee, Wis.
Campbell, J. J.	Switchman.."
Duchateau, B. F.	Conductor..Green Bay, Wis.
Ellis, C. C.	Machine Operator..Milwaukee, Wis.
Kinnear, H. J.	Extra Gang Fmn..Iron Mountain, Mich.
McHoes, W. L.	Section Lbr..Freeport, Ill.
Lukes, A. N.	Engineer..Milwaukee, Wis.
Neveau, J. J.	Chief Clerk..Menasha, Wis.
O'Halloran, D. F.	Flagman..Milwaukee, Wis.
Rawhouser, W. E.	Ass't. Frmn.."
Roderick, R. S.	Loco. Engr.."
Woods, P.	Laborer.."
Zweiger, K. L.	Section Lbr..Ripon, Wis.

### Milwaukee Terminals & Shops

Arndt, E. H.	Chief Yard Clk..Milwaukee, Wis.
Cronce, W. L.	Car Inspector.."
Dordel, F. E.	Head Red Cap.."
Doubeck, H. L.	Laborer.."
Genetske, R. H.	Machinist.."
Janzen, R. W.	Mach. Hdpr.."
Lewandowski, A. A.	Pipefitter.."
Lonac, N.	Oiler Laborer.."
Magitz, W. O.	Carman.."
Marthaller, J. E.	Pipefitter.."
Noot, R. H.	Timekeeper.."
Primasing, L. J.	Boilermaker.."
Schneider, Luise M.	Storehelper.."
Schumacher, J.	Carpenter.."

### Off Line

Brett, A. G.	Dist. Sales Mgr..Eugene, Ore.
--------------	-------------------------------

### Rocky Mountain Division

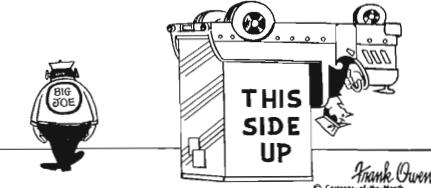
Garcia, A.	Track Patrolman..Hauga, Mont.
Gresham, P. J.	Lineman..Deer Lodge, Mont.
Leggett, F.	Ex. Gang Lbr..Deer Lodge, Mont.
Peterson, A. M.	Agent..Lewistown, Mont.

### Terre Haute Division

Coleman, E. G.	Agt.-Operator..West Dana, Ind.
Metz, F. C.	Loco. Engr..Faithorn, Ill.
Smith, G. O.	Car Repairman..W. Clinton, Ind.
Stout, A. P.	Carman..Terre Haute, Ind.

### Twin City Terminals

Flaherty, E. R.	Car Distributor..St. Paul, Minn.
Henley, E. G.	Towerman..Minneapolis, Minn.
Hernandez, J.	Asst. Section Frmn.."
Hill, F. C.	Coach Cleaner.."
McEachern, J. D.	Towerman.."
Nordstrom, N. J.	Crossing Flagman.."
Morton, W. W.	Engineer.."
Osbloom, M.	Claim Clerk.."
Prestemon, J. P.	Switchman.."



© Copyright of the Month

# Railroad Coach Housekeeping Leaves Them More Time for Fishing



The coach, converted to snug living quarters. A wing at the rear houses a sun room, bathroom and utility room.

This winter the Julius Blanks are content to sit out the cold weather at their home in Milwaukee, but come a good spring thaw, and they'll be heading back to their railroad coach "cottage" near Friendship, Wis., and all that good fishing on Big Rock-a-Cri Lake. "We enjoy it so much up there that we just hate to leave," says Betty Schwantes Blank.

Julius, a retired Milwaukee Division engineer with 48 years of service, and Betty, a switchboard operator for many years at the Milwaukee depot, were married in 1965, at which time she, too, joined the retired ranks. Both of their late partners had also worked for the railroad, Julius' wife, Clara, as a forewoman at the Milwaukee Shops coach yard before her marriage, and Betty's husband, Gene, as chief clerk to shop superintendent.

Since Betty retired, the Blanks have made their home at the lakeside cottage in the Wisconsin Rapids area from late spring until the leaves turn in the fall, returning to Milwaukee only for special occasions. The passenger coach, which Julius bought in 1951 to serve as a week end and vacation retreat, is equipped with all the conveniences for comfortable living, including hot and cold running water and automatic heat.

The kitchen is equipped with modern work-saving appliances arranged to save footsteps in preparing meals and washing dishes. The other rooms are also furnished for easy housekeeping, and within an hour or so after breakfast they



Betty and Julius Schwantes relax in the living room of their lakefront cottage in the Wisconsin Rapids resort area.

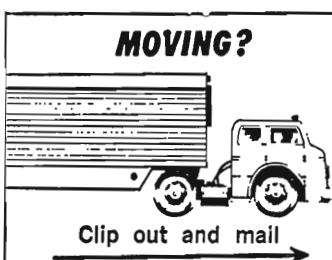
can have the place ship-shape, leaving ample time for other activities.

To the Blanks, that means fishing, and they spend many hours on the lake. Fishing has been Julius' hobby for years, and the place boasts a boat house and fish-cleaning shanty.

Before their marriage, Betty had not so much as baited a hook. "I never thought I'd turn into a fisherwoman," she says, "but you should see me now. My husband is really proud of me. We catch blue gills, croppies, black bass and Northerns. Rather, I should say that Jul catches Northerns—I haven't caught one yet, but I sure enjoy trying."



The kitchen is equipped with modern work-saving appliances, the sum of these conveniences being easier housekeeping and ample time for fishing.

<b>MOVING?</b>	
	
Clip out and mail	
<b>TO CHANGE YOUR ADDRESS</b>	
When you move, please notify	
CIRCULATION DEPARTMENT	
THE MILWAUKEE ROAD	
MAGAZINE	
824 UNION STATION BUILDING	
CHICAGO, ILLINOIS 60606	
<b>PLEASE PRINT OR TYPEWRITE</b>	

<b>MILWAUKEE ROAD MAGAZINE:</b> Please change the address to which The Milwaukee Road Magazine is sent to me as follows:	
SIGNATURE	DATE
SOCIAL SECURITY ACCOUNT NUMBER	
INITIALS 1 2	LAST NAME
STREET ADDRESS	
CITY	
STATE	ZIP CODE
<input type="checkbox"/> ACTIVE EMPLOYEE	
<input type="checkbox"/> RETIRED EMPLOYEE	



## Golden Spike Centennial Celebration Sidelights

*Medallion and poster stamp commemorate first transcontinental rail route*



The medallion commemorating the Golden Spike Centennial (see the Sept.-Oct. '68 Milwaukee Road Magazine) are already in brisk demand, the Golden Spike Centennial Celebration Committee has announced.

The first one issued was made into a bracelet charm for Mrs. Lyndon B. Johnson and presented by Thomas M. Goodfellow, president of the Association of American Railroads, to President Johnson.

Proceeds from sales will help finance the year-long nationwide observance of the occasion at Promontory, Utah, on May 10, 1869 when the driving of a gold spike at the junction of the Central Pacific and Union Pacific railroads marked the completion of the nation's first transcontinental rail route.

The medallions were authorized by Congress, designed by engraver Frank Gasparro, and struck at the U.S. Mint in Philadelphia. They are available in bronze in two sizes— $1\frac{1}{16}$  and  $2\frac{1}{2}$  inch diameters—at \$2.50 and \$7.50 each, and the larger size in silver alloy at \$25. Both the obverse and reverse side of the design are shown above.

The Centennial Committee, headed by Mr. Goodfellow, has made available also a special commemorative poster stamp depicting the ceremonies at the joining of the two railroads.

Authority for the first rail line to span the country was the Pacific Railroad Act signed by President Lincoln in 1862, when plans of the 1850's to hasten travel from coast to coast were brought into focus by the War Between the States. The Act was largely a war measure to defend and keep the Pacific Coast within the Union and to facilitate the movement of troops and supplies.

Based on earlier surveys, the route chosen was the route which had been followed by fur traders and trappers, emigrants, the Overland Stage and the Pony Express. Construction was allotted to two railroads—the Union Pacific (created by the Act), to build westward from the Missouri River, and the Central

Pacific, to head eastward from California.

The difficulties confronting each railroad were awesome. The Central Pacific, in its first 125 miles, had to climb 7,000 feet to cross the High Sierras, and carve out 14 tunnels on the way. All material and equipment had to be brought in by sailing vessel around Cape Horn. With labor scarce in California, Chinese coolies were brought in especially for the project.

difficulties, the job moved steadily ahead. At the peak of the activity, more than 12,000 persons were employed on the project.

The actual joining of the railroads at Promontory Summit, about 60 miles northwest of Ogden, Utah, was regarded as one of the most significant events in the nation's history. Among Central Pacific officers who participated in the ceremony were Leland Stanford, Collis P. Huntington, Mark Hopkins and Charles Crocker. From the East were many officers of the Union Pacific and prominent civic leaders, and a delegation of Mormons from Salt Lake City. A detachment of troops from Ft. Douglas, Utah, represented the Government.

A telegram message to Washington just before noon announced that the driving of the last spike would be communicated to all telegraph offices in the United States. Special wires were installed so each blow of the sledge hammer could be flashed instantly to all parts of the country. This was the first nationwide broadcast in the history of instantaneous communications.

As trains from the East and the West stood two rail-lengths apart, the last tie and rail were put into place. Three spikes were then used in the ceremony. Arizona presented one of gold, silver and iron; Nevada one of silver; and California presented the last spike, the one of gold.

At a little after 2:30 P.M., Central Pacific President Stanford gave the Gold Spike its first blow, Union Pacific Vice President Durant gave it number two, and then the chief engineers of the two roads drove it home. The trains then inched toward each other, touching "noses," a bottle of wine was poured over the last rail, and the Atlantic and Pacific coasts were joined.

Word that the railroad was completed touched off a wild celebration. President Grant made the official announcement in Washington, Philadelphia rang the Liberty Bell, and a salvo of fire alarm and church bells resounded throughout



The commemorative poster stamp

The Union Pacific was forced to build through a region totally lacking in white settlers, with little water or timber, and filled with hostile Indians. Since the railroad had no eastern terminus, it had to use overland freight for all material and equipment which could not be barged up the Missouri from St. Louis. Crossties and rail had to be brought in from the East and some from England. Because of the exposure to Indian bands, military forces accompanied the construction crews at many points.

To top things off, the builders of the railroads were harassed by financial and political influences. But in spite of these

the nation. There were 100-gun salutes in New York's Central Park, San Francisco and elsewhere, speeches by dignitaries, and firework displays at night.

Today, the Golden Spike is on display in the Stanford Museum of Leland Stanford University at Palo Alto, Calif., in a display safe with a reinforced glass window. On one side is the inscription: "May God continue the unity of our Country as this Railroad unites the two great oceans of the world."

The spike, with an over-all length of 5½ inches, was fashioned from \$400 worth of gold by San Francisco jewelers, whose bill, including the cost of engraving, was \$25.24. Attached to it originally was a bulbous nugget, which was broken off before the ceremonies and made into watch fobs and rings for President Grant, Secretary of State Seward and a few other major dignitaries.

The whereabouts of the silver spike is not known. The last tie laid, of polished California laurel, was displayed in the Central Pacific's San Francisco office until the office and tie were destroyed in the earthquake and fire of 1903.

The construction of the transcontinental rail link a century ago was proposed by some as a national project, but President Lincoln disagreed. Pointing out that the Government had its hands full carrying out the war, he said, "All the Government can do is aid; even admitting that construction is a political as well as a military necessity."

Recognizing the vital importance of the railroad, the Government granted the railroads right of way through the public domain, plus 10 alternate sections of land per mile on each side of the railroad within the limit of 10 miles. Most of the property was sold by the railroads to help finance construction and encourage settlement.

In return, the railroads were required to move government freight, personnel, military goods and mail at half rates for more than 80 years—through two World Wars—before Congress in 1946 decided the land had been paid for 9.6 times over, and repealed the reduced rate requirement.

Cash grants from the Government to further the project a century ago constituted a mortgage on the railroads, and were all repaid at 6 per cent interest.



(Address orders for Centennial medallions to Field Headquarters, Golden Spike Centennial Celebration Commission, Room 2419 Federal Building, Ogden, Utah, 84401.)

## "Old Henry" Still Chugs After 39 Years



A car will last almost forever, if you take care of it, said Switchman Carl Michelini of Steger, Ill., when he retired recently from service at Faithorn Yard. As evidence, he cited the 1929 Model A Ford he had driven on an eight-mile round trip to and from work for 39 years, for an estimated total of 130,000 miles.

He bought the car in 1929 for \$606 complete. Not a "classic car" buff, from now on he intends to keep "Old Henry" in running order just as a hobby.

Michelini has done all of the maintenance work himself, except for reaming the wrist pins. The car still has the original engine block, transmission and differential, but time has taken its toll of other parts. A wainscoting of steel sheeting riveted to each side of the body covers spots where salt on winter roads eroded the original metal, and he has

replaced the radiator, three clutches, seven sets of piston rings and three sets of wrist pins.

Over the years he also bought four connecting rods, although only three have been installed—one of the original rods still works—and has gone through 36 tires. Michelini attributes much of the car's longevity to his policy of changing oil every 500 miles, without adding any. He did, however, add an oil filter to the original equipment.

Driving the car for 39 years was a matter of practical transportation. Michelini was just eight days short of 50 years of service when he retired. He started at the roundhouse in Ladd, Ill., transferred to switching on the Chicago-Terre Haute Division in 1921, and has lived in Steger for 32 years. In his 39 years of driving he has never had a traffic accident or received a traffic violation ticket. (Chicago Heights STAR photo)



You can't win 'em all—  
Why risk the danger  
of losing?



### Train Trips

Sometimes my friends do not agree . . . And so I must explain . . . Why it is so enjoyable . . . To travel on a train. . . . Provided there is time enough . . . I rarely will deny . . . That chance to settle back and let . . . The countryside go by. . . . The people are so friendly and . . . The traveling by far . . . Is faster and more comfortable . . . Than riding in a car. . . . I watch my fellow passengers . . . Which never is a bore . . . And guess where they have been and what . . . They all are headed for . . . Each journey is a pleasure trip . . . When I can just relax . . . And listen to the steady sound . . . Of wheels upon the tracks.

Kristina Metcalfe in the Chicago Tribune

*The Milwaukee Road Magazine*

## Twin City Terminals

### TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

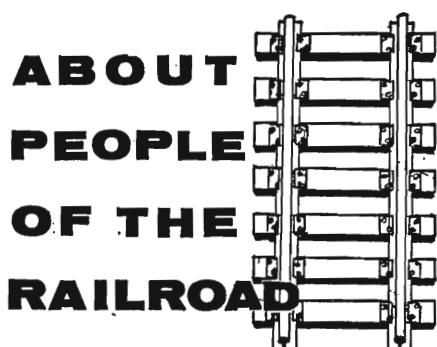
Lee Theilman, steno-clerk, joined the car department office force in September.

Lawrence Mendez, laborer in the locomotive department, is back after finishing a two year tour of duty with the armed forces in Korea.

Machinist Helper Walter Dwuznick retired on Nov. 1. Mr. Dwuznick started with the railroad in 1929 and worked in the St. Paul roundhouse during his entire service.

Our sincere sympathy to the families of these retired employees: Herb Siegler, machine operator, passed away Oct. 10; Clarence Wething, carman, died Sept. 23 at Redwood Falls, Minn.; George Nelson, electrician, died Sept. 9; Marius E Jensen, machinist, passed away Nov. 1; and Ralph Manser, engineer on the Duluth Division, died in October.

The mother of Bill Walton, train dispatcher at Newport, Minn., passed



away in St. Paul Oct. 6. She was the daughter of Section Foreman N. W. Hennessy and was born in 1881 in the section house on the Milwaukee Road at Ruthven, Ia.

Richard Holen and Gregory Burris, machinist helpers in the locomotive department, have entered military service. Richard joined the Marines and Gregory went into the Army.

### MINNEAPOLIS LOCAL FREIGHT AND REGIONAL DATA OFFICES

Bonnie Glotter, Correspondent

Cake and cookies were served Oct. 15 in honor of Martha Osbloom, who retired after 26 years of service with the Milwaukee. Prior to coming to the local freight office, Martha worked for approximately eight years for the Minnesota Transfer Railway. She was presented with a gift of money.

On the same day, Dick Sutton transferred from the local freight office to the commercial department.

Welcome to our new auto messenger, John H. Schmucker.

At this writing, Elmer Davies, former demurrage clerk, is very ill at the



**A VETERAN IN THE NEWS.** This occasion was the presentation of a Silver Pass for 45 years of service to G. E. McManamon, general agent at Everett, Wash. (second from left), as pictured in the Everett Herald. Congratulating him are J. T. Conlin, district manager-sales (from left); D. F. Galipa, assistant superintendent-Coast Division (top); M. T. Sevedge, superintendent-Coast Division; Assistant General Manager Martin Garelick; and D. A. Keller, regional manager-sales. Mr. McManamon has served the railroad at Everett since 1935. He was appointed general agent in 1955, and is the current president of the Everett Transportation Club.

Villa Marie Nursing Home, 719 E. 16th St., Minneapolis. Also, Frank Thori, former chief rate clerk, is recuperating at home from a recent operation. We wish them both speedy recoveries.

I apologize. Linda O'Rourke attends Mankato State, instead of Winona, as reported in the last issue.

### IM & D Division

#### SIOUX CITY AREA

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

A group of employees from the Sioux City offices gathered at the Castle Inn on Sept. 27 for lunch, honoring Frank Woestman, rate clerk in the Sioux City freight office, upon his retirement after 23 years of service. Frank was presented with a camera outfit as a gift from his many friends on the Division. He and his wife plan on remaining in Sioux City and do some traveling. Best wishes were extended for a long and happy retirement.

A coffee hour was held at the Wigwam in Sioux City, Ia., the morning of Oct. 14, honoring Howard V. Bray, yardmaster in Sioux City, upon his retirement after 45 years of service. Howard was presented with an electric calendar watch from his many friends in Sioux City and on the IM&D Division.

Everyone was happy to see Kendall Koontz, yard clerk, back at his desk

on Oct. 1, after a leave of absence due to illness.

Sympathy was extended to Arthur "Duke" Moore, retired roundhouse employee, Mason City, upon the death of his wife, Maxine, Oct. 5.

We extended sympathy also to Conductor Raymond Leahy, Sioux City, upon the death of his mother, Mrs. Charles Wright, 82, of Sioux City.

Montie L. Kemp, retired lieutenant of police formerly of Sioux City, passed away in Springfield, Mo. Montie retired in 1960. Survivors include his wife, one son, one daughter, nine grandchildren and several great-grandchildren.

We were sorry to learn of the death of Homer J. Nyreen, 34, carman in Sioux City, who passed away after an illness of several months. Survivors include the widow; one daughter, Vicki; his father; one half-sister and three half-brothers.

#### AUSTIN—EAST END

R. D. True, Correspondent  
Office of Superintendent

Mr. and Mrs. Carl Rowlands are the proud parents of a baby girl, Melissa Kay, born on Sept. 17 at Austin. Melissa is their first child. Carl is assistant engineer at Austin.

Time Reviser John Newlin has a new grandson, his first, named David Allan Krejci. David was born to Mr. and Mrs. Allan Krejci on Oct. 11.

Engineer Claude Messmore retired as of Oct. 31.

## "Project Head Start" for Safety



Safety education starts early in the family of P. L. Dempsey, assistant superintendent of safety, whose grandson, Paul Patrick, is displaying here one of the safety message stickers designed for distribution to school children.

As part of a stepped up program to impress upon children the dangers of playing around railroad property, Milwaukee Road district safety engineers have been conducting a "project head start" program at elementary schools located along the railroad. The classroom sessions feature showings of "The Right Way," the new color movie produced by the Association of American Railroads to aid member roads, school authorities and community organizations in reducing injuries and property damage caused by juvenile trespassers.

The protection of children, as well as of railroad patrons and employes who might be injured through careless acts of juveniles, are the major objectives of the film. The actors in it are of grade school age, this being the group which

L. W. Diede, section foreman at Scotland, S. D., has earned quite a record for himself by working 40 years without a personal injury. He started as a laborer in 1920.

Verle K. Drury, train dispatcher at Austin, passed away suddenly on Sept. 26. He was 59 years old. Verle started railroading in 1929 as agent at Vivian, S.D., beginning his dispatching career in 1956, working at Mitchell, Mason City, Sioux City and finally Austin. He is survived by his widow, and four children, Patrick at Cape Kennedy, Donna at Madison, Wis., and Jean and Jim at home. He was active in the ATDA, serving as office chairman at the time of his death. He was also an avid bridge player.

most often is attracted to railroad right of way. Following the movie, the students receive copies of the AAR booklet titled "Dangerous Playgrounds," which teaches the same lesson.

To promote this activity, the safety department also produced a color sticker carrying a safety message and with space for the child's name, for affixing to school books, book bags, coaster wagons and the like. In addition, each student receives a Milwaukee Road "Safety First" bumper sticker of a new design, with instructions to see that Dad puts it on the family car.

"Project head start" has been well received in the schools, and by local police departments, whose officers frequently work with the safety engineers in their presentations of the program.



W. C. Grandstaff, district safety engineer with headquarters in St. Paul, and Patrolman Roger Aronson of the St. Louis Park (Minn.) police force are shown while making the rounds of the schools in St. Louis Park to present the "project head start" program.

Ray Barrette has been transferred to Madison, Wis., as roadmaster, and D. R. Dillinger has been assigned to Austin.

### Milwaukee Shops

#### OFFICE OF SHOP SUPERINTENDENT —CAR DEPARTMENT

Jeanne E. Babe, Correspondent

We welcome Henry Husting as new clerk for the passenger and forge shops. He previously worked for the Milwaukee police department. Henry replaced Donald E. Mueller, who has become the new chief clerk to Assistant Shop Superintendent J. V. Sands. Also new to Mr. Sands is Pat Hoye as

steno-clerk. She formerly worked at the Milwaukee depot.

After four years in the freight shop, Clerk-Typist Ted Marino will be an adjuster in the district office in Milwaukee. Henry Kiolbasse, clerk from Davies Yard, will be taking over his job.

Carmen-Welder Daniel P. Barry, son of Freight Shop Foreman and Mrs. Leonard P. Barry, and the former Susan Kowalski were married on Oct. 12 in St. James Catholic Church in Mequon. After honeymooning in Las Vegas, San Francisco and Los Angeles, they have made their home in Milwaukee.

Sympathy was extended to Mr. and Mrs. Norm Pfennig, assistant blacksmith foreman, on the death of their son, Keith. Also to the family of Walter Hermans, carman-welder in the freight shop, on the death of Mrs. Hermans.

After 50 long years of service, Edward L. Czech will receive a Gold Pass. Mr. Czech works as a machinist in the passenger shop. Welder Frank Malnory will be receiving a Silver Pass for 45 years of service. He works in the freight shop.

A happy retirement to the following employes who retired this past summer: Blacksmith Helper M. M. Makoutz; Machinists A. V. Smerlinski and R. H. Genetske; Carman J. A. Wallace; Tinsmith W. F. Pawlak; Steamfitter V. Budziszek; and Machinist Helper R. W. Janzen.

Frank J. Mullanay, who retired in 1961, passed away Sept. 20. He was a veteran of 54 years of service in the car department woodmill. Funeral services were held at St. Sebastian's Catholic Church, with interment in Holy Cross Cemetery. He is survived by his wife, Elnore, three sons, John, Joseph and William, and 12 grandchildren.

### Rocky Mountain Division

#### HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Clark Cass, yardmaster since 1952, has retired because of a disability. Clark started with the Milwaukee as a switchman in 1936. He had worked as extra yardmaster since 1944. He was active in union affairs, serving as local chairman in 1953 and as vice-general chairman since 1954. Rodeos were his delight and he always had an active part in them. He has a small ranch south of Harlowton. His horsemanship is his great pride.

Mrs. Billie South, wife of Trainman Bill South, is the new secretary of Harlowton High School. They came to Harlowton from Miles City.

Ty Cotton, son of Fireman Vern Cotton, was elected vice president of the freshman class at Western Montana College at Dillon.

Mike Wood, son of Carman Bob Wood, has been awarded the honor scholarship for the fall semester at Miltonvale Wesleyan College, Milton-



**FOR THE FAMILY RECORD.** Marking 45 years of service, Raymond J. O'Brien, locomotive department clerk at Milwaukee Shops (right), is presented a Silver Pass by W. C. Gage, superintendent of motive power. Ray is one of three brothers who have rendered a total of 143 years of continuous service to the railroad. Harold, chief caller at Milwaukee Shops, is a 47-year veteran, and Gerald, who retired this year as an engineer in the Milwaukee Terminals, was with the railroad 51 years.



**GOOD WISHES FOR A HAPPY RETIREMENT** are extended to Margaret "Marge" Brandt, chief file clerk in the transportation department in Chicago, at an open house in her honor on Oct. 31. Among her well wishers are, at her left, Vice President-Operation F. G. McGinn. She was honored also at a luncheon given by her feminine co-workers. Having retired with 44 years of service, Marge plans to spend her leisure playing golf, traveling, and just taking life easy.



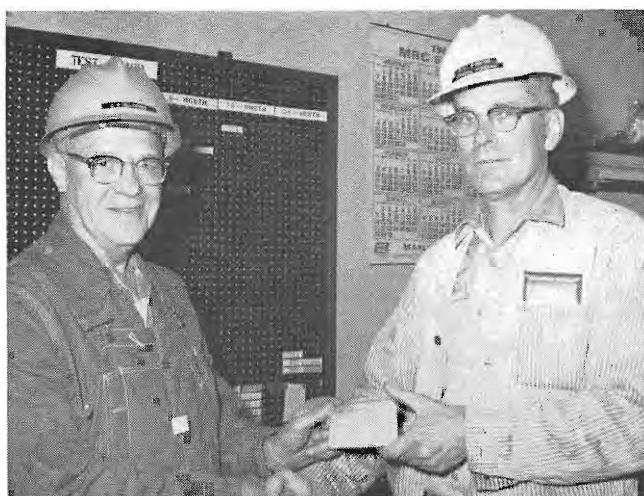
**RECEIVES SILVER PASS.** Roadmaster F. J. Herlehy (right), a veteran of 45 years of service, receives a Silver Pass with the congratulations of W. C. Whitham, division engineer of the La Crosse Division. Mr. Herlehy serves as roadmaster on the division with headquarters at Watertown, Wis.



**RETIRING FROM THE POLICE DEPARTMENT,** Special Officer E. H. Ingle (center) is shown with Captain W. H. Block (right) and Assistant Captain F. A. Krause at a get-together of his associates on Oct. 3 in the captain's office in Chicago. Officer Ingle retired with almost 27 years of service, most of which were spent policing our Galewood facilities. His friends and fellow officers presented him with a clock radio and fishing outfit, and cash for a gift of his own choosing.



**MARKING 45 YEARS OF SERVICE,** Harold J. Montgomery, engineer and draftsman at Milwaukee Shops (right), receives a Silver Pass with the congratulations of L. P. Tarrence, mechanical engineer. For approximately 40 years, Montgomery has been a correspondent for the Milwaukee Road Magazine.



**LIFETIME PASS HOLDER.** A Silver Pass recognizing 45 years of service is presented to C. K. Clifford, machinist at the Tacoma roundhouse (left), by General Foreman A. L. Running. Clifford served his apprenticeship at Tacoma Shops, and has been employed there as a machinist since Aug. 1, 1923.



**HONORED AT GALEWOOD.** Retiring with 45 years of service, Mae A. Graney, switching rate clerk at the Galewood freight station in Chicago, is presented a watch, a hand-tooled wallet and a gift of cash at an office party in her honor. Wishing her a happy retirement are Agent J. P. Kalasmiki, right, and Assistant Agent T. J. Lloyd.

vale, Kans. Sponsored by the Wesleyan Church, it offers curriculums in the humanities, behavioral sciences, natural sciences, religion, and philosophy. This is Mike's sophomore year there.

Bob Conley, machinist at Harlowton shops, is the proud father of a daughter, Karrie Lynn, born Sept. 2.

Bill Lunceford retired from the section on Sept. 1. Bill is best remembered for his work in the shops, where he started as a laborer in 1926, and worked up to boilermaker helper and boilermaker. The change from steam to diesels on the east end out of Harlowton left little work for boilermakers, and Bill took work with the section.

We recently had the privilege of writing about A. M. Peterson serving 60 years with the Milwaukee, and now congratulate him on retiring Sept. 1. A retirement dinner was given in the Sapphire Room at the Yogo Inn. A lot of Old West romance was given in the previous writing. Just to write this brings to memory that Lewistown is very near the world-famous Yogo Sapphire Mines. The Yogo sapphires are the world's greatest, and many were taken to England for the crown jewels. As a matter of fact, an English syndicate held ownership of the mines for many years and was thoughtful enough to flood them before leaving them, expecting them to never be re-opened. There is some mining again and some fine jewelry can be purchased in Billings, especially from Mr. Barron, of Barron's Jewelry, one of the owners of the mines. Prices are comparable to fine diamonds.

Cecil Boykin, son-in-law of Electrician Marvin Thompson of Harlowton, passed away suddenly at Great Falls, Mont. Through young in age, he won great honors in WWII in the South Pacific, and was especially great in western and country music. He received his bachelor and master degrees at West Texas State University, where he also taught for a time.

The big game hunting season is in full swing. Out-of-staters are numerous; rigs of all kinds are heading into the mountains. Weather is fair and really too warm for the occasion. No tracking snow. This being the first of November, we have had no snow except in the mountains to date; quite different from some years.

#### WEST END

James F. Ranney, Correspondent  
Boardman, Three Forks

Brakeman James J. White, 52, of Deer Lodge died Sept. 18 in Providence Hospital in Seattle. He was born in Garrison and had lived in the Deer Lodge-Garrison area his entire life. Survivors include his wife, Bonnie; sons James L. of Butte and Terry W. of Helena; daughters Marjorie Scharf of Alberton and Betty Main of Missoula; and nine grandchildren.

Michael M. Kohler, retired fireman, died Sept. 24 in Bozeman Deaconess



#### Hole-In-One!

MILWAUKEE—D. E. "Don" Miller, general road foreman of engines (right), had his lucky day recently on the Dretzka golf course when he let loose with a wallop that slammed home a hole-in-one. Congratulating him is William Cruickshank, assistant general road foreman of engines, who was there. Don made the spectacular shot on the 16th hole, a distance of approximately 175 yards, using a No. 5 iron.

Hospital. Services were conducted in the Three Forks Baptist Church with burial in Fairview Cemetery. Mr. Kohler was born in Glen Ullin, N. D., and had lived in Three Forks since 1922. He is survived by his wife, Laura; stepdaughters Sharon and Emilie Carlasco and son Michael M. Jr., all of Three Forks; four brothers and seven sisters.

#### EAST END

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

The Miles City chapter of the Milwaukee Women's Club was pleased to learn their president, Mrs. L. V. Hinrichs, delegate to the annual meeting, was elected to the governing board as director outside of Chicago.

Yardmaster J. A. McElroy was wearing a big grin recently when the local paper carried his picture on the front page holding up two cantaloupe grown in his melon patch. The combined weight was over 20 pounds.

Dr. Maurice R. Hilleman, son of retired Brakeman Robert Hilleman, has again made medical history. Last spring, he and his research team reported successful tests of a new live virus vaccine against German measles. This fall they have proclaimed positive results from a combined vaccine to prevent not only German measles but mumps and regular measles as well. Once fully-tested and licensed, the one-shot combination vaccine may very likely eradicate the three diseases in the United States.

Retired Machinist Hobart Aggers and wife report they have purchased a new pickup and camperette, and re-

cently returned from a 30-day trip in Wyoming, Idaho and Washington. They have also taken in the Passion Play and anticipate extensive use of their new equipment in the future.

Mrs. Fay Labrie, widow of Conductor J. L. Labrie, recently completed a nurse's aide course sponsored by the Holy Rosary Hospital.

Section Laborer and Mrs. L. L. Sturdevant were honored on their 40th wedding anniversary with an open house held Sept. 22. Hosting the affair were their sons and daughters. The Sturdevants lived at Musselshell and Sheffield before coming to Miles City in 1943. They are both active in a number of organizations in Miles City.

Charles V. Little, son of Mrs. W. T. Little and the late Tommy Little, was married to Ellen K. Rankin of Jackson, Miss. The couple will reside in Great Falls, Mont., where the groom is stationed at Malmstrom AFB.

Marie Friedt, daughter of Engineer and Mrs. S. V. Friedt, was married Aug. 31 to Anton Schwahn. The couple will make their home at Fort Hood, Tex., where the groom is stationed with the 27th Engineer Battalion.

Allen F. Minkoff, son of Conductor Mike Minkoff of Harlowton and Mrs. Doloris Minkoff of Miles City, was married Sept. 7 to Marcia Ramey at the Sacred Heart Church in Miles City. The couple will reside in Bozeman, where Mr. Minkoff is a senior at Montana State University.

Marliss DeLange, daughter of Conductor W. J. DeLange and Mrs. Faye DeLange, was one of the honor graduates at the National College of Business in Rapid City.

Lynn Baker, nephew of Switch Foreman E. Z. Babcock, a student in Mexico working on his master's degree in Spanish, was well repaid for a good deed when he stopped to help a young man having car trouble in downtown Mexico City. The recipient was a bullfighter from South America. He gave Lynn and his wife tickets to a private bullfight being held in honor of the Olympic teams of Latin America, and asked Lynn to act as translator while he delivered special invitations to Olympic chairmen and officials who spoke no Spanish.

Joan Sweeney, daughter of Car Foreman and Mrs. Howard Sweeney, has returned to Los Angeles after covering the Olympics in Mexico. Joan is with the UPI, and stayed in the Olympic Village on the 8th floor of the Press Tower. She covered a number of events, primarily in the women's field, and had a most interesting experience.

Approximately 80 members of the Milwaukee Women's Club attended the Over-The-Top dinner held at the Olive Dining Room on Oct. 7.

The Ladies Auxiliary of the BRT held its annual dinner on Oct. 29. Following dinner, grocery bingo was played. There were 31 members and their husbands in attendance.

Congratulations to the Roy Volkmans on the addition of a baby girl, born Aug. 28, to the family circle. Roy



**PULLING THE PIN.** R. S. Roderick, long-time engineer on The Traveler and the Afternoon Hiawatha, is shown mounting the cab of No. 3 in the Chicago Union Station when he retired at the end of September. Extending good wishes are Fireman Eric Siffert and A. C. Novak, superintendent of road and suburban passenger service and personnel. Roderick's service spanned 53 years, starting in the Chicago general freight tariff bureau. He became a fireman in the Chicago Terminals in 1917 and had worked as an engineer on Chicago-Milwaukee trains since 1923. He and his wife, Irene, moved on Oct. 1 to Homestead, Fla.



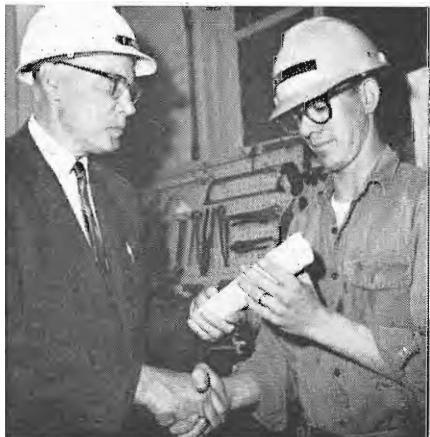
**DUBUQUE & ILLINOIS SEND-OFF.** Conductor John Struve, retiring on Nov. 15, wears a carnation and a big smile as his fellow employees on the Dubuque & Illinois Division give him a send-off at train crew headquarters in the Chicago Union Station. Struve retired with more than 50 years of service on the D&I Division, making his last runs on Chicago-Elgin trains 225 and 226. He and his wife, Mabel, are moving to Ogdensburg, Wis. (R.R. #1, Box 142).



**SILVER PASS VETERAN.** J. E. "Jim" Borror, draftsman-blueprinter at Milwaukee Shops (left), is congratulated by L. P. Tarrence, mechanical engineer, upon receiving a Silver Pass for 45 years of service. Borror, who attended the University of Minnesota, is a son of the late Elmer Borror, sleeping and dining car agent and assistant stationmaster in Minneapolis who had 46 years of service.



**FORTY-FIVE YEARS OF SERVICE** are marked with the presentation of a Silver Pass to W. B. Tigerman, assistant regional manager-sales in Kansas City (center), by D. M. Wiseman, general manager-freight sales, as E. S. Rogers, regional manager-sales, stands by. All of "Tige's" service has been at Kansas City, starting in the operating department, and in the traffic department since 1934.



**IOWA DIVISION RETIREMENT.** Trainman Harold R. Haas receives a Silver Pass from Traveling Engineer J. J. Rosenbach marking his 45 years of service before retiring. Mr. Haas started at the Perry shops, transferred later to train service, and worked as a trainman for many years. While planning for retirement, he had also filled vacancies in the callers ranks.

#### APPRENTICESHIP GRADUATE

Ronald Duncan, who recently completed his apprenticeship at Tomah Shops, receives his diploma as a full-fledged sheet metal worker with the congratulations of Shop Superintendent F. J. Reese. The apprenticeship course requires 8,320 hours of on-the-job training and 400 hours of attendance at the Vocational School in La Crosse, Wis. The diploma marked his successful completion of both phases, as certified by the railroad and the Wisconsin Industrial Commission.

# here's how we're doing



	Third Quarter Ending September 30	Nine Months Ending September 30		
	1968	1967	1968	1967
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. ....	\$68,435,844	\$66,678,579	\$203,267,529	\$192,982,348
<b>PAID OUT IN WAGES</b>	32,519,395	29,435,862	89,815,733	86,359,210
PER DOLLAR RECEIVED (cents) ....	47.5	44.1	44.2	44.7
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act ....	3,630,698	3,144,230	10,068,359	9,170,897
PER DOLLAR RECEIVED (cents) ....	5.3	4.7	5.0	4.8
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest ..	36,117,161	34,583,266	104,814,854	99,141,196
PER DOLLAR RECEIVED (cents) ....	52.8	51.9	51.6	51.4
<b>ORDINARY INCOME (OR LOSS)</b>	(3,831,410)	(454,779)	(1,431,417)	(1,688,955)
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars ....	266,706	270,534	796,615	798,203
1968 under 1967 ....	3,828		1,588	

is our agent at Terry.

Grace Zuelke, wife of Engineer R. H. Zuelke, was one happy bowler when she received a pin for bowling a 193 game in one of the morning leagues.

We regret to report the following deaths: Mrs. Laura M. Strom, mother of Conductor C. H. Strom . . . Bessie Kirkpatrick, wife of retired Carman A. D. Kirkpatrick . . . Mrs. George (Maude) Bennet, wife of retired Conductor Geo. Bennet . . . Abbie B. Campbell, widow of Retired Agent-Operator Fred D. Campbell . . . Clinton Lathrop, brother of Retired Locomotive Carpenter Herb C. Lathrop. Clinton Lathrop was a former car and mechanical department employee, and may be remembered by the old timers.

Retired Conductor Loren E. Palma-

tier of Missoula passed away Aug. 23 at the age of 89. The Palmatier family came from Armour, S. D., to Miles City in 1916 when he was employed by the railroad. He retired in 1954 and moved to Missoula in 1963 following the death of his wife. Burial was in Miles City.

## Milwaukee Division

### SECOND DISTRICT

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

In reporting the following deaths, we wish to extend our sympathy to the survivors of the following:

Gary Waldorf, son of Mr. and Mrs. Jake Waldorf, in the car department



**JOINING THE RETIRED RANKS.** Engineer B. A. Thompson of Green Bay, Wis. (center) receives good wishes from a group of his fellow employees upon retiring at the end of August. He is a veteran of more than 47 years of service.

at Green Bay, was recently killed in Viet Nam.

John R. Scholten, 77, died Sept. 6. He was employed as a locomotive engineer for 50 years, retiring in 1962.

Harold Desotelle, 47, passed away Sept. 9 after a long illness. He was formerly a switchman at Green Bay.

Theodore A. Hansen, 82, died Sept. 8. He had been an engineer, retiring in 1951.

Anton Johnson, 83, died on Sept. 20. He had been a machinist until his retirement in 1952.

Anthony R. Ambrosia, 75, of Iron Mountain, Mich., passed away on Jan. 31, following an illness of six months. He had been employed for 55 years, and had celebrated his golden wedding anniversary on Jan. 1, 1966, with his wife, who survives him. He is also survived by four sons and one daughter.

James Kuzara, 69, former trainman of 45 years prior to retiring in 1967, died on Jan. 13.

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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



Engineer William Becker of the Milwaukee Division (center), who retired at the end of October, is shown at a get-together in his honor in the Racine, Wis., freight house. Wishing him well are Retired Conductor P. C. Sherman (left) and H. O. Fiehweg, retired chief clerk.

The retirement of Engineer William Becker from the Racine switch job at the end of October was observed by his crew and other well-wishers with a cake and coffee get-together in the freight house. The cake was decorated with a miniature train and a happy retirement message. Mr. Becker started with the Road as a machinist helper at the Racine roundhouse, went firing in 1923, and was promoted to engineer in 1928. During his service he also worked on the section, as a switchman and brakeman, and as roundhouse foreman.

Among his well-wishers at the get-together were Agent R. M. Gordon, Retired Conductor P. C. Sherman, and H. O. Fiehweg, retired chief clerk. Mr. Sherman, who joined the Milwaukee in 1951 after 24 years of service on

*The Milwaukee Road Magazine*



The Oshkosh State football squad went into the homestretch this year with Ron Cardo, son of Milwaukee Division Conductor Harold H. Cardo, rated a star of the Wisconsin University Conference (see the Milwaukee Division news).

the former North Shore Line, retired at the end of 1967. Mr. Fiehweg started on Apr. 1, 1917 and retired with a Gold Pass on Mar. 31, 1967. The combined railroading of the three—Becker, Sherman and Fiehweg—is 139 years.

Ron Cardo, son of C&M Conductor Harold H. Cardo, is having a great sophomore year on the Oshkosh State football squad. This hard-charging Titan (named Super Surprise by sports writers) has been named OSU player of the week three times, and Wisconsin University Conference player of the week twice. Cardo gained 234 yards on 31 carries against St. Norbert and also scored two touchdowns, for an amazing 7.3 yards per carry. He lettered as a Titan freshman in 1965, when he began as a quarterback, and shifted to running back after spending two years in the Army. This young man has spent a great deal of time in conditioning himself for the sport, and it paid off in a recent game with Stevens Point, when he scored four touchdowns on three runs, two for considerable yardage, and a pass play.

Post season report: Ron took the season's conference rushing record with 1,041 yards, which was also a new school record, and placed as highest scorer for WSUC's state conference and non-conference games, with a total of 17 touchdowns. He attributed much of this to the performance of his teammates, as Oshkosh finished as co-champion of WSUC's state title, the first such occurrence since 1935.

Steno-Clerk Anne Lester passed away in Milwaukee on Nov. 1, after being off about two months. Burial was in Holy Cross Cemetery. Sympathy was expressed to her husband, Ernest, mail handler at Milwaukee, her daughters and her mother, Mrs. Anna Mazar, janitress at the Milwaukee depot.

Conductor John Jones, while on vacation at Portage, was able to get in

## Carloadings



### JANUARY-NOVEMBER 1968 COMPARED WITH SAME PERIOD IN 1967

% of Total Revenue obtained from commodities shown	loading of these commodities  <b>INCREASED</b>  in 1968 over 1967	NUMBER OF CARLOADS			
		<b>ELEVEN MONTHS</b>		<b>INCREASE</b>	
		1968	1967	1968 over 1967	% of increase
8.8%	Lumber or Dimension Stock...	53,658	51,705	+ 1,953	+ 3.8%
6.0	All Other Paper or Allied Products .....	64,428	61,953	+ 2,475	+ 4.0
3.7	Motor Vehicles .....	19,869	16,485	+ 3,384	+ 20.5
3.5	All Other Wood Products (Incl. Plywood) .....	27,235	23,921	+ 3,314	+ 13.9
3.4	Stone, Clay or Glass Products .....	42,398	40,027	+ 2,371	+ 5.9
2.6	Primary Iron or Steel Products .....	34,146	26,108	+ 8,038	+ 30.8
2.3	Pulp or Pulp Mill Products .....	14,093	13,153	+ 940	+ 7.1
2.2	All Other Primary Metal Products .....	14,590	14,263	+ 327	+ 2.3
2.2	All Other Transportation Equipment .....	29,977	25,786	+ 4,191	+ 16.3
2.2	Nonmetallic Minerals; Except Fuels .....	42,940	40,013	+ 2,927	+ 7.3
1.4	Malt Liquors .....	18,952	17,230	+ 1,722	+ 10.0
1.3	Electrical Machinery or Equipment .....	13,926	10,929	+ 2,997	+ 27.4
.9	Dairy Products .....	11,412	11,208	+ 204	+ 1.8
.6	Fresh Fruits and Vegetables .....	8,525	8,088	+ 437	+ 5.4
.6	Beverages; Except Malt Liquors .....	9,180	7,592	+ 1,588	+ 20.9
9.3	All Other Carload Traffic .....	73,706	69,223	+ 4,483	+ 6.5
<b>51.0%</b>		<b>479,035</b>	<b>437,684</b>	<b>+41,351</b>	<b>+ 9.4%</b>
loading of these commodities  <b>DECREASED</b>  in 1968 under 1967		<b>ELEVEN MONTHS</b>		<b>DECREASE</b>	
		1968	1967	1968 under 1967	% of decrease
12.0%	Grain .....	64,054	77,298	— 13,244	— 17.1%
3.8	Meat (Fresh, Chilled or Frozen) .....	37,127	38,394	— 1,267	— 3.3
3.4	Coal .....	74,089	75,291	— 1,202	— 1.6
3.2	All Other Chemical or Allied Products .....	28,861	29,197	— 336	— 1.2
2.9	Grain Mill Products .....	49,495	52,841	— 3,346	— 6.3
2.8	Canned Fruits, Vegetables and Seafood .....	23,501	23,576	— 75	— .3
2.7	All Other Food Products (Incl. Sugar) .....	24,498	27,685	— 3,187	— 11.5
2.5	Industrial Chemicals .....	15,454	15,542	— 88	— .6
2.2	Freight Forwarder & Shipper Assn. Traffic .....	24,653	24,730	— 77	— .3
2.0	Primary Forest Products .....	49,806	50,648	— 842	— 1.7
1.9	Fabricated Metal Products .....	14,571	18,103	— 3,532	— 19.5
1.9	Waste or Scrap Materials .....	20,944	22,695	— 1,751	— 7.7
1.6	Petroleum, Natural Gas or Gasoline .....	19,926	21,718	— 1,792	— 8.3
1.3	All Other Machinery; Except Electrical .....	7,884	8,069	— 185	— 2.3
1.1	Farm Machinery or Equipment .....	12,545	14,286	— 1,741	— 12.2
1.0	Soybeans .....	8,320	10,330	— 2,010	— 19.5
.7	Potatoes (Other Than Sweet) .....	6,185	6,388	— 203	— 3.2
.5	Livestock .....	5,002	5,702	— 700	— 12.3
.5	All Other Farm Products (Incl. Sugar Beets) .....	12,296	13,094	— 798	— 6.1
.5	Coke Oven or Blast Furnace Products .....	7,539	7,545	— 6	— .1
.4	Metallic Ores .....	3,950	4,131	— 181	— 4.4
.1	Small Packaged Freight Shipments (LCL Mdse.) .....	230	232	— 2	— .9
<b>49.0%</b>		<b>510,930</b>	<b>547,495</b>	<b>—36,565</b>	<b>— 6.7%</b>
<b>100.0%</b>		<b>989,965</b>	<b>985,179</b>	<b>+ 4,786</b>	<b>+ .5%</b>

on some goose hunting at Pine Island near Portage, and came up with the limit of four geese, plus pheasants and ducks.

Conductor Carl Tranter, who was retired and had been in ill health for some time, passed away in August, and was interred at Ridgewood Cemetery at Des Plaines. Sympathy was expressed to his family, which includes C&M Conductor Gordon Tranter.

Retired Passenger Brakeman Don Powell of the Northern Division passed away on Oct. 16, with burial at Juneau, Wis.

R. W. "Dutch" Karg, warehouse foreman at Beloit, retired effective Nov. 15 following 45 years of service at Beloit and also at Racine, during which he earned Superior Service Awards each year from 1960 through 1968. His wife, Olga, baked a beautiful cake for a coffee get-together at the freight office, at which many of Dutch's friends gathered to wish him well. He plans to spend his retirement at his home in Beloit.

## Milwaukee Terminals

### MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

Dorothy Blask retired on Sept. 6 as secretary to R. T. White, regional manager of sales, after 40 years of service in the Milwaukee traffic office. She started as a steno-clerk and had served as secretary to various traffic managers, the last being R. T. White. A party was held in her honor at the Milwaukee Turners Hall on Sept. 25 at which approximately 100 friends and

relatives wished her well in her retirement. An electric broom and a pin-on watch, plus a wallet containing cash were presented as gifts.

Dorothy has been an active member of Milwaukee Chapter of the National Association of Railway Business Women and also of the National Secretaries Association.

Retired Switchman Ken Christoperson was in Milwaukee recently to visit with his family and old friends. He looks great and is enjoying permanent residence in Shreveport, La. Anyone wishing his address there may contact this writer.

Two of our young switchmen entered military service the past months, namely Jack Krause, Bob Krause's son, and Mike Topping, Marvin Topping's son. Robert Mosey, Tim McAdams and Richard McFarlin also entered military service recently.

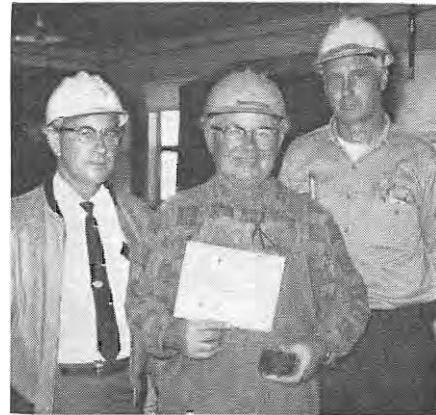
Recently returned to work following military service are Switchmen Wayne Julga, William Howe, Larry Williams and Jeff Webb.

Congratulations are in order for our caller at Muskego, Mrs. Don (Virginia) Christian, who became a grandmother recently with the arrival of little Kelly Jean Foltz.

C&M Conductor Joe (Jolly Joe) and Mrs. Dahlstrom have announced the birth of a fine baby boy.

Al Hahn, mail, baggageman and gateman at the depot, retired recently with 48 years of service. Fellow employees and friends on the railroad presented him with a purse well filled with green folding "stuff," which Al will use to buy equipment for his yard as a gift for himself and the family.

Robert Noot, roadmaster's clerk, de-



**GOLDEN SHOE CLUBBER**

John T. Moscinski, carman at Ben-senville Yard, displays the key chain and membership certificate awarded to him recently by the Golden Shoe Club. Standing by are District General Car Foreman J. F. Wilbur, left, and Wrecking Foreman James Peter-son. Moscinski's citation for mem-bership involved a slip-up on the cleaning track when a 3 1/2 x 6 foot piece of plywood he was removing from the wall of a car fell and struck his foot. However, his habit of wear-ing safety shoes prevented what could have been a serious toe injury.

cided on early retirement and did so in October. He was presented with a fine brief case, and a monetary gift with instructions that he and the "Mrs." use it for a celebration. Bob will work full time in real estate from here on.

Our sincere sympathy to the survivors of the following employes and survivors of the following members of employe families who passed away in recent months: Emery Marcou, retired switchman . . . Mrs. Bob White, wife of retired switchman . . . John Ganching, retired engineer . . . Mrs. Mary Novak, mother-in-law of William Cary . . . The father of Switchman Luther Robb . . . William F. Hetzel Sr., father of William Jr., electrician at Muskego Yard . . . La Crosse Division Conductor Jerry Anglin, Tom Anglin's father . . . the father of Switchman John Kimber . . . the father of John Albin, clerk at Muskego Yard.

Our sympathy also to Dorothy Blask, retired secretary to regional manager-sales, on the death of her sister Agnes, who passed away unexpect-

## Wisconsin Bearing Co.

1310 So. 43rd St. Milwaukee, Wis.

Branch Warehouses  
Appleton, Wis. - Green Bay, Wis. - Wausau, Wis.  
Madison, Wis. - Racine, Wis. - &  
Ishpeming, Mich.

In Warehouse Stocks  
SKF Traction Motor Bearings  
also  
ALL TYPES OF BALL & ROLLER BEARINGS  
for  
RAILROAD REQUIREMENTS

**Trains on  
The Milwaukee Road  
are protected by**

**LAKESIDE  
FUSEES**

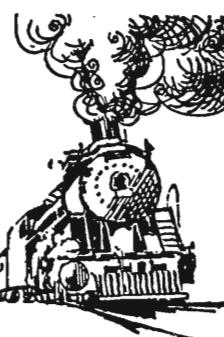
**Manufactured by  
John and Bill Perrigo  
Lakeside Railway Fusee Co.  
So. Beloit, Ill.**

**SERVING THE MILWAUKEE ROAD SINCE  
1926 - TREATED TIES, STRUCTURAL  
TIMBERS AND TIMBER PILING**



**WYCKOFF COMPANY**

560 WHITE-HENRY-STUART BUILDING • SEATTLE, WASHINGTON 98111



*The Milwaukee Road Magazine*



Dorothy Blask, secretary to regional manager-sales at Milwaukee, retires with the good wishes of co-workers Jeanice Brewer, secretary to district manager-sales (from left); Karen Marsch, secretary to assistant regional manager-sales; R. J. Vachon, reconsigning clerk; and D. L. Crittenden, assistant district manager-sales. For the details, see the Milwaukee Terminal news.

edly in Sacred Heart Hospital on Sept. 26. Agnes had been recuperating from injuries suffered several months previous when she was struck by a car.

Our best wishes go to Ben Polcyn, retarder operator, on his recent retirement.

Switchman Gordon Griffin made a trip east recently to attend the wedding of his eldest son.

#### AGENCY—

Pearl Freund, Correspondent

The recent retirement of Lucille (Stowell) Adolphsen brought to a finale a long and varied career for the secretary-timekeeper of the freight agency. She started in 1919 in the old superintendent's office at Portage. In 1929, about the time the railroad started to consolidate the LaCrosse, Racine and Northern divisions, she was transferred to Milwaukee to the superintendent's office here. She remained until 1931, when she transferred into district accounting at Milwaukee shops. In 1940, disbursements were centralized at Chicago, and she went along with the operation. In 1943, she returned to Milwaukee, eventually taking the position of secretary-timekeeper to the freight agent. Lucille says she has no special hobbies, but intends to follow a relaxing retirement, which we know she has earned after these many years of service, for she has been a dedicated employee.

Rudy Placek, chief yard clerk at Humboldt, took his pension Aug. 1 after 36 years of service. He began in 1916 in the accounting office at Milwaukee shops, where he stayed for nine years until 1925. He then left the railroad for a time, only to return in 1941 as a yard clerk, spending the greatest portion of his time in the Gibson and Humboldt districts. At this writing, Rudy is recuperating from surgery and has not formulated future plans. However, his hobbies of coin and stamp collecting keep him occupied in his spare time.

Another retiree, Earl Arndt left the Road Sept. 1 after 45 years of service. His railroad career commenced in 1923, and he is a veteran yard clerk, covering nearly all the districts in the

Milwaukee Terminal. He was assigned the chief yard clerk position in 1963, where he remained the past five years. He has maintained good health and rarely was off sick. He plans to continue to keep busy at home and doing part-time work as an auto mechanic. He has devoted some of his time in the past in the car lease plant of the Wisconsin Lutheran Synod.

Replacing the clerks who have retired are Laurel Jordan, daughter of Agent R. E. Chalifoux, secretary-timemeeker; Harold Gromacki, chief yard clerk; and Frank Holzem, chief yard clerk at Humboldt.

#### REGIONAL DATA OFFICE

We regret to report the death of Alois Jesko (Jaskolski) on Oct. 28 after an illness of over three months. Al became sick after his retirement and was unable to take advantage of his well-earned rest. He retired in July after 45 years of service. Services were at St. John Kanty Church, and burial at St. Adalbert cemetery. He is survived by his wife, Blanche; married sons, Marvin and Arthur; a married daughter, Agripine; a single daughter at home, Elaine, and Robert of the U.S. Air force.

Mrs. Doris Henkel has joined the force as clerk-messenger. She is the wife of Wallace Henkel, bill and expense clerk.

The following clerks are enrolled in the University of Wisconsin traffic management courses: June Stanlee and Katherine Bullock. The beginners rate course, conducted by Assistant Managers R. Symcek and M. Gilbert, has also drawn several interested clerks as participants.

Mrs. Lois Scott and her son, Jay took a two-week motor trip to Houston, Tex., where they visited friends. A Mexican trip, though previously planned, was set aside for future recreation.

Assistant Cashier Alice Sobczak won a travel trip to Florida, after attending the state fair this year. The trip was for two and can be taken at any convenient time. Plans have not been made as yet to take advantage of this prize package.

ONLY  
FROM  
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.

Hallmark of Quality Products



TRANSPORTATION  
EQUIPMENT GROUP

"EP" is a trademark of Evans Products Company.

## La Crosse Division

### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

Charles H. Plattenberger of Savanna, formerly chief clerk at La Crosse, who retired in 1963 after 51 years of service with the Road passed away suddenly at Deer Lodge, Mont. on Sept. 12. He is survived by his widow, Esther; a son, William of Deer Lodge; a daughter, Mrs. LaVerne Mischnick of Hopkins, Minn., and three grandchildren. Burial was in Savanna Township Cemetery.

Dwight D. Brown, 68, passed away at La Crosse on Sept. 15. He was a crane and derrick operator at La Crosse for many years before his retirement. He is survived by his widow, Agnes; two daughters, Mrs. Kenneth Olson of Blair, Wis., and Mrs. Arnold Meyer of Kenosha; four sons, Melvin of Blair, Ira of Onalaska, Leo of Lincoln, Neb., and Alvin of Onalaska; and two sisters. Burial was in Woodlawn Cemetery at La Crosse.

Retired Roundhouse Foreman Clyde A. Pratt passed away at Watertown, Wis., on Oct. 9. Mr. Pratt worked for the road 45 years before his retirement, and worked as a machinist at Portage roundhouse for years before he became roundhouse foreman at Watertown.

Superintendent M. T. Sevedge was transferred to Tacoma, Wash., on Sept. 15 from La Crosse. A farewell dinner party was given in honor of Mr. and Mrs. Sevedge at the Commodore Club in La Crescent, Minn., on Oct. 5. F. A. Barton, superintendent from Aberdeen, S. D., was transferred to La Crosse.

More than 34 years of service to the Boy Scouts of America came to an end recently when Irvin F. Tyler resigned as neighborhood commissioner at La Crosse to move to Seattle. He will reside with his daughter and son-in-law and four grandchildren. Irv had been with the Road 45 years when he retired in 1956 as chief clerk to roadmaster-chief carpenter at La Crosse. Previously he worked at Savanna and Tomah.

At Tomah, he served as neighborhood commissioner from 1944 to 1946 and then as scoutmaster to 1951, since which time he had been commissioner in La Crosse. He received his 30-year card in 1964 and has been awarded a lifetime membership in the Camp Honor Society; also the Silver Beaver and the Vigil Honor in the Order of the Arrow. Camping was his favorite activity as scoutmaster, and he credits the outdoor life he has lived for his good health at age 80. In explaining why he spent so many years in the program, he said, "Scouting builds good citizens and good character."



Martha Osbloom, claim clerk in the Minneapolis local freight office, joins the retired ranks after 26 years of service (see the Twin City Terminals news). Presenting a remembrance from her co-workers is Agent A. J. O'Rourke.

### MADISON AREA

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



SP/5 Hubbs

The Department of the Army Headquarters 1st Infantry Division announced Oct. 15 the awarding of the Bronze Star Medal to SP/5 Robert L. Hubbs, son of Assistant Superintendent E. L. and Mrs. Hubbs of Madison. The award was conferred "for meritorious achievement" in Vietnam during the period Aug. 4-12, 1968. This is Bob's second medal—previously he was cited for a Medal of Commendation. For the information of his friends on the railroad, his address is SP/5 Robert L. Hubbs, US 56457787, 1st Administration Company (OSU), San Francisco 96345.

Engineer Ernest Burmester, local chairman of the Firemen and Engineers, was a patient at Madison General Hospital when this was written.

### WISCONSIN VALLEY

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

Mary Conklin is pictured in the Magazine as her father, Engineer Ken Conklin, gave her to Lowell Baumgardt, the bridegroom, for their recent marriage. The ceremony was performed in St. Anne's Catholic Church, Wausau. The couple was honored at a reception and dinner, which 175 guests attended, at the American Legion Clubhouse. An orchestra played during the reception and dinner, and for dancing in the afternoon and evening. A late buffet supper was served. An honored guest was your correspondent, the bride's aunt. Following a wedding trip to San Juan, Puerto Rico, the couple are residing in Evans-ton. Mrs. Baumgardt attended the

*The Milwaukee Road Magazine*



Engineer Kenneth Conklin of the Wisconsin Valley line escorts his daughter Mary at the ceremony in St. Anne's Church in Wausau at which she became Mrs. Lowell Baumgardt.

University of Wisconsin at Wausau and Madison, and served two years in the Peace Corps in Panama. Her husband was graduated from the University of Minnesota. Both young people are employed in Chicago.

Good wishes, gifts, and surprises marked the retirement of Walter Magrecke, mechanical department, Wausau. At the close of his last day of work, Aug. 30, ending over 30 years with the Road, his foreman, John Cline, held a cake and coffee get-together for Wally and his daily associates. The cake was decorated to depict an old-time steam engine. A spinning rod and tackle box were presented to him as a remembrance.

Closely following his retirement, a surprise retirement and 42nd wedding anniversary party was given by his two daughters in honor of their parents. Decorations were based on a "like father, like son" theme, and included a cake which resembled a four-car train. Ignatz (deceased) and Walter Magrecke, father and son, were born in Poland. Ignatz was a pioneer in the mechanical department, and Walter picked up where his father left off.

Dancing and a buffet lunch were en-

joyed. The many railroad friends from all departments who attended the party included speakers Master Mechanic Ward Hisman; RHF John Cline; Paul Jensen, retired RHF; and Trainmaster H. A. Obermowe. A monetary gift conveyed the sentiments of Wally's friends.

E. G. Hoile, track department, proudly announced the birth of his first grandchild, Tyronne. Parents are the former Sandra Hoile and her husband.

Mrs. Ralph E. Hintze, 77, passed away suddenly on Oct. 14. The pastor of St. Paul's United Church of Christ officiated at the funeral services, and burial was in Pine Grove Cemetery, Wausau. Immediate survivors, besides her husband, include Engineers Roy A. and Ralph R., and Rate Clerk Herbert O.

Stanley Pospsychalla, electrician, Wausau roundhouse, who had been in ill health a few months, died unexpectedly Oct. 12. Funeral services were held at Holy Name Catholic Church, and burial was in Pine Grove Cemetery, Wausau. Immediate survivors besides his wife are two daughters, both at home. Pallbearers were railroad associates Charles Streble, William Farrell, Walter Magrecke, Thomas Callahan, Richard Berlik and Kenneth Wilcox.

Mary Tetzlaff, R.N., daughter of Clerk Bill Tetzlaff, Wausau, was a delegate to the Wisconsin Nurses Association convention recently held in Milwaukee. She is on the staff at St. Joseph's Hospital, Marshfield, in the extensive care unit. Last year, Miss Tetzlaff was awarded a full traineeship in intensive care from the University of California, and spent one month at the medical center in San Francisco.

Mrs. G. F. Loomis, retired clerk, and "your correspondent" attended and greatly enjoyed the biennial meeting of the Women's Club held at the LaSalle Hotel, Chicago. Mrs. Loomis is president of the Wausau chapter. The luncheon and entertainment were the best. Reports of other chapters were interesting and many helpful suggestions were absorbed.

## A fine tradition among American railroads



## Acknowledged leader in freight car trucks and components

### SIDE FRAMES AND BOLSTERS

- ASF RIDE CONTROL® TRUCKS
- ASF RIDEMASTER® TRUCKS
- ASF 6-WHEEL TRUCKS
- COUPLERS AND YOKES
- DRAFT SILL END CASTINGS
- CAST STEEL BRAKE BEAMS
- ASF RIDE CONTROL® PACKAGES
- SIMPLEX® UNIT SNUBBERS
- EXTENDED LIFE® COIL SPRINGS
- ASF UNIT® BRAKES • ROTOR BRAKES
- SIMPLEX® UNIT CYLINDER CLASP BRAKES
- HARDENED PINS AND BUSHINGS
- SPRING TESTING DEVICES
- FORGED AND MACHINED PRODUCTS.



## SERVING THE AMERICAN RAILROADS WITH QUALITY GLASS AND BUILDING PRODUCTS FOR OVER 30 YEARS

CADILLAC  
GLASS  
CO.

2100 S. Peoria St.  
Chicago, Illinois

Phone: MOnroe 6-9800 for  
Prices and additional details

## EDWARD KEOGH PRINTING COMPANY

Printers and  
Planographers

925 W. Jackson Blvd.

Phone: MOn. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

## at Phillips 66....



it's  
**PERFORMANCE**  
that counts



# Nalco®

- Weed, Grass & Brush Control  
 • Water Treatments  
 • Fuel Oil Stabilizers  
 • Combustion Catalysts  
 • Wheel Flange Lubricators

**NALCO CHEMICAL COMPANY**  
 6216 W. 66th Place • Chicago, Ill. 60638

## MECHANICAL RUBBER GOODS

- V Belts and Sheaves  
 Transmission Belting  
 Diesel Fueling Hose  
 Fire Hose

**Hose and Belting For All Purposes**

**CHICAGO RAILROAD SUPPLY COMPANY**  
 336 So. Jefferson St., Chicago 6, Ill.

## CHICAGO BRAKE BEAMS UNIT TYPE POSITIVE® TYPE BRAKE BEAM PARTS CASTINGS

Standard Malleable  
 Super-Y (Alloy) Malleable  
 Pearlitic Malleable  
 ¼ to 500 lbs. to meet customers' requirements

**CLARK EQUIPMENT COMPANY**  
 Chicago Castings Division  
 1225 West 120th Street Chicago, Ill. 60643

## EAST END

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

Retired Conductor E. J. Anglim, 70, passed away at Divine Savior Hospital, Portage, on Oct. 1. When Mr. Anglim retired, he had 45 years service with the Milwaukee. He was a member of St. Mary's Church, Knights of Columbus fourth degree and B.R.T. Mr. Anglim is survived by his wife, one daughter and four sons. Three sons are in military service, and Brakeman Tom lives in Milwaukee.

Harold O. "Shadow" Wyman, 67, retired conductor, passed away Oct. 8 after a long illness. Mr. Wyman is survived by his wife, two sons and two daughters, 24 grandchildren and three great-grandchildren. One son, Russell, is also a conductor.

Clyde A. Pratt, 66, Watertown, died at his home following an extended illness. He retired in 1967 after 40 years service. Mr. Pratt is survived by his wife, four daughters, two sons, 24 grandchildren and six great-grandchildren.

## Aberdeen Division

### EAST END

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



Dale Joneson

Airman Dale Joneson recently won the coveted title of "Airman of the Month" at Altus Air Force Base in Oklahoma. Selection for this honor is highly competitive and based on outstanding performance of duty, military bearing, ability to work harmoniously with fellow members and personal pride in himself and his squadron. Dale, the son of Car Foreman Ray Joneson at Montevideo, worked in the car department for a short time last summer.

After 50 years of service with a clear safety record, Theodore Bagaus retired as section foreman at Summit, S. D., after holding that position for 32 years. His railroad career began in



Retiring as section foreman at Montevideo, Minn., on his 65th birthday, Harris Klefstad (center) is honored at a retirement-birthday party. Attending are Traveling Engineer Phil Anderson (left) and Lyle McCormick, president of the Northwestern Bank of Montevideo. For details, see the Aberdeen Division news.

1918, and he recalls the days when we had two passenger trains a day and four flyers each day . . . all coal burning engines yet, with cinders flying! His son, Lloyd, is a roadmaster at Aberdeen.

Mr. and Mrs. Ed Boettcher and Mrs. Margaret Crocker and her husband, of the engineering force in Aberdeen, can't quite call it a year without a trip up north to Flin Flon in Canada for a fishing trip. After a week of cabin life and eating fish caught in the clear, cold waters, they come back to work, filled with vigor! This year's trip was no exception.

Willard Beck, long-time agent at Olivia, Minn., has taken the pension, after over 56 years of working for the Milwaukee. Willard recalls his first day of work way back there when he started. He rose at 3 am, went to the depot and met No. 6, then swabbed out the depot, cleaned out the ashes, filled the coal buckets, took the mail to the post office and kept a general gallop until 9:30 pm. And he never did get paid for that first day. The agent-operator made a mistake on the payroll and Willard just didn't want to say anything about it. His salary of \$35 a month was fabulous anyway, so what the heck difference did one day make!

Tom Harms, former brakeman

**Now in service or on order  
 for more cars on more  
 railroads and private car  
 lines than any other make.**

# TIMKEN®

TAPERED ROLLER BEARINGS



**CHICAGO OPERATOR RETIRES.** Mrs. Adeline Young, retiring at the end of September with more than 24 years of service, puts in her last day on the switchboard in the Chicago Union Station. She had served also on the Galewood and Fullerton Avenue boards. At a dinner in the station's Canterbury Room, she was honored by 50 of her friends, fellow operators and members of her family, including a daughter who came from Florida for the occasion. Mrs. Young has two daughters, five grandchildren and two great-grandchildren.

lately with the signal department, was married Aug. 31 to Marva Hayes at Appleton. Both are now students at Moorhead State College, Moorhead, Minn. He is the son of Signal Maintainer Gib. Harms.

Dave Van Horn, who has been mowing weeds along the track all summer, got off his tractor late in September and with his brother, Brian, took off for a hunting safari to Churchill on Hudson Bay. It proved to be like another world: polar bears, seals, whales and goose hunting. Their dad, Agent Lynn Van Horn of Montevideo, has been studying maps and brochures ever since, and is getting ideas for a 1969 vacation. Dave now attends Moorhead State, where he is a member of the college choir.

Retired Agent Art Gilhoi and his wife were guests of honor at a golden wedding celebration at the Granite Falls Lutheran Church recently. The party was hosted by their three sons and their wives. For an anniversary gift, the boys and their wives presented them with the means to take a European trip next summer.

Sectionman Mike Kiroff and his wife, of Montevideo, had a family party on their 40th anniversary and, after the dinner and celebration was over, left on a vacation trip to Canada.

Engineer Howard Gardner's son Dennis is now in boot training at San Diego. Dennis was one of the hard working college boys who labored on the gang this summer.

Conductor Wayne Harding has a new daughter-in-law. Son Brian was married to the neighbor-girl-down-the-road in September and the couple now lives in Minneapolis. Wayne and Marian's older son, Scott, teaches at Hastings, Minn., and has initiated an on-the-job training program in that high school. It has met with much enthusiasm, and 60 students are enrolled.

Gil Gulbranson of Aberdeen passed away Oct. 7 in Aberdeen after an illness of several years. He had been employed at the store department. His wife, Alta, is clerk in the car department at Aberdeen. Delores, wife of Dispatcher Harvey Teske of Aberdeen, passed away Sept. 8 after several years of failing health. Two daughters, Debra and Lorri, also survive. Charles "Hap" Plattenberger, former chief clerk at Aberdeen, passed away suddenly Sept. 10 at the home of his son, Bill, in Deer Lodge, Mont., where Bill is superintendent.

Some people just seem to be born under the right combination of planets and they have all the luck. There's Brakeman Dave Anderson who recently won a TV set, and Engineer Al Moe who won a cool \$350. Then there is Agent Oberle of Webster who won himself a Chevrolet, and Louis Mack, former agent at Aberdeen and just recently appointed agent at Beloit, Wis., won a Chevelle the first night he was in Beloit.

Allen Eliason has landed in Weisbaden, Germany, and will be there a couple of years as a member of the Air Force. He's the son of Section Foreman Clarence Eliason of Montevideo.

After being hospitalized since April, Conductor Bill Hodge of Montevideo is making rapid strides to better health and is expected to be sent home soon. Passenger Conductor Doug Bucklin is confined at St. Barnabas Hospital in Minneapolis.

Section Foreman Harris Klefstad of Montevideo retired on his 65th birthday Oct. 10, and there was a birthday party in his honor in the afternoon of the big day, at which Traveling Engineer Phil Anderson pre-



WHATEVER YOU DO,  
**BANK AT THE  
FIRST  
WISCONSIN**



*Wisconsin's largest  
bank*

*Next-door neighbor to  
all Milwaukee*

**FIRST  
WISCONSIN  
NATIONAL  
BANK  
OF MILWAUKEE**

**Member  
Federal Deposit  
Insurance  
Corporation**

*Analysis, Procurement and Management of Industrial  
and Personal Insurance Programs*

**LANNAN & Co.  
INSURANCE**

**WA bash 2-7187**

**● CHICAGO ●**

**MINNEAPOLIS ● PITTSBURGH ● NEW YORK**

sented him with a piece of folding money bearing the number "50." Among the guests was Lyle McCormick, president of Northwestern Bank of Montevideo who, as a young fellow, had worked for Harris when he was foreman at Bath, S.D. Harris is now working in Minneapolis, assembling parts for a snowmobile company. His home is next to a lake, so he can make use of his super-ultra homemade fish house, in which he always spends a good share of his winters.

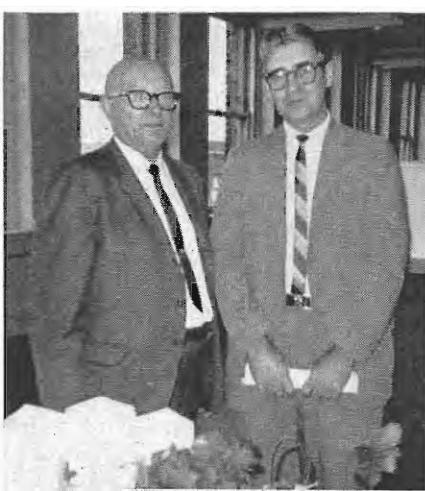
## Chicago General Offices

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent  
Secretary to Manager Piggyback Services

Sympathy was extended to the family of Mr. and Mrs. Order R. Wilson (MMTC driver at Milwaukee), whose 20-year-old son, Marine Pfc. Michael, was wounded Sept. 27 in the Quang Nam province of Vietnam and died on Oct. 14. Michael entered the Marine Corps in June 1967 and had been in Vietnam since Dec. 1, 1967. Besides his parents, he is survived by a brother, Robert.

Peggy Hinrich, daughter of Mr. and Mrs. Verne Hinrich (assistant to vice president, MMTC), was married Aug. 24 to William J. Kmoch in Christ the Teacher Chapel on the campus of Northern Illinois University, De Kalb,



**RETIREMENT SEND-OFF.** Demurrage Inspector Fronk Zientarski (left), retiring at the end of September after 48 years of service, receives the good wishes of D. C. Fish, auditor of freight accounts and overcharge claims. His co-workers in the Chicago accounting and finance offices marked the occasion with a dinner party and an office get-together in his honor.

Ill., where Peg is a senior and Mr. Kmoch will graduate in January. One of the unique gifts they received was a chimney sweep presented to them by young Laurin Blake Cowling, whose

**AESmith/APEX**

For guaranteed quality, service and deliveries that always meet your building schedules, specify APEX

- Hydra-Buff end-of-car hydraulic cushioning
- Cushion Ride hydraulic cushioning for underframes
- Running boards, brake steps, grating products
- Boxweld brake beams 18,000 lb. hanger, 18,000 and 24,000 lb. unit
- Hatch covers, glass fiber reinforced plastic products
- Defect card holders

**APEX RAILWAY PRODUCTS CO.**

332 S. MICHIGAN AVE., CHICAGO, ILL. 60604

grandmother sent it from England as a symbol of good luck for the newlyweds. For the past three summers, Peg has worked in the passenger reservation department of the railroad.

Susan Jean Vogt and LeRoy H. Meyers were married on Oct. 12 in Zion Lutheran Church, Elgin, Ill. Susan's sister was her matron of honor and LeRoy's twin brother was his best man. For sentiment, Susan wore a gold bracelet given to her great-grandmother 80 years ago. The couple honeymooned at the Wagon Wheel and are now living in Elgin. Susan is a typist in the accounting department of the MMTC.

Also on Oct. 12, Paula Krasny, secretary to Mr. Cowling, was married to Anton Cerny Jr. in Trinity Lutheran Church, Long Lake, Ill. Two of Paula's co-workers, Judy Coss and Kris Kukla, were among her four attendants. After a reception at the Brae Lach Country Club in Grayslake, Ill., the newlyweds left for a honeymoon on the Florida Keys. Two days after they arrived, Hurricane Gladys struck the Florida coast, and Paula and Tony returned home.

Mr. and Mrs. Patrick J. Walsh (MMTC supervisor of safety and personnel) are very proud of their son Tim, who has been promoted to supervisor of material control at Travenol Laboratories, Inc., Morton Grove, Ill. His new duties include the control of chemical raw materials and the parts, sub-assemblies and materials for tube and needle sets for all domestic plants. Tim is the youngest man to hold this position, and the only man to be appointed to such a responsible position before receiving his B.S. degree. He received the promotion effective July 1, and did not earn the degree until August.



**MARRIED FIFTY YEARS.** Mr. and Mrs. Walter A. Keller of Chicago, who celebrated their golden wedding on Sept. 26, are shown (center) with Mrs. Keller's sister and brother-in-law, the Ralph Pokrifkes, and a family friend, Mrs. Anna Jensen (right) at the Old Orchard Country Club, where they were honored at a dinner following a Mass at Queen of All Saints Basilica. Mr. Keller retired as manager of the Chicago reservation bureau in 1961 after more than 50 years of service. The Kellers have two sons, Walter Jr. of Chicago, and Doug, regional manager-sales in Seattle.

*The Milwaukee Road Magazine*



Paula Krasny, secretary to the vice president and general manager of the Milwaukee Motor Transportation Company, and Anton Cerny Jr. pictured at the reception that followed their recent marriage in Long Lake, Ill. For the details, see the Chicago general offices news.

#### PRESIDENT'S OFFICE

Raymond H. Seets, business car attendant who had resided in Jackson, Tenn., since his retirement on Mar. 31, 1965, passed away on Nov. 17. Mr. Seets started with the Road on July 26, 1964 as a dining car attendant, but served only briefly in that capacity before being promoted to the business car operation. Upon retiring, he had served under four presidents of the railroad. He is survived by his wife, a former teacher in the Jackson public schools. Funeral services were conducted in that city, at St. Paul's Church.

#### OPERATING DEPARTMENT

Ashley Wilhite, Correspondent  
Office of Vice President-Operation

It is anticipated that R. H. Kocher, manager of mail, baggage & express, who suffered a heart attack in September, will be able to return to work by the time this appears in print.

Bob Easton, file clerk in the general manager's office, and his wife, Joanne, who is a secretary in the law department, spent two weeks vacation in Hawaii during October.

Sympathy was extended to John C. Gawronski, contract assistant in the general manager's office, whose father, Casey Gawronski, passed away at Milwaukee, Wis., on Oct. 24 after a long illness.

We are informed that Florence O'Boyle, retired file clerk in the office of the general manager, who has lived for many years in Fox Lake, Ill., will move to Texas to make her home with relatives.

Dora Hallwachs, retired secretary in the transportation department, was in the hospital the latter part of October for surgery.

Pat Gemmato is the new clerk-typist in the office of L. W. Harrington.

He was formerly employed by the National Railway Labor Conference.

Henry J. Berry, assistant chief clerk in L. W. Harrington's office, returned to work the first part of November after a visit to the hospital for surgery.

Arlene Lewandowski, secretary to C. D. Emerson, superintendent of transportation, became Mrs. Kermit A. Bridegroom on Nov. 9 in Immaculate Conception Church. The Bridegrooms will reside in North Judson, Ind.

#### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Bernadette Wiczek, of the foreign car record bureau, became Mrs. Paul Velasco on Sept. 14 at a beautiful wedding in St. Josephat's Church. The reception was held at the Zum Deutschen Eck Hall. Our congratulations to the happy couple.

Viola Asa retired Oct. 4 after 39 years of service, most of it in this office. At an office party in her honor, she received many gifts.

Christine Pawlowski, of the local car bureau, surprised us when she came to work Oct. 21 and announced that she had been married the previous Friday, which was her birthday, to Oliver F. Davis. We wish the newlyweds much happiness.

Our deep sympathy was extended to Barbara Wierzbicki, whose mother passed away recently after a long illness. And to Patricia Gast, whose fiance was killed in Viet Nam.

Betty Adams is taking a leave of absence. On Oct. 25, her co-workers had a baby shower for her.

Jacquelin Elicky, reclaim bureau, is in Columbus Hospital at this writing, having had an emergency operation on Oct. 29.

Elisabeth Meyer, local bureau, is on a 90-day leave for reasons of health.

# KERITE CABLE®

For dependability in actual use, no other cable matches Kerite. We believe you will be impressed by the evidence. Write.

#### THE KERITE COMPANY

General Office—30 Church Street, New York 7, N.Y.

SALES OFFICES: Birmingham, Boston, Chicago, Dallas, Denver, Devon, Pa., Emeryville, Calif., Glendale, Calif., Lake Wales, Fla., Metairie, La., Portland, Seattle.



it's the KERITE insulation that makes the difference

#### EVERYTHING FOR WELDING AND CUTTING



- Gas and arc welding equipment and supplies
- Aircspot, Aircomatic, Heliwelding, inert-gas-shielded arc welding equipment and supplies
- Oxygen, acetylene, shielding gases and electrodes
- Gas cutting machines

#### AIRCO INDUSTRIAL GASES AIRCO WELDING PRODUCTS

Divisions of Air Reduction Co., Inc.  
Box 124 Broadview, Ill. 60153

#### UNION REFRIGERATOR TRANSIT LINES

4206 N. GREEN BAY AVE

Milwaukee, 12, Wisconsin

*Let*  
**BUCKEYE**  
*carry your freight  
safely*



**Steel Castings from Buckeye**  
include TRUCK BOLSTERS  
• TRUCK SIDE FRAMES •  
BUCKEYE C-R (Cushion-Ride) TRUCKS • C-R PACKAGE UNITS • BUCKEYE HIGH CAPACITY 6 and 8 WHEEL TRUCKS • COUPLERS • COUPLER DRAFT YOKES • DRAFT SILL CASTINGS • HYDRAULIC CUSHIONED UNDER-FRAMES • MISCELLANEOUS FREIGHT CAR CASTINGS

**THE**  
**BUCKEYE**  
STEEL CASTINGS CO.  
COLUMBUS, OHIO

*Young Metal  
Products, Inc.*

FORMERLY YOUNG & GREENAWALT CO.

*Manufacturers of*

- Corrugated Metal Pipe Culverts.
- Corrugated Metal Perforated Pipe.
- Structural Plate Pipe.
- Tunnel Liner Plates.
- and ALLIED PRODUCTS

1011 E. 148th Street  
P. O. Box 717  
East Chicago, Indiana 46312



# THE YOUNGSTOWN STEEL DOOR COMPANY

CAMEL SALES COMPANY • CAMEL COMPANY LIMITED

Offices:  
The Arcade  
Cleveland, Ohio  
332 S. Michigan Ave.  
Chicago 4,  
Illinois

Plants:  
Youngstown,  
Ohio  
Hammond,  
Indiana

gist. The baby has been named Christopher Jon.

Mary Elser of the general stats bureau retired on Oct. 31 after having worked for the Road 48 years. A large office party was held at which she was well remembered with many personal gifts and her co-workers presented her with a gift of money.

Vera Noncek of the voucher bureau resigned on Oct. 31 to become a full time housewife. She also received many personal gifts and one of money from her co-workers.

**TRAFFIC DEPARTMENT**

Sharon L. Penington, Correspondent

Congratulations were extended to Joe Cain, who recently started with the Milwaukee, and his wife, Donna Jean, upon the birth of a son on Aug. 25. The baby's name is Daniel Joseph. This was their second boy and third child.

On Oct. 15, John Fuscone, of our tariff department, and his wife, Pat, became the proud parents of a baby girl named Michelle Ann. They now have two boys and one girl. Congratulations to the whole family.

The welcome mat was extended to Carol Meyer, who joined our office on Oct. 21. Carol previously worked at Mutual Trust Life Insurance Co., and she resides in Chicago.

A fond farewell was bid to Bob Moore, who left our company on Sept. 27. Good luck in your new job.

On Aug. 30, Valerie Cook, secretary to E. W. Chesterman, assistant vice president, started her temporary leave of absence awaiting the birth of her first baby. Val's baby arrived on Oct. 3, in the form of a little girl, Tracey Elizabeth. Congratulations to Val and John.

Both Merle Morris, of our GFD, and Joe Riplinger, AFTM, enjoyed European vacations this year. Mr. Riplinger visited his son, who is a priest, in Germany.

Wedding bells rang out on Sept. 14 when Doug Nightengale, of our GFD, took Elaine Williams as his bride. The couple honeymooned in New Orleans and now reside in Chicago. Best wishes are extended to the new Mr. and Mrs.

**AUDITOR OF CAPITAL EXPENDITURE  
OFFICE**

Marion J. Frank, Correspondent

Congratulations to Linda Garsee and Richard Pytlewicz on their marriage on Oct. 26. The happy couple were married at St. Vincent De Paul Catholic Church, followed by a reception at DeLeo's. For the honeymoon, they took a trip to the Caribbean.

A European vacation trip was made by Marion Frank, touring various countries such as Holland, Germany, Italy, France and England, and seeing all the sights that Europe had to offer. A very good time was had.

We welcome Pat Juke and Howard Stevenson to the office of auditor of capital expenditures.

*The Milwaukee Road Magazine*



**FORTY FIVE YEARS OF SAFE SERVICE.** Switchman Lester Crouse, Nahant Yard, who recently completed his 45th year of service, is presented a Silver Pass by P. F. Ziegler, assistant superintendent of the Dubuque & Illinois Division. Crouse is also the holder of an "all clear" safety record for 45 years.

#### TREASURER'S OFFICE

Ernest Smith, Correspondent

We regret to announce that Isabelle Doyle, formerly employed in the treasurer's office, passed away Nov. 9. Services were held at St. Louise de Marillac Church, La Grange Park, with interment in Queen of Heaven cemetery. She is survived by her husband, William, retired general car supervisor at Bensenville Yard; four sisters; a brother; and her sister-in-law, Grace Doyle, a retired member of the treasurer's force.

#### OFFICES OF AUDITORS OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Kathy Wicklander, Correspondent

**AUDITOR OF FREIGHT ACCOUNTS:** Greetings go to new employees Carol Hammacher, Debra Obergard and Shirley James of traffic statistical bureau, and also Brenda Decker, statistical bureau.

Ruth Schuhreke's second grandson, Robert Brian Esterly, was born Aug. 23 at Presbyterian-St. Luke's Hospital.

On Sept. 20, a retirement dinner was held at Zum Deutchen Eck honoring Bill Slodoway, Barney Weichbrod and Frank Zientarski. All three gentlemen worked in the freight revenue claims bureau.

Mary Ellen Columbotto, freight revenue claims, announced her engagement to Jerry Barone. The couple's wedding date has been set for Mar. 29.

Thelma Petri reported having a wonderful vacation visiting her nephew in South Carolina.

At this writing, Tony Cawley, bureau head of traffic statistical, is recuperating in St. Joseph's Hospital after suffering a stroke. Get-well wishes go out to Tony from all his friends.

**AUDITOR OF FREIGHT SETTLEMENTS:** Welcome aboard to Sharon

Kutchinski, our new waybill filer in the interline bureau.

Congratulations are in order for William W. Kircher, who was appointed assistant auditor of freight settlements.

Bee Gerth, assistant bureau head for the interline intermediate bureau, is celebrating 45 years with the Road.

Judy Smolik and Delores Renahan have something in common. They both left to prepare for their first babies.

"I could have danced all night." Blanche Debs went to the Aragon Ballroom, now is at Bethany Methodist Hospital with a sprained ankle. She never really got to dance. She slipped on the steps before she entered. Sorry about that, Blanche, hurry back.

#### ELECTRONIC DATA PROCESSING

Shirley Kutil, Correspondent

The entire layout of the keypunch and computer rooms has been changed by the addition of many new machines. The computer operations have gradually been switched from 1401 to an IBM system 360/30, and the 7070 switched to 360/50.

Meanwhile, as the computer room operators were busy learning how to operate their new equipment, keypunch girls Mary Lou Gutierrez, Joan Jackson, Linda Hunt and Jane Jones were being taught to use the IBM 029, specifically for punching programs containing Cobol symbols. Cobol is the machine language used by programmers to communicate directions to the 360. At the same time, under Helen Schroeder's instruction, other keypunch operators—Fran Bialk, Gloria Cavalere, Aileen Wishes, Florence Stechman, Judi Chipman, Darlene Mazar and Verna Moore—were becoming skilled operators on the NCR 735, a magnetic tape encoder made by Mohawk. This method employs the use of tapes rather than IBM cards.

The keypunch girls used to be able to sound a bell to summon the head keypunch clerks, Jane Ingram or Juanita Balanoff, to check out their work, but somebody stole de bell and its ding dong tolls no more.

While Helen Schroeder is on jury



## Specify CARDWELL WESTINGHOUSE

Designers and manufacturers of the most efficient railway car components modern engineering can devise.

- **WESTINGHOUSE DRAFT GEARS**  
For Every Pocket and Purpose  
(Friction, Friction-Hydraulic, Friction-Rubber)
- **CARDWELL FRICTION BOLSTER SPRINGS**  
To Cushion Vertical and Lateral Shocks

#### CARDWELL WESTINGHOUSE COMPANY

332 S. Michigan Avenue, Chicago, Ill. 60604  
Telephone 312-427-5051  
Canadian Cardwell Company Limited  
Montreal 2, Quebec



## CREOSOTED MATERIALS

and

## COAL TAR PRODUCTS

Republic Creosoting  
Minneapolis

## FOR ELECTRIC AND DIESEL-ELECTRIC LOCOMOTIVES:

All-Cast Aluminum Directional-Finned  
Radiation Elements for most  
efficient heat transfer, as used in:  
**COMPRESSED AIR AFTERCOOLERS**  
**AIR COMPRESSOR INTERCOOLERS**  
**FUEL OIL HEATERS**

**WILSON**  
**ENGINEERING CORPORATION**  
6 North Michigan Ave., Chicago 2

The year-round  
motor oil that can  
double engine life!



Best for older  
cars - a "must"  
for new cars!

## Mobil Oil Corporation

duty and Jane Ingram is on vacation, Juanita Balanoff is doing a very good job as supervisor. She says that is only possible because of the fine cooperation she receives from the girls, and says thanks for helping her.

Among those who spent some time in a hospital lately were Leonard Sabac, Deloras Ennis, Joan Jackson and Georgianna Kuchvalek. Georgianna has had a pin removed from the ankle she broke about a year ago. She contributed a new wheelchair to St. Anne's Hospital in gratitude for the good care they took of her when she was confined there because of her ankle.

A vote of thanks goes to another "good neighbor" Marie Schauer, formerly of the Western Avenue commissary division, for accompanying Helen Foote back and forth to Illinois Research Hospital.

Mary Lou Gutierrez has found a summer home 40 miles west of Chicago, in Cary, Ill.

A stray kitten found Bette Howard, who took it home with her. The poor hungry little beastie rewarded her by gobbling up her pet bird. Bette still befriends stray birds and animals needing help.

Charles "Chuck" Duncan of the computer room has an unusual hobby. He and his family perform as Indian dancers on weekends at places such as the Dells, and at all kinds of exhibits and pow-wows throughout the country during the entire year. To the Duncans, this is more than a hobby; it is a way of life. Charles' family consists of his wife, Pawnee, and daughters Debra, age 7, Bonnie, 5, Sharon, 2, and six-month-old Eva Louise. Eva Louise has been in dances strapped to her mother, as also were her sisters, since she was two weeks old. They got so used to the rhythm of the drums that it was hard to get them to go to sleep without the sound of beating drums. Mrs. Duncan, who is of Indian descent, began dancing as a child, also as part of the family group. These people love to dance so much that they stage private pow-wows lasting as long as three days, for their own enjoyment.

*The Army doctor was examining the draftee: "Have your eyes ever been checked?"*

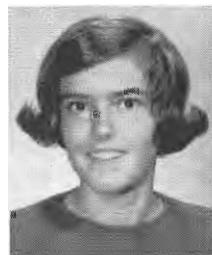
*"Oh no, sir," was the reply. "They've always been brown."*

## Iowa Division

### MIDDLE AND WEST

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

Railroad Police Lieutenant and Mrs. J. T. Tracy of Perry are very proud of their eldest daughter, Ellen, who has been elected state secretary of the Distributive Education Clubs of America. This means that she will have many opportunities this year, one of which will be representing Perry and Iowa at the national conference in New Jersey next May. She will also be responsible for planning and leadership assistance at the state level.



Ellen Tracy



T. W. Danaher

Trainman T. W. Danaher retired Oct. 1, terminating 46 years of railroad service, 27 of which were with the Milwaukee. He started as a switch-tender at Minneapolis in 1922, but left in 1926 to go with the M&StL, and later worked for several other roads. He returned to the Milwaukee in 1945 as a brakeman on the former H&D Division, transferred subsequently to yard service at Minneapolis, and to the Iowa Division in 1955. During the last 12 years he was in passenger service at Marion. He and Mrs. Danaher are now living in Tucson, Ariz., where they expect to make their home. For a hobby, Tom plans to resume the sale of insurance, a field in which he has had many years' experience.

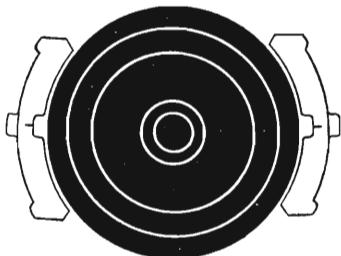
The family of Conductor Robert Gardner was saddened by the death of Conductor Gardner's father, Ernest, on Oct. 26. He was also a brother of Retired Engineer D. W. Gardner.

Tom Schirman, son of Tom and of Helen Schirman, division engineer's chief clerk, has been awarded an honor scholarship at the University of Iowa.

Perry was the host city on a recent week end for an area group of I.C.Y.E. exchange students and their American families. Mrs. Jack Snyder is on the board and active in sponsoring the exchange program. The Snyders had a student from Germany in their home the last school year. Yardmaster Snyder supports his wife's interest in building better understanding between nations.

Mr. and Mrs. Clyde Daniels have announced the engagement of their daughter, Mary Lou, to Jack Harris, son of Division Superintendent's Chief Clerk and Mrs. John Harris of Perry. Mrs. Harris is also statistician in the Division office. Mary Lou graduated

## The Griffin® pressure poured steel wheel



Lasts longer . . . tougher flange and tread . . . only two tape sizes . . . 100% ultrasonic and magnaglo inspected.

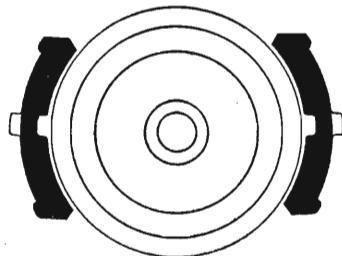


**GRiffin WHEEL COMPANY**

445 NORTH SACRAMENTO BOULEVARD, CHICAGO, 60612

ONE OF THE **Amsted INDUSTRIES**

## The Anchor composition tread brake shoe



Longer shoe and wheel life due to more stable frictional characteristics . . . less braking force required . . . lower maintenance per train mile.

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

*Here's Our Anniversary Special for*  
**EMPLOYEES of the MILWAUKEE ROAD**

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

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

**MONTHLY INCOME OF \$300.00**

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

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

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

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

**SPECIAL OPTIONS**

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

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

**MAIL THIS APPLICATION NOW TO:**

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

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

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

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

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

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

monthly premium

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

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

Wife's name ..... Date of birth .....

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

(See rate above according to age)

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

each for each of my dependent children listed below:

Premium 50 cents a month for each child insured.

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

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

..... ..... .....

..... ..... .....

..... ..... .....

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

from the American Institute of Business in Des Moines and is presently employed in Des Moines. Jack is a graduate of Iowa State University and is now employed at Collins Radio in Cedar Rapids.

September 14 was the date of the wedding of the son of Lowell Peterson, roundhouseman, to Joyce Jean Woods. She is the daughter of Mr. and Mrs. Glen Woods of Perry.

September 19 marked the passing of a long-time Milwaukee Road widow and mother, Mrs. Alice Vodenick. Her

husband, Fred, worked at the roundhouse prior to his retirement and death, and two of her sons are active in Milwaukee Road work, Engineer Clifford and Conductor Vernon. She is survived also by four other sons and three daughters.

Last rites were held in Perry for Mrs. Mae Brown, 84, on Sept. 23. She was the widow of John Brown.

A first child, a son, was welcomed Sept. 20 by the Charles (Bud) McDonalds, formerly of Perry who now live in Niles, Ill. Charles is employed

in the Chicago offices, and his father, C. F. McDonald, is a conductor working out of Perry.

Chief Dispatcher John Galiher and Dispatcher Glenn Frease were declared second-half winners in the Palmer division of the Tuesday Night Men's Handicap League in Perry, to really wind up the golf season in grand style.

Mr. and Mrs. Richard Kyras—he is a sono-rail operator for the Road operating out of Perry—have been notified of the death of former B&B department man, Charles Williams, uncle of Mrs. Kyras. Mr. Williams had lived in Eureka since his retirement.

Charles Wescott, well known retired trainman, passed away at his home in Marion, Ia., in September. He and Mrs. Wescott had observed their 65th wedding anniversary last year. Mr. Wescott was born in Savanna, Ill., and worked in that terminal before moving to Marion. He served on the Iowa Division more than 50 years as a passenger brakeman between Chicago and Omaha, and had been retired for 16 years. His survivors include a daughter, Helen, in Marion, a son, Earl, in Portland, Ore., and a brother, Chester, in Clarence, Ia.

The James Keene family welcomed a new baby girl into their home on Oct. 3. James, a junior engineer on the Milwaukee, has since been transferred from the Perry Division engineering department to the division engineering department at Savanna, Ill.

Funeral services for Conductor Claude Doud were held in Perry, with interment at the Cedar Memorial Cemetery in Cedar Rapids, Ia., on Oct. 12.

Clarence A. Dettmann, 68, died at the hospital in Perry Oct. 11. He was a retired machinist and had been in failing health the past two years.

Pamela J. Jenkins, the daughter of Conductor A. A. and Mrs. Jenkins of Perry, became the bride of Bill Yates in Perry on Sept. 16. He attended the University of Northern Iowa, and she has attended the University of Iowa and Iowa State University.

A November wedding was on the calendar of events for another local Milwaukee Road family. Caller Donald Porter and Mrs. Porter's son Randy married Janet Chenoweth, also of Perry. She has been working for a local lawyer, and Randy has been employed in Ankeny, Ia.

October 23 was the big day when Trainman Jarvis and Mrs. Paulson welcomed a baby boy into their home.

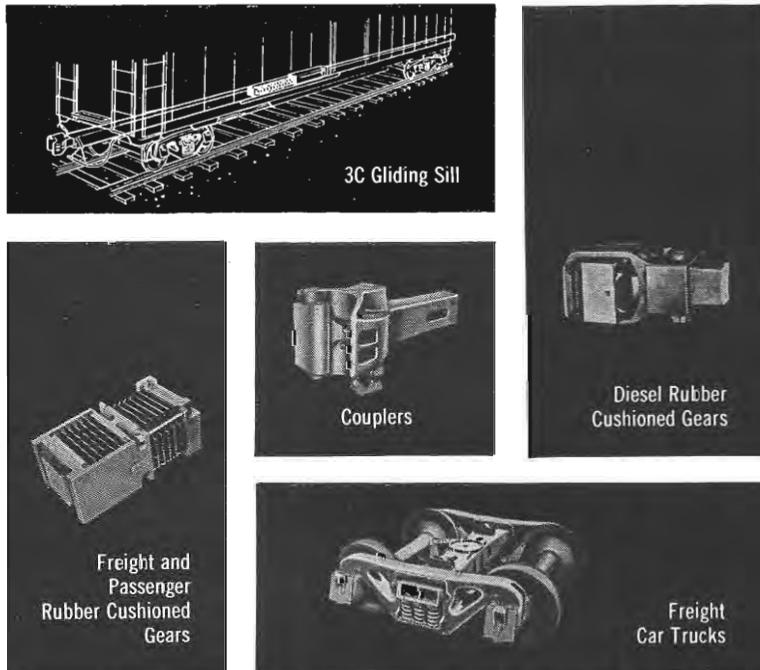
Word was received in Perry that Dwight Opperman, son of Retired Pipefitter John and Mrs. Opperman, has been made president of the West Publishing Co. in St. Paul. He has been associated with the law book publishers since graduating from law school at Drake University in Des Moines. The Oppermans have lived in Whittier, Calif., since John retired.

N. P. Van Maren, retired Omaha general agent, and Mrs. Van Maren celebrated their 50th wedding anniversary by being remarried at St. Adelbert's Church in Omaha.

*The Milwaukee Road Magazine*

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

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



**NATIONAL CASTINGS DIVISION** **midland-Ross Corporation**

10600 QUINCY AVENUE • CLEVELAND, OHIO 44106 7810-A



#### WESTERN AVENUE

Jeremiah M. (Jerry) Flynn, 82, retired sleeping car conductor, died Oct. 22 in Columbus Hospital. Services were held at St. Denis Church, with interment in Holy Sepulchre. Survivors include a sister; a niece, Mrs. Ralph Dahl of Chicago; and several other nieces and nephews. Jerry was working on the former Valley Division when he retired in 1953.

**GALEWOOD NUPTIALS.** Mr. and Mrs. Wayne Gray join the refreshment line at the reception in the American Legion Hall in Bensenville, Ill., that followed their recent marriage at St. Peter's Church in Itasca. Wayne is employed in the car record department at Galewood, and the former Janice Haupert in the regional data office.

#### Chicago Terminals

##### GALEWOOD

Linda Gallagher, Correspondent

Sympathy was extended to the family of Agent F. H. Joynt, who passed away in October after a severe heart attack (see article elsewhere in the Magazine).

J. P. Kalasmiki is the new agent, although Galewood is by no means new to him. He was assistant agent here from 1962 until 1964, when he was appointed agent at Green Bay.

Sympathy was extended to the family of Hattie Plaster, who passed away recently. Hattie retired in April after being on sick leave for quite some time.

Glad to report that Irene Giertz' mother is home now after her recent illness, but Delores Bindon and Kay Broday are still on sick leave at this writing.

M. S. Gilbert was recently appointed to the position of assistant regional data manager.

#### Coast Division

##### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

**TAX DEPARTMENT:** Christine Notske, daughter of Edward J. Notske, assistant tax commissioner, has been named a semi-finalist in the National Merit Scholarship Awards. Christine is a senior at Blanchet High School, and is active in debate, drama, chorus and other school activities. Extra-curricular activities include the part of Dorothy in The Wizard of Oz at the Toy Tropolis at the Northgate Shopping Center. She also sang on a television production in connection with the activity, which started in October and will run through Christmas.

**ASSISTANT GENERAL MANAGER'S OFFICE:** Roger Wilhelm teamed with Mrs. Carol Bricel to win the Phantom Lake Tennis Club's annual mixed doubles tennis tournament.

**DISTRICT MANAGER-SALES:** Two new employes were welcomed into the department recently. John Krakenberg is our new clerk, and Bob Burns, formerly chief clerk to the district manager-sales at Portland, is our newest sales representative.

**FREIGHT CLAIM DEPARTMENT:** Mrs. Edward (Linda) Berger, daughter of R. B. Morris of the freight claim



Christine Notske

**RAILWAY AXLES  
JOURNAL WEDGES  
CENTER PLATES**

#### STANDARD FORGINGS

DIVISION OF  
**STANDARD ALLIANCE  
INDUSTRIES INC.**

80 EAST JACKSON BLVD.  
CHICAGO, ILLINOIS 60604

**Our Specialty Is  
Re-Refining Used Diesel Engine Oil**

**Also**

**Suppliers of High Quality Re-Renewed  
Car Journal Oil**

**MOTOR OILS REFINING  
COMPANY**

7601 W. 47th St. Lyons, Ill.

**A. R. BARNES & CO.  
PRINTERS**

8111 N. St. Louis Ave.

SKOKIE, ILL.

#### MILWAUKEE NEW COMMUTER CARS



**MOST  
MODERN  
BRAKE  
EQUIPMENT**

From the air supply to the friction on the wheels—WESTINGHOUSE AIR BRAKE COMPANY enhances its position as the leader in the Best In Braking! We are proud that our equipment was specified on the new Double Deck cars for this important function  
**SAFE BRAKING!**



**POWER PARTS COMPANY**

National Distributors for  
Uniroyal  
and Stratoflex, Inc.

Serving the Railroad Industry 24 hours a day, continuously for over twenty-one years.

All orders are shipped the same day as received. Our motto is "Fire Wagon Service" on all orders.

**POWER PARTS COMPANY**  
1860 No. Wilmot Avenue, Chicago 47, Illinois  
Telephone SPaulding 2-4600

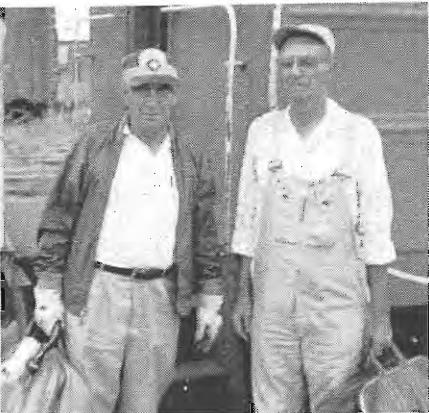
Emergency service and delivery available any time of day or night.

department, spent Oct. 7-14 with her husband, 1st Lt. Edward Berger, on his leave in Honolulu. Lieutenant Berger is stationed with the combat engineers in South Vietnam.

**GENERAL FREIGHT DEPARTMENT:** Julie Morrison returned to work on Nov. 1. She and husband Jim are now the proud parents of a daughter named Joni Dee, born on Sept. 17. . . Agnes Horak, former Magazine correspondent now retired, traveled east with her sister to spend the month of October in Iowa, returning via Reno, where she reports both weather and luck were good.

**REGIONAL DATA OFFICE.** Sympathy was extended to Betty Whalen, whose mother, Mrs. B. M. Jewett, passed away Sept. 13 at the age of 88. Burial was at St. Maries, Idaho. . . Barbara Goodwin was welcomed into the department as the new clerk . . . Cora Guthridge enjoyed her September vacation traveling in Europe.

**REGIONAL SALES OFFICE:** W. G. Herrick was welcomed into the department as sales representative-foreign freight sales. The Herricks are now living in Mountlake Terrace, north of Seattle . . . John S. Gates, chief clerk to the regional manager-sales, couldn't wait until his vacation in October to



Making connections at Ottumwa, Ia., D&I Division Conductor C. E. "Fritz" Wingate (left) delivers train No. 64, the Kansas City-Chicago time freight, to Conductor Harold C. Reed. The occasion was Wingate's next to last run and Reed's last before retiring. For details, see the D&I Division news.

"bring home the bacon." John tried his luck the opening Saturday of the hunting season and came home with a two-point deer . . . Bill Johnson, district representative-rail highway sales, didn't do badly, either. Both Bill and his son got the limit on their deer hunting vacation in northern Washington . . . Richard Ball, assistant chief clerk to the regional manager-sales, really had a "ball" on his vacation in September, he reports. After flying to Miami to visit friends for a few days, he flew from there for a Caribbean holiday in the West Indies, including Nassau, San Juan and Puerto Rico, and also the Virgin Islands, visiting St. Croix, St. Thomas and St. John.

Friends of Mrs. Laura McEwen, widow of former western traffic manager, will be interested to learn that she is now living at 111 Chester Road, Southmore, Pa., near one of her daughters. Mrs. McEwen moved to Pennsylvania from Seattle following

the death of her son Lawrence, who passed away last year in California, where he had been transferred by the Atomic Energy Commission after working several years for the Commission in Richland, Wash.

Weeks Howard (Bill) Holly, 86, retired telegrapher, died at Kent, Wash., Nov. 10. Bill started with the Road at Huron, S. D., in 1897, went to the Great Northern in 1900, and after working for various railroads and brokerage firms as a telegrapher, returned to the Milwaukee at Butte in 1926. He transferred to Seattle in 1936, where he retired in 1956.

The Nov. 12 luncheon meeting of the Milwaukee Railroad Retirement Club, held at the Seattle Chamber of Commerce Building, was most interesting, according to O. D. Wolke, vice president of the group. Those present, including many new members, heard an account of our railroad's activities by B. E. Lutterman, vice president and western counsel. The meeting was highlighted by the presence of Director Joshua Green, to whom the members sang "Happy Birthday." Mr. Green, who was 99 years young on Oct. 16, responded with the hope that he would see all again during the next 20 years. The next meeting will also be held at the Chamber of Commerce Building, on Jan. 14 at 11 a.m.

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

Retired Yardmaster H. T. Bimm, Savanna, passed away in the City Hospital on Sept. 28, following one day's illness. Herm started his career as a switchman in the Savanna yard in 1920, was promoted to yardmaster in 1930, and retired in 1953. Funeral services were held in Law-Jones Funeral Home with burial in the Savanna Cemetery. Surviving are a son and a daughter, one brother and one sister and a number of grandchildren.

Retired Agent E. H. Crandall writes that Retired Conductor A. F. "Peanuts" Eberling visited him and other friends in and around Roselle during October. He lives in Inglewood, Cal.

Iowa Division Engineer Hugh Miller, Savanna, passed away in his home on Oct. 9, following an illness of a number of months. Funeral services were held in the Law-Jones Funeral Home, with burial in the Savanna Cemetery. Engineer Miller retired in 1966 after 45 years of railroad service. Surviving are his widow, daughter and two sisters.

Warren Moser, assistant roadmaster on the Second District, passed away from a severe coronary attack on Oct. 2. Funeral services were conducted in Guttenberg, Ia., with burial in the Osterdock, Ia., cemetery. Surviving are his widow, brother and three sisters. Mr. Moser's railroad career started in the track department in 1931, progressing to a section foreman and then to assistant roadmaster.

Ascension Rivera, of the mainte-

*The Milwaukee Road Magazine*

**RAILWAY FASTENING  
HEADQUARTERS**



LOCK NUTS • LADING STRAP ANCHORS  
FLOOR CLIPS • WATER TIGHT BOLTS  
THRESHOLD PLATES

**MAC LEAN-FOGG LOCK NUT CO.**  
1000 Allanson Road Mundelein, Ill. 60060

**Electro-Motive Parts  
MAKE  
the Diesel Locomotive**

**ELECTRO-MOTIVE DIVISION  
GENERAL MOTORS • LA GRANGE, ILLINOIS**

HOME OF THE DIESEL LOCOMOTIVE

In Canada: General Motors Diesel Limited, London, Ontario




**GOLDEN ANNIVERSARY COUPLE** Mr. and Mrs. Forest C. Fortune of Santa Cruz, Calif., were honored recently by a large number of their relatives and friends, including many from distant points, at an open house and buffet supper hosted by their children, the Willis Danforths and Royal Fortunes of Santa Cruz and the Eugene Fortunes of Indianapolis. All of their seven grandchildren were present. Forest retired in 1958 after 47 years of service as cashier and clerk on the Iowa Division. He and the former Katie Eckley were married Oct. 7, 1918 in Boone, Ia..

nance of way department at Savanna, passed away on Sept. 3. Burial was in the Catholic Cemetery at Savanna. Mr. Rivera, born in Mexico, started his career as a track man in 1929, retiring in 1960. Surviving are four sons and four daughters.

First District Engineer and Mrs. Elmer Speck, Savanna, celebrated their golden wedding anniversary with an open house in the Savanna Community Church on Oct. 27. They have resided in Savanna during their entire married life, and have one son and two grandchildren also residing in Savanna. Engineer Speck retired Oct. 31 after 50 years service.

Jacquelyn Everhart, daughter of Train Yard Clerk and Mrs. Jack Everhart, Savanna, became the bride of J. B. Roggow in a ceremony in the Savanna Community Church Sept. 21. Mr. Roggow is stationed with the U.S. Air Force in San Antonio, Tex., where they will make their first home.

Ralph Light, warehouse foreman at the East Moline, Ill., freight house, was honored at a retirement party held at El Rancho in Bettendorf Sept. 19, attended by friends, relatives and co-workers. He was presented with a transistor radio and gift of money. Mr. Light started railroading in the track department in 1917, transferring to the clerical department of the freight house in October of that year, and remaining at the East Moline freight house in various capacities until his retirement on Sept. 20. The Lights plan on wintering in the South but returning to Illinois for fishing in the summer.

Retired Car Department Employee Frank Mirosh passed away Oct. 24 in the City Hospital at Savanna, where he had been a patient three weeks. At the time of his retirement in 1956, Mr. Mirosh had been a railroad employee 41 years. Funeral services were held in St. John's Catholic Church with burial in the Catholic Cemetery. Surviving are his widow, daughter Helen, son John of California, and stepson Frank Matuska of the Savanna car department.

Sympathy to Mr. and Mrs. L. L. Hummell of Savanna and Conductor and Mrs. Paul Turner, Elgin, account of the death of their brother Orville, unexpectedly, at his home in Savanna on Oct. 27.

Claude Clark, who had been employed at East Moline station from December 1900 until his retirement Oct. 30, 1964, passed away in the Moline Lutheran Hospital Oct. 27 after a brief illness. Burial was in Riverside Cemetery at East Moline. Surviving are his widow and a sister.

Retired Chief Clerk C. H. Plattenberger, of Savanna, passed away Sept. 11 in the home of his son, Superintendent W. F. Plattenberger, Deer Lodge, Mont., where he and Mrs. Plattenberger were visiting. "Happy"

## CADWELD® Signal Bonds



**Permanent installation  
requires no maintenance.**

### ERICO PRODUCTS, INC.

2070 E. 61st Place • Cleveland 3, Ohio

IN CANADA: ERICO INCORPORATED  
3571 Dundas St., West, Toronto 9, Ontario

### VIERLING STEEL WORKS

Chicago, Ill.

### BURKHARDT STEEL CO.

Denver, Colo.

**FABRICATORS**  
**Structural Steel Buildings**  
**and Bridges**

### UNION SPRING & MANUFACTURING CO.

Springs - Journal Box Lids

Wear Plates - Pedestal Liners

Spring Plates

**General Office and Works**  
**New Kensington, Penna.**

## SIGNODE

**SERVES THE MILWAUKEE ROAD**

**Signode One-Piece Grain Doors • Carload Bracing  
Methods • Steel Strapping for Recoopering • Car  
Doorway Bracing and Signode Retaining Strips**

For latest methods and equipment, write  
**SIGNODE CORPORATION**

**Dept. MR. 2600 N. Western Ave., Chicago, Illinois 60647**

started railroading at the Savanna freight house in 1912, and advanced to various positions in the superintendent's office, being assistant chief clerk at the time of his appointment as chief clerk at Aberdeen in 1955. At the time of his retirement in 1963 he was chief clerk to the superintendent at La Crosse, Wis. Funeral services were held in the Lutheran Church at Savanna with burial in the Savanna Cemetery. Surviving are the widow, a daughter, Wilma, a son, William, and three grandsons.

Good wishes were extended recently to Conductors C. E. "Fritz" Wingate and Harold C. Reed upon retiring from their runs on No. 64, the Kansas City-Chicago time freight. Mr. Reed started his services in 1929 as a brakeman on the former Kansas City

Division and was promoted to conductor in 1942. He expects to do a lot of traveling and fishing while making his new headquarters at Laredo, Mo., where he built a new home. His hobbies include interior decorating and remodeling homes.

Mr. Wingate retired with more than 50 years of service, during which he was local grievance chairman of the BRT for 17 years. Starting as a caller at Laredo, Mo., and later working there in the roundhouse, he became a brakeman in 1923 and advanced to conductor in 1936. He plans to spend his leisure time traveling and golfing. He is a member of the Iowa Senior Golf Association, which he has served on the board of governors, and a charter member of the Central State Senior Golf Association.

## Corn Right Off The Cob



Michelle Treloar and her great-grandfather, Ned Taylor.

A syndicated weekly commentary on current events which has been drawing chuckles from readers of several Iowa newspapers was traced recently to the authorship of E. G. "Ned" Taylor, now retired from the position of yardmaster at Calmar, Ia. Taylor, it was learned, is the versifier responsible for "Right Off the Cob," a humorous treatment of political, economic and social problems.

Ned's latent ambition to write a newspaper column dates from his youth, when he worked briefly as a press boy. Upon joining the railroad in 1909, he followed in the footsteps of his father, who was a Milwaukee Road claim agent, as did his brother Carson, the Road's late vice president-general counsel.

He and his wife, Lois, live in a comfortable old home in Calmar, which keeps her busy with housework and a large flower garden, and Ned with mow-

ing the lawn and shoveling snow while he tries to dream up brilliant ideas for his column. They have four children, two sons living in Sitka, Alaska, a married daughter in Portland, Ore., and another who lives on a farm near Nora Springs, Ia.; also 11 grandchildren and three great-grandchildren.

"Right Off the Cob" is mailed to its subscribers every Friday. "The stuff I put out is admittedly corny, and sometimes pretty controversial," says Ned, "but I make no pretense of knowing the answers to the great issues of our times; merely hope to expose their more humorous aspects. As a life-long Republican, my views probably reflect their ideals, but my main purpose is to poke fun at things that may have a humorous connotation, with due respect to those of the opposite political persuasion."

Radio, television and the newspapers provide Ned with an inexhaustible fund of material. Favorite targets of his barbed wit are L.B.J., the Iowa Legislature, Bureaucracy, Republicans who disagree with his viewpoint, and the Democratic Party. Here is an example:

*The problems they have in Chicago  
and New York,  
In Pittsburgh and Boston, Detroit  
and Newark,  
Are the issues that Democrats con-  
centrate on.  
They think the rest of us live in  
Saskatchewan.*

*Why should a guy out here in the  
sticks  
Support the brash schemes of big  
city cliques.  
We have little in common with big  
city folk,  
Who think we're uncultured, not  
even house broke.*



## For Community Service

B. J. McCanna, formerly of the Milwaukee's operating department and now superintendent of the Indiana Harbor Belt Railroad (right), receives the traditional Gold Spike from the Eastern Railroad Presidents Conference for his work as chairman of its Calumet District Railroad Community Committee during the past year. Presenting the award is F. G. McGinn, our company's vice president-operation, at a meeting of the committee on Oct. 29 for which he was the guest speaker. Before being appointed superintendent of the IHB in 1965, Mr. McCanna served our railroad as a trainmaster, assistant superintendent, and as superintendent of the Milwaukee-Kansas City Southern Joint Agency.

*We don't ask for favors or pats on  
our backs,  
We don't need the help of smart  
bureaucrats.  
We'd like to be left to our ample  
devices,  
For which we are willing to make  
sacrifices.*

Ned's invasion of the literary field was prompted by his children. As he explains it, "For years I have been mailing this boloney to my kids, and they have been telling me it is funny; that I should make an effort to have it published. Of course, there is the possibility that they are prejudiced, but I've never had so much fun in my life, and it has evidently become a popular feature in the newspapers that run it."

Those in Iowa that have subscribed for "Right Off the Cob" include the Denison papers, the Sibley Gazette, the Keokuk Daily Gate City and the Kanawha Reporter; farther afield, the Moorhead (Minn.) Valley Times and the Park Falls (Wis.) Herald. About the response from their readers—Ned gets a good many complimentary letters—he says modestly, "There are droves of editors who are suspicious of my literary talents."



**REMEMBER WHEN?** The entire roundhouse and back shop force at Miles City, Mont., knocked off for this picture, which the donor, Mrs. Everett L. Holter of Santa Cruz, Calif., said was taken

around 1934. She identified the stoutish party at the left wearing the white shirt and cap as H. E. "Harry" Riccius, then master mechanic and mayor of Miles City, and next to him, Barry Glen, roundhouse foreman at that time. How many can you name?

## MERRY CHRISTMAS!

**SOUTH AFRICAN OFFICERS STUDY OUR OPERATIONS.** President Curtiss E. Crippen welcomes the party of J. A. Kruger, general manager of the South African Railways (second from left), who met with Leo T. Crowley, chairman of the board of directors, and officers of our company in Chicago on Oct. 15 in connection with a study of railway operations in the United States and Canada. Accompanying Mr. Kruger are N. I. Linde, chief civil engineer of the South African lines, and J. H. Conradie, secretary to the general manager (left and right). Subjects of specific interest to the Johannesburg officers included employee training programs, yard layouts, freight house facilities, centralized traffic control and container handling, together with the engineering aspects of track maintenance as related to the operation of trains.



**GIRL SCOUT SPECIAL.** Detraining in Madison, Wis., are part of a group of 1,350 Girl Scouts from the Milwaukee area and their leaders who toured the capital city and its environs on Nov. 16. Pictured in the center foreground are General Agent R. K. Hurlbut (from left), Mayor Otto Festge, Mrs. R. Emshoff, Girl Scout representative, Secretary of State Robert C. Zimmerman and Assistant Superintendent E. L. Hubbs. The group made the round trip in a 9-car special train. Mayor Festge and Mr. Zimmerman extended the official welcome, and Mr. Zimmerman was also a host for part of the tour.



## HAPPY NEW YEAR!

THE  
MILWAUKEE  
ROAD

MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 W. Jackson Blvd. • Chicago, Illinois 60606

RETURN REQUESTED

Bulk Rate  
U. S. POSTAGE  
**PAID**  
MILWAUKEE, WIS.  
Permit No. 2784

570

Mr. W. J. Thomas  
East 8611 Broadway  
Spokane, WA 99206



### JAPAN'S FIRST FULL CONTAINERSHIP

The widely publicized full containership service between Japan and the United States was established on Sept. 19 when the Hakone Maru docked at Los Angeles with a cargo of 751 containers. Shown below with her commanding officer, Captain Kenkichi Mitani, are W. E. Cartwright, manager-foreign freight sales (right), and T. C. Abell, assistant district manager-sales, San Francisco (appointed service representative of the Milwaukee Motor Transportation Company in Chicago Oct. 16). For the story of this new development in containership service, please turn to page 9.