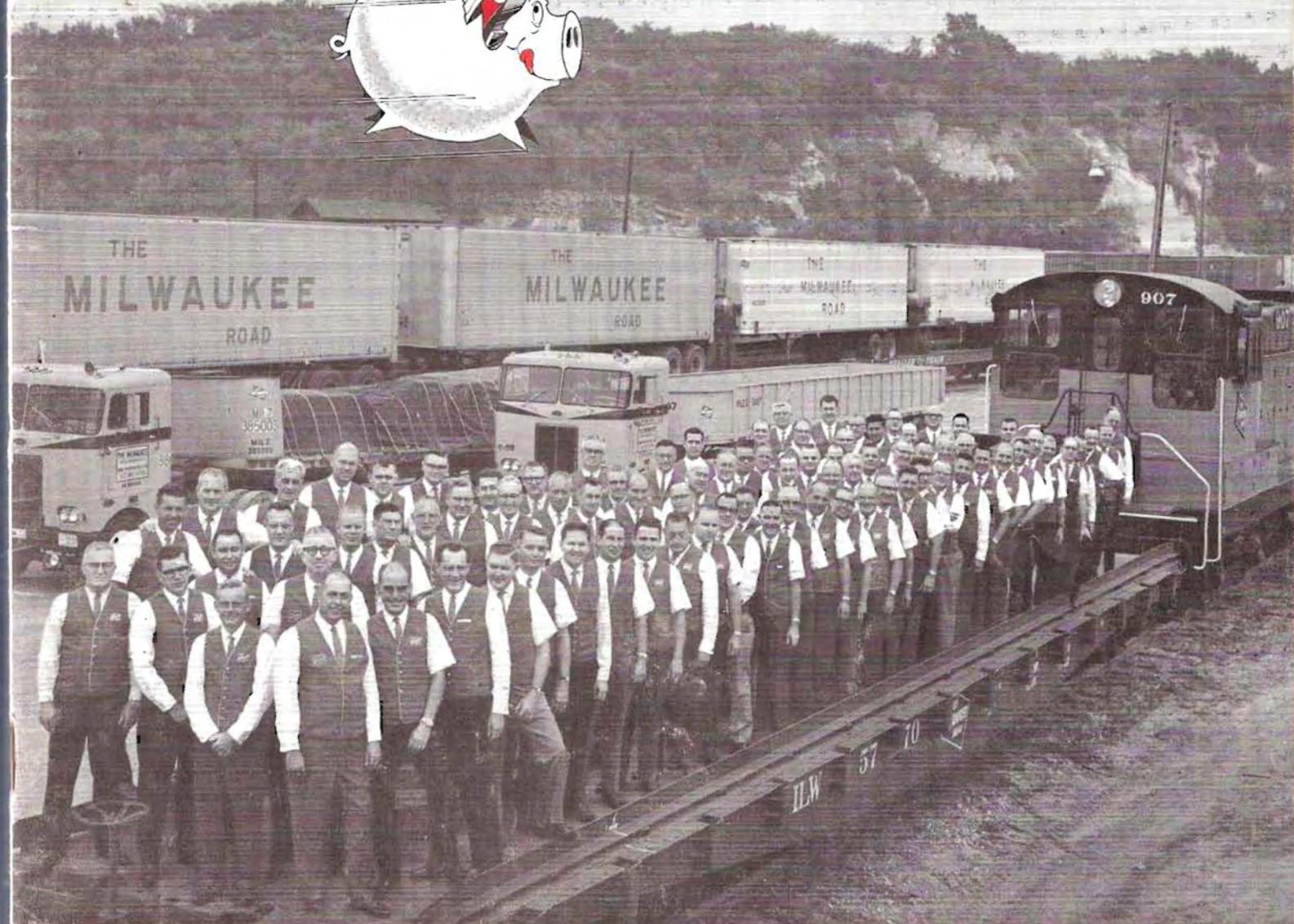


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

september
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1966



in this issue . . . THE RED VESTS SELL THE "ROARING '90s"

THE
MILWAUKEE ROAD
MAGAZINE

Vol. 54 September-October 1966 No. 4

MARIE HOTTON
Editor

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Transportation Briefs

'67 AMERICAN RAILWAY PROGRESS EXPOSITION will be held in Chicago Oct. 8-13, with McCormick Place and the tracks in the Illinois Central's 31st Street Yard again the site of the activities. More than \$50 million worth of railroad supplies and equipment will be displayed. Participation is expected to exceed that of 1963, when the mammoth show drew an attendance of more than 30,000 from the railroad field, and some 45,000 public viewers of the track exhibits.

CITED FOR SAFETY, the locomotive and car department employees of the Milwaukee-Kansas City Southern Joint Agency placed first in the 1966 Greater Kansas City Area Safety Council contest for leadership in industrial accident prevention—for the fourth time in the last five years. Participants include all Kansas City area industries in the 100,000 to 199,999 man-hour category.

HEARING SET FOR CONSOLIDATION. The Interstate Commerce Commission has set Jan. 16, 1967 for a hearing at the Conrad Hilton Hotel in Chicago on the proposed consolidation of The Milwaukee Road and the Chicago and North Western Railway. A prehearing conference on the consolidation plan is scheduled also for Oct. 31 at ICC headquarters in Washington, D. C.

RPI CHAIRMAN TO RETIRE. Arthur H. Smith, president of the Kerite Company, whose career since 1912 has been closely allied with the railroad industry, has announced his intention to retire Nov. 30. He is a former secretary of the Railroad Supply Company of New York, and currently chairman of the Railway Progress Institute of Chicago as well as chairman of the executive com-

mittee and governing board, and a member of the executive committee of the New York Railroad Club.

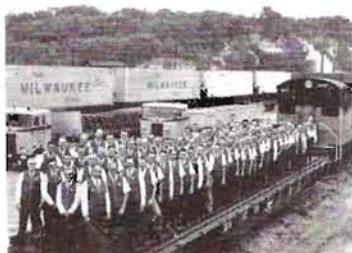
PENSION BOOST PROPOSED. Spokesmen for U.S. railroads and 23 railroad labor organizations have agreed jointly to ask Congress to enact supplemental pensions for long-service railroaders, with the cost paid by a tax on the railroads. The pensions would supplement Railroad Retirement annuities and range from \$45 a month for employees with 25 years of service to \$70 for those with 30 years or more. Eligibility would be limited to those retiring on or after July 1, 1966 and having attained age 65 or over.

"GOLDEN SPIKE" SAFETY WINNER, the Milwaukee Road was one of 12 United States and Canadian railroads honored with the National Safety Council's Public Safety Activities Award for 1966. The citation recognizes activities such as in-school safety education of children, participation by company personnel in community safety programs, off-the-job safety programs for employees, cooperation with local safety and civic groups, and other attention given to public safety.

NEW ATC LEADERSHIP. Top officers of the Associated Traffic Clubs elected at their 43rd annual convention in New Orleans Sept. 11-14 were John Q. Adams Jr., traffic manager of the West Virginia Pulp & Paper Co. plant at North Charleston, S. C., president; Harold S. Bechert, director of sales for the American Red Ball Transit Co., Inc., Indianapolis, chairman of the board; and George H. Kronberg, vice president-sales and service of the Milwaukee Road, Chicago, executive vice president.

THE COVER

"The Red Vests Ride Again!" This time to sound an alert to the "Roaring '90s," the road's new all-piggyback trains operating between Chicago, Milwaukee and St. Paul-Minneapolis as Nos. 98 and 99. Shown here is an 80-man task force of sales and service men—a full carload—moving into the Twin Cities on Sept. 11 for the start of an intensive marketing campaign in the four cities. The picture was taken at the road's piggyback loading and unloading strip in St. Paul. For the story of the sales drive, see page 4.



Sales and Service Department Bulletins New Job Titles

THE sales and service department of the railroad bulletined new titles for many of its freight and passenger positions, effective Oct. 1. As announced by G. H. Kronberg, vice president-sales and service, the changes were made to render the titles more descriptive of the true nature of the work performed by the individual. In addition, the name of the traffic research department was changed to the marketing and research department.

As examples of the changes, the title of freight traffic manager became general manager-freight sales; traffic managers received the title of regional manager-sales; general agents, division freight agents and district freight agents are now known as district manager-sales; and traveling freight and passenger agents and city freight and passenger agents as sales representatives.

In the passenger field, the general passenger traffic manager now has the title of general manager-passenger services, and the general passenger agent that of manager-passenger services. The title of assistant general passenger agent, Chicago, was changed to assistant manager-passenger services; that of assistant

general passenger agent, Minneapolis, to regional manager-passenger sales; and of general agent, passenger department, to district manager-passenger sales. Traveling passenger agents and city passenger agents became passenger sales representatives.

The titles of assistants in both freight and passenger sales and service were changed to conform. All of the new titles are shown in the road's new passenger train timetable folder issued Oct. 30 and in the October issue of *The Official Guide of the Railways*.

E. J. Stoll and B. J. Worley, Executive Program Graduates

E. J. STOLL, vice president-real estate and industrial development, and B. J. Worley, engineer maintenance of way-track, have each received a master degree in business administration from the University of Chicago Graduate School of Business signifying their successful completion of the Executive Program for men in management.

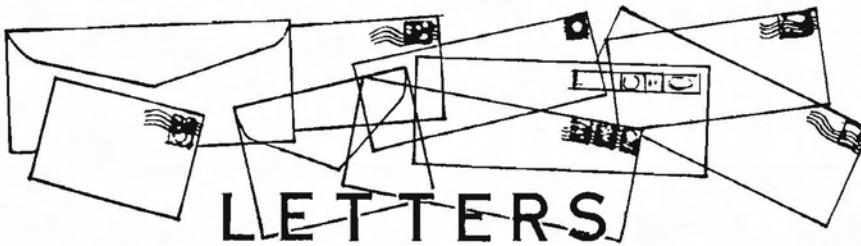
The Program is an intensive two-year evening course for experienced managers which broadens comprehension of business problems and decision-making to encompass the entire structure of company and industry operations and



B. J. Worley, left, and E. J. Stoll with the Certificates of Completion representing two years of class and home study for the Executive Program degree.

total economy context. Participants are limited to a group of 75 men in managerial positions selected on the basis of their ability to contribute to discussions, and for the diversity, function and size of the organization represented.

Mr. Stoll and Mr. Worley were among a group of 60 who finished the two-year course in June and received a Certificate of Completion at commencement exercises held Sept. 2 in Rockefeller Chapel on the university campus.



When the Chips Are Down

. . . "On July 15 we shipped a large precision machine tool via the Milwaukee Road and the Rock Island to our customer, the Maytag Company of Newton, Ia. Due to a customer deadline, the shipment was *rush!* Through the combined efforts of the railroads involved, the shipment arrived in Newton at 4 P.M. on July 16, only 27 hours after the Milwaukee switch crew pulled the car from our plant.

"I was fortunate in being able to accompany the shipment as expeditor during the entire journey over your lines and wish to compliment your people for their courtesy and attention to my safety . . . specifically the following: Mr. Jack Lawbaugh, general agent in Rockford, who handled the details of the shipment; B. J. Stein, conductor on the Rochelle Patrol, the first road freight to handle the car and myself—he instructed me on the safety rules and precautions; Mr. G. J. Manson, yardmaster at Nahant, Ia., who ar-

ranged to have the car delivered to the Rock Island . . . and the two conductors on train No. 65, Mr. Boay and Mr. Charles Reinheimer.

"I consider it a pleasure to have had this experience . . . and wish that more shippers could realize just what the railroads can do 'when the chips are down!'

Gordon H. Geddes
Greenlee Bros. & Co.
Rockford, Ill.

To the Dells on the Hiawatha

"I want to express the appreciation of both myself and my wife for the courtesy extended to her and our daughter-in-law and grandchildren . . . which helped to make their trip to the Dells on the Hiawatha most memorable.

"I never saw a group so enthusiastic upon their return from a trip they had just taken. All of them have been telling their friends about it. They reported that all of the Mil-

waukee Road personnel on the Hiawatha treated everyone in a most gracious, friendly and helpful manner. Also, that the operators of the River Inn were very nice, and the food and accommodations there were most satisfactory.

"They have been recommending to several friends that they take this tour for a short holiday, and especially that they ride the Hiawatha instead of driving their own automobiles."

James B. Keithley, Vice President
J. Walter Thompson Company
Chicago, Ill.

During the Airline Strike

"We want you to know how much we appreciate the help of all of your people during the recent airline strike.

"From my personal knowledge, and also the reports from others, we know that our good Milwaukee friends did a wonderful job of working out train accommodations for many of our people. Despite the undoubtedly trying situation for the Milwaukee, we found your people courteous, patient and accommodating in all of the offices and on the trains. This speaks better than words for your management, and we will certainly not forget it."

John B. Deininger
General Traffic Manager
Archer Daniels Midland Company
Minneapolis, Minn.



The Red Vests Alert Shippers to

September was "roadshow" month for acquainting a wide audience of shippers with the facts about the "Roaring '90s," the Milwaukee Road's fast new all-piggyback trains which went into operation between Chicago, Milwaukee and St. Paul-Minneapolis in late July as Nos. 98 and 99.

The showmanship was furnished by a task force of 80 of our sales and service representatives from on-line and off-line points throughout the United States and Canada. To identify themselves and their mission, each man was outfitted in our railroad's now familiar campaign dress—a bright red vest with a Milwaukee Road trademark patch and a red four-in-hand tie.

Starting the morning of Sept. 12, the Red Vests fanned out over the Twin Cities on an intensive week-long promotion of the new trains. Operating as 40 two-man teams, they visited about 1,900 shippers in the Minneapolis-St. Paul area. On the calls, each man carried a

kit of brochures describing the schedules, equipment, piggyback plans, location of ramps, and so on.

Immediately following the Twin Cities campaign, the Red Vests conducted a similar sales effort in the Chicagoland area and another in Milwaukee. In these cities the consist of the group rotated as some members returned to their headquarters and were replaced by local personnel. By the time the show closed, more than 5,000 solicitation and service calls had been made on a target audience in the three areas.

Special Promotion Features

In each of the cities visited, the Red Vests served also as hosts at a series of luncheons, dinners and receptions for shippers and representatives of trucking firms which utilize trailer-on-flatcar service. At Minneapolis, where the campaign coincided with Downtown Working Women's Week, such functions in-

cluded a "Ladies in Transportation and Industry" reception, honoring some 200 women employees of firms with which the railroad does business for their important contribution to our service.

Back of this comprehensive coverage was a vigorous publicity program directed specifically to the areas served by the trains. Weeks before the campaign started, traffic and public relations personnel held many meetings to develop special promotion materials and program the various activities. The general public was alerted to the launching through newspaper and magazine advertisements, and shippers by direct mailings notifying them that "The Red Vests Are Coming!"

Upon the arrival of the Red Vests, the story of the "Roaring '90s" received a big spread, highlighted by this attractive image of the new service: the first—and only—solid piggyback trains operating between the four cities on a daily schedule Monday through Saturday.



The combination of 40 two-man Red Vest sales teams and a rented fleet of 40 bright red cars used in calls on shippers provides visual stimulation to the kick-off of the "Roaring '90s" campaign in Minneapolis.

the "ROARING '90s"

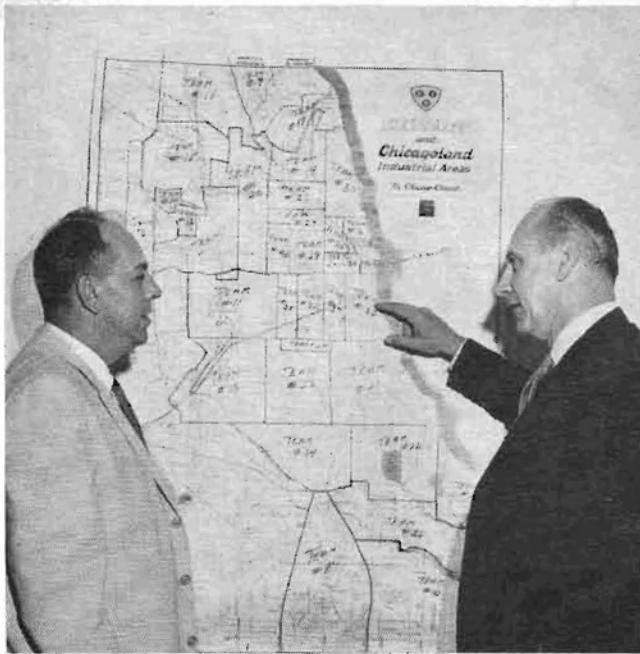
**80-MAN TASK FORCE
PROMOTES SERVICE OF NEW
ALL-PIGGYBACK TRAINS**

day; running time of approximately 9 hours in each direction—faster than any existing over-the-highway schedules; late afternoon departures that permit 7 A.M. delivery to consignees' docks; dependable timetable schedules; and service under all five piggyback plans. The theme of the story was, "This piggyback goes to market . . . fast!"

Heading the massive "saturation effort," as it was described, were G. H. Kronberg, vice president-sales and service, together with P. L. Cowling, assist-

At the kick-off of the campaign in Minneapolis, President William J. Quinn is fitted for his Red Vest by George Neu, traffic manager for the Minneapolis territory. At left is P. L. Cowling, assistant to president and vice president of The Milwaukee Motor Transportation Company.





G. H. Kronberg, vice president-sales and services, right, discusses with P. L. Cowling the assignments of the Red Vest teams in the Chicago area.

ant to president and vice president of The Milwaukee Motor Transportation Company, who developed the "Roaring '90s" service. Local forces figured prominently in the preparation and timing of the program, under the direction of George Neu, P. A. Larson and R. T. White, traffic managers, respectively, of the Minneapolis, Illinois and Wisconsin regions.

Selling Goals Outlined

The campaign was launched personally by President William J. Quinn, who met with the Red Vests to discuss the over-all strategy and wish them success. At an indoctrination meeting in Minneapolis the day before the kickoff, he outlined the objectives as the promotion of not only piggyback business, but of other traffic that can be

handled profitably. Remarking that the "Roaring '90s" represent a challenge that competitors will be hard pressed to meet, he expressed his confidence in their ability to exploit them to the utmost.

The importance of developing boxcar as well as piggyback business was stressed also by Mr. Cowling, particularly for the XL Special and the Thunderhawk, our railroad's crack freights operating between Chicago and the north Pacific coast. The schedules of these trains are very effective talking points in the solicitation of long haul traffic, he noted, as prior Red Vest

campaigns had proved.

Mr. Cowling pointed out that the schedules of the "Roaring '90s"—faster than truck schedules—are exclusive also, and that the late departure and early arrival feature has a strong appeal to a diverse group of shippers. As likely prospects for new business, he called attention to shippers whose plant facilities do not permit them to ship by rail, or if they do, accomplish it at additional expense. He remarked that in practically all such cases, these people ship by highway motor carrier and are "ripe on the vine" for piggyback movement.

Movements on the "Roaring '90s" have increased sharply since the trains were launched, Mr. Cowling stated. He announced also that, because of the rapid growth of piggyback volume generally, the railroad recently placed a 5½ million dollar order for a fleet of 500 additional 40-foot trailers—300 heavy duty refrigerated vans and 200 heavy duty dry van units—all of which will be in service before the end of the year. This timely development, he pointed out, enhanced the potential of the selling effort.

From this starting point, the campaign rolled forward at a brisk pace. The impact of the advance billing was felt the very first morning when a shipper phoned piggyback headquarters in Minneapolis to say he had seen the newspaper advertisement of the "Roaring '90s" service and it appeared to be just what he needed. The response to this call resulted in an order for several trailers that day and 10 by the end of the week, along with a commitment

President William J. Quinn outlines the objectives of the sales effort at the Red Vest indoctrination meeting in the Leamington Hotel in Minneapolis.



SPEED SCHEDULES OF THE "ROARING 90'S"

Times given are Central Standard Time

#99 — Westbound

Lv. Chicago (Bensenville)	6:30 p.m.
Lv. Milwaukee	9:00 p.m.
Ar. St. Paul	3:30 a.m.
Ar. Minneapolis	4:30 a.m.

#98 — Eastbound

Lv. Minneapolis	4:45 p.m.
Lv. St. Paul	6:00 p.m.
Ar. Milwaukee	12:30 a.m.
Ar. Chicago (Bensenville)	3:00 a.m.

to continue at the same volume.

At each of the cities involved, the Red Vests were backed up by personnel from other departments, who had been alerted to assist with questions or problems they might run into outside the sales field. To expedite the answers, a hot line was maintained between the men on the beat and Red Vest headquarters, and when a situation required detailed information, a specialist in that line returned with the sales team to work out the shipper's individual problem.

Take Marketing Census

An important phase of the marketing program was the development, by means of a prepared questionnaire, a total picture of the shipper's type and volume of business, the location of his freight handling facilities, his equipment, rate requirements, and what he uses—or could use—for transportation. This flow of information, coming from 5,000 shippers in four of the nation's largest cities, will be analyzed and form the basis for follow through calls.

The campaign also had an educational aspect. In connection with the launching at each location, the week ends were given over to briefing sessions at which local traffic and operating personnel familiarized the task force with the latest developments in the territory and conducted an orientation tour of piggyback and other operational facilities throughout the area. This opportunity to "get on the ground" was a valuable side benefit of the program.

The Chicago tour featured an inspection of the newly expanded facilities of



P. A. Larson, traffic manager of the Illinois Region, presides at the indoctrination meeting for the Chicago area campaign. From left are J. W. Stuckey, superintendent of the Chicago-Terre Haute Terminals Division; D. O. Burke, assistant general manager; P. L. Cowling; G. H. Kronberg; and D. M. Wiseman, freight traffic manager—sales and service.

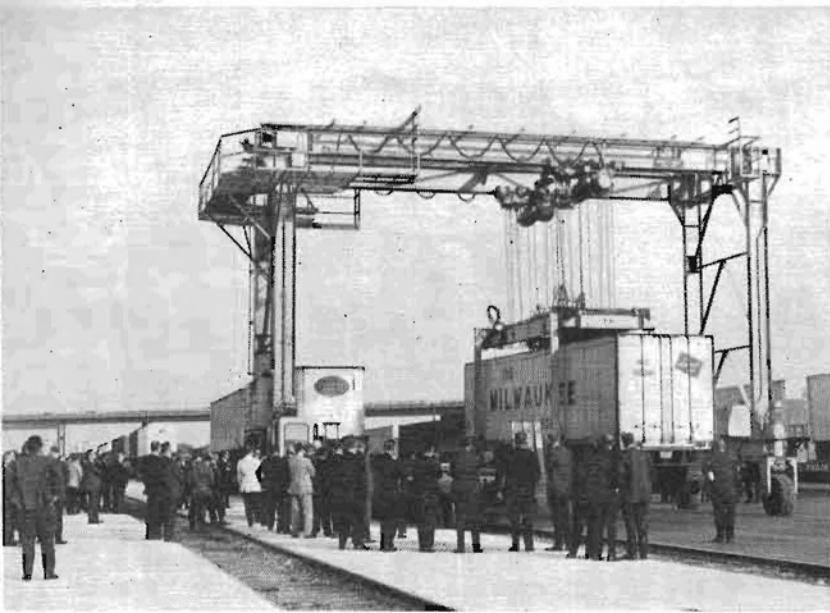
P. L. Cowling, conducting an orientation tour of Piggyback Park at Bensenville, Ill., explains an aspect of the operations.



A view of Piggyback Park in an easterly direction as the Red Vests toured the facility in connection with familiarizing

themselves with the new expansions and improvements. The location is the easterly end of Bensenville Yard.





The Red Vests "on the ground" at Piggyback Park, watch the straddle crane make fast work of loading and unloading vans.



A close-up of the straddle crane, the work horse for most of the loading and unloading of trailer vans at Piggyback Park, placing a van on a flatcar.

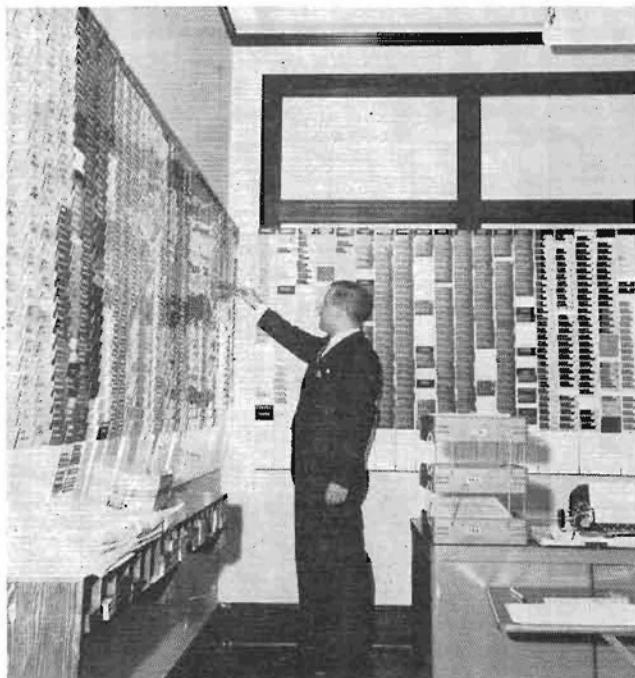
Piggyback Park at Bensenville Yard, where trailer handling capacity has been virtually doubled in recent months. Enlarged trailer storage space, additional tracks and ramps, and an improved layout for faster trailer movement were included in the expansion program.

In its present form, the park covers 46 acres—10 times the area required there eight years ago when the railroad began trailer-on-flatcar operations—and made exciting viewing. The parking

area, for example, has a capacity of 700 trailers, all of which can be moved in or out within 24 hours. Four tracks are now used for straddle crane loading and unloading of flatcars, with a total capacity of almost 170 trailers, and there are seven ramps for handling trailers "circus style." The expansion also included a new holding lot designed to expedite "hotshot" movements.

The improvements remarked upon, following only three years after the

previous major expansion of the park, reflected the over-all growth of the railroad's trailer-on-flatcar traffic at the rate of 25 per cent in 1965 compared with 1964, and a 50 per cent increase in the first eight months of 1966 over the comparable 1965 period. Prior to the opening of the campaign, this rate of growth was already ahead of the national average, and had signaled the expansion of both equipment fleets and terminal facilities at many points on the railroad.



W. D. Tyvan, assistant to superintendent of transportation, makes a change on the visual control board used to locate all piggyback trailers and flatcars, including those of other railroads, which are moving on Milwaukee Road trackage. The board covers three sides of a room in the Chicago transportation office.

Geared to Customer Demand

The "Roaring '90s" story, as told to shippers, was built around this image of growth and provisions for expansion, geared to customer demand. In connection with the new trains, for example, the sales force spread the word that new piggyback ramps were installed recently at Minneapolis and that the St. Paul installation had been expanded from three ramps to six.

They were quick to point out also that the Milwaukee offers all five major piggyback plans, a diversified service covering more than 1,000 points in 14 states. And now this unique feature. With the inauguration of the "Roaring '90s," it is in a position to provide not only the fastest piggyback service between Chicago and the Twin Cities, but between Chicago and the entire Pacific Northwest.

The Report on National Transportation Week

Review of 1966 Action Sparks Annual ACT Conference

THE efforts expended by traffic groups throughout the country to focus attention on the vital role of transportation in the national economy during National Transportation Week (May 15-21) sparked the annual convention of the Associated Traffic Clubs Sept. 11-14 in New Orleans.

As summarized by G. H. Kronberg, vice president-sales and service of the Milwaukee Road, who was national chairman of the 1966 observance, they added up to what was considered the clubs' most successful "sell the public campaign" to date.

About 950 members of the coordinated traffic groups attended the 43rd annual convention and Transportation Show in the Jung Hotel, which featured Alan C. Boyd, Undersecretary of Commerce for Transportation, as the keynote speaker.

Highlighting the proceedings, Mr. Kronberg and J. P. Loughnane, corporate traffic manager of the Nalco Chemical Company, who is national chairman for 1967, presided at a ceremony in which nine cities received awards for outstanding National Transportation Week activities. The awards, based on documents submitted in scrapbook form for the annual Associated Traffic Clubs' publicity competition, were judged on layout and general appearance; newspaper, magazine, radio and TV coverage; activities directed to educational programs initiated in schools and colleges; poster and essay contests; Career Day seminars; planned social functions; transportation exhibits, and the like.

The cities were divided into three classifications based on population—"A" cities, 500,000 or more—"B", 200,000 to 500,000—"C", 200,000 or less. The gold award winners were: "A"—Houston, "B"—Memphis, and "C"—Amarillo, Tex. Honorable mention went to the St. Louis entry, which was entered too late for consideration by the judges.

Houston won not only the top award

G. H. Kronberg, vice president-sales and service of the Milwaukee Road, left, and J. P. Loughnane, corporate traffic manager of the Nalco Chemical Company, review the scrapbook entries for the publicity awards.



in the big city activities category, but acclamation for providing "Miss Transportation U.S.A." The title went to Miss Wanda Slack, a member of the Women's Traffic Club of Houston. First and second runners-up in the beauty division were "Miss Transportation of Dallas", Rosalene McCrady, and "Miss Transportation of New Orleans", Cheryl Marks, in that order.

As the keynoter of the program, Mr. Kronberg reviewed the highlights of the week-long campaign which followed President Johnson's proclamation of the observance and those of governors and mayors of major cities.

In that area, he noted, the State of Wisconsin organized a ship-bus-plane-train trip covering five cities in the state. About 180 businessmen participated, to spread the transportation "message."

Cited also was the design by the Houston traffic and transportation group of a die cancellation, which was placed in use with the cooperation of the U.S. Post Office Department. From this activity alone, something like 20 million pieces of mail carried "National Transportation Week" on envelopes that went to all parts of the country and throughout the world.

In evaluating the results of other award-winning efforts, Mr. Kronberg said, "I know you feel as I do; that the main purpose of our activities is not the degree of prize or recognition we receive among ourselves, but the degree of recognition aroused in the public in the form of understanding of National Transportation Week. No industry is greater than the attitude of the people who work for it allows it to be, and with the 9 million transportation people in this country all conversant with the problems of the industry and making an intelligent presentation, it is obvious that all of us will benefit from an enlightened public viewpoint. The economic and social position of our industry is one with which the public should, in its own interest, be familiar, and National Transportation Week is a vehicle to help with this job."



Wanda Slack, "Miss Transportation" U.S.A."



Supervisors of the Coast Division and company officers who accompanied President William J. Quinn on his inspection

tour gathered for lunch during the staff meeting held in Seattle at the Olympic Hotel.

President Quinn Cites Growth Prospects in the Pacific Northwest

ON a tour of our Coast Division in August, President William J. Quinn took the opportunity to discuss with shippers and community leaders certain factors affecting the railroad at this time that are significant to economic expansion in that region.

Speaking at a number of luncheons and dinners sponsored by the railroad, he expressed himself as being greatly impressed by the force and drive of the whole economy in the Pacific Northwest. In commenting on the great evidence of progress and prosperity, he said that the growth potential of the entire north Pacific Coast area is one of the bright spots in the future economy of the country, and that the Milwaukee Road is fortunate to be a part of it.

The tour started on Aug. 9 at Seattle, where Mr. Quinn presided at a staff meeting of Coast Division supervisors and a reception for shippers in the Seattle area. Accompanied from there by Vice Presidents L. H. Dugan and G. H. Kronberg, he then spent the balance of the week looking over the railroad and industrial plants on an itinerary that included luncheon meetings with business people in Everett and Othello, a dinner in Tacoma attended by members of the Chamber of Commerce, the mayor and the city manager, and a reception in Spokane, at which he renewed acquaintanceships with shippers in the Eastern Washington-North Idaho region.

Swinging next down the Pacific Coast, he also visited with business people in Eugene and Portland, Ore., and held briefing sessions with shippers and our

traffic personnel in San Francisco and Oakland, Calif.

In the various discussions of growth prospects both for the railroad and that region, Mr. Quinn saw the road's traffic volume strengthened by increasing movements of agricultural products to export markets as the result of our nation's foreign policy. Noting that the Administration has recognized the need for food as one of the world's most urgent problems, he said it has become evident that the United States is the country best able to meet the demand. It is evident, too, he added, that the West and Northwest are regions to which much of the world must now look to for food, particularly for wheat and other grains.

Remarking that our country appears to be committed to this policy for some years to come, he pointed out that the

Milwaukee's good fortune to lie across the heart of this fabulously productive area holds obvious implications of stimulated traffic. The heavy export demand for grain, he noted, was one reason why grain traffic on our line rose 43 per cent during the first half of the year over the 1965 period, and why grain is expected to continue moving in good volume. He observed that a significant volume is moving to the Pacific Northwest because of the new rates established last summer which permit wheat shipped from Northwest ports to compete with wheat shipped from western Canada.

Mr. Quinn added that the substantial expansion of our current equipment programs in recent months reflected to a considerable extent the growth demands in that region. Included in these orders were 500 new covered hopper cars of 100 ton capacity, in response to the exceptionally high level of grain shipments; 1,600 new general purpose 50 foot box cars, all with the wide doors in particular demand by the region's lumber industry; and for delivery this year and next, 63 new diesel locomotives of the 3,000 and 2,800 horsepower class, specially equipped for long haul runs such as that between Chicago and the Pacific Coast.

He announced also that our industrial development programs in Washington are continuing at a high level of activity, with the result that from 1965 to date we have helped to locate 22 new industries, and 14 have expanded their facilities or announced expansion plans. The major advances, he explained, oc-



President Quinn at the microphone, and L. H. Dugan, vice president and western counsel (right), greet Joshua Green, western director of the railroad, at the staff meeting luncheon.

curred at Seattle in Andover Industrial Park, and in the Columbia Basin at Othello.

On a tour of the Columbia Basin, he reported that freight volume in the area from both growers and processors has been very strong and is growing fast as the Basin comes into full productivity. Potato carloadings, for instance, increased nearly 11 per cent in the first half of 1966 over the same period last year, as the result of expanding operations.

As a matter of local interest, Mr. Quinn said that acquisition of the right of way and construction may be expected in the near future on our 6.4 mile branch line extending from east of Smyrna to Royal City through a section of the Royal Slope. When full irrigation arrives, this area is expected to repeat the rapid growth of agriculture and related industries that has taken place in other parts of the Basin. The new line will serve more than 90,500 irrigable acres, of which approximately 70,000 are already in production.

Notes Export-Import Gains

In passing, he noted that a petition to the Interstate Commerce Commission for authorization to build another branch line of approximately 22 miles from Beverly into the Wahluke Slope is still under consideration. He added that our railroad conducted studies relative to the Wahluke Slope as long ago as 1912 and again in 1925.

Mr. Quinn saw our prospects bolstered further by the substantial increase in our export-import traffic with the Orient and Alaska through Pacific Northwest ports, including at the present time equipment and goods for the military action in Viet Nam. He mentioned that many of these increases can be credited to our fast freight service between Chicago and the Northwest, which makes it possible, for example, to move shipments from Yokohama to Chicago in only 13 days, and to our participation in trainship and barge line coastal operations for the Alaskan trade.

Another factor affecting the railroad, Mr. Quinn emphasized, is the merger situation. He made it clear that the current consolidation plans of the Milwaukee Road and the Chicago and North Western promise to achieve many worthwhile ends for the two roads, and that the greater strength and service capability resulting from consolidation would be bound to contribute to the economy of the Pacific Coast area.



A view of the Columbia Basin facing south from the Royal Slope as No. 262, the Thunderhawk, heads east on the main line. Out of camera range at the right is the point east of Smyrna, Wash., from which the Milwaukee Road will construct a 6.4 mile branch line extending through the Slope to Royal City, Wash.

J. F. Grier, Western Director of Real Estate And Industrial Development, Retires



Head table group at the retirement luncheon in honor of J. F. Grier, western director-real estate and industrial development, from left: B. E. Lutterman, western counsel; Mrs. and Mr. Grier; L. H. Dugan, vice president and western counsel; E. J. Stoll, vice president-real estate and industrial development; and Mrs. S. J. Cooley, wife of retired vice president-real estate and industrial development, with Mr. Cooley.

J. F. GRIER, retiring officially on Aug. 31 as western director-real estate and industrial development, was honored by some 75 of his railroad and other friends at a luncheon held Aug. 17 in Seattle's Norselander Restaurant. Noted among those present were retired officers S. J. Cooley, Laurence Wylie, R. C. Sanders, D. T. Mankey, C. H. Tusler and W. R. Nelson; and from the Columbia Basin, where Mr. Grier has been active in the locating of industries, P. J. Taggares, president of Chef-Reddy Foods, with several other representatives of that corporation. L. H. Dugan, vice president and western counsel of the railroad, was master of ceremonies, and B. H. Bobbitt, who succeeded Mr. Grier at Seattle headquarters, presented a retirement gift.

Joe Grier, a graduate of Iowa State University, had been with the railroad since 1926, starting in the engineering department, from which he transferred to the real estate department in 1936. He had served as right of way engineer, industrial engineer and assistant industrial commissioner before being appointed assistant western director-industrial and real estate development in 1958. He was promoted to western director-real estate and industrial development in 1959.

He and Mrs. Grier will continue to live in Bellévue, Wash., but expect to be busy for a while visiting their family around the country, Joe Jr. in Grand Rapids, and their daughters Mary Margaret in Tacoma and Kathleen in San Diego.

A New Industry Is Opened On Line

Burlington Welcomes The Nestle Company Back to Wisconsin

THE multi-million dollar Nestlé chocolate producing plant which has been going up these last two years at Burlington, Wis., adjacent to our Racine & South Western line was opened on Aug. 12 with a flourish befitting an event of major importance to the community.

Proud of their new industry, the largest of its kind in the Midwest, some 600 persons applauded as Wisconsin's Alice in Dairyland (JoAnn Cupery) performed the ribbon-cutting with the assistance of Governor Warren P. Knowles and Nestlé president Hans J. Wolfsberg. After the ceremonies, which featured addresses by the governor, Mr. Wolfsberg and Mayor Leonard C. Rauen, an estimated 2,900—about half of the local residents—were the guests of the company at an open house and tour of the facilities.

It was a big day for Burlington and also for the world-wide food firm, which is observing its 100th anniversary this year. Governor Knowles, noting that as recently as 1959 Nestlé had operated a condensed milk plant in Burlington, welcomed the company officially "back to Wisconsin." Mr. Wolfsberg thereupon told the assemblage that Nestlé considered their city an ideal lo-

Alice in Dairyland (JoAnn Cupery) cuts the ribbon, imprinted with Nestlé's trademark, as Nestlé president Hans J. Wolfsberg, left, and Governor Warren P. Knowles look on. (Burlington Standard-Press photo)

cation for the new plant. "Having been in Burlington before, we already like it here, and we expect to like it for a long time to come."

Behind this happy state of affairs was a community effort to attract new industry that has been going on for several years. To give those who played a role in the Nestlé story an opportunity to meet the company's officers and plant managers, the Burlington Industrial Development Corporation led off the festivities with a luncheon for business and civic leaders and others associated with the project. The railroad was represented by E. J. Stoll, vice president-real estate and industrial development, whose department had worked closely with the

group which represented the community in its competitive bid for the plant site.

Nestlé's decision to locate in Burlington resulted from a two-year study of economic factors that employed computer techniques to analyze marketing trends and sources of raw materials needed to produce chocolate. Key factors in the decision were Burlington's dairy industry as a source of rich wholesome milk—the plant will use about 50 million pounds a year—a plentiful supply of fresh water, the availability of skilled labor, and the network of railroads and highways that serve the area. The study showed also its proximity to the Port of Milwaukee as a means of obtaining cocoa beans from Africa and South America



The new 250,000 square foot plant, the largest chocolate and cocoa producing facility in the Midwest, viewed from a

distance on the 48-acre site. The administration building, left, and the main plant are connected by covered walkways.



Some of the 600 persons who assembled for the dedication ceremonies at the new Nestlé plant. Altogether, about 2,900

attended the firm's open house in the plant and toured the facilities. (Burlington Standard-Press photo)

through the St. Lawrence Seaway.

The huge plant, which contains about one quarter of a million square feet of space, was erected on a 48-acre site just south of the railroad and adjacent to highway 83 west of the Fox River. The building complex is of poured concrete, steel and glass construction, designed to allow for anticipated expansion. In addition to manufacturing space, it includes storage silos, attractive employee lounges, an administration building, parking area and a rail siding. Railroad service is furnished by three tracks, two for handling inbound ingredients, and the other for outbound shipments of finished products.

According to Nestlé officials, the Burlington facility is the most modern chocolate producing plant in the world. The equipment, all custom built, features a pneumatic tube conveyor system that completely eliminates human handling of food ingredients, production lines operated from a separate boiler plant that pipes steam underground, and

interior temperature controls.

On a global basis, the Nestlé Company operates 214 plants in 37 countries, of which 12 are in the United States. Chocolate and cocoa items account for 16 per cent of its business.

The Burlington facility, its third chocolate plant in this country, is expected to increase the company's American processing of chocolate products by 25 per cent. It will serve a Midwest storage and marketing area extending east to Ohio, west to the Rocky Mountains, and south to Oklahoma and Arkansas.

When the plant reaches full-scale production by the end of the year it will employ about 200 people and turn out 25 to 30 products. In addition to candy bars, Nestlé manufactures instant flavoring for milk, cocoa, cooking chocolate, Toll House morsels, flavoring extracts and many others. Starting in September, the first to be produced at the Burlington plant was the company's new "100,000 Bar."

William Kruckstein

WILLIAM KRUCKSTEIN, who retired in 1950 as general auditor, died in his home in Chicago on July 29. He was 80 years of age.

Mr. Kruckstein's career with the railroad dated from 1903 when he was employed in the ticket auditor's office in Chicago. In 1920 he was promoted to ticket auditor in charge of passenger accounts, and in 1944 to assistant comptroller. He served in the last named capacity until 1949 when he was made general auditor. He was a former chairman of the committee on passenger accounts of the Railway Accounting Officers Association, in which he was active for 20 years.

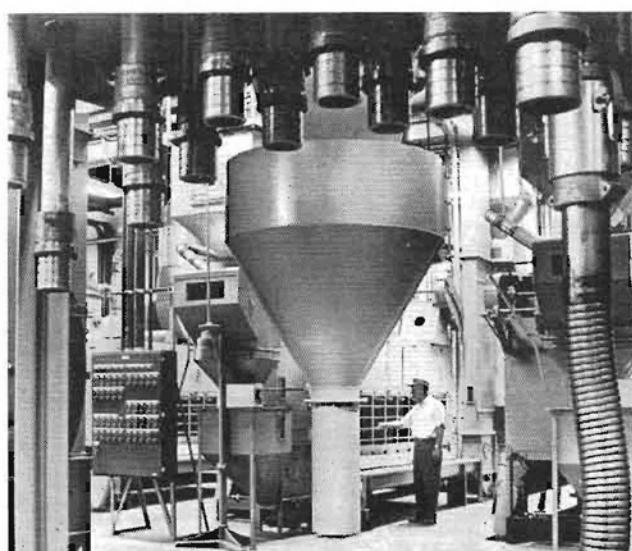
Surviving are his widow, Florence, a son, William, director of taxation and assistant treasurer of the Chicago and North Western Railway, and two grandsons.

Chester E. Oliphant

CHESTER E. OLIPHANT, 84, retired chief statistician, died July 26 in the Veterans Hospital in Long Beach, Calif., following a brief illness.

Mr. Oliphant was a native of Lima, Ohio, and a graduate of the University of Illinois, who spent 40 years in railroad service, mainly with the Burlington lines and the Milwaukee Road. His early service was in roadway engineering and valuation work for the Burlington, which he left in World War I to serve with the Army Engineers in France.

He came to the Milwaukee in 1920 as a specialist in the settlement of matters arising from federal control of the railroads and was appointed chief statistician in 1925. Upon retiring in 1949 he located in the Southwest, and had recently made his home in Yucaipa, Calif.



Cocoa nib air-transport tubes frame bean handling equipment. A technician is inspecting roasted nibs that have been cracked and fanned in the unit. The nibs are conveyed to storage bins above by the tubes.

In the Retirement Spotlight



Mr. and Mrs. A. W. "Al" Shea shown, center, being honored at the retirement luncheon sponsored by F. G. McGinn, vice president-operation. With them are President William J. Quinn, right, and John P. Kiley, retired president of the railroad.

A. W. Shea

A. W. "Al" SHEA, special representative to vice president-operation, retired on Aug. 31 after 28 years of service, most of which were spent in the safety department of the railroad.

A native of Chicago, Mr. Shea started with the road's police department there in 1938. He was appointed district safety engineer in 1950 and promoted in 1956 to assistant superintendent of safety. In 1957 he became superintendent of safety, and served in that capacity until his appointment in 1965 as special representative to vice president. He was headquartered in Chicago during his entire career with the railroad.

He and Mrs. Shea were honored on Aug. 29 at a retirement luncheon in the Union Station Canterbury Room sponsored by Vice President F. G. McGinn and attended by numerous friends and co-workers in the operating department. President William J. Quinn and John P. Kiley, retired president of the company, were present also. The Sheas plan to continue living at 2928 N. Major Street in Chicago.

F. L. Freeman

THE long-time associates of Frank L. Freeman, special assistant to vice president-operation, honored him and his wife, Margaret, on Aug. 3 at a luncheon in the Fred Harvey Canterbury Room in Chicago's Union Station marking his retirement after 46 years of service.

The group included many of Mr. Freeman's co-workers in the accounting department, where he started in 1920 as a clerk in the office of the auditor of capital expenditure. After working on various positions in the investment and joint facility bureaus of that office, he

transferred to the operating department in 1951, and in 1957 was promoted to chief clerk to vice president-operation. He was appointed special assistant to vice president in April, 1963.

Mr. Freeman had been a commuter from Elgin, Ill., for all of his years with the railroad, and will continue to live there. His hobbies are gardening, woodworking and photography, and his wife is a volunteer worker at the state hospital in Elgin. Their retirement plans also include some traveling.

D. G. McMillan

THE retirement of D. G. "Don" McMillan, assistant general passenger agent with headquarters in Minneapolis, departed from custom in that, rather than being honored by his associates, as was their intention, he himself was the host at an open house on his last day of work. A blanket invitation to attend a Kaffeeklatsch in his office in the passenger station the afternoon of July 29 was extended to all of his co-workers in the Twin Cities. "And no speeches," they were told.

Mr. McMillan had devoted his entire career with the railroad to passenger traffic in the Twin Cities area, starting in his native Minneapolis in 1918 as a clerk, and later serving as ticket clerk and assistant city ticket agent before being promoted to city passenger agent in 1929. In 1934 he transferred to St. Paul as general agent passenger department, and in 1946 returned to Minneapolis in the same capacity. He was appointed assistant general passenger agent on Apr. 1, 1960.

Mr. McMillan's service has been notable for his vigorous promotion of passenger traffic in the Twin Cities and points west, particularly the large number of student tours which originate in that territory, the organization of group movements, and of special trains operated in connection with fan trips to sports events. After years of selling travel to others, he had planned some post-retirement travel of his own, starting with a Great Lakes cruise from Duluth and then a tour of the Pacific Northwest. Later he'll spend the winter in Arizona.



D. G. McMillan



M. M. Wolverton

M. M. Wolverton

THE Minnesota Valley Country Club in Bloomington was the scene of a royal send-off the evening of July 30 as M. M. Wolverton, retiring from the position of assistant traffic manager at Min-

Mr. and Mrs. Frank Freeman (center) pose at the retirement luncheon with President William J. Quinn (left) and Vice President - Operation F. G. McGinn. Among those present was Frank's sister, Catherine Freeman, bureau head of the road's central typing bureau in the Chicago Union Station.



The Milwaukee Road Magazine

neapolis, was honored by a large group of his railroad associates and their wives. In the turnout for their retiring comrade were many of his friends from other cities, including Chicago, St. Paul, Mason City, Dubuque, Winnipeg, Tulsa, Sioux City and Washington, D.C. George Neu, traffic manager at Minneapolis, was master of ceremonies, and D. M. Wiseman, freight traffic manager in Chicago, headed the long list of speakers.

Mr. Wolverton, known affectionately as "Milt," entered the service of the railroad in 1922 as a city freight agent in St. Paul. Subsequently he became traveling freight and passenger agent at Mason City, division freight and passenger agent in Sioux City and Aberdeen, S. D., and general agent in Omaha. In 1945 he was appointed assistant general agent in Milwaukee, where he advanced through the positions of general agent and assistant freight agent to general freight agent in 1956. He had been assistant traffic manager for the Minne-

apolis territory since Mar. 1, 1961.

His retirement, which became official Aug. 1, was marked also by the good wishes of associates in traffic organizations. While representing the railroad at various locations, Mr. Wolverton had been active in many such groups, including in the Upper Midwest the Traffic Club of Minneapolis, the Duluth-Superior Transportation Club, the Chippewa Valley, Fargo-Moorhead, Red River Valley and the Hiawatha traffic clubs, and the Transportation Club of Winona.



Scene in the board of directors' meeting room in the Chicago Union Station while the Metropolitan Crusade of Mercy film was being shown.

Employees Rally to Crusades of Mercy

THE opening rally for the 1966 Metropolitan Crusade of Mercy in the Chicago area, which receives support from The Milwaukee Road Employes Combined Fund Raising Plan, brought together a group of officers, supervisors and representatives of employe organizations for a meeting with Emory Williams, vice president and treasurer of Sears Roebuck & Co. and general campaign chairman. The discussion was highlighted by a movie depicting the activities of welfare agencies and organizations designated as beneficiaries of the community fund. The film illustrated services for the aged, the sick, the very young, the handicapped and others with care problems whose needs could not be met without the aid of generous contributions.

The campaign began in the Chicago area Sept. 27 with the support of 65,000 volunteer solicitors. Corporate gifts will be sought from 35,000 busi-

ness firms, and 1,750,000 individuals will be asked to contribute at their places of work.

In Milwaukee, where General Superintendent R. R. Brown has organized the phase involving employe support of the United Fund drive, the kick-off was preceded by a meeting on Sept. 29 in the road's new passenger station. The joint rally of departmental supervisors and employe organization representatives was addressed by John L. Paige, vice president of the Wisconsin Telephone Company and general chairman of the Milwaukee campaign, together with Russell Redzack, an executive of the Milwaukee County Labor Council AFofL-CIO.

The meeting was supplemented by an arrangement under which experienced executives of the Fund conducted a training course for the employe delegates to solicit contributions in the various departments of the railroad.



Vice Presidents F. G. McGinn and C. E. Crippen, from left, discuss with Emory Williams, general campaign chairman for the Chicago area, the participation of our railroad's employes by means of the monthly payroll deduction plan.

APPOINTMENTS

Real Estate and Industrial Development Department

Effective Aug. 1, 1966:

P. W. Scott is appointed manager-industrial development, with headquarters in Chicago. (See article on this page.)

Safety Department

Effective Sept. 16, 1966:

R. O. Siegel is appointed district safety engineer on the Milwaukee Division and La Crosse Division (First and Third Districts) territory, with headquarters in Milwaukee.

Effective Oct. 1, 1966:

D. O. Anderson, district safety engineer, Milwaukee, is appointed general inspector and instructor-system, with headquarters in Chicago.

Operating Department

Effective Aug. 1, 1966:

A. J. O'Rourke is appointed agent at Minneapolis, following the retirement of W. P. Radke.

The traveling engineers following are promoted to traveling engineer-trainmaster, with no change in territory as currently assigned:

A. J. Cini, Savanna, Ill.; F. J. Hedstrom, Sioux Falls, S. D.; R. C. Guse, Portage, Wis.; C. Y. Dempsey, La Crosse, Wis.; P. W. Anderson, Montevideo, Minn.; E. F. Hatzelbuhler, Aberdeen, S. D.; G. H. Ryman, Mason City, Ia.; R. H. Kentner, Ottumwa, Ia.; P. M. McLean, Miles City, Mont.

T. S. Cooper, Deer Lodge, Mont.; C. L. Shaw, Othello, Wash.; W. R. Ferrer, Tacoma, Wash.; K. L. Shearer,

Janesville, Wis.; W. R. Baldwin, Minneapolis, Minn.; A. C. Block, Milwaukee, Wis.; H. J. Thayer, Bensenville, Ill.; J. J. Rosenbach, Perry, Ia.; P. C. Slater, Marion, Ia.; A. E. Smith, Milwaukee, Wis.

Traffic Department

Effective Aug. 1, 1966:

R. L. Audas is appointed assistant traffic manager, Chicago.

K. G. Hosfield is appointed assistant freight traffic manager-service, Chicago.

W. A. Murley is appointed general agent, Omaha, Neb.

L. W. Schroeder is appointed general agent, Des Moines, Ia.

W. R. Hayghe is appointed traveling freight and passenger agent, Philadelphia.

W. A. Maile is appointed city freight agent, Minneapolis.

Effective Sept. 1, 1966:

G. D. Landahl is appointed general agent-passenger department, Minneapolis.

H. I. Lindblom is appointed assistant general passenger agent, Minneapolis.

W. J. Kohl is appointed general agent passenger department, St. Paul.

F. H. Magnusson is appointed city passenger agent, Minneapolis.

Effective Oct. 1, 1966:

S. P. Elmslie is appointed manager-grain sales, Chicago.

B. H. Desens is appointed district manager-sales, Minneapolis.

H. A. Springer is appointed assistant regional manager-sales, Minneapolis.

V. S. Carroll is appointed sales representative, Milwaukee.

E. C. Winther is appointed sales representative, Salt Lake City.

L. J. Klain is appointed sales representative, Salt Lake City.

B. V. Gulley is appointed sales representative, Atlanta, Ga.

P. W. Scott Named Manager Of Industrial Development



P. W. Scott

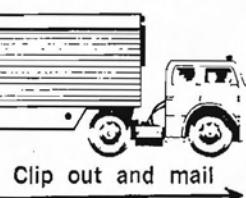
PAUL W. SCOTT, well known industrial development executive, joined the railroad on Aug. 1 as manager - industrial development in the Chicago headquarters of the real estate

and industrial development department. Previously he had been with the State of Illinois as economic development executive in the Division of Industrial and Community Development.

Mr. Scott's wide experience in the industrial development field includes serving as manager of the industrial department of the Joliet (Ill.) Region Chamber of Commerce; chief of the industrial division of the New Mexico Department of Development at Santa Fe; industrial development coordinator for the city of Oak Ridge, Tenn.; and manager of the industrial department of the Greater Albuquerque Chamber of Commerce, Albuquerque, N. M. He holds an A.B. degree from Nebraska Wesleyan University and has done graduate work at the University of Nebraska and University of Oklahoma.

As manager-industrial development, he succeeds B. H. Bobbitt, who has been appointed western director-real estate and industrial development at Seattle.

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RETIREMENTS

The following employees' applications for retirement were recorded during July-August 1966

General Office & System Employees

Barry, H. J. Asst. General Adjuster..Seattle, Wash.
Braun, Claire S.Secretary..Chicago, Ill.
Crozier, A.Dining Car Waiter..
Damico, JosephineClerk..
Fisher, W. B. Asst. Frt. Traffic Mgr...
Freeman, F. L. Special Asst. to Vice President..
Grier, J. F.Western Director..Seattle, Wash.
Johnson, Edna A.Clerk..Chicago, Ill.
McGuire, J. L.Rail Detector..
McMillan, D. G. Asst. Gen. Pass. Agent..Minneapolis, Minn.
Shea, A. W. Special Rep. to V. P.-Operation...Chicago, Ill.
Thompson, T. A. Assistant Engineer..
Trezek, Emily B.Clerk..
Wolverton, M. M. Asst. Traffic Manager..Minneapolis, Minn.

Aberdeen Division

Awe, R.Section Foreman..Fairmount, N. D.
Swanton, L. H.Yard Clerk..Mobridge, S. D.

Chicago Terminals

Anderson, J.Supplyman..Bensenville, Ill.
Bender, R.Stoyer..Galewood, "
Bresee, F. J.Machinist Helper..Bensenville, "
Connolly, J. J.Rate Clerk..Chicago, "
Cook, J. B.Machinist.."
Evans, G. J.Conductor.."
Henry, V.Laborer.."
Jordan, R. C.Supervisor..Bensenville, "
Mahnke, C. R.Sheet Metal Worker..Chicago, "
Peters, A. J.Captain of Police.."
Ritrovato, R.Carpenter.."
SaFranski, B. N.Machinist.."
Schuler, H. J.Engineer.."
Sloyer, A. J.Train Clerk.."
Stormke, G. K.Car Inspector.."
Tews, H. H.Pipefitter..Bensenville, "
Velasco, E. C.Machinist Helper.."
Witzczak, EllaCoach Cleaner..Chicago, "

Coast Division

Gray, J. Jr., Roundhouse Foreman..Spokane, Wash.
Howard, L. E. Section Laborer..Olympia, "
Kalinowski, E. G.Engineer..Cle Elum, "
Kvammen, E. A. Section Laborer..Port Angeles, "
McMullin, C. M.Car Foreman..Tacoma, "
Menard, H. F. Asst. Section Foreman..Seattle, "
Schutzman, H. M. Special Leading Signalman..Tacoma, "

Dubuque & Illinois Division

Bacon, E. L.Conductor..Savanna, Ill.
Barr, R. E. Roundhouse Foreman..Marquette, Iowa
Holloway, W. H.Section Laborer..Laredo, Mo.
Smith, L. I.Brakeman..Elgin, Ill.

Iowa Division

Clouse, E. W.B & B Cook..Manilla, Iowa
Foxhoven, G. J.Station Agent..Panora, "
Hast, A. W.B & B Carpenter..Perry, "
McCalley, Hazel E. Asst. Superintendent's Clerk..Marion, "
Roland, L. W.Brakeman.."

Iowa, Minnesota & Dakota Division

DeMara, T.Carman..Sioux City, Iowa
Fraser, K. L.Fireman..Austin, Minn.
Gronvold, M.Agent..Elk Point, S. D.
Holden, Helen J.Agent Operator..Houston, Minn.
Lester, A. C.Section Foreman..Interior, S. D.
Shebanek, P. J.Conductor..Austin, Minn.

La Crosse Division

Beauperlant, J. M.Yard Conductor..Merrill, Wis.
Frye, M. J.Chief Clerk.."

Rocky Mountain Division

Baker, T. T. Sub-Station Operator..Butte, Mont.
Daigle, L. J.Engineer..Alberton, "
Davey, J. L.Engineer..Deer Lodge, "
Trapp, J. H. Roundhouse Foreman..Harlowton, "
Ulrich, O.Carman..Miles City, "

Terre Haute Division

Daugherty, G. R.Carman..Latta, Ind.
Grim, L. R.Conductor..Chicago Heights, Ill.
White, L. A.Engineer..Terre Haute, Ind.
White, W. S.Engineer.."
Young, S.Section Laborer..Delmar, Ill.

Twin City Terminals

English, L. L.Switchman..Minneapolis, Minn.
Engstrom, D. H. Ticket Seller.."
Goodrich, J. W. Asst. Master Mechanic..St. Paul, "
Goss, Jennie S. Stenographer..Minneapolis, "
Johnston, H. R. Material Inspector.."
Kreft, H. J. Machinist Helper..St. Paul, "
Laveau, P. J.Mail Sorter..Minneapolis, "
Lugow, J. C.Price Clerk..St. Paul, "
Palechek, F. S.Pipefitter.."
Radke, W. P.Agent..Minneapolis, "
Sniker, J. H.Machinist..St. Paul, "

John W. Severs

JOHN WARD SEVERS, 75, retired vice president-finance and accounting and a former director of the railroad, died in Resurrection Hospital in Chicago on Aug. 28. Funeral services were held at St. Paul of the Cross Church, Park Ridge, Ill., with interment in All Saints Cemetery, Des Plaines, Ill.

Mr. Severs entered railroad service in 1912 as an accountant for the Chicago and North Western and joined the accounting department of the Milwaukee Road in Chicago in 1917. After serving in various capacities, including traveling accountant, special accountant, assistant auditor of expenditure and auditor of expenditure, in 1927 he was appointed assistant comptroller. He was elected vice president and comptroller in 1945, and in 1949 was elected vice president-finance and accounting. He retired in 1955 but continued to serve as a director of the company until 1958.

Mr. Severs had been a director of the Republic Coal Company; chairman of the managing committee of the Western Weighing and Inspection Bureau; second vice chairman of the accounting division of the Association of American Railroads; and a member of the Chicago Railway Accounting Officers Association.

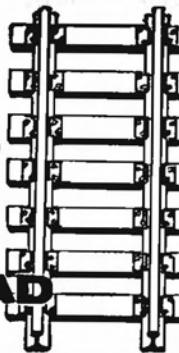
Surviving are his widow, Elizabeth; three daughters, Mrs. Elizabeth West of Wheaton, Ill., Mrs. Frances Laenertz of Park Ridge and Mrs. Margaret Roth of Mount Prospect, Ill.; three sisters, two brothers and seven grandchildren.



Retires From Police Force

Captain of Police A. J. Peters, whose retirement on Aug. 31 concluded almost 50 years of service, is shown (center) being congratulated by President William J. Quinn, with Vice President-Operation F. G. McGinn standing by. The picture was taken at an open house in Captain Peters' headquarters in Chicago attended by about 100 of his associates on the railroad and among F.B.I. and other law enforcement officers. They presented him with a television set. He and Mrs. Peters will continue to live in Chicago after a vacation in the Southwest.

ABOUT PEOPLE OF THE RAILROAD



Rocky Mountain Division

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Conductor Elmer Lee of Deer Lodge died recently in Powell County Hospital at the age of 50. He had been employed by the railroad since 1936 and was a member of the Brotherhood of Railway Trainmen. Surviving are his wife, Ida, a daughter, Patricia, of Deer Lodge, his mother and three sisters. Memorial services were conducted by the Elks Lodge, of which he was a charter member.

Funeral services were held recently in Bozeman for Nicholas Listarhis, 81, of Three Forks, who died in the Bozeman Deaconess Hospital. Listarhis came to this country from Greece at the age of 23, and worked as a section foreman between Ringling, Three Forks and Bozeman for 50 years before he retired. He was active for many years in the maintenance of way Brotherhood as a mediator in its affairs. He leaves a brother, Dennis, of Clinton, Mont., and a brother and two sisters in Greece. Interment was in the Three Forks cemetery.

EAST END

D. B. Campbell, Correspondent
Trainmaster's Office, Miles City

Jim Brady, son of Mr. and Mrs. Joe Brady, handled the parking meter duties in downtown Miles City during his summer vacation. He is a student at Custer County Junior College.

Engineer Art Pembroke was a delegate to the international convention of the Brotherhood of Locomotive Engineers held this summer in Cleveland.

Funeral services were held July 20 in Miles City for Mrs. Anna M. Lee who passed away in the Holy Rosary Nursing Home after a long illness. She was the wife of Retired Section Foreman Mons Lee and mother of Sherman Lee of Winona, Minn.

Harry A. Allen, retired carman, 59, died in a Miles City hospital July 22 after a brief illness. He was born in Giltedge, Mont., attended school in Miles City, and served in the U. S. Marine Corps Reserve from 1926 to 1934. Following this he worked for the railroad for 17 years. He is survived by his wife, Maude, and two sisters. Funeral services were held in

Miles City, with military rites at Custer County Cemetery.

Pamela Kaul and Frank Golden, son of Mrs. and Mrs. Ruskin Golden, were married at the Trinity Lutheran Church in Miles City July 2. They will live in Miles City.

Katherine Reardon and Wayne G. Smith were married in St. Matthew's Catholic Church in Gillette, Wyo., on Aug. 6. The groom is the son of Mr. and Mrs. Donald Smith of Miles City.

Charles J. Strom, retired carman, 74, passed away at his home in Miles City July 23. He had been in failing health for a number of years. He was born at Humboldt, Ia., and came to the Miles City area in 1913. He is survived by his wife, Olive, a son, a daughter, two brothers and seven grandchildren. Funeral services were held in Miles City, with interment in Custer County Cemetery.

Requiem Mass for Jerry J. Clifford, retired locomotive engineer, 85, was said at Sacred Heart Church in Miles City following his recent death in the Custer County Rest Home. He was born in Stockbridge, Wis., and came to Miles City when the railroad was built, having driven the second engine to reach this terminal on the new line. He is survived by his widow, Margaret, a daughter, two sisters and two grandchildren. Burial was in Calvary Cemetery.

Word has been received of the death of John Gray Jr., 56, on Aug. 4 at Spokane. A long time resident of Miles City, he worked in the shop from 1937 to 1948, when he was promoted to foreman and transferred to Raymond, Wash. He moved to Spokane about three years later. He is survived by his wife, five sons, two brothers and a sister.

Mr. and Mrs. W. E. Striker celebrated their 50th wedding anniversary in Miles City in July. Friends, neighbors and relatives joined in wishing them felicitations.

Mrs. Agnes Noctor, 84, widow of James Noctor, passed away in Spokane in early August. She had made her home in Othello since her husband died in 1961.

Mr. and Mrs. Ed Rehn celebrated their golden wedding anniversary with an open house at the Presbyterian Church in Polson, Mont., July 31. Friends and relatives were on hand to wish them well on the happy occasion.

Requiem Mass for Mrs. Carl M. McMullin was said Aug. 29 at the Sacred Heart Church in Miles City. She passed away the previous Wednesday at her home after a brief illness.

"GOLDEN COUPLE." Mr. and Mrs. Emery E. Davis, former Omahans now of Mesa, Ariz., pictured as they were honored recently at an open house in Omaha marking their 50th wedding anniversary. The reception was held at the home of friends they were visiting at the time. Mr. Davis, formerly chief clerk to the general agent in Omaha, has been retired since 1954.



WITH MANY GOOD WISHES. Gifts from co-workers in Chicago marked the recent retirement of D. J. McCloskey, chief clerk to general superintendent of transportation, pictured at an office party in his honor. Presenting them are Q. W. Tropin, general superintendent of transportation (left), and J. A. Kowal, chief freight car distributor. Mr. McCloskey had 46 years of service, starting at the Galewood freight station and as a traveling car agent before transferring in 1942 to the transportation department. Before becoming chief clerk in 1963 he had been in charge of special assignments.



SILVER PASS VETERAN. Marking his 45th year of service, William Gaulitz, veteran boilermaker at Milwaukee Shops, receives a Silver Pass. With him are W. N. Bittner, shop superintendent of the locomotive department, left, and Val Janschutz, foreman of the boiler shop.



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H. F. Lucas Wins NSMA Mark Pickell Award

In a highlight of the 47th annual technical conference of the National Scale Men's Association held recently in Atlanta, Ga., H. F. Lucas, assistant engineer in Chicago, is shown (right) receiving the Mark Pickell Award presented annually to an outstanding scale man. Making the award is Deane F. Laird, president of the Spinks Scale Company, Atlanta. Mr. Lucas has served as chairman of the Railroad Division of the NSMA since it was chartered in 1964. The award recognized also his service on the Constitution, Technical and Earl Curl Award committees, and as chairman of the association's Insurance Committee.



LAST RUN ON "CITY" TRAIN. Lester I. Smith, who made his last trip as brakeman on the City of Portland July 29, is surrounded here by well wishers in the conductor's room in the Chicago Union Station. He retired with 51 years of service, during which he had worked for many years on suburban trains between Chicago and Elgin and more recently on the Arrow and the "City" streamliners. He and his wife Helen will continue to make their home in Elgin. They have a son and daughter and 11 grandchildren.



OBSERVING A 50-YEAR ANNIVERSARY, W. J. Whalen, retired vice president-operation, points to the depot at McGregor, Ia., his headquarters on Aug. 8, 1916, when, at the age of 23 he was appointed a roadmaster—the youngest in the United States. The picture hangs in the office of F. G. McGinn, vice president-operation. Mr. Whalen is the oldest living employee of the railroad to have served in an official capacity that long ago.



WEDDING PORTAIT of Mr. and Mrs. Carl D. Taniges, who were married recently in the First Methodist Church at Savanna, Ill. The bride is the former Joleen Amesquita, a daughter of Marshall Amesquita, D&I Division section foreman at Sabula, Ia., who gave her in marriage. Altogether, the couple had 14 wedding attendants. The groom is employed at the Chrysler Plant in Belvidere, Ill.



SILVER ANNIVERSARY. Observing her 45th year of service on Aug. 1, Elfreda Leathers, assistant bureau head of the statistical bureau in the Fullerton-Southport accounting center in Chicago, receives her Silver Pass from W. C. Wilson, assistant auditor of expenditure. The office force gave a party in her honor at which she received a "purse" and many personal gifts as well. (Schoefernecker photo)

FAMILY VACATION. This reproduction of a color snapshot falls short of conveying the grandeur of Yellowstone Park's Norris Geyser Basin being viewed here by S. F. Tesmer, switching, per diem and interchange inspector of the auditor of equipments department in Chicago, with his wife, daughter and granddaughter.



Home Study Pays Off, First Class

A three-year study of correspondence courses offered by the Cleveland Institute of Electronics paid off recently when Gunther F. Klien, signal draftsman in the Chicago engineering department, was notified that the Federal Communications Commission had approved his application for a radio telephone operator's license. As the holder of a first class license in this field—the first obtained by a Milwaukee Road signals employee—he is now qualified to maintain and repair radio transmitting equipment. Previously he had qualified for the license to maintain and repair radar equipment on ships and airplanes.

Mr. Klien's achievement may be attributed to the fact that before World War II he held the position of signaling engineer, western lines, of the Austrian Federal Railroad. Events that followed the war led him to leave that country's Eastern Zone in 1953 to escape the oppression of the Russian occupation forces. From Western Austria he traveled here to join his sister, a doctor living in Chicago, and entered the service of the railroad the same year. He holds a degree in mechanical engineering from the Institute of Technology in Vienna.

The occasion pictured is Mr. Klien being congratulated on his certification as a full-fledged radio telephone operator by W. E. Fuhr, assistant chief engineer-signals and communications (left), and D. L. Wylie, communications engineer.



HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Adeline Nilsen, daughter of Harlowton Machinist T. Walter Nilsen, was married to Kenneth Wegner on July 30 at Trinity Lutheran Church in Harlowton. Songs were provided by Valerie Wirth.

Alan Hickel, son of Leon Hickel, retired engineer, entered Army service at Fort Lewis, Wash., on July 19.

Retired Carman Les Simpkins passed away at the John Rietz ranch where he was working in his garden. He was born in 1899 at Council Grove, Kans.; married in Hilger, Mont.; ranched at Roy, Mont.; and was a carman at Lewistown and Harlowton.

Roundhouse Foreman J. H. Trapp retired Aug. 31 at Harlowton because of ill health. He had completed 30 years of service, working at Green Bay, Milwaukee, Miles City and Harlowton. A son, Bruce, is special apprentice in Milwaukee in the electrical department.

Mrs. Sam Satake, wife of the former roundhouse employee, passed away, with burial in Harlowton. Sons John and King are foremen with the section, and Jim is a fireman at Three Forks,

Jim Sedgwick, son of Switch Foreman John Sedgwick, gave a really outstanding performance at the annual East-West Shrine game in Great Falls. He has been an outstanding

center for the Harlowton Engineers, and was the only boy chosen from the Southern Conference as an all-star. He and Robert Pemberton, son of Engineer Dick Pemberton, were given the Dean Lucas Award this spring as outstanding athletes.

James Satake was married to Kathleen Dunnigan of Cut Bank on June 13. Jim, a switchman in the Harlowton yards for a number of years, recently transferred to Three Forks in

Opportunities for Assistant Electronics Maintainers

The Signal and Communications Department has continuing need for qualified electronics technicians for challenging work on modern radio communications systems and equipment. If you have a high school diploma, hold a FCC radio-telephone license, first or second class, and would like to work in the electronics field, write or call D. L. Wylie, Communications Engineer, Room 356 Union Station Building, Chicago, Ill. 60606, or telephone CE-6-7600, Ext. 212. An Equal Opportunity Employer.

road service. They are making their home there.

Doug Nissen, son of Conductor E. V. "Butch" Nissen, captured the state class B record in the 50 yard free-style swimming event at Choteau, Mont., beating the old record of 28.4 seconds by .4 seconds. He also established marks in the 50 and 100 meter free-style events for his age group in a meet the following week in Chinook, Mont. His instructor was Doug Yates, son of former carman Pat Yates.

The new foreman at Harlowton roundhouse is J. A. Girard of Deer Lodge, and more recently of Western Avenue. Jim has been with the Milwaukee for 20 years. He and his lovely wife have two children, Jim and Jan, 8 and 13 respectively.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT —CAR DEPARTMENT

Richard D. Andrews, Correspondent

Ben Matusek, former carman welder in the freight car shop, and Joseph Prelec, former layout man in the forge shop, have accepted jobs as technical inspectors in the test department.

Tom Zdravil, timekeeper, left the railroad Aug. 16 to take an administrative position in a New London, Wis., hospital. His many friends in the shops will miss him and wish him the best of luck in his new job.

Bob Winter, former air brake foreman, has been appointed assistant superintendent of air brakes, and C. E. Pollock is now air brake foreman. Leo Kuokkanen is the new foreman in the wood mill; Art Grube is now foreman in the passenger shop, replacing Harvey Klind, retired; and Marty Porubcan is passenger foreman, replacing Einer Nelson who also has retired. G. A. Wendt is the new passenger car foreman, replacing G. J. Billy, retired. "Rotsaruck" on the new jobs!

Tinsmith Art Sweitzer and his wife took the Shrine Tour to Hawaii and had a wonderful time. Sorry, Art, no grass skirts allowed in the shops . . . fire hazard, you know.

A. Zimmerman, tractor driver in the passenger shop, suffered a stroke and, at this writing, is convalescing in a hospital.

"Molly" Marino, related by purchase to Freight Shop Clerk Ted Marino, is recovering from a major operation. No flowers, please; just send dog biscuits. Molly is the family pooch.

Did you know that Dwight Reynolds, clerk in the forge shop, is also a "fire-eater" for the Franklin volunteer fire department? In addition, he does a bit of parachuting. Happy landings, Dwight.

For those men in the Army Reserve, or those wishing to join, the 757th Transportation Battalion (Railway Shop), sponsored by the Milwaukee, still has openings for qualified railroad personnel. Contact the writer at

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extension 405 for further details.

Sympathy was extended to the family of Joseph Domoracki, welder in the forge shop, who died on Aug. 5.

Jack Sands, assistant shop superintendent, put his "T-Bird" in semi-retirement and is now sporting a 464-cube Riviera.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

The Hiawatha Service Club picnic was a success in spite of an all-day moisture Aug. 21, so says Picnic Chairman Henry Ondrejka.

Machinist Robert Buege transferred to the test department recently.

Retired Machinist Joseph Hart passed away Aug. 27.

Machinist Adam Richter retired in August after many years of faithful service.

Machinist Warren White will transfer to Austin, Minn., as a supervisor.

Russell Tice, second shift foreman, wheel shop, passed away Aug. 29.

Chief Clerk William Klar, locomotive department office, has returned to Missoula, Mont., to accept a job in the claim department. John Macht has taken over his duties.

The Hiawatha Service Club will hold its fall dance on Oct. 15 at the North Avenue Auditorium and Chairman William Whitson is looking for a big turnout.



FIFTY YEARS OF MARRIED LIFE are being celebrated here by the F. Percy Charters. Mr. Charters is a retired Milwaukee Shops machinist who started with the Road in that capacity at Montevideo, Minn., in 1912 and transferred to Milwaukee in 1926. He retired with 47 years of service.

Terre Haute Division

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

Mr. and Mrs. Elmer Jenkins celebrated their 50th wedding anniversary on Aug. 21. Mr. Jenkins, a native of Clay City, was a conductor on the division for 37 years before retiring in 1951. He and the former Muriel Page of Sandborn were married there in 1916 at the Christian Church. A covered dish dinner was held in their honor at the Clay City Park shelter

Carloadings

JANUARY-SEPTEMBER 1966 COMPARED WITH SAME PERIOD IN 1965

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED	NUMBER OF CARLOADS			
		NINE MONTHS		INCREASE	
		1966	1965	1966 over 1965	% of increase
12.8%	Grain	84,300	66,390	+ 17,910	+ 27.0%
10.1	Lumber or dimension stock...	44,493	42,565	+ 1,928	+ 4.5
5.8	All Other Paper or Allied Products	47,567	43,488	+ 4,079	+ 9.4
3.9	All Other Wood Products (incl. plywood)	21,866	20,974	+ 892	+ 4.3
3.8	Stone, Clay, or Glass Products	34,734	33,586	+ 1,148	+ 3.4
3.3	Coal	58,314	52,893	+ 5,421	+ 10.2
3.3	Motor Vehicles	11,979	11,466	+ 513	+ 4.5
3.0	Meat (Fresh, Chilled or Frozen)	28,055	23,827	+ 4,228	+ 17.7
3.0	Grain Mill Products	42,572	41,694	+ 878	+ 2.1
2.9	Nonmetallic Minerals; Except Fuels	45,687	43,781	+ 1,906	+ 4.4
2.4	Pulp or Pulp Mill Products ...	13,183	11,856	+ 1,327	+ 11.2
2.3	Industrial Chemicals	14,559	11,055	+ 3,504	+ 31.7
2.2	All Other Chemicals or Allied Products	20,404	18,890	+ 1,514	+ 8.0
2.1	Freight Forwarder & Shipper Assn. Traffic	26,880	24,128	+ 2,752	+ 11.4
2.0	Waste or Scrap Materials ...	19,022	16,113	+ 2,909	+ 18.1
1.9	Canned Fruits, Vegetables and Seafoods	18,948	17,383	+ 1,565	+ 9.0
1.9	Malt Liquors	18,080	17,891	+ 189	+ 1.1
1.9	Fabricated Metal Products ..	14,147	11,842	+ 2,305	+ 19.5
1.8	Primary Forest Products	42,176	40,819	+ 1,357	+ 3.3
1.4	All Other Machinery (Except Electrical)	7,564	7,035	+ 529	+ 7.5
1.3	Farm Machinery or Equipment.	12,250	11,983	+ 267	+ 2.2
1.3	Electrical Machinery or Equipment	8,855	7,673	+ 1,182	+ 15.4
1.0	Soybeans	8,199	7,372	+ 827	+ 11.2
.8	Potatoes (Other Than Sweet).	6,156	5,949	+ 207	+ 3.5
.7	Coke, Oven or Blast Furnace Products	7,742	6,902	+ 840	+ 12.2
.4	All Other Farm Products (incl. Sugar Beets)	4,622	3,985	+ 637	+ 16.0
4.1	All Other Carload Traffic ...	44,256	38,254	+ 6,002	+ 15.7
81.4%		706,610	639,794	+ 66,816	+ 10.4%
loading of these commodities DECREASED	in 1966 under 1965	NINE MONTHS		DECREASE	
		1966	1965	1966 under 1965	% of decrease
3.8%	Primary Iron or Steel Products.	25,700	27,424	- 1,724	- 6.3%
3.3	All Other Food Products (incl. Sugar)	23,106	23,905	- 799	- 3.3
3.0	All Other Transportation Equipment	24,802	25,967	- 1,165	- 4.5
2.7	All Other Primary Metal Products	15,697	16,487	- 790	- 4.8
2.0	Petroleum, Natural Gas or Gasoline	20,195	21,671	- 1,476	- 6.8
1.1	Dairy Products	8,157	9,780	- 1,623	- 16.6
.8	Fresh Fruits and Vegetables ..	8,862	10,095	- 1,233	- 12.2
.7	Beverages (Except Malt Liquors)	6,845	6,997	- 152	- 2.2
.5	Metallic Ores	4,308	5,430	- 1,122	- 20.7
.4	Livestock	3,783	3,796	- 13	- .3
.3	Small Packaged Freight Shipments (LCL Mdse.) ...	331	13,487	- 13,156	- 97.5
18.6%		141,786	165,039	- 23,253	- 14.1%
100.0%	Total (Includes LCL Mdse.).	848,396	804,833	+ 43,563	+ 5.4%
	Total (Excludes LCL Mdse.).	848,065	791,346	+ 56,719	+ 7.2%

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SAFE BRAKING!

house on Aug. 21, followed by a program of movies and accordion and violin music.

Ora Reed, retired engineer, died July 10. He retired in 1953 with 37 years of service. Surviving are his wife, Edith; a son, Alvin, of Clinton, Ind.; two sisters, a grandchild and two great-grandchildren.

Fireman Claude Baird died July 17. He had 21 years of service. He was a member of the First Christian Church at Clinton, the F&AM, Scottish Rite and Oddfellows. He is survived by his widow, Muriel; two sons, Eugene of Phoenix, Ariz., and Charles of El Paso, Tex.; three brothers, two sisters and two grandchildren.

Retired Engineer Edgar E. Dove, father of Engineer Sheldon Dove, died Aug. 10 at Jasonville, Ind. He retired in 1960 with 41 years of service. He was a member of the American Legion and the Evangelical United Brethren Church. He is survived by his widow, May; three sons, Homer and Sheldon of Jasonville and Sergeant of Loogoo-tee, Ind.; a sister, five grandchildren and six great-grandchildren.

John O. Stewart of St. Bernice, retired carman, died Aug. 20. He was a member of the First Baptist Church and a veteran of the peacetime Navy. He is survived by his wife, Media, two sisters, two stepsons and five step-grandchildren. Burial was in Rose-lawn Memorial Park at Terre Haute.

Mrs. Lola Creal Abbott, widow of Terre Haute Carman Loren Abbott, and her daughter Jane, who have been gaining reputations in the writing field, heard recently from Rome that their poetic works will appear in an anthology to be published there in October by the Centro Studi E. Scambi Internazionali, a cultural organization, which has conferred honorary memberships on them. The book will have world-wide distribution. A new essay entered by Miss Abbott in the International Literary Competition in South Carolina won a place in the anthology for 1966, others have been published by the New Atheneum Press in Florida and the Indiana State University Alumnitemps, and one about the Black Horse Troop of

Fred E. Austerman

FRED E. AUSTERMAN, chief engineer of the Chicago Union Station Company, who was employed by The Milwaukee Road as an assistant engineer before he joined the station staff, died Aug. 18 in the Oak Park (Ill.) Hospital after an illness of several months. He was a former president of the Maintenance of Way Club of Chicago and had been a railroad engineer for more than 40 years.

Services were held in the First Methodist Church of Irving Park in Chicago, with interment in Milwaukee. Surviving are his widow, Hazel, a daughter, Mrs. Jerry Patterson, and two grandchildren.

Culver Military Academy was used by that school as a mailing piece.

During the past three years the writings of the two women have appeared in 15 anthologies, and other of their works will appear shortly in anthologies to be released by the Prairie Press of Illinois, the American Poets Fellowship Society, and the Magazine "Poet," published in Madras India. The forthcoming volume "Indiana Lives," Hoosier "whose who," will also feature their biographies. They were recently named "Citizens of the Day" by radio station WAAC. Jane is a member of Broadcast Music, Inc., in New York City.

Fireman Jerry W. Gibbons, now an Army private at Fort Jackson, S. C., recently completed the light vehicle driver training course for the operation and maintenance of military vehicles. Jerry is the son of Engineer Warren W. Gibbons of Clinton, Ind.

Aberdeen Division

EAST END

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

When you want a good fast game of cards, there's nothing like the bridge decks put out by The Milwaukee Road. That's the contention of some of our retired people who enjoy a game. Recently Retired Engineer Chris Standard of Youngtown, Ariz., stopped by to say hello and to lay in a supply of decks to take back with him.

New faces on the East Aberdeen brakemen roster are Monty Todt, Glen Roder (son of Switchman Red Roder), Bruce Marsh and Roger Funk (son of Conductor Charlie Funk.)

Brakeman Charles Jurek was a victim of the Fourth of July week end. He was killed in an auto accident near his home at St. Cloud. Charles was single and 24 years old . . . Retired Agent Foster Beck died June 29 after a long illness. Foster had retired as agent at Wheaton last October. He was a brother of Agent Jerry Beck at

(Continued on page 24)

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FORE! A. W. Hallenberg, assistant chief mechanical officer, displays the Publishers' Trophy awarded to him recently as the winner of the blind bogey in a golf tournament sponsored by the Union League Club railway supply group at the Knollwood Country Club in Chicago. He also received the smaller personal trophy. The tournament is an annual event, and the Publishers' Trophy is passed on each year, with the name of the previous winner engraved on it.

45-YEAR CARSCOPE VETERAN Ferdinand (Ferd) Kranz, right, receives a Silver Pass with the congratulations of Q. W. Torpin, general superintendent of transportation. All of his service has been in Chicago, starting in 1912 in the telegraph department, from which he switched to the car accounting department in 1924. He has been employed in Carscope, the railroad's centralized service bureau in the Union Station, since it was established in 1959, and has been chief clerk since 1963.



RETIRING WITH A SILVER PASS for completing 45 years of service, Emily (Gannon) Trezek is shown, center, with her co-workers in the auditor of passenger accounts office in Chicago. From left are Audrey Schmidt, Charles Vogt, Harry Simon, Ray Hackell, Lillian Fraser, Richard Boris, Ann Gibbons and Bill Tidd. Emily is the daughter of the late John Gannon, former chief clerk to the assistant comptroller.



APPRENTICESHIP GRADUATES. Ronald Graewin and James Zingler, left and right center, respectively, who recently completed their apprenticeship as machinists in the mechanical shop at Tomah, Wis., receive their diplomas with the congratulations of Shop Superintendent F. J. Reese, left, and Shop Foreman Otis Thompson. They were commended also for having shown outstanding ability in their training programs.



GOLDEN ANNIVERSARY. Mr. and Mrs. John Todd of Harlowton, Mont., celebrating the 50th anniversary of their marriage on July 17, cut a beautiful wedding cake made by their daughter in Great Falls. Mr. Todd, a retired machinist, is one of our western pioneers, having worked for the Wells Fargo Company and homesteaded in the old mining town of Copperopolis before entering railroad service. A son-in-law, Victor Sedgwick, is a Rocky Mountain Division engineer. (Schmeling photo)



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(Continued from page 22)

Ortonville and Agent Willard Beck at Olivia . . . Engineer LeRoy (Gog) Johnson died July 18 at the age of 53 after a long illness. He was a passenger engineer at the time he became ill last February.

Engineer Art Raffelson, who became ill in July, is improving after a series of treatments at University Hospital. Retired Engineer Fred Redel, who has been hospitalized since last December, is now a resident of Luther Haven in Montevideo.

Engineer Warren Sanford has received a three-gallon pin from the Red Cross Blood Bank.

Engineer Ward Halverson and his wife are back from a 7,750-mile trip up the Alcan Highway into Alaska. The road is paved to Dawson Creek and after that, it's gravel for 1400 miles. When you meet a 50-car Airstream caravan, you find out what DUST is made of. Among the interesting experiences was floating down the river on a raft and fishing in primitive country.

Trainmaster J. J. Schwantes and his family, who are ardent canoeists, enjoyed their vacation in northern Minnesota's canoe country: Superior National Forest and along the Gunflint Trail. In spite of bloodthirsty mosquitos, a swamped canoe now and then, deer flies and some grueling portages, they all came back full of enthusiasm—and with some beautiful colored slides.

Your Correspondent visited the Amana Colonies in central Iowa on her vacation and enjoyed the quaint Pennsylvania Dutch atmosphere and friendliness of that area. A boat trip into the Dells of the Wisconsin River was delightfully cool.

There was a special school for children of migratory workers in the Montevideo area this summer. One warm day, some 50 children and their instructors came down to see train 263 pull into town, change crews, and thunder off into the west. The big diesels and the long string of cars made quite an impression on the kids. They got a talk on safety around the railroad and were given safety pencils

SERVICE PASSES AWARDED

Gold 50-Year Passes

Beck, S. A., agent-----Ortonville, Minn.
Brown, Earl J., engineer-----Bensenville, Ill.
Costello, J. G., engineer-----Richfield, Minn.
Dvorak, B. P., agent-----Cedar Rapids, Ia.
Hopewell, G. E., conductor-----Terre Haute, Ind.
Hunter, C. W., agent-----Fonda, Ia.
Krause, W. F., bureau head -----Chicago, Ill.
Meyers, W. H., switchman-----La Crosse, Wis.
Roderick, Raymond, engineer-----Milwaukee, Wis.
Wager, Joseph, division clerk-----Evanston, Ill.

Silver 45-Year Passes

Albrecht, R. W., asst. paymaster----Glenview, Ill.
DeVoe, Bruce, agent-----Perry, Ia.
Gallagher, A. V., bureau head-----Chicago, Ill.
Gaulitz, Wm., boilermaker welder-----Brookfield, Wis.
Hahn, A. F., gatemen-----Milwaukee, Wis.
Kranz, F., chief clerk-Carscope----Chicago, Ill.
Lande, C. J., switchman-----Green Bay, Wis.
Lonseth, L. O., chief revising clerk-----Sioux City, Ia.
Sowle, E. H., paymaster-----Chicago, Ill.
Spinoso, Peter, laborer-----Savanna, Ill.

and a package of M&M's for refreshments by the yard office force.

Frank Petrick, retired agent of Clinton, Minn., passed away Aug. 20 of a heart attack at the age of 87. Frank started working for the railroad in 1900 and spent his entire 45 years at Clinton, retiring in 1945.

Ole Mjunes passed away Aug. 15 at Luther Haven at the age of 90. He had retired on his 65th birthday after being a machinist helper over the years.

Dale Gilhoi, the son of Agent Art Gilhoi at Granite Falls, was married recently at Central Lutheran Church in Minneapolis to Cynthia Strom, who has been a mighty busy young lady. The day before the wedding she sang the role of Marietta in "Naughty Marietta", a St. Paul opera production, and she arranged her marriage to fit the opera date so that out of town guests could take in both events. Then it was necessary to hurry back from the honeymoon so she could again sing in a performance a week later. She will teach at Richfield this fall and Dale will complete his studies at Luther Seminary.

Chicago General Offices

TRAFFIC DEPARTMENT

Trudy Rogde, Correspondent

On July 22 Donna Marie Wayne brightened up the general freight department office with the sparkle on her left hand. She and Tom McGinley, formerly of the general freight department and now chief clerk in the traffic office at Los Angeles, became engaged on July 21. A double wedding in the spring is planned for Donna and her sister, Barbara Ann.

Marie Giurato was the guest of honor at a "farewell" dinner held July 29 in the Fred Harvey Canterbury Room in the Union Station by the girls of the office. Marie, who had worked in the general freight department for two years, is now working in the real

The Milwaukee Road Magazine



Miss Brenda Morgan, supervisor of the Peace Corps field trip (seated), with Hindi language instructors who accompanied the trainees.



The refreshment break hits the spot—hamburgers and toasted buns hot from the griddle, coffee, milk, and yummy home made cakes.

The Women's Club at Aberdeen Salutes the Peace Corps

SIXTY members of the Peace Corps who detrained from No. 15 at Aberdeen, S. D., on July 31 en route to the Standing Rock Indian Reservation were greeted with open handed hospitality by The Milwaukee Road Women's Club. When the train pulled in shortly after 1 A.M., six wide awake hostesses were at the station to serve the travelers a snack of hamburgers and home made cakes, along with hot coffee and cold milk, before they boarded buses for their destination.

The group—45 trainees accompanied by 15 instructors from the Peace Corps Training Center at the University of Wisconsin-Milwaukee—was equipped with tents, sleeping

bags and other gear for a two-week stay in small Indian communities where the trainees would have an opportunity to observe customs of rural living unfamiliar to many of them. The field trip was part of an intensive summer program designed to prepare them for health and nutrition work in India after graduating from their respective colleges next year.

To continue their training, language tapes and other instructional aids will be sent to them during their senior term at college. Upon graduating, they will begin two-year assignments with the poultry industry in northern India.



On the reception committee are, from left: Mmes. George Meier, E. J. Lyman, Ed Hatzenbuhler, Harry Walter, Fred Schriever, and Darrell Goodspeed, president of Aberdeen Chapter of the Women's Club.

estate and industrial development department.

On Aug. 30 a dinner was held in the Canterbury Room also for Nancy Fortin, who, after working in the general freight department for a year, followed Marie to the real estate and industrial development department.

On Aug. 1 we welcomed Janis Ansell to the general freight department office staff, and on Sept. 1, Mrs. Kathy DeMatteis from Seattle.

Werner B. Fisher, assistant freight traffic manager, retired on Aug. 31 after 47 years with the railroad. Mr. Fisher joined the Milwaukee in 1919

as an office boy and held various clerical positions in the general freight department until his appointment as chief clerk in the coal department in 1940.

He was appointed chief clerk of the general freight department in 1956 and assistant general freight agent-Chicago in 1957, transferred to Seattle as assistant general freight agent on July 1, 1958, and promoted to general freight agent there on Nov. 16 of that year. On Dec. 1, 1961, he returned to Chicago as general commerce agent, and on Jan. 1, 1964 was appointed assistant freight traffic manager, the

position he had at the time of his retirement.

Although Mr. Werner Bormann Fisher will be missed by all, we in the general freight department extend our heartiest congratulations and very warm wishes for a full and happy retirement.

Sympathy was extended to Joseph C. Mulcare Jr. and family on the death of his father, who passed away on Aug. 28.

Mrs. Joseph E. Marshall, wife of the retired traffic manager, died Sept. 6 in a hospital at Stanwood, Wash., after a long illness. Surviving, in addition to

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her husband, are two sons. The Marshalls had made their home on Camano Island west of Stanwood since Joe retired several years ago as traffic manager in New York City.

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Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

On Aug. 18, Mr. and Mrs. Samuel Carlson welcomed their first child, James Michael, at Swedish Covenant Hospital, Chicago. Until her retirement, Grace was secretary to P. J. Walsh, MMTC supervisor of safety and personnel.

Bob McElligott Jr., rate clerk, is now stationed with the Army in Thailand. According to his letters, Bob is doing as much sightseeing as possible in his free time, but he definitely doesn't plan to make the Army his career.

Lynn Hawkins, who until her marriage was secretary to J. A. Poer, MMTC controller, is back with the MMTC while she awaits the return of her husband, Jim, from Vietnam. Jim has seven more months to serve with the Army, and Lynn and their five month old son, Danny, are living with Lynn's parents until his return.

Bill Hazelwood, MMTC clerk, has left our company to move to California. We all hope that Bill will find success and happiness in his new location.

Don Miller, assistant manager of piggyback services, caught a 10-pound catfish on his recent vacation. Don was determined that nobody was going to accuse him of telling a fish story, so he tried to bring his catch home in his ice cooler. The fish was frozen and it was just a little too long to fit, but Don managed to get it in—only he broke the hinges off the cooler.

Scott Solvie, son of Gene Solvie, manager—piggyback services, was robbed of a home run by a most unusual catch. Scott is first baseman for the American Division Sox in the Hoffman Estates Athletic Association's major league. During a recent game he drove what looked like a homer deep into center field. The ball lodged between the slats of a snow fence used by the Association for an outfield fence, and it stayed there. The ruling was that it was a ground rule double. Although he lost his homer, Scott's double drove in the first runs of the game and his team went on to win the game by a score of 6 to 3.

Mary Baeten, daughter of Mr. and Mrs. Francis Baeten (MMTC equipment accountant), married Robert Marshall on Aug. 4 at St. Matthew's Church, Green Bay, Wis. The young couple are now residing in De Pere, Wis.



SHOWERED WITH GOOD WISHES from the Chicago engineering department force, Linda Pucci, secretary to bridge engineer, is shown with B. J. Ornburn, assistant chief engineer-structures (left), and N. E. Smith, bridge engineer, as the surprised guest of honor at a cake and coffee party preceding her marriage on Aug. 27 to Richard Heffernan of New York City. Mr. Heffernan is a management consultant there.

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BEARINGS

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Joe Kunovich, one of our former office boys, left for the armed forces in July.

We welcome our new office girl, Mara Puccie, who came to us from the central typing bureau on the fifth floor. John Machulis, our previous office boy, left us for a new position in the office of auditor of passenger accounts.

We also have a new man in the joint facility bureau, Louis Corsiglia. Lou came to us from the auditor of passenger accounts office.

Randy Bonnom, the son of M. W. Bonnom, assistant auditor of valuation, is going to receive an Eagle Award from the Boy Scouts.

The Milwaukee Road Magazine

Michael Sol Collection

Retired Wausau Carman, 90, Rates as Historian

By Mildred Conklin
Secretary to Trainmaster, Wausau, Wis.



Otto Zander still mows lawn at 90.
(Wausau Record-Herald photo)

CUTTING the grass at 90—his age, not the temperature—Otto Zander, a retired carman, was featured recently in the *Wausau Record-Herald* as one of Wausau's oldest citizens and an authority on the history of the area.

Reminiscing on his 90th birthday, he recalled that he and his wife were sub-

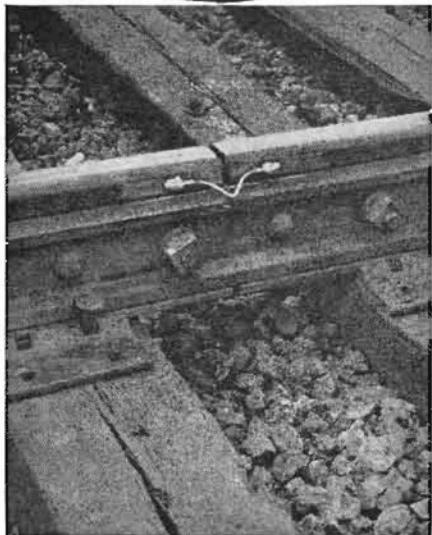
scribers to the paper's first edition in 1907.

Otto, born in Germany, sailed to the United States with his parents when he was 4 years old and, having lived in the area all of his life, has seen Wausau grow from a small logging town to a thriving city. On his own since he was 13, when his father was killed in an accident, Otto worked in logging camps and paper mills until he entered the service of The Milwaukee Road in 1914. He retired in 1943, but still retains membership in the carmen's Brotherhood. After he retired he did part time work and odd jobs, but at 78 finally "called it quits."

A widower—Mrs. Zander died this year at the age of 86—Otto takes care of his own home, mows the lawn, cooks his meals, and enjoys long walks. He drove a car from 1921 until 1962 without ever having an accident, but then gave up driving when he found he no longer needed a car. However, he passed his last written driver's test with a 100 per cent rating.

As a historian, no one can argue dates with Otto. He can tell when every hospital, church, factory, school and public building in Wausau was built. Backing up his keen memory, he has it all written down in a little book.

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1958. He is survived by his widow and five children.

Sympathy was extended to Chester Miller, superintendent of automotive equipment, whose father passed away at Moberly, Mo., on Aug. 9.

In the last issue of the Magazine we gave the address of W. F. Ingraham, retired superintendent, as 276 Sierra Vista Avenue, care of Julia Sanatorium, Mountain Home, Calif. We regret that we were incorrectly informed regarding his address. Mr. Ingraham's correct address is 276 Sierra Vista Avenue, care Julia Sanatorium, MOUNTAIN VIEW, Calif. 94040.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Michael Buty of this office took Cheryl Cyr as his bride on July 23 in St. Andrew's Church. A reception was held at Blasetti's Restaurant, and they honeymooned at The Wagon Wheel in Beloit.

Anthony Gagliano of the interline bureau claimed Angie Buzane as his bride at St. Bonaventure's Church on

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CELEBRATES 98TH BIRTHDAY. Thomas W. Proctor, retired assistant freight traffic manager, and his wife are here enjoying the garden of their home in Hot Springs, Ark. (603 Ramble St.). Mr. Proctor is the company's oldest retired officer, having observed his 98th birthday on June 22. The picture was taken by Mrs. Doris Healy Martin, retired Chicago passenger traffic department secretary, who once worked for Mr. Proctor. The Martins stopped by for a visit this summer en route to their home in Fort Lauderdale, Fla.



Aug. 20. Their reception was held at the Diplomat Restaurant in Chicago, and they spent their honeymoon touring the New England states and Canada.

Nice having Myrtle Freitag and Marge Wagenknecht back in the fold, both having been on furloughs due to illness.

We were all saddened by the deaths of Aaron Melick and Tony Rocco. Our deepest sympathy was extended to their families.

Congratulations on New Arrivals: Louis and Joy Reitmeier welcomed Baby Karl on Aug. 25. Joy worked in the central computing bureau, as did Cheryl Jensen, whose little Robert Jr. was born on Sept. 2.

ENGINEERING DEPARTMENT

Contributed by Janice M. Morsi
Signals and Communications

Milton J. Vicks, signal foreman, passed away at the Jane Lamb Hospital in Clinton, Ia., Aug. 28. Milt began his 29 years of service in 1937 in the line crews and later was a wireman in the signal crews. In 1942 he was promoted to signal foreman.

Don Ziemann, draftsman in the communications department, while cleaning out his summer home in Loretta, Wis., found a 1920 Evinrude outboard motor. After having it appraised he learned that the antique motor was valued somewhere around \$300.

Communication Foreman E. R. Robinson, lines west, resigned from railroad service Aug. 19 . . . R. G. Doucette was promoted to communications electronic maintainer at Milwaukee . . . Ray Brown was promoted to inspector in the communications department with headquarters at Chicago . . . M. E. Nimbar was appointed to the position of assistant supervisor relay offices and data transmissions with headquarters at Chicago.

Welcome to L. D. Ashford, C. M. Piper and R. L. Hicks in Jack Pillard's crew . . . R. A. Manthy and R. M. Roth in Phil Tocke's crew . . . M. J. Johnson and T. L. Rapp in Foreman Peterson's crew . . . D. R. Rossing in Lloyd Rounsky's crew and Randy Baker in R. L. Eggen's crew.

Bill Albright, signal draftsman, left railroad service to join the Air Force. He began his basic training at Lackland Air Force Base in Texas and will be sent to school when this training is finished.

Welcome to Keith Spiegelhoff who was appointed signal draftsman. Keith was working with Special Signal Maintainer George Aird at Tower A-5 before coming to this office.

We are happy to hear that Signal Foreman Lenny Lundberg is now back at work after a long absence due to illness . . . and that Draftsman Hans Stoneberg is now out of the hospital. We hope to see him "back in the swing of things" shortly.

FREIGHT CLAIM DEPARTMENT

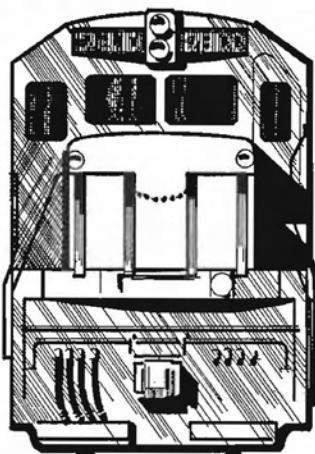
Ervin Zielke, Correspondent

Dave Miller resigned from his clerical duties in our record department to take up a teaching assignment in the school system.

Adjuster Pete Church and his entire family are quite proud of Pete's younger brother Lenny, who has been pitching the last three years on the Chicago Cubs minor league team. Len, a 24-year-old righthander, achieved his ambition to pitch for the major league team the first week in September. He is a graduate of Lane Tech High School, the same school that sent Phil Cavaretta to the Cubs, and was signed up in the summer of 1963 after he had attended Wright Junior College for two years.

Pete's father was a semipro pitcher in Chicago and St. Paul until he hurt his arm and had to quit, and started Len when he was 6 by playing catch with him in the backyard. Len made all the stops as he grew up—Little League, Pony League, Babe Ruth League, high school baseball, and the Wright Junior College team. This isn't his first time with the Cubs, however. At age 11 he made his first appearance as a pitcher with a Cub team in a boys league at Thillens Stadium, and pitched a no-hitter.

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RIVER PILOT. C. W. "Cap" Capron, chief clerk in the office of communications engineer, Chicago, shown (right) aboard the 38-foot houseboat the Caprons and two other couples chartered this summer for a cruise of the Upper Mississippi. The land-lubbers took turns standing watch, and were practically "old salts" by the time the trip ended. "Cap" recommends the cruise highly for a memorable vacation.

Those shiny new keys on Lou Arnone's key ring belong to a 1966 Ford. Lou's wife, Lorraine, held the lucky number at a raffle at the Back of the Yards Fair on Aug. 1.

Get well wishes were sent to James Liewald and Andy Anderson, retired freight claim employees who are hospitalized at this writing.

Sympathy was extended to Adjuster Chuck LaRue, whose brother Arthur passed away Aug. 8.

Marshall Adams and Dean Bianucci were welcomed as new employes in the department.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

There have been a number of changes in our office recently. Erna Hendrickson has gone to the office of the auditor of freight accounts and overcharge claims; Eleanor Hansen to the assistant auditor of expenditure office; and Jerrie Horn transferred from the reclaim bureau to the foreign car record bureau—we're glad she stayed with us. From the keypunch section we welcome Jackie Hoffman, Helen Kaeseberg, Elisabeth Meyer and Edith Clemmons.

Joe Kunovich left for military service on Aug. 1. Ken Frederickson airman 3rd class, was home on 30-day leave, following basic training at Lackland Air Force Base, Ken paid us a short visit on July 12 and said he was so glad to be back in Chicago and see some green—he had almost forgotten what trees look like. He will be stationed in Germany for a year and a half.

John O'Malley of the Marines visit-

ed us July 27 and by now is very likely in Vietnam. Frank Chereck came in Aug. 26 and, following his leave, will be at Fort Hood, Tex.

We are glad to have William Rosenka back after several weeks' illness.

Ernestine Harrer is home convalescing after minor surgery; we expect her back with us before long.

Joan Anderson is progressing nicely, but her doctor insisted that she extend her leave another month.

Lorraine Lindholm is on maternity leave; her baby is expected in early November.

Stephanie Stecki, who formerly worked in the local car record bureau, and her husband are the proud parents of a baby girl, born May 13.

Elsie Vehlow had a wonderful vacation in Hawaii. She went there 15 years ago by ship, the *Lurline*; this trip she went by plane, giving her 15 days for visiting all the islands. A friend in Kona drove her all over that island, on which is the Rockefeller Hotel which Elsie says is beautiful beyond description. Honolulu is like Miami Beach—hotels and people—with no longer the beautiful scenery she enjoyed there last time.

Dorothy Robertson had two delightful weeks at Lake Louise, Canada.

Harry Trickett, his wife and daughter spent a most enjoyable week in Salt Lake City. They visited the Mormon Tabernacle for an organ recital. The temple is enormous, yet the acoustics are so perfect that a pin dropped up front can be heard in the back. The home of Brigham Young, founder of Salt Lake City, is now a most interesting museum. They did not like Salt Lake itself—it's too smelly.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Good luck and best wishes to Margaret Windt, who resigned recently after 24 years service. She took a job nearer her home so she could be closer to her aged mother.

Ann Richards Prentiss, retired and now living in Hendersonville, N.C.,



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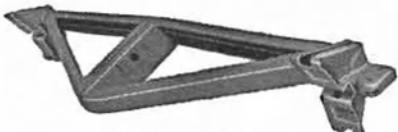
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paid a visit to the office and, from all reports, looked as happy and charming as ever.

Pete Diedrich and Ed Boyce, retirees formerly of the shop timekeeping bureau who both now live in Florida, visited us and were brown as berries. The climate certainly agrees with them.

Congratulations to Bureau Head Ed Villella of the bookkeeping bureau and his wife, Betty, on the birth of a son who has been christened David Kyle, and to Al Elwart, bureau head of shop timekeeping, and his wife, Rose, on the birth of a daughter, Lisa Mary.

Best wishes for a long and happy marriage to Judi Mueller, clerk in the miscellaneous timekeeping bureau, and Michael Kryskyniak, who became "Mr. and Mrs." recently.

Deepest sympathy to Doreen Freitag, clerk in the audit section of the bill and voucher bureau, on the loss of her husband, and to Frances Meyers, clerk in the same bureau, on the loss of her mother.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

George Keefe, engineer on C&M 82-263, made his last run on Aug. 31. George, who retired at 65, had put in 43 years as a fireman and engineer. "Klinker," as he was called when firing, and "Rubberknuckle," after he got to be engineer, was feted at a retirement party on Aug. 22 at Cassidy's Hall on Bluemound Road in Milwaukee. He was given a rod and reel so he can catch some big ones while he and his wife relax in their new trailer home up in Lily, Wis.

The division suffered three untimely deaths of late, namely those of Conductor Larry Kreps of Deerfield, Engineer Harvey Reiss of Milwaukee, and Yardmaster Jim Graham of Racine. Sympathy was expressed to their survivors.



George Keefe, engineer on the C&M runs of trains 82 and 263, leaves Milwaukee for his last trip in 43 years of service.



MARKING 50 YEARS OF SERVICE, Mary Oehm, clerk in the statistical bureau of the auditor of expenditure's department in Chicago, is shown as the guest of honor at a large office party as she was presented with a Gold Pass by W. C. Wilson, assistant auditor of expenditure. She also received a gift of money and many individual gifts from friends. (Schoefernecker photo)

Iowa Division

MIDDLE AND WEST

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

R. L. Martin was named superintendent of the Iowa Division, effective July 16. Mr. Martin had been assistant superintendent with headquarters at Marion, Ia., previous to his appointment as superintendent.

Mrs. Blanche Small, 78, of Panora, passed away July 30. She was the mother of Elston Small, section foreman of Lohrville. Services for Mrs. Small were held at the First Methodist Church in Panora, with burial in the Yale Cemetery.

Retired Locomotive Engineer E. C. Hullerman passed away at Algona, Ia., on Aug. 5. Funeral services were held at St. Patrick's Church in Perry, with burial at Perry. Mr. Hullerman retired from the Milwaukee in 1948. He started his railroad career at Sabula in 1898.

L. R. Santee, 68, passed away at the Dallas County Hospital in Perry on Aug. 25. He started his railroad career in 1918, and was a freight conductor on the Des Moines Division at the time of his retirement in 1962. Funeral services were held in Perry, with burial in Violet Hill Cemetery there. Masonic services were held at the Fouch Funeral Home.

B. C. Spurgeon of Perry passed away Aug. 24 at Mercy Hospital in Des Moines. Funeral services were held at Perry. Mr. Spurgeon was the father-in-law of Glen Guinn, general clerk in the superintendent's office at Perry.

The Milwaukee Road Magazine

Michael Sol Collection

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Diane Louise Faber, daughter of Operator and Mrs. C. E. Faber, Fulton, Ill., became the bride of Owen L. Bouma recently in the First Christian Reformed Church in Fulton. A reception followed in the church parlors. After a wedding trip to Colorado and other western states, they are making their home in Ocheyedan, where Mr. Bouma is principal of the Ocheyedan Christian School.

Yard Clerk and Mrs. Jack F. Everhart, Savanna, observed their 25th wedding anniversary recently. They are the parents of one daughter, Jackie, who will be a senior this fall at Savanna Community High School. A family dinner was held at Terrapin Ridge Manor in their honor.

Mrs. William Myers, widow of for-

mer police officer at Savanna, passed away in the Savanna Hospital July 15 at the age of 90. She is survived by a sister with whom she made her home; and a nephew, Bob Tuite, of the Chicago traffic department.

Retired Traveling Engineer Carl Sodergren, Minneapolis, passed away there on July 17. Surviving are his widow, two daughters and a son. The Sodergren family lived in Savanna during the period 1940-1955.

First District Brakeman John Morelli passed away July 20. Services were held at St. Gertrude's Church in Franklin Park, Ill. He is survived by his mother. Brakeman Morelli began railroading as a messenger at Bensenville Yard in 1930, transferring to train service on the Milwaukee Division in February, 1936, and to train service on the D&I in 1941. He had been in passenger service for a number of years.

Retired Switchman George Mitchell, Savanna, passed away at his home July 25. Surviving are the widow, two sons, a stepdaughter and a sister. Mr. Mitchell, who retired in 1953, began railroading as a switchman in 1902 and continued in that capacity until his retirement.

Leslie Hoover, brother of Engineers Dan and Floyd and Conductor Kenneth Hoover, and also a brother-in-law of Iowa Division Conductor I. Shrake, passed away near Savanna on July 25. He is survived by his widow, mother, sister and three brothers.

A. F. "Bert" Eberling, retired Chicago-Elgin suburban conductor now living in Inglewood, Calif., and his wife recently celebrated their 56th wedding anniversary by taking a train trip to Williamsburg, Va. Bert writes that, at 79, he is feeling fine and continuing to work as a security guard. He recommends this type of work to



Maurice C. Chier

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Dan Gray

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area, and Al Clausen in the Minnesota area. These fine young men will see to it that this service is continued as they are competent and responsible.

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Maurice C. Chier

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MINNEAPOLIS:

Al Clausen, 4103 East Lake St.
Minneapolis, Minn. 55406 PA 2-9575

other retired men as an extra source of income, and suggests that those living in the Los Angeles area who are interested should write to him. His address in Inglewood is 339 E. Hyde Park Blvd.

Caller and Mrs. Jerome Ritenour, Savanna roundhouse, welcomed another daughter in August. This makes three girls and a boy for the Ritenours.

Signal Foreman M. J. Vicks passed away in the Jane Lamb Hospital,

Clinton, Ia., on Aug. 28. Burial was in St. Peter's Cemetery in Sabula, Ia. Milton started his service as an assistant signalman and progressed to the position he held at the time of his illness. Surviving are the widow, three sons, two daughters, a brother and a sister.

First District Brakeman L. I. Smith was presented with a Gold Pass on July 31, and his retirement followed on Aug. 1, after 50 years with the railroad, all in train service.



IN RECOGNITION OF 45 YEARS' SERVICE, Sam Colletti, conductor in the Milwaukee Terminals, becomes the holder of a Silver Pass. Presenting it is Assistant Superintendent R. L. Tewell.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Mr. and Mrs. Jim Wagner are the parents of a baby girl, born July 22 in St. Olaf Hospital at Austin. Jim is an aide in the engineering department at Austin. The paternal grandparents are Switchman and Mrs. E. R. Wagner of Sioux City, Ia.

Jerry Blonigen, assistant engineer, has been transferred from Austin to Deer Lodge, Mont. Jerry will take over duties as the assistant division engineer of the Rocky Mountain Division.

Dave Perl, chief dispatcher's clerk at Austin, had the misfortune of cracking a bone in his foot while playing slow-pitch ball. He has had the cast removed, but is still using crutches. Dave joined our office force in June, having previously been employed at Hormel Co., Austin.

Time Reviser Don Bednar and his wife are breathing a little easier these days. Their son, Marine Corporal Dennis Bednar, has just returned from a year's duty in Vietnam, and is now on leave for a well-deserved rest. Upon completion of his leave he will report for duty in North Carolina.

Frank Croxton, retired machinist from Prescott, Ariz., passed away in a Mason City, Ia., hospital on Aug. 17. He had returned to Mason City for a visit. He is survived by his wife, a son and three grandchildren.

SIOUX CITY AREA

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

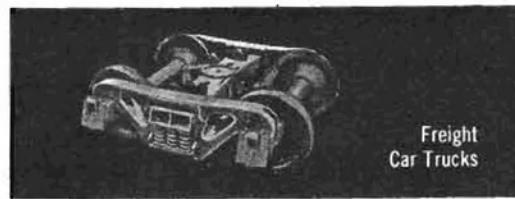
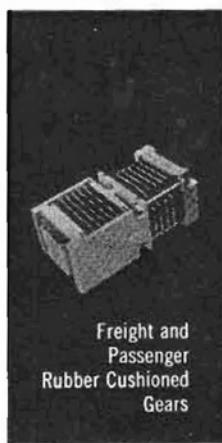
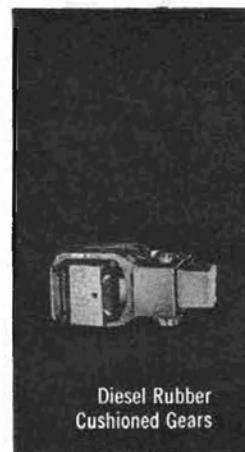
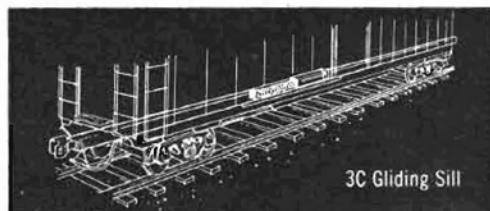
We extended sympathy to Alice Butcher, secretary in the assistant superintendent's office in Sioux City, on the death of her mother, Mrs. Raphael Gadbois, 81, at Sioux City. Survivors include the widower; a son, Ira R. Butcher of Waukegan, Ill.; two daughters, Alice and Mrs. Viola Youll

(Continued on page 34)

The Milwaukee Road Magazine

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45-YEAR VETERAN.
B&B Foreman W. L. Couch (second from right) pictured recently at Savanna, Ill., when he received a Silver Pass for 45 years of service. From left: Division Engineer E. C. Jordan, B&B Carpenters L. A. Couch and J. E. Seidel, Chief Carpenter G. F. Boeser, and B&B Carpenters E. A. Wright and F. W. Sowder.



COAST DIVISION VETERAN RETIRES.
Engineer Edward G. Kolinowski (left), who recently made his last trip from Othello to Cle Elum on No. 263, is congratulated here by Traveling Engineer C. L. Show. He had been in service since 1915, starting at Spokane as an engine watchman and as a fireman from 1916 to 1943, when he was promoted to engineer. A large group of fellow employees honored him and his wife Stella at a retirement dinner held in Othello.



FIFTY YEARS OF SERVICE are being recognized here with the presentation of a Gold Pass to B. P. "Ben" Dvorak, agent at Atkins, Ia. (right), by Assistant Superintendent J. F. Elder. Ben started as an extra operator in his hometown of Elberon, Ia., and except for military leave during World War I has worked continuously as an operator and agent at various stations in Iowa, including Ferguson, Clinton, Cedar Rapids, Marion and Perry. He was also passenger and ticket agent at Cedar Rapids, from which he commutes to Atkins. His son Virgil is assistant district claim adjuster for the Milwaukee Terminals, and his son-in-law, C. E. Curttright, works in the Cedar Rapids data office.



HONORED BY CO-WORKERS. Telegrapher F. W. Gibbons, retiring at La Crosse, Wis., on Sept. 1, poses with a gift presented to him by fellow employees all along the line. "Gibby" started railroading with the Burlington in 1920 and worked also for Western Union before entering service on the La Crosse Division in 1938. Most of his employment was in the "BK" office at La Crosse, and in recent years in the "AD" office there.



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of Springfield, Mo.; two grandchildren and three great-grandchildren.

Mr. and Mrs. J. D. Kramer, service freight inspector at Sioux City, announced the birth of a son, John Joseph, on Aug. 25 at the Lutheran Hospital in Sioux City.

Sympathy was extended to Kermit Nordyke of the regional data office in Sioux City on the death of his mother, Mrs. A. J. Nordyke, 86, a former Sioux City resident who died in San Rafael, Calif. Survivors include, in addition to Kermit, five daughters, four grandchildren and 12 great-grandchildren.

George Guy Gaskill, retired engineer, 79, passed away recently in Sioux City. George worked for the Milwaukee 43 years before retiring in 1953. He was a member of the AF&AM, Scottish Rite Bodies, the Shrine and the Brotherhood of Locomotive Engineers. Survivors include the widow; a daughter, Mrs. Augusta Adams of Niagara Falls, N. Y.; and a sister, Mrs. Frank Woestman, wife of clerk in the agent's office in Sioux City.

Sympathy was extended to Helen Flynn, comptometer operator in the Sioux City regional office, on the death of her sister, Mrs. Bridgie P. Travis, at Sioux City on Sept. 7. Survivors include a brother, Dennis, of Daytona Beach, Calif. Funeral services were at Blessed Sacrament Church.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

An unusual wedding took place on Aug. 12, when Keypunch Operator Marilyn Bintzler became the bride of James Muscato in a ceremony astride motorcycles at Waukegan, Ill. The newlyweds and members of their wedding wore identical apparel. A reception was held on the Saturday following at Pinky's Bowl, Milwaukee. Their honeymoon was spent motorcycling to Canada.

Sherry Stanle, oldest daughter of Mrs. June Stanle, bill and expense clerk, was married Aug. 13 at Gesu Catholic Church to Robert Krull. Sherry is a student of musical therapy



MARRIED 50 YEARS, Mr. and Mrs. T. R. (Ted) Lindvig Sr. of Wood Dale, Ill., are shown here celebrating their golden anniversary at Ehlen's Green Tree Inn in Bensenville on Aug. 13. Forty relatives and friends attended a dinner in their honor. The Lindvigs have five children, eight grandchildren and 13 great-grandchildren. Ted, who is on sick leave at present, has more than 49 years of service as a locomotive engineer on the Chicago Terminal Division.

at Alverno College with one more year to complete. Husband Bob graduated from the University of Wisconsin with a degree in economics and is employed by the J. C. Penney Co., Milwaukee. Carla Stanle, a sister, was a bridesmaid. A reception was held at the bride's home for the immediate family and friends. The young couple spent their honeymoon at Ephraim in Door County.

Adrian Wencka, son of Rate Clerk Edward Wencka, found the girl of his choice south of the border. Maria Isabel Rafael Ramos came to Milwaukee in August to meet Adrian's family for the first time. Despite the language barrier, she was welcomed into her new family easily. Maria was a private secretary for a Mexican newspaper and lived in Guadalajara. The nuptials took place at Immaculate Conception Church here, and a wedding breakfast followed at Country Gardens. Later, a small reception was held at the Ed Wencka home. Conrad Wencka, bill and expense clerk, was his brother's best man, and Esther Glowacki was maid of honor. The newlyweds will make their home in Milwaukee where Adrian is employed at the Perfex Corporation.

Tom Schwingle, former carload bill and expense clerk, paid a visit to the office after completing six months training at Lackland Air Force Base, Tex. Tom, now Airman 3/c, is handling clerical duties in a Tactical Air Force unit and expects to embark on a new assignment to England.

The regional office is proud of its employee Pat Heinan, son of Manager

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FOR VETERAN SERVICE. Two IM&D Division employees, Engineer R. E. Wilkinson of Mason City, Ia. (left), and John Velgersdyk, section foreman at Hull, Ia. (right center), receive their Gold Passes in recognition of having completed 50 years of service. Presenting them in each case are Traveling Engineer G. R. Ryman and Division Engineer F. F. Hornig, with Roadmaster R. E. Gray (right) standing by.



IT'S A GOLD PASS for Aberdeen Division Section Foreman Julian Bursheim, shown here receiving it on the job at Abercrombie, N. D., from Roadmaster C. R. Awe. Foreman Bursheim has a total of 52 years of service to his credit.



◀ **IM&D LEAVE-TAKING.** At a dinner party in Austin, Minn., honoring Superintendent and Mrs. L. H. Walleen before his recent transfer to the same position on the D&I Division, he and his wife are reading a card from their well wishers. A large number of employees from outlying points on the division attended the dinner, held at Tommy's Supper Club.

OBSERVING THEIR FIFTIETH. Mr. and Mrs. Henry Krebs of Hosmer, S. D., cut the traditional cake at the golden wedding anniversary dinner given recently in their honor by their eight living children. Mr. Krebs, who had 36 years of service as a section foreman, retired in 1956.

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R. P. Heinan. Pat, a June graduate of Nathan Hale High School, was a winner in the essay contest sponsored by Rexall drug stores. The theme of the contest was "How I, As a Teenager, Can Encourage My Fellow Students to Continue Their Education." The contest was open to all high school students in the United States. Two from each state were selected and the 100 winners are to participate in a teen forum at Washington, D.C. The reward up to this point is an all-expense paid trip to Washington, with escorted visits to Capitol Hill, the Supreme Court, Library of Congress, a VIP tour of the White House, a visit to FBI headquarters, Smithsonian Institution, Arlington Cemetery, etc. The daily Teen Forum sessions are to be conducted by outstanding speakers representing the FBI, State Department, National Aeronautics and Space Administration, etc. The two winners selected here will go on to further rewards. Pat's essay was titled, "Planning for Tomorrow Today." A personal letter of congratulation was sent to Pat by Governor Knowles of Wisconsin.

At this writing, Keypunch Operator

Marilyn Bintzler, key-punch operator in the regional data office at Milwaukee, and James Muscato shown (center) with the attendants at their recent marriage, Mark and Nancy Best (left), Pat Arps and Al Aspden. For details, see the data office news.



Pat Ogden and Inbound Rate Clerk Geraldine Hartner are both confined at St. Luke's Hospital for surgery. Both are recovering nicely, but will be off for some time.

Correction Clerk Darwin Pelosa and family motored to Denver during his vacation.

Newcomers handling duties on the mail desk and keypunching are Judy Kerr, a June graduate of Arrowhead High School, Hartland, Wis., and Mary Neuman, formerly employed in a Woolworth accounting office.

Dianne Andrews, a junior at the University of Wisconsin majoring in history and geology, will return to school for the fall term, as will Norman Lindstrom, who majors in history and economics. Pat Heinan will be a first year student at the University of Wisconsin-Madison.

Edward Wencka, outbound rate clerk, celebrated his 25th wedding anniversary Aug. 23. Family members and friends surprised Mr. and Mrs. Wencka at their home.

AGENCY

Mary Susan Shea, daughter of the late James Shea, general superintendent, will return to Mount Mary College this fall to begin her second year. She has been handling general clerical duties during the summer.

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A not-so-newcomer is Janet Kuske, relief clerk, who transferred from the Muskego Yard office where she was employed as stenographer to the superintendent of terminals. She was a June graduate of Custer High School.

North Avenue Yard Clerk Larry Binz received a draft notice and reported for Army duty Sept. 1.

Twin City Terminals

ST. PAUL



Margaret Mueller

Margaret Mueller, daughter of Agent P. F. and Mrs. Mueller, St. Paul, left Sept. 3 for Nassau in the Bahamas, where she will be a lay missionary nurse in a Catholic mission. Miss Mueller is a recent graduate of the St. Paul-Ramsey School of Nursing.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

GENERAL FREIGHT DEPARTMENT: Employees of the department recently honored G. M. (Glenn) Williamson, assistant traffic manager, on the occasion of his retirement after 40 years of service. A "no host" dinner party was held at the home of Richard Ball, at which Glenn was presented a monetary gift. Heading the list of his plans for retirement is the developing of acreage he has acquired in the vicinity of Sequim, Wash., where he and Mrs. Williamson intend to live... The rate department force welcomed C. E. Jones on his return to the department July 1. Clark, who was transferred to Chicago five years ago, returned as general freight agent... The department also welcomed Steven Cohen as tariff distribution clerk, replacing Richard Ball, promoted... Kay Miller, secretary to general freight agent, was welcomed back after recent foot surgery. During her stay in the hospital she was surprised with a "Care Package"... Your former Magazine correspondent, Agnes Horak, who retired in January,

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

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

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Wife's name Date of birth Amount of monthly premium for wife's policy \$.....

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Premium 50 cents a month for each child insured.

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

First Name Age Birth Date

.....

.....

TOTAL MONTHLY PREMIUM \$.....

.....

Date.....

Signature of applicant

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:.....

1964, will reap the harvest of retirement on a long-dreamed-of three-month cruise. She and her sister planned to leave Vancouver on Sept. 14 aboard the P&O Orient Lines' *S.S. Orsova*, stopping at 22 ports of call. Leaving the ship at Lisbon, their overland tour will cover Portugal, Spain and Morocco.

REAL ESTATE AND INDUSTRIAL DEVELOPMENT DEPARTMENT: A son, Paul Eugene, joined the Russell Segner family on Aug. 13. Russ and Pat also have a daughter, Patti.

REGIONAL DATA OFFICE: Summer visitors included Thelma Petri of Chicago, Verne Petermeyer of Oakland, Bill Sarakenoff of San Francisco, and Dorothy Clover of Puyallup . . . Cora Guthridge and sister, Mrs. Jensen, vacationed for a month in Honolulu and on the island of Maui . . . George Gravell accepted a position on Aug. 1 with the Foss Launch & Tug Company. His position was taken by Larry Hermann. Astri Juul was the successful bidder as revising clerk, and the department welcomed Diane Santwire to the machine room as keypunch operator . . . Friends and co-workers of Willa Lindsey were sorry to learn of her accident on Aug. 18 in which she fell and dislocated her hip. She is recuperating in Providence Hospital at this writing.

TRAFFIC DEPARTMENT: On July 15 the department welcomed John S. Gates as chief clerk to traffic manager, replacing Richard G. LaFave, now city freight agent in the general agent's office. Richard Ball is the new assistant chief clerk, replacing H. D. (Hal) Chivers, who is now chief clerk in the Tacoma traffic office . . . R. E. Schaffert, retired general agent-passenger department at Seattle, was a recent visitor. He and Mrs. Schaffert were on a vacation in the Northwest, visiting their granddaughter and nine-month-old great-grandchild at Gig Harbor, Wash. The Schafferts are now enjoying a new mobile home in Gar-



Meet Julie Thompson, the daughter of Coast Division Conductor G. J. Thompson, who made her debut as the new majorette of the University of Washington marching band on Sept. 24 at the Air Force football game in Husky Stadium. She was formerly a solo performer with the Los Angeles Rams "Rambettes." For more about Julie, please turn to the Coast Division news.

den Grove, Calif., southeast of Long Beach. Mr. Schaffert reports that their son Jack, formerly of the freight claim department in Seattle and now an ordained minister, on Aug. 1 became managing director of Neighborhood Center in Sacramento.

COMMUNICATIONS: Former associates of Juli deMers Field, 69, were saddened to learn of her funeral services in Seattle on June 24. Mrs. Field, who died after several months illness, was born in Central City, Colo., and came to Seattle in 1926. She retired

as a switchboard operator for the Road four years ago. Her husband, Harry, died in 1946. Surviving are a daughter, Mrs. Joseph Hubbs, Seattle, and a brother, Vernon Tippitt, Eugene, Ore.

The new baton twirling majorette of the University of Washington marching band this year is Julie Thompson, the daughter of Conductor Gordon J. Thompson of Bellingham. Julie, who has studied baton since she was 5, transferred as a sophomore from Western Washington State College to the University, where she hopes to earn a degree as a physical education teacher and counselor. Julie was a majorette for three years with the Bellingham High School Band and at Western Washington State performed for many sports events and club functions. In 1964 she represented the state in the U. S. baton championship competition held during the Winter Carnival in St. Paul. She also drew high praise for her performances at the Democratic National Convention in 1959, when the late President Kennedy was nominated, and at the Peace Arch ceremonies in Blaine, Wash., as President Johnson looked on.

During the past summer Julie worked in a Bellingham cannery to help pay for her education. Currently she teaches baton to some 70 students, and also directs the award winning marching unit, "The High Steppers." Her sister, Jill, is following her footsteps as a baton twirler.

Chicago Terminals

BENSENVILLE

Contributed by Dorothy Lee Camp

Arnold "Arnie" Sloyer, train clerk, was 66 on June 12, and retired on July 15 after 30 years of service. Arnie started at Galewood in 1917, left the railroad and then later returned to the work he liked so well. Wife Edna and Arnie plan to do just as they please for a change—to loaf and do a bit of traveling.

At this writing, Wally Grosnick, train clerk of Bensenville, and Bernard Halversen and Jody White, both clerks at Galewood, are all in Hines Veterans Hospital, Hines, Ill. Frank Kaiser, PFI man at Bensenville, is still convalescing at home.

Gale Grosnick, daughter of Train Clerk Wally, has returned from a summer vacation in Europe, a gift from her family for her outstanding work in college this past year.

Sorry to report that Ila Imbler, wife of retired Yard Conductor Jim, is in Sun Coast Hospital, Largo, Fla. Ila is recovering from a fall.



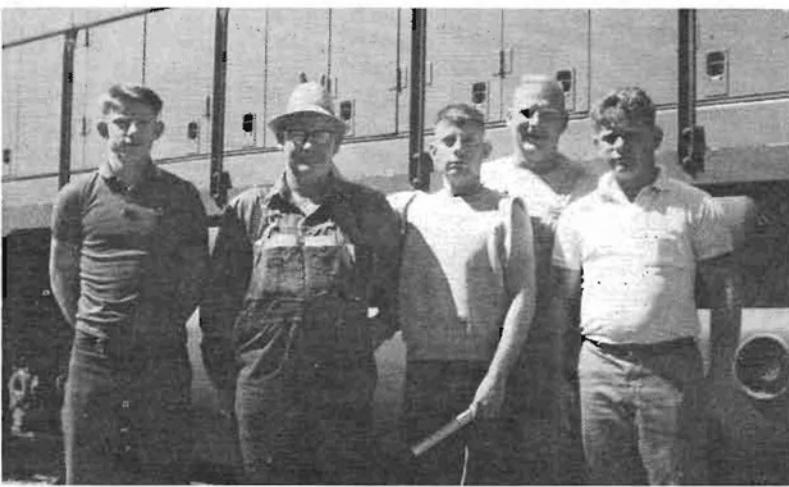
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Railroading's the Family Business

A train crew and an engine crew all from one family? Yes, the Carrolls of Malden, Wash., a father-and-sons team working on the Coast Division. Here is the entire group, left to right: Tom, brakeman; Warren, conductor; Dick, fireman; Warren W., engineer; and Harry, brakeman. At the present time Dick is on military leave to serve with the armed forces in Viet Nam.

Johanna and John Phillips, daughter and son of GYM Glen Phillips, should be back in college when this appears in print. Glen, wife Evie, son Glen and two friends took a camping trip down to Kentucky and to the beautiful Bull Shoals area.

Marge Scholl, wife of Train Clerk Leon, had surgery in August and is doing nicely at this writing.

Chief Clerk Del Morgan and family went to Iowa this summer to visit their farm.

A welcome to the railroad family goes to two new yard clerks, Noble Harris and Andrew Finnel.

Your contributor's mother, Alta May Sherwood, spent some time in September and October with a nurse friend in Chicago, while my hubby, Joe, and I did a bit of traveling to Wisconsin, Michigan, Indiana and Missouri.

Sympathy to the family of D&I Brakeman John Morrelli, who passed away July 20. He is survived by his mother, Rose, two brothers and two sisters. John and your contributor graduated from high school together, so his passing is especially sad.

PFI Man Pablo Moreno and his son Emil recently purchased a Sinclair gas station at Irving Park Road and Highway 83, between Bensenville and Wood Dale. Emil will be running the station with a helping hand from Pablo. Here's hoping a lot of railroad people remember where their well-kept station is located.

Did you know that "Andy the Clown" who performs at the White Sox night games in Comiskey Park is a brother of Yard Conductor John ("Peanuts") Rozdilsky? It seems that Andy began clowning about 18 years

ago for family reunions and when he attended a night game four years ago with a local club he decided to wear his red and white polka dotted clown suit just for kicks. He had so much fun that night that he continued to wear it to other games, and half way through the season the management thought it was such a good idea that they have since admitted him free. He receives no financial reimbursement—just a season ticket—but says he feels amply rewarded by the smiles of children who enjoy his antics. When Andy is not clowning at the park he works at International Harvester.

Mrs. Frank W. McManis, 74, wife of retired lead carman at the Western Avenue coach yard, died July 19 in Christ Community Hospital in Chicago, after a long illness. Frank has since returned to his home on R. D. 1, Gillett, Pa. (zip 16925).

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GALEWOOD

Linda M. Kuchl, Correspondent

Marine Captain Henry F. Cwieka, son of Mr. and Mrs. John Cwieka, has been awarded his 4th Air Medal while serving in Vietnam at the Da Nang airbase. His latest citation read: "For meritorious achievement in aerial flight as a member of Marine Fighter Attack Squadron 115 during combat support missions against the Viet Cong . . . he contributed materially to the success of his squadron. His courage and devotion to duty in the face of hazardous flying conditions were in keeping with the highest traditions of the United States Naval Service."

John Wysocazan, former check clerk at the freight house and a nephew of Timekeeper Alex Popiel, is also stationed in Vietnam, with the Army. Anyone wishing to write to John should contact Alex for his address.

Sympathy was extended to Elanore Mollenhauer, bill clerk, whose brother passed away on Sept. 2.

Get Well wishes are extended to Joe White, car record supervisor; Bernard "Ducks" Halvorson, yardmaster; Stanley "Beans" Biescatz; and Joseph Ratz, stoker, who are all on the road to recovery at this writing.

It's blue booties for Robert Colburn, machine operator, and wife Corky's



Conductor J. M. "Joe" Beauperlant, ending 50 years of service, poses for his last day on the job as foreman of the Merrill (Wis.) yard engine. Please see the La Crosse Division news for details.

first born. James Curtis Colburn arrived on Sept. 2.

Summer employees Sharon Brown, Nancy Dickau, Dave Auch, Joe Blum, Bill Hepperle and Howard Rosenmayr are back "hitting the books" after working in the freight office during

their vacation from school.

Ron Williamson also returned to school this fall, but in a different capacity. He is a high school teacher of typing.

New faces around here are those of Patricia Sipes, bill clerk at Bensenville, and Mike Schragel, keypunch operator at the freight office.

State Police Corporal Kenneth Rackow, son of Emil Rackow, foreman at the freight house, recently received an award for outstanding police service. It was presented by Governor Otto Kerner.

Joe Blum, who recently left us to return to college, started off with a bang. A few days before the beginning of the term, he fell off a ladder while washing windows and broke a wrist and arm.

DIVISION STREET

Carolyn DiCicco, Correspondent

Nicholas Albano, stoker, passed away at Hines Hospital on Sept. 4 after a long illness. Services and burial were at Acacia Cemetery. He leaves his mother and a brother. Nick had 37 years of service with the Road up to the time of his illness last year.

It made for a happy reunion when Gustave Johnson, retired chief yard clerk, met his friend Lou Perreth, a former engineer with the old Birk Bros. Brewery on Goose Island, and on the spur of a moment they decided to drive up to Jefferson City, S. D., to visit Abel Bernard, retired yard conductor. Abel is enjoying the life of a gentleman farmer and he and his wife are very active in social and civic affairs in that town.

Sister Mary Rosanne of the St.

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Walter L. Hubbard

WALTER L. HUBBARD, whose career with the Milwaukee Road dated back to the early electrification days in the far West, died Aug. 27 in a hospital in Tacoma, where he had been confined several weeks. He was 83 years old.

Mr. Hubbard, a native of Madison, S. D., graduated from Washington State College in 1907 with a degree in electrical engineering and a General Electric scholarship to the GE plant in Schenectady, N. Y. He joined the railroad in 1918 as general foreman on the construction and operation of electrical substations between Tacoma and Othello, Wash., and assumed the additional duties of foreman of trolleys in 1933. He retired in 1950, but continued to work for several years as a supervisor of electrical installations in the Pacific Northwest.

He is survived by his wife, Pearl, in Tacoma, and a sister in Seattle. Memorial services were held at Immanuel Presbyterian Church in Tacoma.



The golden wedding portrait of Mr. and Mrs. Milton Frye, who celebrated their anniversary Aug. 6, the day after Mr. Frye retired as chief clerk at Merrill, Wis., following 50 years of service there. For the full report, see the La Crosse Division news of Correspondent Mildred Conklin.

Francis Order, sister of Ted Zielen, clerk, spent a week at home to visit her family before leaving for St. Joseph's College in Winona, Wis., to take a course in advanced science that was sponsored by the U. S. government. She holds a master's degree in biology and teaches at St. Lourdes High School in Chicago.

La Crosse Division

EAST END

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

William A. Klann, 78, a retired machinist, died July 9 at Divine Savior Hospital in Portage after a brief illness. Mr. Klann was a member of the American Legion and VFW posts at Portage. He is survived by his wife, Rose, two sons, a daughter, a stepson and two stepdaughters, grandchildren

and great-grandchildren.

Brakeman Thomas M. Anglim and Jean Derey, of Portage, were married at St. Mary's Catholic Church there on July 23. They honeymooned at Niagara Falls and in Canada, and will live in Milwaukee.

Fred A. Heller, retired locomotive engineer, is convalescing at his home in Portage after spending a month at the VA hospital in Madison and a week at Divine Savior Hospital in Portage, following several heart attacks.

Conductor Dennis Vesely of Portage took Diane Pulvermacher as his bride on Aug. 6 in ceremonies at St. Aloysius Catholic Church, Sauk City, after which they took a wedding trip to northern Wisconsin. Mrs. Vesely will teach fifth grade science in a Portage school and the couple will make their home in that city.

Mrs. Edward Chamberlain passed away on Aug. 11 at Aberdeen, S.D., after a brief illness. She is survived by her husband, two sons and two daughters. One son, Guy, is assistant superintendent at Portage.

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LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Crane Operator Harold Badger, of Reeds Landing, Minn., was honored at a retirement party held in the American Legion clubrooms at Wabasha, Minn., on July 15. Mr. Badger started with the Road in 1942 in the bridge and building department and went into crane service in 1944.

Retired Engineer J. Albert Losie, 81, passed away on Aug. 10 at his home. He was with the Milwaukee for 50 years before retiring in 1956. He is survived by a sister, Mrs. Leslie Kinney of La Crosse; by three daughters,

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Mrs. Fred Cook of La Crosse, Mrs. James Martin of Wauwatosa and Mrs. Russell Sage of Tomah; and by a son, L. Glen Losie of St. Paul, who also was an engineer for the Road for many years. His wife had died in 1962. Burial was at La Crosse.

Train Dispatcher Don Elder and his wife welcomed their first grandson, Kenneth Christopher, born Aug. 19 to Mr. and Mrs. Allen Livesey of Madison. Mrs. Livesey is the former Christine Elder.

Retired Section Laborer Frank L. Buerck, 71, passed away suddenly on Aug. 23 at his home in Dresbach, Minn. He is survived by a brother, Gary, of Winona, Minn. Burial was in the Dresbach Cemetery.

We have some good golfers among the members of the Milwaukee Road family in this region. Mrs. Mary Sims, wife of Gordon Sims, district freight and passenger agent at La Crosse, recently captured the nine-hole women's championship at the Maple Grove Country Club in West Salem, Wis.

Also, Russ Bakum, cashier in the freight house at La Crosse, shot a hole-in-one on the 175-yard fourth hole of the Hillview Golf Course in La Crosse on Sept. 11. He thus receives a Hillview membership for the 1967 season.

WISCONSIN VALLEY

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

Conductor Joe Beauperlant closed 50 years of railroad service on June 30, marking his last day on the job as foreman of the Merrill yard engine, a position he held for many years. In his early years as a brakeman he worked on all branch lines of the Valley division, with the job taking him as far as Michigan. He and his wife will continue to live at Merrill, residing in the home in which he was born. Joe plans to do some traveling, and spend all the time possible at his favorite sport of trout fishing.

Veteran Carman Horace Young retired on July 29. Horace and Ed Wyss, a recently retired carman, were honored at an informal get-together held at the home of Car Foreman Ralph LePage. After a social hour, lunch was served to car department employees, their wives and close friends who had been associated with the retiring carmen for many years. Best wishes were extended to Horace and Ed, along with well-chosen personal gifts and cash gifts.

Section Foreman E. R. Bakka, after a long illness, died at his Woodruff home on July 25. Funeral services were held at the Calvary Lutheran Church, Minocqua. The immediate survivor is his widow, Mary.

Retired Section Foreman Walter Rahn passed away at home July 2. Funeral services were held in St. Stephen's Lutheran Church, and burial was in Wausau. He is survived by his widow, Laura. Assisting as pall-



Junior Achievement Headstart Meeting



The subject under discussion is the counseling of teenagers in the Junior Achievement "learn by doing" approach to the American free enterprise system of doing business. This was the first of three indoctrination sessions in Chicago starting on Aug. 10 which were attended by our employes who will serve as advisers to four Milwaukee Road J. A. companies during the next school year. Speaking at the headstart meeting, held in the auditorium of the Continental Casualty Building, is Frank Nelson, managing director of Junior Achievement of Chicago. Milwaukee Road advisory teams have been participating in the youth service program continuously since 1962.

A group of Milwaukee Road advisers in the audience consisting of Janice Morsi, stenographer in the signals and communications department in Chicago, who will serve as a production adviser; and sales advisers Bart W. Brown, senior clerk to the traffic manager of the Illinois Region, City Freight Agent R. H. "Bob" Tuite, and John E. Lucchesi, district representative rail-highway sales (from left).



bearers were former co-workers William Marg, Paul Richey and Oliver Knauf.

Milton Frye retired as chief clerk at Merrill on Aug. 5, ending 50 years of service at that station. Co-workers presented him with a retirement gift and good wishes. On the day after his retirement, he and Mrs. Frye observed their 50th wedding anniversary. Friends and relatives were invited to attend a Mass celebrated at St. Francis Xavier Church and a reception at the Lincoln House later that day. The Fries' son, Dr. William J. Frye of Fresno, Calif., and Dr. Paul Everest, now of Montgomery, Ala., who made his home with the Fries as a boy, returned to Merrill to honor Milt's retirement and to celebrate the anni-

versary. The Fries left Wisconsin on a leisurely automobile trip to Fresno, where they will make their home.

Mary Tetzlaff, who recently was graduated from St. Joseph's School of Nursing, was honored at a large reception and buffet supper at the home of her parents, Clerk and Mrs. William Tetzlaff of Wausau. Miss Tetzlaff is working in the surgical intensive care unit at St. Joseph's Hospital, Marshfield.

A baby boy was born to Brakeman and Mrs. John Gutowski.

Richard G. Brostrom, son of Roadmaster Brostrom, has joined the personnel department of Oscar Mayer & Co. at Madison as the assistant director of training and management development.

--> Making Way for the "IRON HORSE" <--

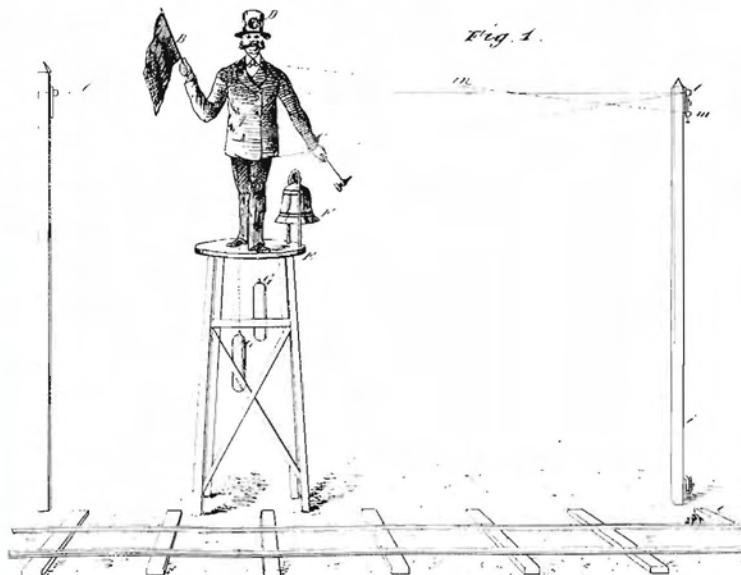
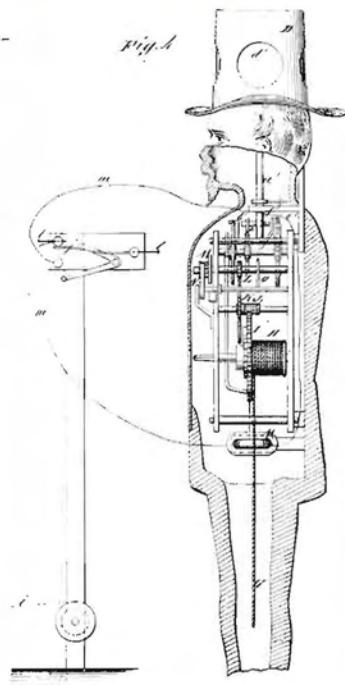


Fig. 1.



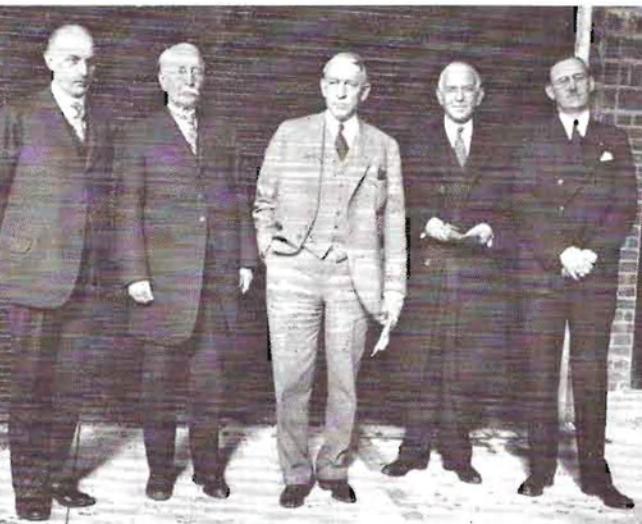
During the years when the "Iron Horse" was opening this country to development, the patent office in Washington, D. C., was flooded with examples of Yankee ingenuity directed to perfecting railroad appliances. One of these so-called improvements was a signal device for governing the movement of trains conceived by Jacob Hughson, a citizen of Illinois.

Hughson's invention employed a machine enclosed in a life size robot that held a flag in one hand, a hammer in the other, and wore a top hat contrived as a signal lantern. The machine was geared with weight and spring power for working the parts, and was to stand adjacent to the track

on a high stool along with a bell positioned to be struck when the hammer was in motion.

The signals were designed to be triggered by an electric tripping device alongside one of the rails which would be activated by the wheels of a passing train. According to the specifications, when the train entered the signal block, zowie! The flag waved, the bell rang, and in a flash the lantern switched from green to danger red.

And the model really worked, but, understandably, Patent No. 186572 was one of the large number issued at that time which were never tested by a railroad.



MEMORY TEASER. If your years of service go back to 1930, you should remember these men who figured prominently in the operation of the railroad at that time. Should memory play you false, however, here's the line-up, left to right: K. F. Nystrom, chief mechanical officer; J. J. Hennessey, assistant superintendent of the car department; President Henry A. Scandrett; J. T. Gillick, vice president-operation; and J. A. Deppe, superintendent of the car department.



PIGGY BANQUET provides a diversion at the recent meeting of the National Railroad Piggyback Association in Montreal, Canada. Sharing the spotlight with the NRPA mascot is Mrs. P. L. Cowling, wife of the vice president and general manager of The Milwaukee Motor Transportation Company, the Milwaukee Road trucking subsidiary, and enjoying the publicity stunt are, from left, Mr. Cowling, vice president of the NRPA; F. A. Gaffney, vice president-highway services, the Canadian National; and NRPA President E. W. Wright, vice president-trailer services for the Baltimore & Ohio.



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* * * The New Look at PIGGYBACK PARK * * *



Aerial view in a southwesterly direction showing the full expanse of Piggyback Park, the Milwaukee Road's greatly expanded TOFC facility at Bensenville, Ill., and its principal piggyback terminal for the Chicago area. The 46-acre park, newly-paved, newly-lighted and greatly expanded both in area and in trackage, went into full-scale operation on Sept. 19 (see "Roaring '90s" campaign starting on page 4). The facilities occupy the entire area from lower left to the upper right corner, the white triangular part at upper right being the holding lot for hotshot movements. Trackage at lower right is part of Bensenville Yard.