

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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# THE MILWAUKEE ROAD MAGAZINE

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MARIE HOTTON

*Editor*

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## To My Fellow Employees:

**D**uring the past several weeks we have experienced prolonged and extremely severe winter weather conditions over much of our railroad. Record breaking snowfall, high winds and blizzard conditions, prolonged sub-zero temperatures, freezing rain and flooding have all contributed to making the job of railroading difficult and challenging.

Many employees have been called upon to work long hours under severe weather conditions requiring courage, ingenuity, persistence and devotion. Train, yard and engine service employees, car and locomotive department employees, maintenance of way, signals and communications, station employees, supervisors and others have all done an outstanding job meeting the challenge of keeping the railroad operating to serve our function.

On behalf of our customers, your fellow employees and the officers of the railroad, I express sincere appreciation to those who have contributed so much on behalf of all of us and say "Thanks for your loyalty and devotion and for a job well done."

## THE COVER

The American Mail Line's new super cargo vessel, the "Alaskan Mail," shown at dockside in Seattle while discharging containers from the Orient, many of which were trans-shipped to midwestern and eastern points via the Milwaukee Road. Alongside a new Milwaukee Motor Transportation Company truck with Driver Ron Kirsch at the wheel are, left to right, A. J. Kilvinger, MMTC terminal manager, and K. W. Sprague, terminal loading supervisor, Seattle; P. J. Malo, MMTC manager-rates and tariffs, Chicago; W. J. McGowan, assistant vice president marketing and sales of the American Mail Line; and E. A. Solvie, MMTC manager of piggyback-container services. For the story, see page 10.

## Buford Heads Trailer Train

Curtis D. Buford, president of the Pittsburgh & Lake Erie Railroad and son of the late Charles H. Buford, a former president of the Milwaukee Road, has been elected president of Trailer Train, the railroad-owned cooperative engaged in the movement of truck trailers and containers on flat cars. He will leave the P&LE on Mar. 16 to succeed James P. Newell, who is retiring after 41 years of railroad service.

## Gateway Center Addition

Track work began recently at Chicago's Union Station to provide for the erection over the passenger concourse of a 34-story air rights office building costing an estimated \$50 million. The building is an expansion of Chicago's "Gateway Center" being developed by Tishman Construction Co., which already has developed two 20-story office buildings on air rights of the Union Station Company. The long-range plan is for a \$200 million development of five buildings, including one south of the concourse on the west bank of the Chicago River.

## L. V. Anderson Named Assistant Vice President-Operation and General Manager, Chicago

The appointment of L. V. Anderson, general manager-system, to the position of assistant vice president-operation and general manager was announced on Jan. 1. He will continue to make his headquarters in Chicago.



L. V. Anderson

Mr. Anderson has been with the operating department since joining the railroad in 1941. He was appointed special representative to vice president in Chicago in 1951, transferred to Seattle in 1952 as superintendent of transportation, and in 1956 was appointed assistant to vice president-operation in charge of claim prevention with headquarters in Chicago. The year following he became assistant general manager of the road's eastern lines, and in 1958 returned to Seattle as general manager of western lines. He was appointed to his former position of general manager-system on Dec. 1, 1959.

## New Presidents of Travel Fraternity Groups



W. M. Van Buren (center), president of Chicago Chapter of Bons Vivants, and other officers for 1969. From left are G. R. Turner of the Grace Line, first vice president; R. C. Aagard, Cartan Travel Bureau, secretary; Clyde Deacon, Air India, treasurer; and Robert Garrity, Jamaica Tourist Bureau, second vice president.

Three travel fraternity organizations—two in Chicago and one in Minneapolis—recently announced the election of Milwaukee Road passenger department men to the top posts for 1969. In Chicago, W. M. Van Buren, assistant district manager-passenger sales, was named president of Chapter No. 1 of the Bons Vivants travel fraternity, and R. H. Chermak, passenger sales representative, became president of the Chicago Passenger Club. F. H. Magnusson, passenger sales representative in Minneapolis, was elected president of the Minneapolis Passenger Club.

All have held various offices in these and other passenger business organizations. Van Buren is a former president of the Chicago Passenger Club, and both he and Chermak have served as president of the City Passenger Agents Association. Magnusson has been active in the Minneapolis Passenger Club as secretary and vice president.

## Sleeping Car Operations Taken Over From Pullman Company

Beginning Jan. 1, our railroad took over from the Pullman Company the employment and assignment of sleeping car porters on sleeping cars in service locally on our line, and on trains between Chicago and the West Coast operated jointly with the Union Pacific and Southern Pacific railroads. Similar action was taken by all United States railroads whose sleeping cars are handled for them by the Pullman Company.

The railroads, which leased the cars to Pullman, decided to assume this partial operation themselves because of the steady decline in sleeping car business. Under the new arrangement, Pullman will continue to maintain and provide supplies for the car fleet. Porters who

worked for that company have been hired as porters by the individual railroads. The Milwaukee has also employed several of Pullman's conductors.

The first Pullman sleeping car began operating in 1859 between Chicago and Bloomington, Ill., over what is now the Gulf, Mobile and Ohio Railroad. The railroads bought the company from Pullman, Inc., in 1947. A total of 51 roads, including the Milwaukee, hold stock in it.

Under an agreement in effect since 1949, Pullman has been reimbursed for its operating deficits by the roads using Pullman sleeping cars in scheduled service. Last year, operating revenues were down about one-third from 1967, and in 1967 decreased about one-third from what they were a year earlier.



Chicago's Union Station, in which the Milwaukee Road shares ownership with three other railroads. Taxes on the property for 1967 totaled \$765,000. The Milwaukee pays 25 per cent of the annual assessment.

## • THE RAILROAD'S TAX BILL •

### HOW IT IS ASSESSED AND WHERE THE DOLLARS GO

by Max L. Boydston, Tax Commissioner

Max L. Boydston

It is probably safe to say that the Milwaukee Road family is less conversant with the activities and responsibilities of the tax department than with those of any other department of the company. It may be that each of us is so involved with our own tax problems that we lose sight of the fact that our company has tax headaches also.

When one realizes, though, that almost \$10,000,000 goes out of our railroad's revenues each year to pay property taxes, it is easier to recognize the meaningful role of the tax department in the Milwaukee Road economy.

To put you on a firm footing with the department's organization, it is headed by the tax commissioner in Chicago, as-

sisted by assistant tax commissioners in Chicago and Seattle. There is also a tax agent and an assistant tax agent at each location. The department is rounded out by clerical and secretarial employees, bringing the total to 11 people in the two offices. The Seattle office has the principal responsibility for administering property tax matters in the States of Washington, Idaho and Montana, while the Chicago office is involved mainly with those in the other 11 States of our company's territory.

Basically, the functions of the department can be divided into three categories:

- (1) *It is the paying agent for the engineering department on*



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*special assessments against Milwaukee Road property for public improvements such as street lighting, sewers, paving and similar activities.*

- (2) *It deals with the assessment and tax obligation incurred by the ownership of so-called non-operating property.*
- (3) *Most importantly, the commissioner and his two assistants confer with assessing officials in the States through which we operate to determine the assessment of our operating property for taxation.*

It can be readily understood why this third category is important when it is realized that approximately 98 per cent of our property tax bill results from assessments placed upon our property by these State assessing bodies. Inasmuch as this phase of property taxation is likely to be the least understood by those not involved in it, a brief outline of how to assess a railroad may be of more than passing interest.

Fundamentally, the State officials who assess the railroad attempt to arrive at the same result as the County assessor who assesses your own home, namely, the value of the property for tax purposes.

It has been said facetiously that the perfect tax is the one paid by the other fellow. You can believe, without reservation, that this is not the attitude of our company. Our policy, stated simply, is that we are responsible citizens of the States (and subdivisions thereof) in which we have property, and as such, we recognize our duty to bear a fair share of the costs of supporting these units. By the same token, we vigorously oppose any attempt to impose more than a fair share—as should any taxpayer.

Now, how is the assessment of a railroad determined. In the main, State officials with whom the tax department has discussions use what is commonly referred to as the unit method of appraisal. This means that they first determine the value of our entire system, and by varying means, determine what portion of the entire value should be taxed in a particular State.

A common method of determining the value of the entire system is by averaging three elements: cost, or how much money would have to be spent to reproduce the property; market value of the stock and debt of the company in the hands of purchasers of these securities, or in other words, what an investor thinks the property is worth as repre-



Assistant Tax Commissioner L. R. Norberg, Chicago



C. D. Morrissey, chief clerk in the Chicago office

sented by what he is willing to pay for its stocks and bonds; and third, by determining the capitalization of net railway operating income.

A home owner will readily see that two elements used by the State officers are used by his local assessor in valuing his home, namely, the cost of reproducing it and what it is worth on the market.

#### Computed From Reports

The tax department supplies each State assessing body with a copy of the company's annual report to the Interstate Commerce Commission, its annual report to the stockholders, and a special report prepared on forms furnished by each State. From an analysis of these

reports, the States are in a position to compute an assessment of our property for tax purposes.

The most important duty of the tax commissioner is to appear before these Boards with exhibits and arguments which, together with the reports furnished to them, will obtain for our company an assessment at the lowest possible figure that is fair to both the State and the Milwaukee Road. In this activity, the assistant tax commissioners are of invaluable help.

In order to best achieve the result referred to above, the commissioner must be informed as to the operating characteristics of the railroad in the various States, the States' contribution traffic-wise to the economy of the railroad and the types of traffic involved, and many other

Stenographer Betty Aloia, Chicago



Stenographer Kathy Morgan, Chicago





Assistant Tax Agent R. J. Barnes (left) and Tax Agent K. W. Miller, Chicago, study a city plat on which Milwaukee Road property is outlined.

matters that may be helpful in discussions with the Boards. It is imperative, therefore, that the department keep currently advised on practically all phases of our operation.

#### Boards Kept Advised

Of importance also is that the department maintain an informed relationship with the Boards before whom appearances are made. Attempts are made to visit the various State capitals at intervals during the year (aside from hearing dates), to keep the Boards advised of current conditions on the railroad and to impress them with the fact that we are aware of their problems, as we hope they are aware of ours. When a person considers the wide discretionary powers granted these Boards, the need for this understanding attitude is apparent.

Through membership in the National Association of Railway Tax Commissioners, the department cooperates with similar departments of other roads in resisting tax legislation adverse to the railroad industry and in the consideration of mutual problems. In this area, the department is called on frequently by our legislative representatives for information and assistance, and from time to time appears with them before legislative committees on matters affecting railroad taxation.

Statistics are dry, for the most part, and unless in your particular interest, meaningless. However, there are a few that seem worth including here. As mentioned before, our 1967 property tax bill

approximated \$10,000,000. This breaks down into slightly over \$27,000 a day, or a startling \$1,000 plus per hour, 24 hours a day, 365 days a year.

This ten million dollars is distributed, as is your own tax dollar, through many public supported agencies. About 60 per cent of it goes to the support of schools, and the balance to a multitude of taxing districts such as County general funds, road and bridge funds, water districts, support of the courts, mosquito abatement districts, cemetery districts, airport levies, and the like.

Briefly, that is your tax department. Not mentioned before, but certainly not overlooked, is the work performed by our tax agents and assistant tax agents. Their area of responsibility is in face-to-

face dealings with county assessors, superintendents of county schools and county commissioners. Through their efforts, a measure of control is exercised over assessments placed upon our non-operating properties.

Of even greater importance is their work in examining budgets and appearing before Boards whose duty is to accept or modify budgets before they are finally set. These efforts have been very productive of tax savings, not only for our company, but for all taxpayers affected by the adoption of the budgets.

One final word for those of you who are home owners and are annually shocked by the increase in your property tax bill. Don't bother to complain to the assessor who has placed a taxable value on your property, or to the treasurer who sent the bill. Neither of them has control over the size of the tax. You should, of course, be satisfied that your assessment is a proper one in relation to the value of your property and to similar properties in your neighborhood.

The solution to your problem is to do as the tax department does for the railroad—attend budget hearings to be sure that the appropriations requested by school boards, county governments and other departments supported by your tax dollars are reasonable, and that the taxes are being spent to achieve the greatest good, in the most efficient manner, for the benefit of all.

*When we fail to praise a man who deserves praise, two sad things happen. We run a chance of driving him from the right road for want of encouragement, and we deprive ourselves of one of the happiest of all privileges—that of rewarding labor that deserves a reward.*—John Ruskin

#### NOTICE — Members of the Veterans Employees' Association — REUNION set for MILWAUKEE

The executive committee of the Veteran Employees' Association of The Milwaukee Road hereby announces that arrangements have been made to hold this year's reunion of the membership in Milwaukee, Wis., and that the date set for it is Saturday, July 12. Headquarters will be at the Pfister Hotel, noted for its hospitality to large convention groups.

This announcement is made so Veterans and their families may begin now to line up their plans for attending the big homecoming. Information about hotel accommodations, transportation, tickets and other details will be announced in a future issue of The Milwaukee Road Magazine, but the time and place are definitely fixed — July 12 at Milwaukee's Pfister Hotel.

# ICC Examiner Recommends Merger of the Milwaukee Road and The Chicago and North Western; Stockholders Vote Approval

In a report issued on Dec. 18, Henry C. Darmstadter, the Interstate Commerce Commission examiner who conducted the hearing in the proposed merger of the Milwaukee Road and the Chicago and North Western Railway, recommended that the merger be approved by the Commission.

Although he proposed that conditions be granted to certain other railroads, his recommendations were regarded by the management of the two companies as otherwise favorable. In a joint statement, President Curtiss E. Crippen and the North Western's president, Larry S. Provo, called the report "a significant step toward the development of a strong Midwestern regional railroad system."

In considering the application, the examiner concluded that the future of the Milwaukee and the North Western as independent railroads, "although not without many bright spots, is not reasonably assured . . . and that their present condition and future outlook as separate entities is not such, even under efficient and economic management, as to assure confidence in their respective financial conditions."

The merger, Mr. Darmstadter found, would permit the new company to provide more efficient and effective service while realizing savings estimated at \$31 million annually. He foresaw no adverse effect on the companies' existing passenger service, he reported, and freight service should be materially improved.

Although recognizing that some shippers would lose the benefit of certain elements of service, which he sought to protect by the imposition of conditions, Mr. Darmstadter said that the net effect of the projected plan of operation would produce improvements designed to benefit shippers and communities alike.

Under the recommended decision, all of the conditions that the Milwaukee and the North Western had agreed to accept were imposed, including those sought by the Frisco, the Ann Arbor, and the Green Bay and Western railroads. On the other hand, Mr. Darmstadter did not recommend those requested by the Union Pacific, Southern Pacific, Lake Superior and Ishpeming, Western Pacific, Northern Pacific, Rio Grande, and the Great Northern railroads. He concluded that, although they

would experience some diversion of traffic, it would not affect their ability to provide service to the public.

Mr. Darmstadter did find, however, that the public interest warranted provisions for the Soo Line's access to Green Bay, Wis., trackage rights between Junction City and Wisconsin Rapids, Wis., a more direct route to Milwaukee via

Although declining to impose the conditions requested by the Great Northern and the Northern Pacific, the examiner recognized that some of them, particularly those calling for more efficient operations or interchange, may be worth considering at some future time. In this respect, he called for all railroads remaining after the rail system



President Curtiss E. Crippen addresses a meeting of department heads of the Milwaukee Road and the Chicago and North Western who have been appointed to serve on committees which will work together in implementing plans for the merger.

Waukesha, and elimination of restrictions on traffic which Soo can handle to and from Milwaukee. He declined to impose other conditions requested by the Soo.

He also declined to impose a request by the Illinois Central for trackage rights over the new company's line between Lyle and Randolph, Minn., so it could connect with the Minneapolis, Northfield and Southern to provide through service to Minneapolis. He did, however, recommend that the IC be granted access to the Oscar Mayer plant at Madison, Wis., and that the Commission consider a subsequent petition of the IC for access to Austin, Minn., upon showing that competitive service at that point is necessary.

in the West had been basically restructured to negotiate these matters on a reciprocal basis.

Mr. Darmstadter said he believed that the benefits of the western merger movement would not be maximized unless coordination of the facilities in that area were planned on a broader basis. Failure to maximize such advantages, he added, could well spell the difference between the long-range survival or failure of the rail industry itself.

The examiner found that the proposed merger was not designed as a complete cure for the rail problems in the West. He said that whether or not the Rock Island, now involved in a separate merger proceeding, was included in another system, the Milwaukee-North



President Larry S. Provo of the Chicago and North Western addresses the merger planning group. Seated at his left are members of the general merger committee, consisting of three representatives of the Milwaukee Road and three of the North Western, who will work with the various committee chairmen in coordinating details of the reorganization plan.

Western merger should be approved at this time. Until such time, however, as the Rock Island is included in another railroad system or the Milwaukee-North Western is relieved of further obligation, he recommended that the Commission require indemnity for estimated traffic diversion by the Milwaukee-North

Western to Rock Island of \$1,005,811 per year.

Regarding the protection of the companies' employees as required by the Interstate Commerce Act, Mr. Darmstadter recommended conditions similar to those imposed in the North Western-Chicago Great Western merger. He said that pro-

tection for employees of other railroads in the territory was not needed, inasmuch as the merger would not oblige the other railroads to reduce their operations or work force.

Prior to the examiner's report, at a special meeting in Chicago on Dec. 13, the Milwaukee Road's stockholders had approved a plan of reorganization and agreement of merger between the two companies. The agreement, which was also approved by stockholders of the North Western at a meeting on Dec. 10, replaced the consolidation agreement of 1965, which was due to expire on Jan. 1, 1969.

Consummation of the merger is subject to holders of the outstanding common and preferred shares of the Milwaukee Road accepting an exchange offer for stock in Northwest Industries, Inc., the principal owner of North Western stock. The offer expired on Jan. 20, at which time more than 85 per cent of the Milwaukee shares had been tendered for exchange, thereby fulfilling a condition of the merger.

With the completion of these steps, the examiner's recommendation is subject to review by the Commission for final approval. Under the terms of the agreement, the merged railroads will be named the Chicago, Milwaukee & North Western Transportation Co.



## Narrow Gauge Hopper Cars Ride Piggyback

Big freight cars carrying little freight cars were an odd sight as they traveled recently over our main line, en route to Skagway, Alaska. The unique shipment consisted of 15 narrow gauge hopper cars riding piggyback in standard gauge

gondola cars, consigned to the White Pass & Yukon Railroad.

The White Pass & Yukon, a narrow gauge line, is undergoing an extensive expansion program in preparation for the movement of ore from the Anvil

Mines 132 miles northwest of Whitehorse in the Yukon Territory. Included in the expansion are seven diesel locomotives, approximately 200 flat cars, a new bulk storage facility, and the 15 hopper cars. The latter are to be used for right of way maintenance.

Used narrow gauge hopper cars are not easy to come by. The White Pass search led all the way to Mount Union, Pa., and the East Broad Top Railroad & Coal Co. The East Broad Top, a short line road with 33.5 miles of main line track, began operating in 1872 and discontinued freight operations in 1956. Since that time the line has continued to operate with a five-mile passenger run, steam powered, primarily as a tourist attraction.

The cars purchased by the White Pass & Yukon were carried by the Penn Central gondola cars and routed over the Milwaukee Road between St. Paul and Seattle. At Vancouver, B. C., they were loaded aboard the White Pass & Yukon ship *Frank H. Brown* for passage to Skagway.

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## Joshua Green, Western Director, Honored As "Seattle's Man of the Century"



The scale model of the 70-foot business car is presented to Joshua Green by B. E. Lutterman, vice president and western counsel (left), and Assistant Industrial Engineer R. W. Segner, who helped to build it. The car is built on a scale of one inch to the foot, including the interior.

With a large contingent of Milwaukee Road people looking on, Joshua Green, the venerable western director of the railroad, received a unique tribute when the gifts were handed out at the employees' annual Christmas luncheon in the Washington Athletic Club in Seattle Dec. 19.

As a token of affection and regard, he was presented a model of a 70-foot business car, circa 1914, lettered the "Joshua Green" and numbered "100" in compliment to the year which began for Mr. Green on Oct. 16. The car, of a type which saw many miles of service on Milwaukee Road tracks, was the handiwork of R. D. Argue, assistant western director of real estate and industrial development, and R. W. Segner, assistant industrial engineer.

The spry Mr. Green, Seattle banker and civic leader, has been characterized as "a man who represents a century of good, hard living but is still able to wear out younger men who try to keep up with him." In recognition of his civic enterprise and leadership, fellow Seattleites honored him and Mrs. Green at a 900-guest birthday luncheon on Nov. 27, at which he was named "Seattle's Man of the Century." A long series of accolades from dignitaries included those of Washington's Governor

Daniel J. Evans, Senators Warren J. Magnuson and Henry M. Jackson, and Mayor Drom Braman. In the community interest, the program was televised over the CBS network.

Marking the beginning of his 100th year, Mr. Green was saluted also by the Pioneer Association of the State of Washington, which named him the organization's Most Distinguished Citizen. Mr. Green, who regularly attends meetings of the Pioneers, has served three terms as president and is the sole honorary lifetime trustee. At the ceremonies in Pioneer Hall, he was presented a bronze plaque and a photostatic copy of the Tri-Weekly Clarion of Jackson, Miss., for Oct. 16, 1869, the day of his birth in that city.

Another tribute came from Whitworth College in Spokane, which conferred on him, "in recognition of a major contribution to business and society," an honorary degree of Doctor of Humanities. Speaking on that occasion, the Very Rev. John C. Leffler, dean and pastor of St. Mark's Cathedral in Seattle, of which Mr. Green is the only living charter member, described him as "a great human being, who has served his church with distinction."

Recalling highlights of Mr. Green's eventful life, Dean Leffler called him a

man for whom there has been no generation gap. He noted, for example, that Mr. Green—a big game hunter in years gone by—still gets his full bag of game birds. "He still comes to church every Sunday," the dean remarked, "except when he goes hunting and fishing."

Mr. Green will also receive an honorary doctor of business administration degree from Seattle University at its June commencement. As announced by the trustees, the academic honor will be conferred "in recognition of his career in transportation, industry and finance, his business acumen and his contribution to the development of Seattle and the Pacific Northwest."

Mr. Green, who has been identified with the development of the area since 1886, continues to be active as honorary chairman of the Peoples National Bank of Washington, which he bought in 1926 after 40 years as a pioneer shipping operator. He is also chairman of the board of the Joshua Green Corp., a past owner and president of the Puget Sound Navigation Co., and of the Port Townsend & Southern Railroad.

### G. E. McManamon, General Agent At Everett, Wash., Retires



Gilbert E. McManamon, general agent at Everett, Wash., retired at the end of November 1968, after a career spanning more than 48 years with the railroad. He is shown here (left) receiving a gift from his associates, presented by Assistant General Manager Martin Garelick at a luncheon in his honor.

Mr. McManamon, a native of Walla Walla, Wash., started with the railroad in 1920 as a car clerk at Othello, and worked on various clerical positions in Washington and Idaho before transferring to Everett in 1935. He was appointed general agent in 1955, and upon retiring was president of the Everett Transportation Club.



On hand at dockside in Seattle for the initial inbound trip of the "Alaskan Mail" are W. E. Cartwright, manager of foreign freight sales (from left): R. D. Mohn, assistant general manager, Port of Seattle; W. J. McGowan, assistant vice president marketing and sales, American Mail Line; B. E. Lutterman, Milwaukee Road vice president and western counsel; and S. R. Graf, district manager-foreign freight sales. Behind them are two new American Mail Line containers loaded on a new Milwaukee Motor Transportation Company truck.

## Pacific North Coast Ports Join Containership Route

Containerized freight linked to import-export traffic with the Far East is being handled by our railroad in growing volume since the inauguration in November of new containership services between Japanese and Pacific North Coast ports.

Two Japanese shipping firms, Mitsui OSK and the K Line, initiated the service, followed in turn by Sea-Land and the American Mail Line. Although vessels of several steamship lines had previously carried containers to and from the coastal ports, the announcement of scheduled service triggered new interest in the Northwest water route as the shortest between Japan and the United States.

The Japanese flag ships serving the ports are combination container-general cargo vessels equipped to carry 20-foot

containers. Four have been assigned, Mitsui OSK's "Warwickshire" and "Sacramento Maru," and the K Line's "Portugal Maru" and "Spain Maru." The "Warwickshire" and "Sacramento Maru" are each capable of handling 50 to 60 containers, and the K Line vessels have a capacity of approximately 120 containers each.

All of these vessels serve the Ports of Seattle, Tacoma and Longview, the principal gateways for the Milwaukee Road's import-export traffic moving to and from Midwest points.

Sea-Land launched its service with the "San Juan," a 600-foot converted tanker, which docked at Seattle in December. The event was marked in shipping circles as the start of fully containerized ocean freight service from Japan

with Seattle the first port of call.

The "San Juan" discharged containers and general cargo, loaded military cargo for the Far East, and departed for Oakland, Calif., the only other port of call the same day. The Milwaukee handled the largest share of cargo unloaded at Seattle for overland movement.

Sea-Land has assigned eight containerships to use in the service from Yokohama, with initial service eastbound only, since its vessels are committed to hauling military cargo westbound. The containerships will arrive in Seattle every six days. Vessels on the run include four converted C-4Js with capacities of 650 containers each, and four converted T-3s, each with a capacity of 476 containers.

Sea-Land will handle both general

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Observing the unloading of the "San Juan" at Seattle are, from left, S. R. Graf, district manager-foreign freight sales; D. A. Keller, regional manager-sales; W. E. Cartwright, manager-foreign freight sales; and C. I. Hiltzheimer, Pacific group vice president for Sea-Land.



Watching containers being unloaded from the "Warwickshire" of Mitsui OSK are, from left, B. E. Lutterman, vice president and western counsel, J. Eldon Opheim, general manager of the Port of Seattle, and S. R. Graf, district manager-foreign freight sales.



Activities at the Port of Seattle as Sea-Land's containers were discharging from the "San Juan."

and refrigerated eastbound cargo from Japan in Sea-Land standard 35-foot containers. The main container freight station and warehouse are at the Port of Yokohama, with an additional container station in Tokyo. It also plans to provide direct containership service from the Port of Kobe beginning Mar. 1.

Sea-Land, which began full containership service in 1959 and now serves many major world ports, currently operates 35 vessels and has six additional containerships in conversion for delivery this year. It has more than 25,000 standard 35-foot containers, consisting of open-top, refrigerated and insulated vans, car carriers and tank units, along with standard dry vans.

Maritime circles also marked the arrival at Seattle early in January of the

"K" Line containers are discharged from the "Portugal Maru." Shown alongside are D. F. Gallipo, assistant superintendent of the Coast Division (left), and A. J. Kilvinger, terminal manager of the Milwaukee Motor Transportation Company.





A Milwaukee Motor Transportation Company truck waits at dockside in Seattle to implement the land movement of containers coming off the "Spain Maru."

American Mail Line super cargo liner "Alaskan Mail." On its initial trip from the Orient, the vessel unloaded a number of containers, the majority of which were trans-shipped to midwestern and eastern points via the Milwaukee Road.

The "Alaskan Mail" is the first of five cargo ships being built for the American Mail Line. Designated as C5s, these ships are among the largest general cargo vessels in the world, 605 feet long, with 82-foot beams and deadweight of 21,590 tons. They have a number of special features, such as bow thrusters to assist in docking, and air and water pollution control equipment.

The "Alaskan Mail" is equipped with six of the new "Air Glide" pallet units which literally float on a cushion of air and can carry loaded containers around with ease. Attached to a lift truck, the device provides a floating platform on which the container is carried. Using this system, the vessel can accommodate more than 400 containers and still provide space for approximately 10,000 tons of bulk cargo.

The majority of the containers which the "Alaskan Mail" unloaded in Seattle were trans-shipped to midwestern and eastern points by Milwaukee Road fast freight. The second of the new vessels, the "Indian Mail," was scheduled to be in the Pacific Northwest on its maiden voyage in late January, with the other three to follow shortly.

## • APPOINTMENTS •

### Finance and Accounting Department

Effective Jan. 1, 1969:

F. H. Miller is appointed special assistant to vice president-finance and accounting.

W. C. Wilson is appointed auditor of expenditure, succeeding F. H. Miller.

C. E. Morris is appointed assistant auditor of expenditure, succeeding W. C. Wilson.

N. L. Swanson is appointed assistant to auditor of expenditure, succeeding C. E. Morris.

### Operating Department

Effective Dec. 1, 1968:

L. J. Fettig is appointed general agent at Everett, Wash.

Effective Dec. 16, 1968:

R. W. Riedl is appointed assistant superintendent of fire prevention with headquarters in Chicago. The title of chief fire inspector is abolished.

J. L. Mess is appointed assistant su-

perintendent of police with headquarters in Chicago.

### Sales and Service Department

Effective Jan. 1, 1969:

J. L. Flowers is appointed district manager-sales with headquarters in Memphis, Tenn.



"Here's my railroad pass—see?  
Good on all trains!"

### Walter A. Keller

Walter A. Keller, 73, retired manager of the reservation bureau in Chicago, died unexpectedly on Jan. 1.

Mr. Keller, a native of Chicago, began his Milwaukee Road career in the Chicago passenger traffic department in 1910. He continued in that department, serving in the capacities of ticket seller, cashier, accountant, and as city passenger agent in Detroit. Returning to Chicago as assistant city ticket agent, he was appointed manager of the reservation bureau when it was opened in 1925, and held that position until his retirement in 1960.

Mr. Keller was an honorary life member of the Chicago Passenger Club and a member of the Dixie (31st) Division Association of the veterans of World War I. He is survived by his wife, Irene; two sons, Douglas A., regional manager-sales in Seattle, and Walter Jr., Chicago; and two grandchildren. Funeral services were held at Queen of All Saints Basilica in Chicago.

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# GOLDEN SPIKE CELEBRATIONS To Commemorate Historic Event

A colorful circus-type poster advertising the opening of the nation's first transcontinental railway system has been reproduced as a souvenir collector's item for the centennial celebration of this historic event throughout 1969.

The poster is an authentic six-color reproduction of the original Union Pacific advertisement that heralded the coming of a "Great Event—Railroad from the Atlantic to the Pacific—Grand Opening of the Union Pacific Rail Road Platte Valley Route from Omaha to San Francisco May 10, 1869."

It announces that "passenger trains leave Omaha on arrival of trains from the East" and make the trip to San Francisco "in less than four days, avoiding the dangers of the sea."

"Travelers for pleasure, health or business will find a trip over the Rocky Mountains healthy and pleasant," says the poster. It extolls "luxurious cars and eating houses," and points out that "Pullman's Palace Sleeping Cars run with all through passenger trains."

Listed as additional reasons for making the trip are gold, silver and other mining possibilities: "Now is the time to seek your fortune in Nebraska, Wyoming, Arizona, Washington, Dakota, Colorado, Utah, Oregon, Montana, New Mexico, Idaho, Nevada or California."

The posters, on heavy paper suitable for framing, are available at \$1 each through Field Headquarters of the Congressionally-authorized and Presidentially-appointed Golden Spike Centennial Celebration Commission, Room 2419 Federal Building, 324—25th Street, Ogden, Utah 84401.

Plans for the year-long centennial celebration, as announced by Commission Chairman Thomas M. Goodfellow, president of the Association of American Railroads, focus on the re-enactment at Promontory, Utah, on May 10 of the Golden Spike ceremony that marked completion of the transcontinental rail system. Promontory has long since been by-passed by the railroads and tracks in the vicinity were taken up and used for scrap iron during World War II. But a



Former President Lyndon B. Johnson, who appointed the Golden Spike Centennial Celebration Commission, examines a reproduction of the poster advertising the opening of the transcontinental railroad system. The poster, and a summary of the celebration program, are being presented by Utah Senator Frank E. Moss (left) and Commission Chairman Thomas M. Goodfellow, president of the Association of American Railroads.

new mile-long section of old-type rail has been relaid on the original roadbed, and replicas of the historic engines that met at the site—the Jupiter and No. 119—will stand nose-to-nose on the rails during the ceremonies, as the originals did a century ago.

Descendants of Utah pioneers who helped build the railroad, dressed in costumes of the period, will take part in the program, and the original golden spike, together with a companion silver spike and silver maul, have been borrowed from the Stanford University Museum for the re-enactment.

Major celebrations are being planned also in Salt Lake City, Ogden and Brigham, Utah; Sacramento and San Francisco, Calif.; and in numerous towns along the routes of the Southern and Union Pacific railroads.

At Sacramento, work started Jan. 8 on reconstruction of the historic "Big Four Building," original headquarters of the Central Pacific Railroad, now part of the Southern Pacific. January 8 is the anniversary of ground-breaking for the western segment of the transcontinental line in 1863. A Transportation Museum, which ultimately will cover several blocks in the old Sacramento restoration area, will be opened in May adjacent to the "Big Four Building."

The Southern Pacific will run a special train to Utah for the May 10 ceremonies. Stops will be made en route for the dedication of plaques at cities in California and Nevada which trace their existence to the coming of the railroad.

The Union Pacific, which built the eastern segment of the original "Pacific Railway," will operate a steam locomotive between Salt Lake City and Ogden for a week during the peak of the celebration. It is also putting together a museum train to tour its routes all summer, and to be in Utah during May.

The official Golden Spike program began Jan. 1 with a proclamation by Utah Governor Calvin W. Rampton designating May 10 as a state holiday. Historical societies in Utah, California and Oregon are scheduling numerous events for the celebration, featuring art exhibits, programs and parades.

Also participating will be colleges and universities, railway labor unions, public officials, pioneer organizations, model train builders, artists and writers, railroad buffs and the Utah Boy Scouts.

The official Golden Spike Commission delegation to the Utah celebration May 8-9-10 will include approximately 800 railroad officials, public figures, foreign transportation executives, and other dignitaries from throughout the country.

## New Locomotives For Equipment Fleet



W. C. Gage, superintendent of motive power, and Master Mechanic H. W. Reinold (left and right) inspect the new SD-45s upon their delivery to the railroad at Milwaukee Shops.

Shown above, in front of the diesel house at Milwaukee Shops, are two new 3,600 h.p. SD-45 diesel electric road switch locomotives delivered recently to our company in line with the outlay for capital improvements in 1969. The units are part of an order for 25 freight and passenger locomotives placed with the Electro Motive Division of General Motors which are being acquired for use primarily on main line runs.

The new equipment includes four 3,600 SD-45s and eleven 3,000 h.p. GP-40 models especially designed for high speed over long freight hauls. Scheduled for delivery also are five 2,300 h.p. SDL-39 switch locomotives for use in

branch line service.

The other five units are 3,600 h.p. FP-45 passenger locomotives (see back cover). These powerful units are interchangeable for service on both the "City" trains operating between Chicago and Omaha and the Chicago-Twin Cities run of the Hiawathas.

It is anticipated that capital expenditures this year will be substantially similar to those in 1968, which also included an outlay for 25 new diesel locomotives of the types required for fast, heavy duty service. Of those, six are 3,600 h.p. SD-45 locomotives, four are 3,300 h.p. U-33 units, and fifteen are either GP-40 or U-30B 3,000 h.p. models.

### Railroad Retirement Tax Goes Up; RRB Medicare Reminder

Effective Jan. 1, the railroad retirement tax rate for employes and employers alike went up from 8.90 to 9.55 per cent. As before, the tax applies to the first \$650 of each month's earnings. The new rate, which includes 0.60 per cent for financing hospital insurance under Medicare, is scheduled to remain in effect through December 1970.

The Unemployment Insurance Tax and the special Retirement Supplemental Tax, both of which are paid only by railroad employers, remained the same.

Persons who received regular railroad retirement annuities or railroad unem-

ployment and sickness benefits in 1968 have been reminded by the Railroad Retirement Board that these payments are exempt from federal and state income taxes in the United States, and should not be reported as income on 1968 tax forms.

The Board pointed out, however, that supplemental annuity payments are considered taxable under federal income tax law. Each person who received these payments in 1968 has been sent a statement showing the total amount for the year, the Board announced. The statements are intended to assist in filing federal income tax returns.

In the opinion of the Board's legal counsel, supplemental annuity payments

are exempt from state income taxes in the same manner as regular annuity payments.

The Board has also issued a reminder that persons not presently covered by supplementary medical (doctor bill) insurance under Medicare have an opportunity to sign up during the first 3 months of 1969. This general enrollment period, which ends Mar. 31, will be the last opportunity to enroll for persons born before Oct. 2, 1901 or who had previously dropped out of the plan before Jan. 2, 1967.

The following persons may sign up during this general enrollment period:

- (1) Railroad employes and their wives who recently attained age 65 or will attain age 65 before Apr. 1, 1969.
- (2) Others aged 65 and over who did not enroll in the previous general enrollment period (Oct. 1, 1967 to Apr. 1, 1968) or at the time they reached age 65.
- (3) Beneficiaries who had previously dropped out of the plan and now wish to re-enroll.

The monthly premium for the doctor bill insurance is \$4, but persons in the last two categories may have to pay a slightly higher premium.

The Board is sending information and enrollment cards to all eligible persons who are not carrying doctor bill insurance. Anyone age 65 or older wanting to join the plan who does not receive this material should get in touch with the nearest Board office before Mar. 31.

### J. F. Simpson Joins Law Staff As Assistant General Attorney



J. Fred Simpson

The law department announced recently the appointment of J. Fred Simpson as assistant general attorney with headquarters in Seattle. He succeeded J. E. Nelson, who became general attorney.

Mr. Simpson, a native of Seattle, received his AB degree from Stanford University in 1963 and his LL.B degree from the Harvard Law School in 1966. Before joining the railroad he was associated with the Seattle law firm of Johnson, Jonson & Inslee.

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Junior Achievers and Advisers who participated in the sales seminar.

## ACHIEVERS AIM FOR SALES AND PROFITS

The cafeteria in our Fullerton Avenue office building in Chicago was the setting for this energetic display of Junior Achievement in action. Taking advantage of a school holiday before Christmas, our three J. A. companies—Techmatics, the Desal company (de luxe sales) and Pioneer Achievers — were there to learn the art of selling their products to the public under the guidance of their Milwaukee Road Advisers. In addition to the companies' general merchandise, the members were busy pushing a line of Christmas novelties and finding plenty of buyers.

About 15 employees are serving as Advisers this year, the seventh year our company has sponsored J. A. firms. The Advisers are responsible for counseling the members in business principles, but beyond that the young people who organize and operate the miniature firms are on their own.

The members of our companies are currently bending every effort to show a profit when they liquidate at the end of the school year. But unlike other

businesses, sales aren't as important as what they learn about the business world. That's the idea behind Junior Achievement.



# RETIREMENTS

The following employees' applications for retirement were recorded during November-December 1968

## General Office & System Employees

Brandt, M. C. ....File Clerk.. Chicago, Ill.  
Brennan, J. P. ....Livestock Agt... " "  
Dixon, H. L. ....Waiter... " "  
Elser, M. A. ....Cost Clerk... " "  
Fossett, D. C. ....Steward... " "  
Graffagna, L. ....Gateman.. Elgin, Ill.  
Hartel, C. M. ....Head Review Clerk.. Chicago, Ill.  
Minor, J. W. ....Waiter... " "  
Patrick, T. H. ....Chief Treatment Inspector.. " "  
Peterson, C. E. ....Asst. Engineer.. " "  
Thomas, H. ....Waiter... " "

## Aberdeen Division

Nelson, R. P. ....Loco. Engineer.. Minneapolis, Minn.  
Vogel, A. P. ....Roadmaster.. Madison, S. D.

## Chicago Terminals

Brown, E. H. ....Carman.. Bensenville, Ill.  
Correa, E. G. ....Assembler.. Chicago, Ill.  
Forsyth, G. M. ....Loco. Engineer.. " "  
Graney, M. A. ....Clerk.. Galewood, Ill.  
Judd, C. K. ....Machinist.. Chicago, Ill.  
Lang, G. F. ....Machinist.. " "  
Remker, J. H. ....Loco. Engineer.. " "  
Sparks, W. L. ....Carman Welder.. Bensenville, Ill.

## Coast Division

Angelo, P. ....Sec. Foreman.. St. Maries, Ida.  
Capps, M. ....Oiler.. Tacoma, Wash.  
Denadel, E. ....Sec. Laborer.. Bellingham, " "  
Fogle, W. ....Carman-Burner.. Tacoma, " "  
Kinzner, F. J. ....Crane Operator.. " "  
Koube, R. H. ....Train Dispatcher.. " "  
Lavine, C. R. ....Carman.. " "  
McCoy, W. H. ....Brakeman.. Port Angeles, " "  
McManamon, G. E. ....Agent.. Everett, " "  
Pelkey, A. ....Sec. Laborer.. Tacoma, " "  
Powell, C. A. ....Switchman.. " "

## Dubuque & Illinois Division

Carnahan, R. V. ....Conductor.. Savanna, Ill.  
German, V. E. ....Chf. Train Dispatcher.. Ottumwa, Ia.  
Littlejohn, E. M. ....Sec. Laborer.. Savanna, Ill.  
Maitlen, H. W. ....Chauffeur.. " "  
Morris, R. E. ....Sec. Laborer.. Chillicothe, Mo.  
Roefeldt, R. ....Local Storekeeper.. Davenport, Ia.  
Speck, E. J. ....Loco. Engineer.. Savanna, Ill.  
Struve, J. F. ....Conductor.. Dubuque, Ill.  
Moran, L. J. ....Conductor.. Savanna, Ill.

## Iowa Division

Adams, R. G. ....Conductor.. Perry, Ia.  
Campbell, M. M. ....Sec. Laborer.. Oxford Jct., Ia.  
Mitchell, G. ....Sec. Laborer.. Rockwell City, Ia.  
Smeed, H. W. ....Dist. Adjuster.. Marion, Ia.

## Iowa, Minnesota & Dakota Division

Irons, N. A. ....Agent-Opr.. Canton, S. D.  
Kittler, O. F. ....Machine Opr.. Jefferson, S. D.  
Malek, A. F. ....Operator.. Mankato, Minn.  
Messmore, C. W. ....Loco. Engineer.. Austin, Minn.  
Miller, H. J. ....Sec. Foreman.. Yankton, S. D.  
Noonan, J. E. ....Sec. Foreman.. Austin, Minn.  
Wanous, R. J. ....Sec. Laborer.. Owatonna, Minn.

## La Crosse Division

Boland, J. H. ....Roadmaster.. Janesville, Wis.  
Burrington, M. A. ....Switchman.. " "  
Erickson, R. J. ....Sec. Foreman.. Red Wing, Minn.  
Gray, L. D. ....Roadmaster.. LaCrosse, Wis.  
Magreke, W. S. ....Laborer.. " "  
Murphy, W. F. ....Demurrage Clk.. Madison, Wis.

## Milwaukee Division

Becker, W. E. ....Loco. Engineer.. Racine, Wis.  
Corvaia, C. ....Switchman.. Beloit, Wis.  
Karg, R. ....Warehouse Foreman.. " "  
Krohn, L. E. ....Sec. Laborer.. Fox Lake, Ill.

## Milwaukee Terminals & Shops

Eichorst, T. I. ....Airtester.. Milwaukee, Wis.  
Huebner, O. K. ....Machinist Helper.. " "  
Marquart, S. ....Secretary.. " "  
McGinnis, H. P. ....Switchman.. " "  
McIntosh, W. D. ....Yard Clerk.. " "  
Rhodes, J. F. ....Frt. Inspector.. " "  
Sprenkle, L. J. ....Welder.. " "  
Wiener, J. ....Carpenter.. " "

## Off Line

Bornitzke, O. ....Signalman.. Columbus, Ohio

## Rocky Mountain Division

Buhl, F. D. ....Engine Watchman.. Deer Lodge, Mont.  
Guy, Dewilma H. ....Sec. Foreman.. Missoula, Mont.  
Hamilton, W. T. ....Loco. Engineer.. Albion, Mont.  
Hledik, J. R. ....Sec. Laborer.. Deer Lodge, Mont.  
Kirk, Fred  
General Trolley Foreman.. " "  
Morrow, C. J.  
Telegraph Foreman.. " "

## Terre Haute Division

Acton, C. ....Trackman.. Bedford, Ind.  
Bahr, W. C. ....Clerk.. " "  
Damer, R. E. ....Loco. Fireman.. Terre Haute, Ind.  
Palmieri, J. P. ....Loco. Engineer.. Ladd, Ill.  
Rusbason, M. ....Clerk-Steno.. Terre Haute, Ind.

## Twin City Terminals

Baldwin, D. E. ....Crane Opr.. Minneapolis, Minn.  
Dwuznick, W. ....Machinist.. St. Paul, Minn.  
Faldet, E. L. ....Steno-Clerk.. Minneapolis, Minn.  
Hollingsworth, L. E.  
Switchman.. " "

## Alfred C. Kohlase

Alfred C. Kohlase, retired superintendent of the Rocky Mountain Division, passed away in Missoula, Mont., on Dec. 27, 1968. He was 81 years of age.

Mr. Kohlase started his career in 1906 as an operator for Western Union and joined the railroad in that capacity at Miles City, Mont., in 1910. Remaining at Miles City, he advanced through the positions of timekeeper, dispatcher and chief dispatcher to trainmaster in 1926, and to superintendent of the former Trans-Missouri Division in 1937. He was appointed superintendent of the Rocky Mountain Division in 1940, with headquarters in Butte, and retired in September 1952.

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## Assistant Engineer Peterson Honored Upon Retiring



Charlie Peterson and his wife, Ruth, pose at the party in the Chicago engineering department marking his retirement. With them are K. E. Hornung, architect for the railroad system (left), and D. A. Bessey, assistant architect.

Friends of Charles E. Peterson, assistant engineer in the architectural department, were invited to the engineering department office in Chicago on Jan. 10 for a cake and coffee party marking his retirement after 42 years of service. Fellow employees presented him with a wallet containing a sizable farewell remembrance.

"Charlie," as he is known on the railroad, was born in Spokane, and still has many close ties to that area. He received his BS degree in architecture from the Massachusetts Institute of Technology in 1926, and joined the railroad that year as a rodman at Mobridge, S. D. Later he served as a rodman and instrumentman

at Deer Lodge and Miles City, Mont., Seattle, and Savanna, Ill. He was promoted to assistant engineer at Aberdeen, S. D., in 1939, and also held that position at Spokane from 1943 to 1951, when he was transferred to the Chicago headquarters.

Charlie and his wife, Ruth, are spending the winter at their home in Lake Forest, Ill., but will leave this spring to resume construction on a new home they are building at Athol, Ida. The site is a beautifully wooded tract bordering the national forest north of Coeur d'Alene. They plan to do much of the work themselves, as a retirement project.



## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

Savanna Chapter of the Women's Club initiated activities for the last quarter of 1968 with a discussion of the club's biennial meeting in Chicago Oct. 25-26. Savanna was represented at the get-together by Mmes. L. H. Walleen, Jess Brock, William Doherty and Jesus Cruz, and the Misses Clara and Anna Cush.

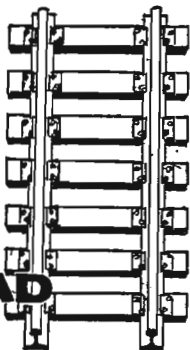
Newly elected officers of the chapter are Mrs. Walleen, re-elected president; Mrs. Brock, re-elected treasurer; Mrs. Albert Lahey, vice president; Miss Anna Cush, recording secretary; Mrs. William Smith, corresponding secretary; and Miss Clara Cush, historian.

Holiday activities of the chapter included a potluck luncheon and gift exchange on Dec. 9, and a Christmas party for members' children under 10 years of age on Dec. 22. A \$10 donation was given to the Savanna Basket Fund for needy families, and holiday greetings were sent to all shut-ins.



**LAST RUN.** Conductor Paul Turner poses in the Chicago Union Station with a group of fellow employees on the west suburban line, before boarding No. 223 on his last run to Elgin Jan. 3. From left are Bernard Helgesen, Tom Kampas, C. E. VanDevanter, Joe De Franco, Marlin Smith, Turner, Richard Hensley, Ted Bieniek and Bill Layman. Turner, born in Savanna, Ill., started there as a call boy in 1918, became a brakeman in 1920, and conductor in 1929, working throughout his service on the D&I Division. The family circle, which includes two sons in the construction business, lives on an acre and a half of land west of Elgin.

## ABOUT PEOPLE OF THE RAILROAD



### Milwaukee Terminals

#### MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

Wedding bells have really been ringing and romances flowering among our switchmen and their families. Congratulations to Caller Ralph Richter on his marriage to Barbara Jackson on Dec. 14, and to Switchman Frank Mathea, who was also married recently. Switchman John Novak and family celebrated two weddings. John's daughter was married to Switchman Don Meunier, and his son, James was married recently also. Romance? Switchman Wally Braatz' daughter has received an engagement ring from Pete Jakob Jr.

Switchman Gregory Schueller is back to work after a long illness.

Dan Stuebing has joined the ranks of second generation switchmen. He is the son of Don Stuebing.

Learned recently from Retired Assistant Superintendent Ray Hummer that his daughter Nancy and her husband, Jay Merriman, along with baby son Peter Jason, have arrived in Mil-

waukee from California. They visited her husband's relatives in North Carolina for a week, and upon their return to Milwaukee Jay resumed service in the Air Force. He expected to leave for Vietnam Feb. 1. Nancy and Peter will make their home with Grandpa Ray and Grandma Ruth Hummer for the duration of his service in Vietnam. Jay, who holds seniority as a clerk at Muskego Yard, has been stationed at Vandenberg Air Force base in California.

Sympathy was extended to the family of Albert E. Unruh, who died suddenly at the age of 51. Albert was mail and baggage man at the depot, where he had been employed since 1937. He is survived by his wife, Marion, and two sons, Donald and Barry. Services were held at Albright Methodist Church, with interment in Wisconsin Memorial Park.

Assistant Engineer John Barnish and wife are proud of their first baby, born Nov. 16; name, David Wayne.

#### REGIONAL DATA OFFICE

Pearl Freund, Correspondent

The holiday season got off to a good start with the annual Christmas party Dec. 7 at Cedar Forest Inn. A buffet dinner was served to 28 employees and an additional 10 attended later for dancing and refreshments. Everyone in festive attire lent sparkle to the occasion, along with the decor and a roving troubadour, who later appeared as jolly old St. Nick. A gay time was had by all, and a vote of thanks is due the committee, Carolyn Dombrowski and Kitty Koralewski.

Those employees not able to attend the evening party sampled the season's

good cheer at an office luncheon held Dec. 19 in the third floor conference room. A catering service provided the food, and the standby volunteer office cooks enjoyed this feature best of all. Credit is due Judy Kerr for handling the arrangements.

Mrs. Nadine Groves, wife of Manager F. E. Groves, presided single-handed over a coffee and cookies treat Dec. 20. Having just recovered from a bout with the flu, she deserves additional credit for her efforts. Her co-hostess was momentarily confined to St. Michael's Hospital, where she gave birth to a little girl. Congratulations are in order for Mr. and Mrs. R. Symicek. Assistant Manager Symicek is elated over the arrival of their first daughter, Kristin Klare. The other member of the family, four-year-old Gregory, hasn't quite made up his mind as yet.

Chef Lester Carlson of the Agency provided one of his delicious cakes for our enjoyment on Dec. 24. His generosity and gift were sincerely appreciated.

F. E. Groves and his family spent the Christmas week visiting his family in Edgerton, Minn., and Nadine's family in Chandler, Minn. In spite of the happiness that surrounds family reunions, cold stormy weather and flu reared their ugly heads to mar most of their stay. If it is any consolation, they could have stayed at home and had the same thing.

Assistant Manager M. S. Gilbert was promoted in November to assistant manager of the Chicago regional office. On a brief return visit to the Milwaukee office, he was honored with a cake and coffee treat and the presentation of a parting gift from his co-workers of long standing. We also had the

## Roadmaster Art Vogel Calls It a Career



Roadmaster A. P. Vogel (left) and his wife, Marie, receive good wishes at the retirement party from (left to right) Division Engineer F. F. Hornig and Superintendent W. K. Peterson, attending from Austin, Minn., and General Roadmaster R. G. Simons, who came from Chicago.

The recent retirement of A. P. "Art" Vogel, roadmaster headquartered at Madison, S. D., was marked by a large turnout of his associates for a Saturday night party in Madison at the Park Hotel. The occasion was observed also by many others with messages conveying their wishes for years of health and happiness.

As a means of expressing their appreciation of the tribute, Mr. and Mrs. Vogel placed an open letter in the local paper thanking everyone involved in it for their good wishes, their generous gifts, and for an evening they will always remember.

Mr. Vogel had been in the employ of the railroad since 1918, starting at the

age of 13 with a section crew at Hokah, Minn. He continued as a section worker and foreman on what was then the I&SM Division, and also on extra crews, until 1944, advancing to general foreman. He was made section foreman at Wells, Minn., in 1939, and appointed roadmaster at Madison in 1944.

The Vogels' family includes a son, Arthur Jr., who heads the music department of the Windom, Minn., school system, and three grandchildren. Art enjoys fishing and tinkering on his son's farm—new fishing equipment was one of his retirement gifts—and the distinction of holding a "lifetime" pass on the railroad for 50 years of service.

pleasure of Mr. and Mrs. Gilbert's company at the annual Christmas party.

Holidays can also be the occasion of sadness. Mrs. Veronica Sobczak, mother of Assistant Cashier Alice Sobczak, passed away Dec. 26 after several years illness. She was a resident of Mt. Carmel Nursing Home. Services were held at St. Vincent's Church and burial was at St. Adalbert's cemetery. Surviving with Alice are daughters Helen Guskowski and Clara Rzatkiwicz, and sons Edmund, Anthony and George.

Get-well wishes are in order for Geraldine Hartner, rate clerk, who was confined to St. Luke's Hospital for treatment during the holidays. She is reported improving, and will be up and around shortly.

Thanks to Judy Kerr and her mother, and to Doris Henkel, Mary Ann Neuman, Joy Jones and her sister for the beautiful Christmas trees and office decorations. It was a pleasure to work amid such beautiful surroundings.

Mrs. Karen Mustard has returned to

work following the birth of a daughter, Cari Anne. The Mustards have two other children, Kevin, 8, and Debby, 6.

### AGENCY

Lester Carlson put his talents as a chef to work again when he arranged and prepared the Christmas luncheon for the Agency on Dec. 24, held in the office. Reports of the delicious spread wafted way out our direction.

David O'Hara, yard clerk at the Muskego industrial control center, was inducted into the Army Jan. 10. David hails from Clearwater, Fla., and is a nephew of Agent R. E. Chalifoux.

Rudolph A. Placek, whose retirement was reported in the last issue of the Magazine, passed away Dec. 13 at age 69. We regret he was unable to enjoy the retirement he so deserved. He is survived by his wife, Irene, a daughter, Lois, one son-in-law, and three grandchildren. Services were held at St. John de Nepomuc Church and interment was at Holy Cross cemetery. He was a member of the Catholic Order of Foresters, Holy Trinity Court 83.

## Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT  
—CAR DEPARTMENT

Jeanne E. Babe, Correspondent

Rocke M. Lawson completed four years apprenticeship as a carman on Nov. 12. He is now a foreman at Joliet, Ill.

Congratulations to Clerk Typist Hank Kiolbasse and his wife, who just became the proud parents of their second son.

A happy retirement is extended to Leo Sprenkle, who was a blacksmith in the forge shop. He retired on Nov. 16.

Sympathy was extended to the family of Nebraska Howard, who passed away on Dec. 9. He was a carman in the freight shop. Also, to the family of William Monohan, welder in the forge shop, who died Dec. 12.

Carman Joseph E. Braun, returning from military service, is welcomed back. He works in the freight shop.

## Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT  
ACCOUNTS

Agnes Touhey, Correspondent

Our sincere sympathy went to Eleanor Hansen on the death of her brother, and to Walter Barthel, retired bureau head, on the death of his wife, Mae.

Adrian Adkins left for military service on Nov. 20. He visited us on Dec. 23, when he was on holiday leave from Fort Leonard Wood, where he is in transportation.

On Dec. 14, Mary Winterlich and her husband left for Ireland to spend several weeks visiting relatives. Though both are natives of Ireland, they didn't meet until they came to Chicago.

Judee Selesky has been on leave since Nov. 29, and Alberta Schmitt since Dec. 13, both awaiting the arrival of a first child. Each was presented with gifts for the expected baby.

Christmas greetings were received from Bill Roloff, who retired in 1950 and now lives in Racine, Wis.

Mrs. Elsie Graening, who has been retired for many years, was in the office on Dec. 18.

AUDITOR OF CAPITAL EXPENDITURE  
OFFICE

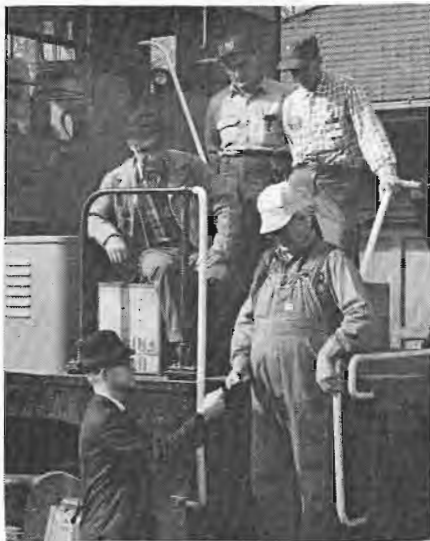
Marion J. Frank, Correspondent

The C. J. Kisiels gained a daughter when their son, John Drew, married Mary Kathleen Earle, daughter of Dr. and Mrs. L. B. Earle of Oak Park, on Dec. 28 at St. Edmund's Church in Frankfort, Germany, while "Jack" is on military assignment there.

We welcome Dennis Bemont and Terri Stroncak to our office.

Speedy recovery is wished for T. N. Bahwell, bureau head, who at this writing is confined to Sherman Hospital in Elgin, Ill.

*The Milwaukee Road Magazine*



**AFTER FORTY-SIX YEARS.** Claude Messmore, engineer on the Albert Lea (Minn.) patrol, is shown receiving a Silver Pass from Assistant Trainmaster Howard Neff when he retired recently after 46 years of service. Looking on are (from left) Trainman L. R. Westurn, Brakeman L. F. Yezek and Conductor D. M. McKee. All the members of the crew live in Austin. Messmore started with the Road at Madison, S. D., as a fireman and was an engineer for about 20 years. (Albert Lea Tribune photo)



**WE'RE ON CAMERA.** Views of Milwaukee Road operations in Seattle are included in "Floating Railroad," a color film produced by Puget Sound Alaska Van Lines, a division of the Puget Sound Tug & Barge Co., to illustrate its handling of railroad cars between Seattle and Whittier, Alaska, via HYDRO-TRAIN barges. Shown here is Assistant Superintendent D. F. Gallipo (right) assisting a camera crew from Golden State Film Productions taking shots at Seattle Yard. HYDRO-TRAINS, which go up to 400 feet long, are the largest rail barges in the world. Cars are interchanged at Whittier with the Alaska Railroad.

**"LIFETIME" PASS-HOLDER.** John Mosckinski, carman at Bensenville Yard, who recently marked his 45th anniversary of service, is presented a Silver Pass by District General Car Foreman J. F. Wilbur. Looking on is J. F. Pederson, assistant car and wrecker foreman.



**GETTING READY TO TRAVEL.** Engineer T. E. "Tom" Dunn, who made his last run on No. 6 between Milwaukee and Chicago Dec. 27, warms up the motor of his 1969 Ford van camper. He and his wife plan to do a lot of traveling in it, while continuing to make their home at Pistakee Highlands, McHenry, Ill. Dunn retired with 47 years of service, starting in Chicago at the Galewood freight house. He became a fireman in the Chicago Terminals in 1922, and had worked on the Milwaukee Division since 1926, including 15 years on the north suburban line.



**BRT VETERAN** Jack Hamling, retired conductor of Ortonville, Minn. (second from left), is presented his 50-year membership pin and plaque from Lodge 764 of Montevideo by Conductor Richard Karn. Present also are Retired Passenger Conductors "Dutch" Hausauer and Ed Martinson (right) of Ortonville. The retired veterans represent a total of 155 years service.

**AGENT OSKINS RETIRES.** Mrs. Doris Oskins, agent at Truesdell, Wis., wears a broad smile as she closes out her work upon retiring Jan. 3. Doris joined the railroad during the manpower shortage of World War II, and retired with 23 years of service at agencies on the Chicago-Milwaukee line. Her husband, Lem, retired recently as agent at Franksville, Wis. (News photo by Marshall Simonsen)



## On the Trail of Indian Artifacts

by E. H. Mielke

Roundhouse Foreman, Harlowton, Mont.

For anyone who wants to learn about Indian artifacts from an expert, Harlan (Luke) Lucas is their man. After railroading 48 years, retirement leaves him with plenty of time for collecting them as more than a hobby.

Luke was still in school when he started with the Milwaukee in 1920 as a mail and baggage handler. All of his service was on what is now the Rocky Mountain Division, working as a yard clerk at Harlowton and going on to ticket clerk, warehouse foreman, transfer foreman, and as a special officer and lieutenant on the railroad's police force. He resigned from the police force in 1956 to make his home permanently in Harlowton, and held the position of yard clerk until he retired last October. On leaving service, fellow workers gave him a party and a gold watch.

Montana is good hunting ground for Indian artifacts such as spearheads, arrowheads, knives, hammers, soapstone pipes and the like. Luke and his wife started collecting them as a pastime in 1957. In their search they have worked 21 buffalo jumps and several "kills" areas. Today, the collection of arrowheads they have gathered contains more than 2,000 specimens, in a wide range of size and types. Framed in designs arranged by Mrs. Lucas, they form artistic wall decorations for their home.



Harlan Lucas displays part of his collection of more than 2,000 arrowheads and other Indian artifacts.

The collection also includes a beautiful hand-carved totem pole and a large peace pipe, along with many other artifacts that record Indian culture of the past.

Luke is engaged by many civic groups to give talks about his hobby, and has prepared a number of books and pictures, together with much data, to use in his presentations. In addition to knowing his subject, he is a fluent and interesting speaker.

### ENGINEERING DEPARTMENT

Sympathy was expressed to Walter E. Fuhr, assistant chief engineer-maintenance, on the death of Mrs. Fuhr, which occurred unexpectedly Jan. 4. Services were held in La Grange, with interment in Broswood cemetery. Immediate survivors, in addition to her husband, are a son, three daughters, her mother and her brother.

Mrs. Oren P. (Lillian) Barry, widow of a former assistant comptroller of the railroad, passed away on Jan. 4 also. Mrs. Barry, who retired in 1959, was employed in the Chicago general offices 27 years, her last position having been as a signals and communications clerk. She was a past president of Fullerton Avenue Chapter of the Women's Club and a former member of the general governing board. Surviving are two sons, Oren P. and Donald R.; seven grandchildren; and a sister, Mame Hopkins, a timekeeper in the office of the assistant auditor of expenditure.

### PRESIDENT'S OFFICE

Mrs. Jay L. Franz, 88, widow of retired office assistant to president, died in Winter Park, Fla., on Jan. 5. She is survived by their son, Rev. James G. Franz of Pittsford, N. Y., and three grandchildren. Memorial services were held in Orlando, Fla. Mr. Franz, who retired in 1951 after 45 years of service, passed away last year on June 27.

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

Kathy Wicklander, Correspondent

**AUDITOR OF FREIGHT ACCOUNTS:** A new member joined the Renahan Household just in time for Christmas. John Robert arrived at McHenry hospital Dec. 17. Congratulations to proud parents Glenn and Deloras.

Another glad tidings arrived Dec. 22. Grandparents Jim and June Lynch reported their first grandchild, David Christopher Wasek, was born at Holy

Cross Hospital in Salt Lake City.

Mary Ellen Columbatto, comptometer operator, and Jerry Barone were married in a small ceremony in Chicago Nov. 30. Mary Ellen was showered with gifts from all her co-workers. The couple is now residing in Elmwood Park, Ill.

A few vacationers 'rang out the old year' in our office. Grace Minor recently returned from a visit with her brother in Tacoma, Wash., and Hazel and Willard Hettinger celebrated New Year's in Florida.

To Jeannine Marchini, Frank Chereck and Mike Dorgan, new claim investigators for freight revenue claims, we say welcome!

Sherman Arpp, retired revisor of the office of freight settlements, passed away suddenly on Dec. 29. Services were held in Chicago.

### OPERATING DEPARTMENT

Ashley Wilhite, Correspondent  
Office of Vice President-Operation

June Bonney, nurse-steno in the office of the chief surgeon, and her husband, Donald, spent her vacation and the Christmas holidays with relatives in California.

Sympathy was extended to G. W. Washington, assistant to the general superintendent of transportation (TOFC), whose mother passed away on Dec. 5.

G. H. Borgman, who retired in 1964 as assistant to the chairman of the board, spent a week in December visiting his daughter at Clearwater, Fla.

### AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Messrs. F. H. Miller, W. C. Wilson, Charles Morris, Norman Swanson and Edward Thinger on their recent promotions.

Nan Stallsmith of the accounts payable bureau and Ken E. Krause of Morton Grove became engaged Christmas Day. Ken attends Kendall College

### Arthur M. Dryer

Arthur M. "Art" Dryer, retired auditor of passenger accounts, died Jan. 13 in Ft. Lauderdale, Fla., where he had made his home the last 10 years. Memorial services were held in that city. He is survived by his wife, Anne.

Mr. Dryer joined the railroad in the passenger accounts department in Chicago in 1911 and advanced through various positions in that department to auditor in 1944. He retired on July 31, 1958. He was active in a number of employe organizations, including the Veterans' Association and the Fullerton Avenue Credit Union, and also in the Society for the Preservation and Encouragement of Barber Shop Quartette Singing in America, of which he was a member for many years.

and is majoring in business administration.

Russell Risberg's friends will be happy to learn he is recovering satisfactorily from his recent illness.

Sincere sympathy to J. T. Snider of the joint facility & bill bureau on the loss of his mother; Irene Moskovitz of the general stats bureau on the loss of her brother; and Mame Hopkins of the miscellaneous timekeeping bureau on the loss of her sister, Mrs. Lillian Barry, widow of O.P. Barry.

#### FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

On Oct. 19 at Landl's Restaurant, the Elm-Mor Civic Association installed its new president, K. D. French, our general freight claim agent. The Elm-Mor association is one of the few homeowner groups to actively participate in all community affairs. It has always been a "go" group, endeavoring to fill the generation gap by having its youngsters participate in many of Elm-Mor's affairs.

Our department has welcomed Mary Ann Thudt, Jim Reed, Bob Drennan, Jim Blessing, Dennis Japczyc and Ralph Dutrisac.

Congratulations were extended to Adjuster Ron Klish and his wife, Carol, on the birth of their daughter, Cheryl Lynn, on Nov. 2.

#### TRAFFIC DEPARTMENT

Sharon L. Penington, Correspondent

A hearty welcome was extended to Pat Parich, of Forest Park, who joined our company on Dec. 10. Pat formerly worked at Cities Service Oil Co.

On Nov. 29, a farewell luncheon was held at the Gold Lion for Cindy Figuerell and Mary Bradley. Cindy was transferred to the traffic research department, and Mary is working with one of our competitors, the Santa Fe. The best of luck is extended to both of the girls in their new positions.

A European vacation was on the agenda this year for Bob Biefeldt, of our tariff department. I'm sure he had a wonderful time.

On Dec. 3, Valerie Cook returned to our forces after completing her maternity leave. Valerie gave birth to a little girl, Tracey Elizabeth, on Oct. 3. We're glad to have you back with us, Valerie.

Wedding bells rang out on Nov. 30, when Ken Bis, of our GFD, took Bonnie Jones as his bride. The couple were married at St. Peter and Paul Church, and now reside in Chicago. Best wishes are extended to the new Mr. and Mrs.

Our deepest sympathy is extended to Walter Klosowski, of our tariff department, whose mother passed away and was buried on Dec. 31.

Karen and John Zautis are the proud parents of a boy, Daniel John, who was born on Dec. 27. Karen is currently on leave from her position as clerk to vice president-sales and service.

January-February, 1969



**ROADMASTER L. D. GRAY RETIRES.** More than 100 employees extended good wishes recently to Roadmaster and Mrs. L. D. Gray of La Crosse, Wis., shown as guests of honor at a retirement dinner held in the Commodore Club at La Crescent, Minn. Assistant Division Engineer Russell Peacock was master of ceremonies. Mr. Gray's service with the railroad spanned more than 47 years, starting as a section man at Tomah, Wis., and advancing through foreman and assistant roadmaster to roadmaster at La Crosse in 1957.



**AWARD OF MERIT FOR SAFETY** conferred on yard clerks of the Chicago Terminal Division is accepted on their behalf by General Car Supervisor W. J. Hamann (right) from Assistant Superintendent B. A. Webster as District Safety Engineer M. E. Stewart stands by. The clerical employees under Mr. Hamann's supervision were cited for having operated one-million man-hours from 1962 through 1967 without a disabling injury.



**CAMPUS WEDDING.** Peggy Hinrich, daughter of L. V. Hinrich, assistant to vice president of the Milwaukee Motor Transportation Company, and William J. Knoch shown at their recent marriage in Christ the Teacher Chapel on the campus of Northern Illinois University, De Kalb, where Peg is a senior and from which her husband graduated in January. Peg has worked during several summer vacations in the passenger reservation department of the railroad.



**FORTY-FIVE YEAR SAFETY RECORD.** William J. Frank Jr., electrician at the Western Avenue roundhouse in Chicago, receives a "lifetime" pass from the railroad with the congratulations of District Master Mechanic E. J. Mueller. In 45 years of service, Frank has never had a reportable injury.

**SEND-OFF FROM THE SECTION.** Daniel C. McCaffery shown (lower right) with the section crew at Manilla, Ia., from which he retired recently after 22 years of service. His co-workers marked the occasion with a party in his honor, and for a keepsake, presented him with a watch.



# here's how we're doing



Fourth Quarter Ending December 31		Twelve Months Ending December 31	
1968	1967	1968	1967
<b>RECEIVED FROM CUSTOMERS</b>			
for hauling freight, passengers, mail, etc. ....			
\$74,762,270	\$69,142,974	\$278,029,799	\$262,125,322
<b>PAID OUT IN WAGES</b>			
30,790,381	27,277,323	120,606,114	113,636,533
<b>PER DOLLAR RECEIVED</b>			
(cents) .....			
41.2	39.5	43.4	43.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....			
3,410,203	2,994,615	13,478,562	12,165,512
<b>PER DOLLAR RECEIVED</b>			
(cents) .....			
4.6	4.3	4.8	4.6
<b>ALL OTHER PAYMENTS</b>			
for operating expenses, taxes, rents and interest ..			
36,518,257	34,448,156	141,333,111	133,589,352
<b>PER DOLLAR RECEIVED</b>			
(cents) .....			
48.8	49.8	50.8	51.0
<b>Ordinary Income</b> .....	<b>4,043,429</b>	<b>4,422,880</b>	<b>2,612,012</b>
			<b>2,733,925</b>
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>			
Number of cars .....			
274,534	268,770	1,071,149	1,066,973
1968 over 1967 ...	5,764	4,176	

## ELECTRONIC DATA PROCESSING

Shirley Kutll, Correspondent

Congratulations to Linda Hunt, former keypunch operator, and Seaman Steve Lord, whose wedding date was Dec. 7. Linda resigned so she could travel with her husband while he is completing his stint in the Navy. They will set up housekeeping temporarily in Jacksonville, Fla., where he is to be stationed.

Congratulations to Peter Hunt, a programmer and Linda's brother, who was married to Jean Postlewait on Nov. 30. His co-workers staged a wing-ding bachelor's party for Peter the night before the wedding. The newlyweds now reside in Round Lake, Ill.

Mr. and Mrs. Al Hunt, parents of Linda and Peter, will have a lonesome home for a while.

Congratulations to Lucy Frankowski, of the computer room, and 3rd Class Petty Officer David Tomasko, in communications, who were altar-bound on Jan. 25 at St. Hedwig's Church. The bridegroom will return to Homestead, Fla., to complete his tour of duty. After his discharge, they will make their home in the locale convenient to whichever college he will attend to continue his education.

"Happiness is . . ." a dinner at the suburban O'Hare Inn for former Key-punch Operator Shirley Knudsen with long-time friends Loretta Rzepka, Kay Madl, Mary Kilfoy, Fran Bialk, Jane

Ingram, Patty Mazar, Juanita Balanoff and Fran Ukropin.

Fran Ukropin, formerly of keypunch and now at Union Station, and her husband, Mike, formerly of fourth floor equipment accounts, announced the adoption of a baby boy, Daryle, born Oct. 16, and given to the new parents just before Thanksgiving.

Welcome to Patricia Crook, our newest keypunch operator. Pat spent her first month at the Milwaukee working in the auditor of expenditures office.

Get-well wishes go to Donald G. Neilsen's wife, ill with pneumonia at this writing, and to Dorothy Kuczek's mother, Mrs. Martha De Wald of the cafeteria staff, who is home with pneumonia following the flu.

Back home in time for New Year's was Egil and Bernice Holter's son, Capt. Harvey Holter, infantry, who returned safely from Vietnam after leading his troops in the front lines for the last year. He'll go to career school at Fort Benning, Ga. Captain Holter is making the Army his life's work.

Sally Resterhouse's handsome son, Petty Officer Grant Resterhouse, got home for Christmas, and left for Vietnam again in January. As a member of the Seabees, Grant will be helping the people of South Vietnam build a strong, democratic nation by teaching the civilians to read and write, and by aiding in the construction of bridges, roads and schools. He received his training in Rhode Island.

This reporter wishes to express her thanks in appreciation of the kind understanding and sympathy extended to her upon the death of her mother, Mrs. Fred Dobrenz, of Sheboygan, Wis., on Dec. 6.

There were three November service anniversaries in the keypunch department: for Dorothy Roser and Rose Scardine, who started on the same day, it was their first; for Helen Mendonsa, it was her 22nd.

In her annual holiday role, substituting for Mrs. Santa Claus, one wonders if Helen Schroeder's arms don't become stretched under the weight of her heavy shopping bags, loaded with gifts for all her girls, plus the wonderful homemade goodies for the smorgasbord tables.

Joanne Kurth was delighted to announce that the new typewriter she has been hoping for arrived, after waiting for it for three years. It is an IBM Selector Electric, giving its operator a choice of type desired. She writes "HHHHHHhhhappy 1999996666999!"

## Chicago Terminals



Edmund Maher (left) and John Kopecky, electricians who retired recently from service in Chicago at Western Avenue Yard, posed for this picture at a dinner in their honor. For details, see the Chicago Terminals news.

## GALEWOOD

Judy Parsons, Correspondent

Edward J. Glowczewski, Jr., auto mail clerk, has been appointed captain in charge of the new north side fire station in Round Lake, Ill. He has been a volunteer fireman for more than eight years.

Ann Zenger, transit clerk, retired Dec. 31 after over 28 years of service. Before coming to Galewood in 1965, Annie worked at Union Street, Division Street and Elgin. She was presented with a cash gift in a hand-tooled wallet by J. P. Kalasmiki, agent, on behalf of her many friends and co-workers. Ann's future plans include a trip to Hawaii with her daughter.

G. A. Wealer, chief rate clerk, and E. B. Olinski, relief clerk, were married on Dec. 14.

The Milwaukee Road Magazine



Sorry to report that two of our employees were injured recently. Marie Riley, waybill stripper, fell and twisted her ankle. Vince Clarke, transit clerk, fell while getting into his car and broke his ankle.

Also sorry to hear that the home of Wally Ciesielski, clerk in the regional data office, recently burned to the ground with loss of all the belongings. His many friends and co-workers contributed to help make things a little easier.

Another unfortunate happening was that H. E. Greenberg, comptometer operator, was robbed of a large amount of money and personal property.

George Makolondra, retired assembler at the Galewood freight house, passed away on Dec. 28.

Thomas Walsh, father of Mary Ann, clerk in the regional data office, passed away on Dec. 18 after a long illness.

George Grout, caller at the Galewood freight house, retired after 17 years of service.

We welcome Lenore Stuckey and William Beck to our office force. Lenore will be with us while her husband, Dean, is with the armed forces in Germany. Mr. Beck came to us from P. A. Larson's office.

John Williams, car inspector at Galewood yards, retired on Dec. 31 after 46 years of service. He plans a trip to England.

#### WESTERN AVENUE

The coach yard employees had a retirement party recently for two electricians, John Kopecky and Edmund Maher. More than 70 employees and other friends attended the party, which was held at Stella's Restaurant in Chicago.

Ed Maher, who retired after 30 years of service in the roundhouse and on the line-gang, received a clock-radio. Ed has been training horses for many years and is planning to do more of it now.

John Kopecky started railroading in 1923 with the C&NW and came to the Milwaukee in 1937, working at the coach yard until his retirement. His plans include taking life easy at Round Lake, enjoying life in the country, eating plenty of pizza, and enjoying the ease of liquid refreshments that he received as his retirement gift.

We regret to report the deaths of two coach yard electricians, John Blazor and Mark Miner; also the death of Brett Sullivan, retired electrician.

The sleeping and dining car department held an office party recently to honor three of their co-workers who have retired from service—Fred Morrison, Charles Jones and Lewis Brown. The veteran of the trio was Mr. Jones, who had 40 years of service with the Milwaukee, following service with several other roads. He declared that he would not trade his experience on the railroad for any other, having traveled all over the country and enjoyed his work as a chef. He intends to take it easy for a while, after which he has

## Carloadings



JANUARY 1969 compared with January 1968  
NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1969 over 1968	JANUARY		INCREASE	
		1969	1968	1969 over 1968	% of increase
6.5%	All other paper or allied products .....	6,184	5,777	+ 407	+ 7.0%
3.9	Meat (fresh, chilled or frozen) .....	3,599	3,427	+ 172	+ 5.0
3.6	All other chemical or allied products .....	2,898	2,700	+ 198	+ 7.3
3.4	All other wood products (incl. plywood) .....	2,226	2,149	+ 77	+ 3.6
3.4	Grain mill products .....	2,226	2,149	+ 77	+ 3.6
2.6	All other food products (incl. sugar) .....	4,694	4,690	+ 4	+ .1
2.3	Industrial chemicals .....	2,287	2,251	+ 36	+ 1.6
2.2	Pulp or pulp mill products .....	1,166	1,143	+ 23	+ 2.0
2.0	Freight Forwarder & Shipper Assn. traffic .....	1,351	1,285	+ 66	+ 5.1
1.9	All other primary metal products .....	2,017	1,860	+ 157	+ 8.4
1.4	Electrical machinery or equipment .....	1,377	1,159	+ 218	+ 18.8
1.1	Malt liquors .....	1,379	1,103	+ 276	+ 25.0
.7	Beverages; except malt liquors .....	1,396	1,187	+ 209	+ 17.6
.5	Potatoes (other than sweet) ..	790	751	+ 39	+ 5.2
.5	Fresh fruits and vegetables .....	421	393	+ 28	+ 7.1
.3	All other farm products (incl. sugarbeets) .....	475	458	+ 17	+ 3.7
.1	Metallic ores .....	1,545	714	+ 831	+116.4
.1	Small packaged freight shipments (LCL Mdse.) ...	237	154	+ 83	+ 53.9
9.2	All other carload traffic .....	25	20	+ 5	+ 25.0
45.7%		40,144	36,991	+ 3,153	+ 8.5%

	loading of these commodities <b>DECREASED</b> in 1969 under 1968	JANUARY		DECREASE	
		1969	1968	1969 under 1968	% of decrease
10.8%	Grain .....	4,616	7,485	— 2,869	— 38.3%
8.5	Lumber or dimension stock .....	3,566	4,181	— 615	— 14.7
5.1	Motor vehicles .....	1,522	1,884	— 362	— 19.2
4.9	Coal .....	7,461	9,607	— 2,146	— 22.3
3.2	All other transportation equipment .....	2,534	2,736	— 202	— 7.4
2.9	Canned fruits, vegetables and seafood .....	2,142	2,203	— 61	— 2.8
2.9	Primary iron or steel products .....	2,393	2,761	— 368	— 13.3
2.8	Stone, clay or glass products .....	2,553	2,750	— 197	— 7.2
1.8	Waste or scrap materials .....	2,031	2,039	— 8	— .4
1.8	Fabricated metal products ...	1,156	1,408	— 252	— 17.9
1.6	Primary forest products .....	2,642	3,941	— 1,299	— 33.0
1.6	Petroleum, natural gas or gasoline .....	1,442	2,019	— 577	— 28.6
1.5	Nonmetallic minerals; except fuels .....	1,710	1,933	— 223	— 11.5
1.2	Farm machinery or equipment .....	1,096	1,249	— 153	— 12.2
1.2	All other machinery; except electrical .....	636	685	— 49	— 7.2
1.0	Dairy products .....	999	1,086	— 87	— 8.0
.7	Soybeans .....	543	777	— 234	— 30.1
.6	Coke oven or blast furnace products .....	596	795	— 199	— 25.0
.2	Livestock .....	166	293	— 127	— 43.3
54.3%		39,804	49,832	—10,028	—20.1%
100.0%		79,948	86,823	— 6,875	— 7.9%

planned a visit to New York City.

Fred Morrison retired with 24 years of service as a waiter, the occupation in which he started working in 1925 at the Palmer House. He also plans to relax for a while, but is interested in a part-time job to remain active and busy.

Lewis Brown, who started with the department as a dishwasher and worked up to cook, was a right hand man to many of our chefs. He has property in the South and will spend a good deal of his time in the future checking on his interests. Brown is very interested in people and has planned a busy retirement.

#### BENSENVILLE

Delores Barton, Correspondent

William Bishop, retired assistant agent at Bensenville, underwent surgery at St. Joseph Hospital, South Bend, Ind., recently and is reportedly doing well.

Sympathy was extended to the family of Retired Assistant Agent Clarence Kunberger, who passed away suddenly on Dec. 30.

Also to the family of Yardmaster Tom Walsh, who passed away Dec. 18 after a long illness; to Assistant Time Revisor Don Gurn and wife, Sharon, on the loss of their 4-month old son, Michael; and to the family of Retired

Engineer Art Murawska, experimental grower of irises and peonies. Mr. Murawska had been ill for some time and had 50 years of service with the railroad when he retired. George Stockwell, electrician, also passed away recently.

Shirley Grueneich, statistician in our office, decided to return to college, and was replaced by Jo Ann Hutton, IBM operator at Bensenville.

Shirley McMullen is now assigned to steno-clerk at Terre Haute, working for Assistant Superintendent Chamberlain, and Frances Anderson to steno-clerk for Roadmaster Jim Bertram. We welcome both of these girls to the rank and file.

On Sept. 27, Engineers Elmer ("The Big E") and Dick Martwick were honored at a retirement party, held at Stella's restaurant in Chicago. There were more than 100 present at the dinner-dance, including among honored guests Roy Kennedy, organizer for the BLE, Cleveland; Elmer Joss, general secretary Illinois Legislative Board, BLE; and E. W. Mann, general chairman, BLE. Also in attendance were Elmer's son-in-law, Dr. F. S. Idriss of the Northwestern medical staff and chief pediatrician at Children's Memorial Hospital, his wife and four children of Evanston, Ill., and Dick's family. Elmer had more than 50 years of service with the railroad, and will make his home between

Brownsville, Tex., Evanston, and Melton, Wis. Dick had 48 years of service, and will live near Brownsville. To both Martwick boys and their wives we extend congratulations and wish them a happy retirement.

Also retiring were Engineers J. H. Remker and G. M. Forsyth.

Sympathy was extended to the family of Retired Janitor Gus Ruppert on the sudden death of his wife, Lillian, Jan. 4.

Best wishes are in order to Barbara Bachelor of the car department, who is sparkling a diamond on her left hand.

Millie Graff, chief clerk in the car department, is recuperating from surgery and doing nicely.



**RETIRING FROM THE POLICE FORCE,** Lieutenant John Moloney (center) receives a Silver Pass for 45 years of service from Assistant Superintendent of Police John Mess (left) and a miniature police badge from Captain R. C. Emerson. His co-workers in the department also honored him at a luncheon prior to his retirement at the end of last year. The Moloneys plan to remain at their present home in Ottumwa, Ia. Their hobby is collecting and restoring antiques.

#### I M & D Division

##### SIoux CITY AREA

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

Congratulations to Jim E. Ellis, assistant agent, Sioux City, upon being elected president of the Freight Agent's Association for 1969.

E. M. "Ike" and Mrs. Isaacson, operator, Sioux City, attended the wedding of their son, Ross Martin, to Linda Jeanne Gray, daughter of Dr. and Mrs. Burton Gray, Valley Forge, Pa., on Nov. 23 at the Collegiate Presbyterian Church, Ames, Ia. A reception followed at the Ames Country Club. After a wedding trip to Colorado, the couple returned to Ames, where both will graduate from the university in May, after which Ross will enter the Marines at Pensacola, Fla.

Retired Section Foreman George Kostis passed away at Sioux City on Nov. 10. George worked for the Milwaukee 40 years. Survivors include

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Three employees who retired recently from the sleeping and dining car department—Waiter Fred Morrison, Chef Charles Jones and Cook Lewis Brown—attend an office party in their honor (see the Chicago Terminals news). From left are Chief Inspector A. J. Corbett, Morrison, Jones, Brown, and W. Sommer, assistant to superintendent of the sleeping and dining car department.

three sons, a daughter and five grandchildren.

Sympathy is extended to Marlo Evans, clerk, regional data office, Sioux City, upon the death of his mother in Sioux City on Dec. 12.

#### AUSTIN—EAST END

R. D. True, Correspondent  
Office of Superintendent

Harry Hunter, former long-time railroad employe, passed away at Cresco, Ia., after a lengthy illness. He is survived by his wife, two sons, Harlan and Leonard, and four daughters, Mrs. Clara Stoakes, Mrs. Nellie Wheeler, Mrs. Ruby Stevenson and Mrs. Anna Fahji. One brother, Thomas, also survives him. He was with the Milwaukee from 1908 until his retirement in 1948. His son, Harlan, is section foreman at Austin.

Benjamin Scroggs, former employe from Mason City, Ia., passed away on Dec. 20. He was the author of a book, "The Resurrection and Subsequent Career of Jesus." He leaves no survivors.

Mrs. Bertha Rafferty, the mother of PFI Howard Rafferty, passed away at her home in Spring Valley, Minn., on Nov. 5. She is survived by two sons, six grandchildren and three great-grandchildren.

Division Engineer Fred Hornig is a grandpa again. Fred's daughter, Ellen, and her husband, Donald Nelson, presented him with an eight-pound grandson on Dec. 16.

Ron McCann, son of Mr. and Mrs. Ray McCann from Austin, won the Austin Daily Herald carrier salesman award. He was presented with a trophy for having the highest number of sales for both newspaper and magazine subscriptions and, in addition, won a four day, all-expense-paid trip to Chicago, where he and sales champions from 50 other newspapers

throughout the country were honored. Ron's dad is assistant division engineer in the division office.

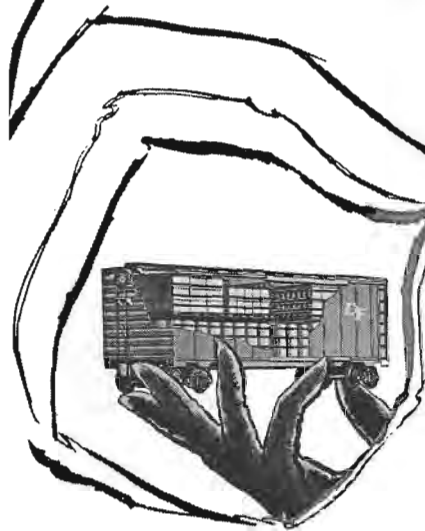
Several Milwaukee Road people from the area pulled the pin as of the end of the year. Engineers Bernie Elsner from Austin and E. G. McIllece, who lives at Blooming Prairie, went for the long vacation. Bernie has over 50 years with the Milwaukee. Ralph Anderson, yard clerk from Mason City, also retired. Ralph, too, has worked over 50 years.

On Dec. 28, Roberta M. Klock, daughter of Mr. and Mrs. Harold Q. Cochlin from Austin, became the bride of Thomas J. Schuh at Queen of Angels Church. A reception was held in Queen's hall. Mrs. Schuh is a graduate of the University of Minnesota, majoring in child psychology. The groom was graduated from the University of Minnesota, majoring in art education. She is employed by the University Court apartments in Minneapolis, and Mr. Schuh is an art instructor at Moundview high school, and coaches soccer and baseball. After a trip to San Francisco, Mr. and Mrs. Schuh will be at home in St. Paul.

Roadmaster and Mrs. R. C. Barrette were honored at a coffee party in the division engineer's office at Austin, marking his recent transfer to the position of roadmaster with headquarters at Janesville, Wis. Those attending included their son, Paul, who was wounded in Vietnam and was home for a week end.

Percy Minnick, agent at Cresco, Ia., is starting a collection of the pocket calendars issued annually by our company and would like to hear from people who may have them lying around in desks or bureau drawers. He is interested particularly in the cards for 1961-63-64—two of each so he can display both sides—as well as earlier cards; contributions received gratefully. Percy is also a coin collector.

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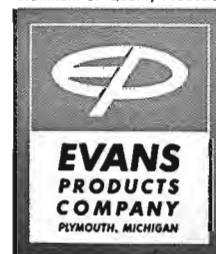


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## La Crosse Division

### FIRST DISTRICT

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

J. H. Boland, roadmaster on the La Crosse Division, retired at the end of last October. Joe started with the Road in 1924 as a timekeeper for a section crew at Byron, Ill., and was roadmaster in the former Illinois Division before coming to the old Madison District, now part of the La Crosse Division. He has made his home in Janesville since 1937.

Joe's retirement marked the end of the family name on the company's payroll, where it had been nearly 75 years. His brother Charles was general roadmaster until his recent retirement, and his father, a roadmaster also, helped to build the line from Janesville to Rondout.

He and his wife were feted by about 100 friends and fellow workers at a party on Nov. 2 at Krause's Town and Country Inn in Janesville. It was arranged by Section Foremen Matt Tortorici and Gene Truesdill, who presented the Bolands with a gift of luggage, a radio and a billfold, along with the best wishes of all Joe's associates for a happy, healthy retirement.

Among those present were Superintendent F. H. Ryan, Milwaukee; Assistant Superintendents E. L. Hubbs

and R. R. Cochrane; Traveling Engineer-Trainmasters J. D. Connelly and K. L. Shearer; Roadmasters F. J. Herlehy, G. E. Gray, R. J. Bruske, and H. F. and R. C. Barrette; Retired Assistant Superintendent F. J. Love; Division Engineer H. E. Hurst, Seattle; and section foremen from Janesville, Milton, Brodhead, Monroe, Albany, Edgerton, Stoughton, Madison, Prairie du Chien and Middleton.

The Bolands indicated that the first thing on their retirement agenda was a trip to Arizona to absorb some western sunshine. They have two sons, one in Colorado and one in Milwaukee.

Ray C. Barrette is the new roadmaster on the Division, with headquarters in Madison.

George McCaull, yard clerk at Janesville, who had been recuperating from surgery since mid-November, was expected to return to work early in January.

### EAST END

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

Isaac F. "Ike" Dawson, 76, retired switchman, Portage, passed away on Nov. 25. Mr. Dawson is survived by his wife and other near relatives. He was a member of Marion Lodge No. 6 V&AM, The Royal Arch Masons of Marion, Ia., and the El-Kahir Temple of Cedar Rapids, Ia.

Traveling Engineer-Trainmaster F. J. Hedstrom and family have moved to Portage, where Mr. Hedstrom is headquartered.

### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

F. T. Betsinger, formerly roadmaster at Marion, Ia., has been appointed roadmaster at La Crosse, with territory from Winona, Minn., to Portage, Wis. He succeeded L. D. Gray, who retired recently. Mr. Betsinger is a native of La Crosse, and worked here for a number of years in the early part of his railroad career.

A picture in the Magazine showing Mr. Betsinger presenting a 50-year Gold Pass to Alex Ackerman, section foreman at Green Island, was taken just before his transfer. Mr. Ackerman comes from a railroad family. His father was a gang foreman and section foreman on the Iowa Division at Keystone and Green Island, and his brothers George, Logan, Arnold and Carl Jr., all worked on the Iowa Division. It was a pleasure for Mr. Betsinger to present the pass, because he worked under Mr. Ackerman on a large ballast gang 32 years ago on several divisions of the railroad. Mr. Ackerman has been foreman at Green Island since 1938.

Retired Engineer William French, 71, passed away in LaCrosse on Dec. 29. He is survived by his widow, Lorraine, a daughter, Mrs. Clyde Billings, La Crosse; four grandchildren and a sister. Burial was in Oak Grove Cemetery, La Crosse.


### WISCONSIN VALLEY

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

Pictured in the Magazine is the doll dressed by Mrs. Herbert Hintze, wife of the rate clerk in Wausau, for which she was awarded first prize in the adult



Blue ribbon winner in the annual doll-dressing contest conducted by the First American Bank of Wausau, Wis. to fill Christmas stockings for needy children was this costume made by the wife of Rate Clerk Herbert Hintze (see the La Crosse Division news).





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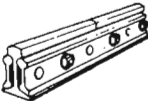
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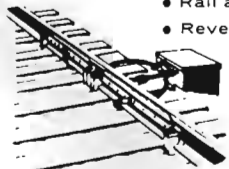
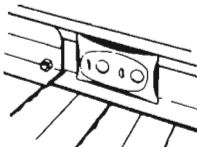
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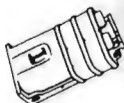

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Alex Ackerman, section foreman at Green Island, Ia. (right), who recently received a Gold Pass for 50 years of service, is congratulated by his brother Arnold (from left), S. M. Smith, assistant roadmaster on the D&I Division, and Roadmaster F. T. Bettinger.

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bridal gown program. Each year, the First American Bank of Wausau furnishes hundreds of dolls to gals in that area, who with the true Christmas spirit provide handmade costumes to make some needy child happy. Mrs. Hintze has participated in this program for many years, and has been awarded prizes for the outfits she has sewn.

The display of dolls in the bank lobby has been referred to appropriately as "Preview of Happiness." Absorbing the enthusiasm of her mother, Holly Hintze provided the complete outfit for a doll in the 14-and-under program, giving it a lovely pink dress trimmed with lace, ready to delight the heart of some little girl.

The annual fall/winter activities of Wausau Chapter of the Women's Club began with the yearly party honoring Valley employees who retired during the year. A social hour preceded the excellent dinner at the American Legion clubhouse in Wausau. Mrs. G. F. Loomis, president, was in charge of the meeting. Trainmaster Obermow was the master of ceremonies. Enjoyable entertainment, including a sing-along, was planned by Mrs. Harold Brostrom and her committee. Retired Carman Otto Zander, 93, got a big hand as the oldest retired employee present. Retired Employee Walter Magrecke gave a brief talk and was presented with a gift. Honorable mention was made of Eddie Diebel, retired chief clerk, agent's office, Wausau,

who could not attend the party. Guests were present from Minocqua, Merrill, Wisconsin Rapids and Port Edwards. This party has grown in popularity each year and the parting words of all present were, "We've had a great time; let's get together again next year."

A potluck luncheon preceded the December meeting of the Women's Club. Presents were exchanged, and card games were played following the luncheon. Plans were made, and later carried out, to send cheer baskets to ill club members.

In a recent ceremony in St. Anne's Catholic Church, Wausau, Nancy L. Skibba, daughter of engineer and Mrs. R. H. Skibba, and Steven J. Shedivy repeated wedding vows. The Labor Temple in Wausau provided the setting for the reception, dinner and dance after the ceremony. Engineer and Mrs. Skibba hosted the rehearsal party at their home the evening before the wedding.

Several recent deaths are reported with keen regret:

Harry Moran, retired car foreman, New Lisbon, passed away Dec. 12. Funeral services and burial were at New Lisbon.

Retired Car Inspector Albert W. Kasten, 82, died Dec. 5. Funeral services were held at Zion Lutheran Church, Wausau, and burial was in Pine Grove Cemetery. The pallbearers were three grandsons and three nephews of the deceased. Survivors, be-

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side his widow, include Conductor Al M. Kasten.

Retired Clerk Max Voeltzke, 86, passed away at his home Dec. 19. Funeral services were held at St. Paul's United Church of Christ, Wausau. Burial was in Restlawn Memorial Park. Mr. Voeltzke retired in 1951. His wife preceded him in death.

Retired Section Laborer Matt Huven, 75, passed away at his home in Merrill Dec. 12. He retired in 1949. Funeral services were held in Merrill; burial was in St. Francis Cemetery there. Immediate survivor is his wife.

Mrs. Bernice Farrell, 62, passed away Dec. 24. Funeral services were held in St. James Catholic Church. Burial was in Pine Grove Cemetery, Wausau. Immediate survivor is her husband, Bill Farrell, retired machinist. Railroad employees who assisted as pallbearers were Franklin McGinley, Donald Conklin and Archie Schmieder.

Frank F. LaFave, 71, a retired car department employe, passed away after a long illness. Funeral services were held at St. Mary's Catholic Church; burial was in Restlawn Memorial Cemetery, Wausau. Immediate survivor is his wife.

## Aberdeen Division

### EAST END

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

Allen Eliason, son of Section Foreman Clarence Eliason of Montevideo, who is serving with the armed forces in Germany, has lined up a tape recorder system with his folks at home so they can visit via tape instead of letters. The conversations have been a real thrill at both ends of the tape. Train Director Pat Maloney's daughter Margaret is corresponding with her husband, Brad Jensen, in the same manner. While Brad is in Viet Nam, Margaret is living in Montevideo with Pat and Effie.

Mrs. Ted Bagauss, whose husband recently retired as section foreman at Summit, passed away Nov. 6 after a long illness. . . The family of Signal Maintainer Gib Harms of Appleton

was saddened recently when their young son Paul, 17, was the victim of an automobile accident involving a group of young people out for a ride. Paul, who was a passenger in the auto, was killed. . . Mrs. Joe Hemsey, widow of one of our passenger engineers, died in Minneapolis Nov. 27. . . Henry Buseman, former machinist helper at the Montevideo roundhouse, died suddenly in Minneapolis while he and Mrs. Buseman were en route to California for a Christmas trip. . . Brakeman John Perpich, who had been on disability leave in recent years, died suddenly on Dec. 13 at his home in Minneapolis.

Larry Nowland is a new brakeman on the east Aberdeen Division. He came to us from the CRIP railroad in Trenton, Mo.

Warren Hocum, who has lived in Minneapolis the past few years and operated on passenger trains as a brakeman, has moved back to Montevideo and is now working on freights on the middle division. Engineer Charles Wilson has also moved to Montevideo from Minneapolis and is working on the middle division.

Brakeman Roger Funk came home from Viet Nam the latter part of November and then there was a wedding and he was married to Candace Thompson. After a honeymoon at Trollhaugen Ski Resort in Wisconsin, they went to Devin, Mass., where they will reside for the next eight months, after which we expect to see Roger back on the Aberdeen Division.

Dennis Gardner, oldest son of Engineer Howard Gardner, has completed boot training on the west coast, and has since returned for further schooling.

Little Freddie Ryman has it made. While living in Iron Mountain, Mich., his Dad, George Ryman, found a small old fashioned sleigh in a junk shop, bought and refurbished it. Now, with snow on the ground, Freddie's Mom and Pop push him around all over town and all three have permanent rosy cheeks.

Retired Engineer Steve Brophy is spending some time in Fairview Hospital in Minneapolis at this writing.

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**RETIRED VETERANS MEET.** At a recent get-together in Missoula, Mont., are from left, (with former titles) Agent George Baker, Signal Maintainer George Murray, B&B Carpenter Carl Justice, Cashier Harry Moore, Signal Maintainer Spiegler, Auditor Len Severson, B&B Foreman Robert Reighard and Section Foreman Guy.



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**GOLD "LIFETIME" PASS** in recognition of 50 years of service is presented Edward Czech, machinist at Milwaukee Shops. Congratulating him are G. A. Wendt, general passenger foreman (right), and Air Brake Foreman C. E. Pollock.



**MEMBER OF THE WEDDING.** Passenger Conductor Bill Nelson of Minneapolis prepares to middle-aisle it at the recent marriage of his daughter Jacqueline, now Mrs. William Muehl. The couple are living in Faribault, Minn., where Jacqueline is an instructor in psychiatric nursing at the state hospital and her husband is attending St. Olaf College, following his discharge from the Army.



◀ **GOLD PASS VETERAN.** J. G. "Jap" Wik, train dispatcher at Aberdeen, S. D., receives a Gold Pass in token of more than 50 years of service with the congratulations of Superintendent R. L. Martin (left) and Chief Dispatcher R. D. Mathis. Starting in 1916 as a station helper, Mr. Wik holds a dispatcher's seniority date of Oct. 1, 1925.



**FORTY-FIVE YEARS OF SERVICE** were marked recently by Frank L. Malnory, carman welder at Milwaukee Shops, shown (center) receiving a Silver Pass from Shop Superintendent V. L. Waterworth. Freight Foreman A. B. Davey stands by.

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A group of new employees on the Milwaukee Division attend a safety meeting in connection with training for their jobs. From left are District Safety Engineer J. A. Pitel, new brakemen William Thomas, Lance Johnson, Anton Pelton, Lawrence Becks, Dave Klug and Ross Van Eimeren, and Assistant Superintendent N. D. Owen.



## Milwaukee Division

### SECOND DISTRICT

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

David Winter, assistant superintendent's secretary, and wife, Penny, are the proud parents of a daughter born Nov. 16. Melissa joins Mary, who is mighty happy with her new sister.

We are sorry to report the following deaths on the second district of the Milwaukee Division, and our sympathy is with the survivors of the following:

Joe Aschenbrenner, retired warehouse foreman, on Nov. 7. Mr. Aschenbrenner also held the positions of roadmaster and trainmaster clerk.

Carl J. Luedeman, 77, on Nov. 11. He had been an engineer until his retirement seven years ago. He is survived by his wife, Abbie, four sons, one daughter, three stepdaughters and three stepsons.

Thomas L. DeLanty, our oldest living telegrapher, passed away at the age of 90. He is survived by two sons.

Julia Johnson, 85, on Nov. 16 after a long illness. She is survived by one sister.

Frank X. Vieaux, 74, on Nov. 18. He was a telegrapher until his retirement in 1958. Survivors are three brothers and one sister.

Emil B. Schmitz, 81, died Dec. 4 after a long illness. He was a retired machinist. Survivors include his wife,

one son and two daughters. Two sons preceded him in death.

Charles R. Don Levy died Dec. 11 after a short illness. He was employed as an engineer, retiring in 1961. Survivors are one daughter and one son.

Mrs. Roy Dwyer died Dec. 11. She is survived by her husband and one son. Mr. Dwyer is an engineer.

Albert Jeffers, 84, died on Dec. 20. He was employed for 52 years, retiring in 1957. He is survived by his wife, one son and two daughters.

R. O. "Moose" Lemke passed away on Dec. 25. Moose had been employed since 1955. He was section foreman at Green Bay. He is survived by his wife and two children.

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Milwaukee Division Conductor H. C. Birge, after returning home from a hospital stay with the flu, suddenly changed for the worse and passed away on Dec. 29. Harold was local chairman of Lodge 128 of the B.R.T., as well as secretary-treasurer. Services were conducted at the Borgwardt Funeral Home in West Allis.

A Visual Aid Class was held at the depot on Dec. 16 by District Safety Engineers C. J. Winters and J. A. Pitel to instruct men just hired for train serv-

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**RETIRING FROM THE MATERIAL DIVISION**, Maintenance Man Arvin Schultz (left) and Chauffeur Peter Rossbach are presented with a Certificate of Appreciation for their service to the railroad, together with a Savings Bond from their co-workers at Milwaukee Shops. Doing the honors is Assistant District Material Manager W. J. Fuss. Similar retirement gifts were received by Assistant Stockman Harry Roe, Counterwoman L. Marie Schneider and Clerk E. E. Marquardt. The combined service of the group totaled 190 years.

ice in safe working practices pertaining to their jobs. Participating also was Assistant Superintendent N. D. Owen, who emphasized the importance of observing safety rules and asked the cooperation of the new men in making 1969 a good year for safety on the Milwaukee Division.

## Iowa Division

### MIDDLE AND WEST

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



W. W. McRunnels      Howard McLuen

Engineer W. W. McRunnels, an employe since 1924, has joined the ranks of the retired. He is enjoying the freedom from calls to work by working on his home and pursuing his two hobbies, fishing and photography. (McRunnels and McLuen photos courtesy of Perry Daily Chief)

Engineer Howard McLuen ended 77 years of the name McLuen on Iowa Division enginemen payrolls this December. Howard had followed in the footsteps of his father, the late Carl McLuen. He had worked in passenger service since 1955. He has worked in a time of many changes—from hand-fired engines and stoker-fired engines to diesel-fired engines. The name McLuen is still listed on the Milwaukee employe list as one of his sons works as a clerk in Perry. He also has a daughter in Atlanta, Ga., and plans soon to visit her family. He has many

hobbies to keep him busy—he canes chairs, has become very adept at carpentry and machine work, and enjoys gardening.

Funeral services were held Nov. 9 for Mrs. Levi Swanson, 82, who passed away Nov. 7 at the Dallas County Hospital. She was preceded in death in 1954 by her husband, a roundhouse employe.

A dinner party was held at the Rib restaurant as a farewell to Mr. and Mrs. R. L. Martin on Nov. 6. Superintendent Martin was transferred from Perry to serve as superintendent at Aberdeen, S. D. Those attending were: R. M. Low, J. D. Galiher, H. C. Lewandowski, R. R. McConahay, G. D. Doherty, G. F. Keenan, L. A. Lindemer, B. DeVoe, G. P. Herrod, L. W. Schroeder, F. E. Devlin, G. A. Jonasson, P. C. Slater, D. H. Burke, B. Hanson, Larry Harvey, Carmen Jones, John Hartman, and Mr. and Mrs. J. H. Harris.

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sonic Home in Perry, Retired Conductor and Mrs. Ralph P. Van Horne were the third couple to make their home in one of the new couple's apartments.

November 10 was the date of the death of two-day-old Richard E. Glass, infant son of Brakeman and Mrs. Peter J. Glass. He is mourned by his parents, grandparents, great-grandparents, (one of whom is the widow of Section Foreman Mischo of Jamaica, Ia.), and many aunts and uncles.

Milwaukee Road people's children represented their town and school at the Vocational Industrial Clubs of America state convention Nov. 8 and 9, at Ames, Ia. Brakeman D. Mills' daughter, Dianne, served as voting delegate, and Dr. R. F. Deranleau's daughter, Margaret, was elected state secretary. Bruce Klein, son of deceased Engineer and Mrs. Dave Klein, was elected reporter.

Retired Conductor Frank "Googie" Johnson celebrated his 93rd birthday as a guest of honor at a dinner given by his brother Elks Nov. 18. Several of the members present spoke briefly, saluting the guest of honor. He had two birthday cakes, one baked by his daughter, Mrs. George Gearhart, and

the other baked by his wife. His wife and two daughters were at the celebration with him.

Wedding vows were exchanged by Janet Chenoweth and Randy Porter at the Perry Assembly of God Church recently. Randy is the son of Caller Don and Mrs. Porter.

Marriage vows were exchanged recently at St. Patrick's Church in Perry by Christy Boyens, granddaughter of the late roundhouse man, Harry Boyens, and James R. Dolan, yard clerk at Perry.

Engineer J. C. Heisler, two brothers and three sisters recently suffered the loss of their mother, Mrs. Inez Heisler. She had worked at the Woodward State Hospital for 14 years.

Four Milwaukee Road youngsters received their share of a "buried treasure" found with eight other boys in a vacant lot in Bayard, Ia. in 1965. They are Mike, Jim, and David Springer, sons of Engineer Roy J. Springer of Perry, and Tom Burns, son of Agent Burns of Delmar, Ia.

Assistant Trainmaster and Mrs. G. A. Jonasson welcomed a new son just in time to be a special before-Christmas present to the little man who has had sole ruling rights of the household until now.

Engagements of Milwaukee affiliated people are: Nancy Deranleau, daughter of Dr. R. F. Deranleau, to William A. Ellis, grandson of the late engineer, William Rogers, and nephew of Engineer Robert A. Rogers. He has also worked for the Road the past several summers while attending the University of Iowa. The date has been set for June 14.

Sandra Hamman, daughter of Conductor and Mrs. Edward Hamman, to Neil Gordon. Miss Hamman is employed at the Internal Medical Clinic in Des Moines, Ia.

*The hard part of making good is that you have to do it again every day.*



**DECEMBER WEDDING** in the Perry (Ia.) Christian Church of Miss Mary Lou Daniels and Jack Harris, son of Chief Clerk John R. and Statistician Ola P. Harris, Perry. Jack received an engineering degree from Iowa State University and is employed at Collins Radio in Cedar Rapids. His wife is a graduate of the American Institute of Business in Des Moines.

#### DES MOINES UNION RAILWAY CO.

Best wishes were extended recently to Mark T. Clements, general foreman of the Des Moines Union Railway at Des Moines, upon his retirement. Mr. Clements started his service with the Wabash Railroad (now the Norfolk & Western) in 1923 at Decatur, Ill., and subsequently worked at Bluffs, Ill., Peru, Ind., and Tilton (Danville), Ill., with a short stint at the Illinois Central in Paducah, Ky., while furloughed on the Wabash. He came to the Des Moines Union, the terminal and switching facility of the Milwaukee Road and the N&W, to take over the position of general foreman in 1958.

On the occasion of Mr. Clements' retirement, fellow workers presented him with fishing and hunting equipment, which he intends to make good use of. Those present included F. E. Devlin, general manager of the Des Moines Union, C. W. Hauck, local chairman of the Brotherhood of Railway Carmen, and A. C. Kautzky, local

*(Continued on page 34)*

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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 Dependents of Insured Member	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. ....

**THIS APPLICATION IS FOR A \$3,000.00 LIFE INSURANCE POLICY ON MY LIFE.**

Amount of  
monthly premium  
\$.....

POLICY FOR  
DEPENDENT  
WIFE

The beneficiary is to 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)

POLICIES FOR  
DEPENDENT  
CHILDREN

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

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

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

**TOTAL MONTHLY PREMIUM \$.....**

Date.....

Signature of applicant

Let  
**BUCKEYE**  
carry your freight  
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chairman of the International Association of Machinists. As expressed by Mr. Devlin, "During his years of loyal and faithful service, Mark earned the respect of his fellow employees on both the Des Moines Union and Norfolk & Western, and takes with him their best wishes for many years of health, prosperity and happiness."

#### MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent  
Secretary to Manager Piggyback Services

Miss Judi LaShure, daughter of Mr. and Mrs. W. T. LaShure (terminal manager-Kansas City, Mo.), and Phillip Patrick Henry Ryder, son of Mr. and Mrs. Patrick Ryder of Lancaster, Mass., were married Dec. 7 in the Country Club Christian Church. Both are students at Central Missouri State College.

Mr. and Mrs. Dan Braheny (MMTC mechanic-Bensenville) announced the birth of their second daughter, Catherine Louise, on Nov. 30.

New little boys arrived at the homes of Mr. and Mrs. Cecil Carey (trailer check-Bensenville) and Mr. and Mrs. John Gutka (dispatcher-Bensenville) in time to make Christmas 1968 an especially joyous occasion; names, Cecil Jr. and Michael.

Robert McElligott, clerk at Bensenville, and Miss Mary Ellen Kane announced their engagement on Christmas Day. Miss Kane is a student at Quincy College.

Kristine Kukla, secretary in the general office in Chicago, and Jack Halley also announced their engagement on Christmas Day, Kris having received a ring on Dec. 20. Mr. Halley is a student at Northern Illinois University, DeKalb.

Sympathy was extended to Carl Isaacson, whose mother died on Dec. 18.

Douglas Gust was welcomed upon joining the Bensenville force as a clerk.

Congratulations are in order for Dan Josh, chief accountant, who received a Master of Business Administration (accounting) degree from Loyola University on Feb. 2.



**D&I CONDUCTORS RETIRE.** This occasion was the arrival of Conductor G. K. Tullis at Ottumwa, Ia., Nov. 26 on KC 64, his last trip before retiring, as he was met by Conductor R. V. Carnahan, who retired from the Ottumwa-Savanna run of the train a month earlier. Both started their service in the car department at Ottumwa, Carnahan working part time from 1917 until he transferred to braking in 1922. Tullis joined in 1920, helping his grandfather after school and during vacations, and became a brakeman in 1926.

#### Twin City Terminals

J. J. Taylor, Division Editor  
Stationmaster, Minneapolis



L. C. Blanchard

Leo C. Blanchard, roadmaster in the Twin City Terminals, was honored at a retirement party held at the Normandy Motor Inn in Minneapolis on Jan. 23, at which many co-workers and friends wished him well. A Panasonic portable TV set and a wallet containing cash were presented to him as gifts.

Coffee, cookies and a decorated cake were served in the Minneapolis passenger station on Dec. 13 to the many friends and co-workers of Emma Faldet, secretary to the division engineer of the Twin City Terminal Division,

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Planographers*

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PROMPT AND EFFICIENT SERVICE



who retired after many years of faithful service. A Panasonic stereo radio and an envelope containing cash were presented to her, with best wishes for a long and happy retirement.

Delbert H. Baldwin, crane operator in the Twin City terminals, retired on Nov. 27 after more than 30 years of service, and was honored at a cake and coffee party held in South Minneapolis. He and Mrs. Baldwin planned to make their home in Perry, Ia.

Charles R. Lund, son of Mr. and Mrs. C. V. Lund, is the new employee in the Twin City Terminal engineering department. He and his family recently moved up here from Chicago, and are now making their home in Richfield, Minn.

## Rocky Mountain Division

### EAST END

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

Retired Engineer and Mrs. L. G. McDonald were recently honored on their 50th wedding anniversary with a reception at the Presbyterian Church in Miles City. Hosts and hostesses for the occasion were the couple's daughter and four sons and their families. Mr. and Mrs. McDonald were married in Miles City on Oct. 22, 1918, and have made their home here ever since.

Mrs. John Rydell, widow of Retired Machinist J. Rydell, was honored on her 90th birthday with an open house arranged for by her children. Mrs. Rydell has lived in Miles City since 1903, and will be remembered by many of our readers.

Congratulations are in order for Aloha Kransky, wife of Engineer H. E. Kransky, on her venture into the business world. Aloha has opened up a boutique in the Plaza shopping center in Miles City.

Lieutenant of Police A. Lessei and family recently moved to Dubuque, Ia.

### Chauncey E. Mahaffey

Chauncey E. Mahaffey, 64, freight service inspector with headquarters in Madison, Wis., died Nov. 13 in Madison General Hospital after several weeks' illness.

Mr. Mahaffey, a native of Aurora, Ill., was a veteran of 48 years of service. He started on the Dubuque & Illinois Division as a yard clerk and had been with the freight service department since 1941. He was a member of Monona Lodge No. 606, Railway Clerks, and of the Heritage Congregational Christian Church in Madison.

Surviving are his wife, Florence, assistant cashier in the regional data office at Madison and a correspondent for the Milwaukee Road Magazine; their daughter, Mrs. Robert D. (Marilyn) King, and her husband, news director of radio station WIBA, Madison; and three grandchildren.

**WISHES FOR A HAPPY RETIREMENT** are extended at Missoula, Mont., to Section Foreman Dewilma Guy (second from right), a veteran of 43 years of service. From left are Section Foreman Monaco, Assistant Trainmaster Beckert, Roadmaster Prata, Section Foreman Orrino, Assistant Division Engineer Blonigen and Superintendent Plattenberger.



Prior to their departure friends surprised Mrs. Lessei with a coffee hour, and fellow employees had a coffee hour for Tony, at which he was presented with a gift.

We wish to extend a welcome to Mr. and Mrs. Darrel Ward. Darrel is our new lieutenant of police, and comes to Miles City from Milwaukee.

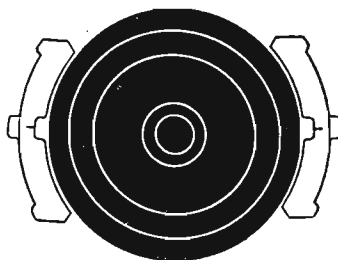
The Carl Prahls have received word of the birth of a baby daughter to their son and his wife. This is the Prahls' first grandchild. Carl is our wire chief.

Carman and Mrs. Wayne Smith are the proud parents of a baby daughter born Nov. 19.

Wesley R. Gilbertson, son of Carman and Mrs. Elmer Gilbertson, is a Navy photographer serving aboard the *USS Yorktown*, and was present at the time of the Apollo 8 recovery. This historic event will no doubt be the subject of much conversation on Wesley's next leave.

Congratulations and best wishes are extended to the following couples who have recently married: Mrs. Edith

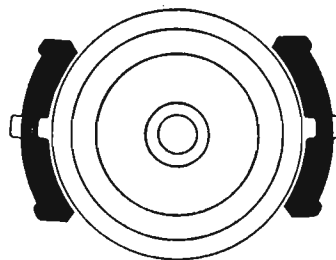
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Lasts longer . . . tougher flange  
and tread . . . only two tape sizes  
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Longer shoe and wheel life due to  
more stable frictional characteristics  
. . . less braking force required . . .  
lower maintenance per train mile.

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ONE OF THE **Amsted**  
INDUSTRIES

Pearl and Retired Engineer Dola N. Wilson were married in November, and are now visiting and vacationing in the South . . . Kathy Martin, daughter of Conductor and Mrs. E. R. Martin, was married Dec. 22 to John Beling. John is in the Navy, and the young couple will be making their home on the East Coast for the present . . . Marliiss DeLange, daughter of Conductor W. J. DeLange and Mrs. Fay DeLange, was married Dec. 6 to Leland Dodd. Following a honeymoon

in western Montana, the young couple are residing in Miles City, where both are employed.

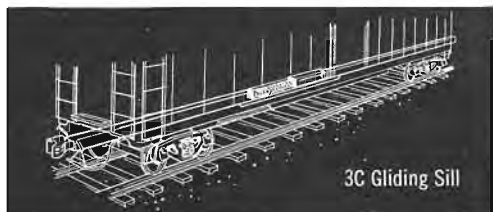
Our sympathy is extended to the following: The family of Christian Fransen, retired carman, who passed away Dec. 26 at the age of 88 . . . The family of Mrs. J. J. Clifford, widow of the retired engineer . . . The family of Walter J. Herndon. Mr. Herndon was physically disqualified in 1955 while working as a machinist, and passed away Nov. 17 at the age of 66 . . . The

family of Mrs. Jennie Julian, mother of conductor W. J. DeLange . . . The family of Rudd Groth, a retired engineer who passed away at the age of 83 . . . The family of Mrs. William F. Jahn. Mr. Jahn is a retired carman . . . And to the family of Mrs. Helen Decker. Mrs. Decker was the daughter of Mr. and Mrs. John Rawlings, and may be remembered by many from the period when she operated the portable news and candy stand that met Nos. 15 and 16 at Miles City several years ago.

What engineer on this territory prepared for cold weather by carrying long johns, then found when he needed them he was carrying two tops?

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3C Gliding Sill



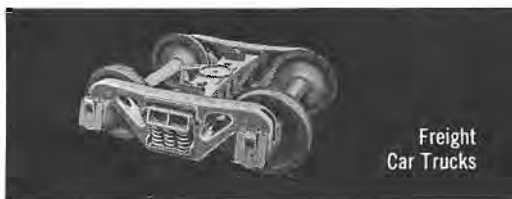
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Rubber Cushioned  
Gears



Couplers



Diesel Rubber  
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Freight  
Car Trucks



**NATIONAL CASTINGS DIVISION**  
**Midland-Ross Corporation**



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**SIOUX VALLEY RETIREMENT.** Nevin "Nubs" Irons, agent-operator at Canton, S. D., calls it a career after 50 years of service. A dinner party was held in his honor at the Hiawatha Golf Club in Canton Dec. 28. Irons started in 1918 as a station helper at New Albin, Ia., and had held agent-operator assignments since 1921, for the most part in Iowa, including 13 years at Clayton and 10 years at New Hampton, before going to Canton in 1951. He and his wife, Laura, have two sons, Dick of Canton and Gene of Tracy, Minn. (Sioux Valley News photo)

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*Manufactured by*

**John and Bill Perrigo  
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So. Beloit, Ill.**

*The Milwaukee Road Magazine*



Joshua Green, western director of the railroad who recently observed his 99th birthday, is honored in Seattle at a meeting of the Retired Employees Club. From left are W. F. Czeigle, the secretary-treasurer; Mr. Green; B. E. Lutterman, vice president and western counsel; O. D. Wolke, vice president of the club; and George Gunderson, president.

#### HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Loren Joslin, section foreman, has retired. Loren began his work for the Milwaukee on the old Northern Montana Division in 1926. The last position he held was at Ringling, Mont. For the past several years, he has represented the maintenance of way men as their general chairman, with headquarters in Minneapolis. After a tour of Europe, he and his wife, Edith, are living at their home in Dillon, Mont.

William Thorson of Harlowton passed away just before Christmas. Bill started with the Milwaukee in 1925, and worked later as machinist helper and machinist. He retired in 1956, and remained at his home in Harlowton, except for the many times he worked at the ranch of his son in the Belt Mountains.

John Boyles passed away in November after an illness of three months. John came to Montana following WWI, and started working on the Winnecook Ranch. After a couple years, he hired out to the Milwaukee, 1924 to be more specific. John also worked up to machinist, and retired in 1958.

Clarence Bacon, retired conductor, passed away in Great Falls. His wife preceded him in death by nearly two years. His service started in Lewis-

town. He moved to Great Falls in 1948 and retired in 1954. Burial was in Lewistown.

Oscar Inderland, warehouse foreman at Great Falls, passed away Dec. 24. Mr. Inderland had about 20 years at Harlowton and another 12 years at Great Falls for the Milwaukee. Work at Harlowton included time on the old transfer dock and as yard clerk. Burial was in the family plot at Lennep, Mont.

Fred Hanzlik, carman at Harlowton, who was the first white baby born in Harlowton, became the first Harlowton volunteer fireman to retire from the fire department and begin drawing a pension. He was presented with an engraved clock from the department's annual Christmas party. The fire chief presented Mr. Hanzlik with his first pension check.

Chauffeur-Storehelper Elmer Holmquist retired Dec. 31. Elmer first worked in the roundhouse as boiler-maker helper in 1946. He also worked as pipefitter helper and machinist helper before going to the materials department in 1959.

Mrs. Les Simkims, wife of the former carman here, passed away in Helena. Les was also a carman at Lewistown. He preceded her in death.

*By the time a family pays for a home in the suburbs, it isn't.*

## CADWELD® Signal Bonds



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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

**at Phillips 66....**



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**PERFORMANCE**  
*that counts*

### MECHANICAL RUBBER GOODS

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*Hose and Belting For All  
Purposes*

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



## A Vietnam Hero Receives the Silver Star



SP5 William B. Johnson, in civilian life a brakeman on the Milwaukee Division, receives the Silver Star from Brig. Gen. F. R. Roecker in ceremonies at Fort Ord, Calif.

The Silver Star, the nation's third highest military award, was conferred recently on SP5 William B. Johnson, son of Conductor W. H. Johnson of the Superior District of the Milwaukee Division. William, himself a brakeman on that district, has been on military leave since October 1967.

The action for which he was cited took place in Quang Tri Province of Vietnam last May while he was serving as a radio telephone operator with the First Battalion of the 5th Air Cavalry Division.

"He distinguished himself by exceptionally valorous action," the Army reported, "when his unit became heavily engaged with a large enemy force and sustained several casualties, SP5 Johnson exposed himself to a hostile force as he crawled across an open area in order to

evacuate a wounded comrade. During the action he also neutralized several positions singlehandedly and kept his company commander informed of the tactical situation."

Five days later, William was wounded in the arm and head by an enemy rifle bullet, in an operation at Dong Ha for which he received the Purple Heart. He is now serving as an illustrator in the graphics department with Headquarters Company, Combat Development, at Fort Ord, Calif.

The Johnson home in Groos, Mich., was the scene of a happy reunion during the Christmas holidays while William was home on leave. In January, he expected to re-enter an Army hospital for plastic surgery.

## Coast Division

### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

**PURCHASING DEPARTMENT:** The purchasing department welcomed Carol Lee Garrison as a new member of the office force. The Milwaukee Road Christmas party gave Carol an opportunity to meet many of her fellow employees.

**DISTRICT MANAGER-SALES:** John Krakenberg, recently welcomed into the department as the new clerk, was married on Dec. 21 to Lo Jan May at the First Presbyterian Church in Yakima, Wash. The bride wore a full length gown of white lace, while her attendants wore red velvet gowns and carried lighted tapers decorated with holly. The young couple, both graduates of Selah (Wash.) High School, spent their honeymoon at White Pass

Ski Lodge and are now making their home in Seattle.

**REGIONAL DATA OFFICE:** We welcomed Judy Brock to the machine room as keypunch operator . . . The annual Christmas buffet luncheon was held Dec. 23, with employees from the local agent, police, sales, claim, assistant superintendent and regional data offices participating . . . Sympathy was extended to Teresa Oehrle in the loss of her mother on Dec. 9 . . . George Kutz of Minneapolis, father of M. G. Kutz, regional data manager, spent the holidays in Seattle.

**REGIONAL SALES OFFICE:** W. G. Herrick, sales representative-foreign freight sales, and Mrs. Herrick welcomed an 8 pound-14 ounce girl on Dec. 28. The baby, named Lesley Suzanne, joins a four-year-old brother, Bryan . . . The Women's Traffic and Transportation Club of Seattle sponsored its annual Bosses Night on Nov. 12 at the Washington Athletic Club.

Lee Derr, secretary to assistant regional manager-sales, was initiated into the club in October—just in time to attend this lovely affair, together with W. V. Johnson, sales representative-rail highway sales. Also in attendance was your Magazine correspondent, Laura Schaub, with S. R. Graf, district manager-foreign freight sales.

The Christmas party for Seattle-Tacoma area active and retired employees was held at the Washington Athletic Club on Dec. 19. General Attorney James E. Nelson was the surprise master of ceremonies for the luncheon, with the scheduled emcee, Paul Scott of the real estate and industrial development department, down with the "flu."

Rev. John Gibson from the Plymouth Congregational Church in Seattle spoke on "The Spirit of Christmas-1968," and Joshua Green, western director of the railroad, was a special guest. Santa Claus in person, Sales Representative Dick LaFave, saw to the distribution of presents.

## Harry C. Johnson

Harry C. Johnson, retired assistant comptroller, died Jan. 14 at his home in Chicago.

Mr. Johnson, a native of Saginaw, Mich., began his railroad service in 1917, working with the Pere Marquette Railroad and Grand Trunk Western before joining the Milwaukee Road in 1922 as a special accountant. He continued his career in the accounting department, serving in various capacities at such points as Deer Lodge, Mont., and Milwaukee before his appointment as assistant comptroller in Chicago in 1955, the position held until his retirement in 1965 after 43 years of service.

He is survived by his wife, Viola, and two brothers, Fred C. and Edward.

## SERVICE PASSES AWARDED

### Gold 50-Year Passes

Anderson, R. A., ret'd. yard clerk---Clear Lake, Ia.  
Brumfield, C. J., telegrapher-----Bensenville, Ill.  
Delin, C. J., dist. safety engr. -----Savanna, Ill.  
Kittler, O. F., ret'd. sec. foreman---Jefferson, S. D.  
Malek, A. F., oper. leverman---North Mankato, Minn.  
Moloney, J. C., ret'd. lt. of police---Ottumwa, Ia.

### Silver 45-Year Passes

Brown, J. L., demurrage clerk---Green Bay, Wis.  
Claywell, C. E., track patrolman---Norman, Ind.  
Costley, J. R., conductor-----Escanaba, Mich.  
Cuculi, V., engineer-----Channing, Mich.  
DeBaeker, Gus, conductor-----Channing, Mich.  
Lindeman, A. J., engineer-----Channing, Mich.  
Noskey, A. C., conductor-----Iron Mountain, Mich.  
Olson, S., carman-----Minneapolis, Minn.  
Peterson, O. E., yardmaster-----Green Bay, Wis.  
Stead, M. J., messenger-clerk-----Elgin, Ill.  
Stevens, Eunice, supt's. secy.-----Savanna, Ill.  
Tracy, R. M., yardmaster-----Green Bay, Wis.  
Welker, R. F., conductor-----Hilbert, Wis.  
Whitenack, R. B., conductor-----Channing, Mich.

*The Milwaukee Road Magazine*

## New Ad Series Promotes Freight Sales



**TRI-LEVEL LOADS** of new automobiles and piggyback vans are a common sight on Milwaukee Road freight trains operating

between Chicago and the Pacific Northwest. Shown here is the pace-setting XL Special highballing west through Montana.

A series of new eye-catching advertisements that reflect the standing of the Milwaukee Road as a modern, efficient, pro-

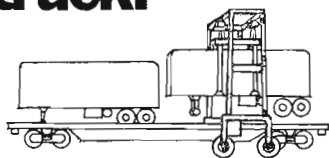
gressive carrier will back up the efforts of our sales and service force to develop new business in 1969. The ads are directed to a

wide audience among the shipping public, the financial community, government officials, and prospective customers for railroad service.

The format created for the ads uses an imaginative cartoon-like treatment which emphasizes points quickly and in an entertaining manner ("We moved Chicago a day closer to Seattle"). This technique projects the essence of the Milwaukee Road—a well run enterprise capable of furnishing its customers with the latest equipment and providing them with fast, efficient service.

The first advertisements in the series, reproduced here, are appearing currently (as will later ads) in Business Week and Fortune magazines and The Wall Street Journal, along with selected trade magazines, including Traffic World, Traffic Management, Transportation & Distribution Management, Handling and Shipping, and Distribution Manager.

### The railroad that wants you to ship by truck.



And why not? Our piggyback business is booming. More trailers than ever are hitching a ride on The Milwaukee Road. Our service goes beyond our 20,500-mile, 14-state system. Over 1,000 points between the Midwest and Pacific Northwest. Between Chicago, Milwaukee and St. Paul, Minneapolis, our all-piggyback trains the "Roaring 90's" are the fastest. We're continually adding all types of equipment to our fleet. Piggyback shippers like the Fast Track. Give us a call. The Milwaukee Road, Union Station Building, Chicago, Illinois 60605. **The Fast Track.**

### We moved Chicago a day closer to Seattle.



Our westbound XL-Special and eastbound Thunderhawk cut a full day from their schedules between Chicago and Seattle. That was five years ago. And still today, no other railroad is faster than the Fast Track between the Midwest and Pacific Northwest. We cut that day to save shippers time and money. We're still the Fast Track. Take advantage of it. The Milwaukee Road, Union Station Building, Chicago, Illinois 60605. **The Fast Track.**





MAGAZINE

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

10-N

Mr. J. V. Sands  
Asst. Shop Superintendent  
The Milwaukee Road  
Milwaukee, Wis.

Bulk Rate  
U. S. POSTAGE

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## WHAT'S NEW ON THE PASSENGER SIDE OF OUR BUSINESS



**ONE OF THE MILWAUKEE ROAD'S** new 3,600 h.p. FP-45 passenger locomotives, assigned to hauling Hiawatha No. 2 on its 421-mile run from Minneapolis-St. Paul to Chicago, arrives in Milwaukee on a cold blustery afternoon. Standing alongside the locomotive as it stopped for boiler water is Frank A. Upton, chief mechanical officer. For a report on other new additions to the road's fleet of heavy duty head end power, see page 14.

