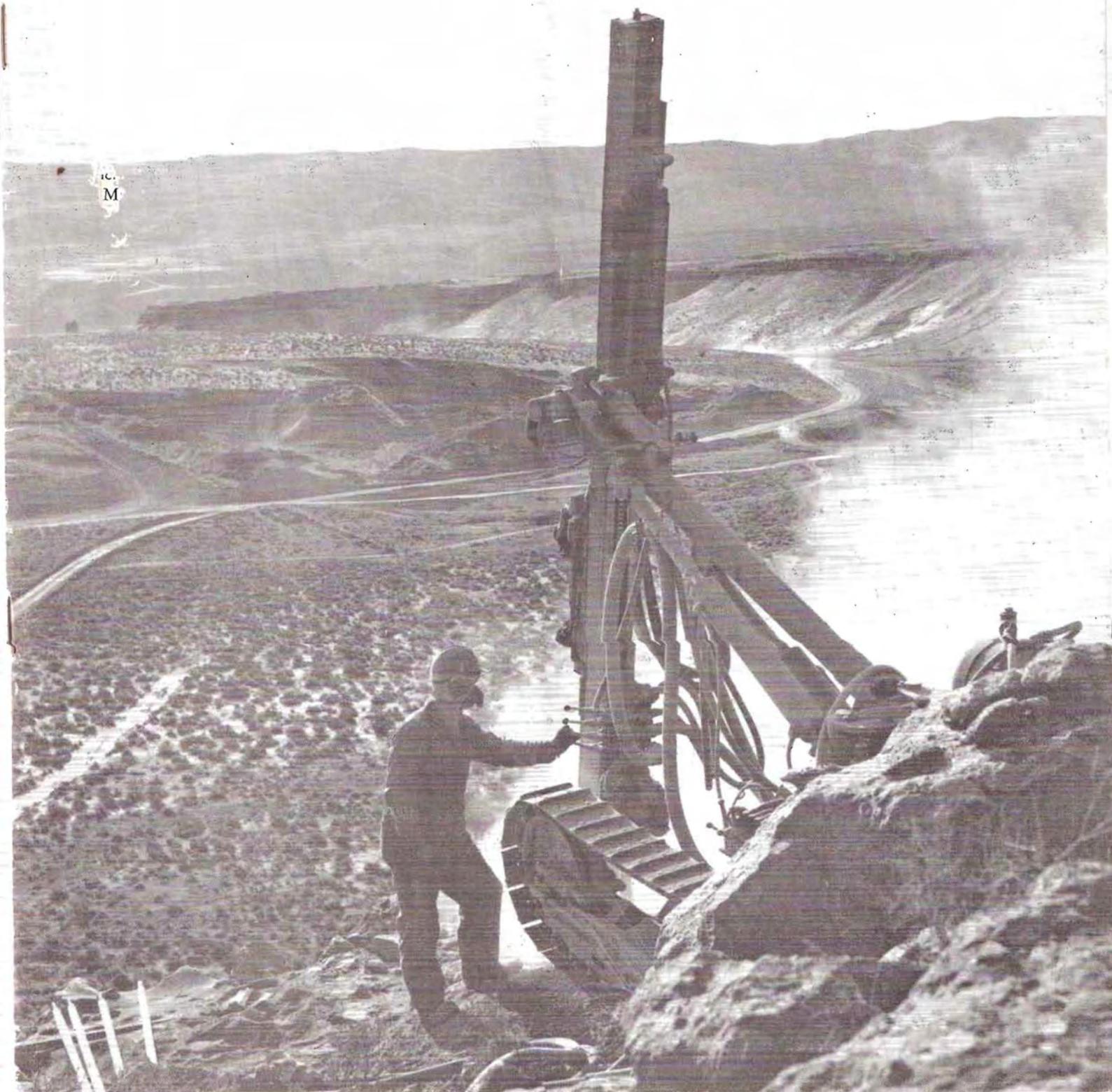


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

may
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june
1967



**THE
MILWAUKEE ROAD
MAGAZINE**

Vol. 55 May-June 1967 No. 2

MARIE HOTTON
Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

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

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Transportation Newsgrams

National Transportation Week observed May 14-20 highlighted the following activities of the railroad industry each and every week of 1966: moved 27.8 million tons of freight a total distance of 14.1 billion miles; carried 5.7 million passengers on trips totaling 328.7 million miles; paid \$106.1 million in wages and fringe benefits; paid \$18.6 million in federal, state and local taxes; spent over \$68.4 million for improvements, equipment and supplies.

New AAR President is Thomas M. Goodfellow, formerly president and general manager of the Long Island Rail Road, who took office on June 1. Daniel P. Loomis, president of the Association of American Railroads since 1957, will continue as a consultant until his retirement at the end of this year. Mr. Goodfellow is a graduate of Cornell University who started his career with the Pennsylvania Railroad in 1926. He joined the Long Island in 1954 as general manager, and had been president since 1956.

Canadian Confederation Train, a \$1,500,000 project of the Canadian government designed to help the country celebrate the 100th anniversary of its start as a nation, will tour that country this year, stopping at more than 80 communities. The 15-car train carries a combination museum and stage show depicting the country's geographical, geological and historical development from the Ice Age to the present.

Plans to Convert Washington's Union Station into a visitor's center have been approved by a Congressional committee formed to develop such a center. Under the plan, the Washington Terminal Co., which operates the station, would spend up to \$20 million erecting a 4,000-car parking lot and a new compact station over the tracks, and equipping the building with theaters, exhibit halls and other facilities for tourists. The center would be operated under a long-term lease by the National Parks Service at a rental of \$2,688,000 a year.

Expo 67 News: In preparation for the heaviest demand for main line passenger accommodations in Canada's history, the Canadian National Railways has added almost 2,000 sleeping spaces and 7,500 coach seats to its trains. Montreal's Expo 67 and other centennial year celebrations occasioned the need to bolster the fleet.

"Trash-Train" Concept of hauling urban refuse and other solid waste in special containers to rural dumping grounds has been proposed by the U.S. Public Health Service, which has awarded a contract to the American Public Works Association, Chicago, Ill., for the first phase of a three-year project to investigate the advantages of transporting wastes to land in need of reclamation. According to the P.H.S., the refuse could be utilized to turn thousands of acres into gardens, golf courses, parks and suburban developments.

THE COVER

Construction scene at Natural Corral Coulee as a rock drill makes headway on our company's new 6.4-mile branch line extending from the main line to a point near Royal City, Wash., in the Columbia Basin. The engineering task required building the track around the coulee on an 80-foot-high fill. The line, which will serve the fertile Royal Slope area now under irrigation, was scheduled to be dedicated on June 10 in a ceremony attended by dignitaries from the State of Washington. Photo by Ron York, Bureau of Reclamation.



A. J. Berry Named Chairman of Transportation Retreat Group



A. J. Berry

ARTHUR J. BERRY, assistant to vice president-rates and divisions, was elected chairman of the transportation group affiliated with St. Francis Retreat House, Hinsdale, Ill., at the organization's annual religious convocation Apr. 28-30. The group consists of Catholic laymen in the Chicago area employed as industrial traffic managers and representatives of railroads, steamship lines, motor carriers, air lines, forwarding companies and the like.

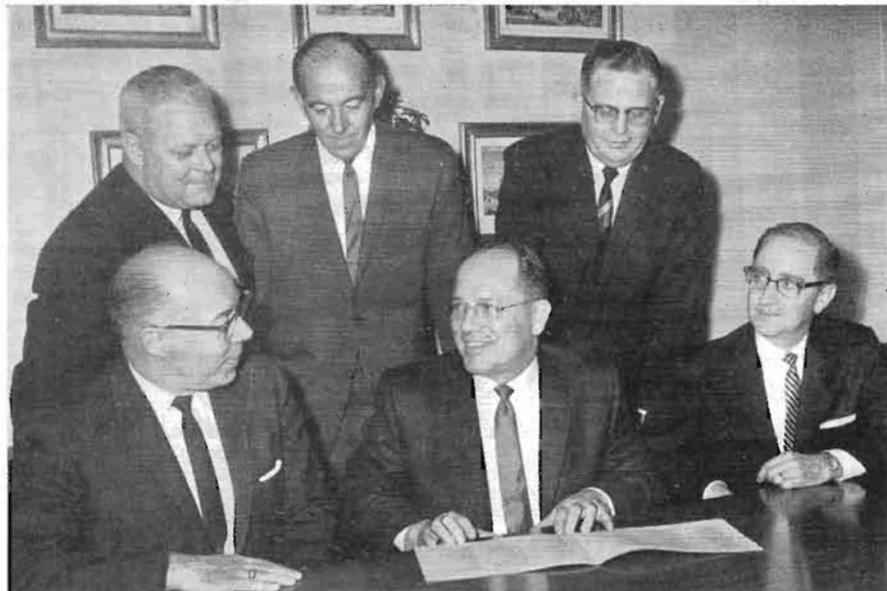
Serving with Mr. Berry on the committee are T. M. Caiazza, vice president-traffic of the Santa Fe Lines; A. E. Leitherer, general traffic manager, Allied Mills, Inc.; F. E. Deines, assistant vice president-traffic of the Chicago, Burlington & Quincy; G. J. Werner, traffic manager, Motorola, Inc.; and A. J. Mulhern, general traffic manager, Bemis Bros. Bag Company. John P. Loughnane, corporate traffic manager of the Nalco Chemical Company and also national chairman of the 1967 observance of National Transportation Week, is permanent secretary of the group.

Road Announces Discontinuance Of Chicago-Omaha Arrows

SUBSTANTIAL deficits incurred in the operation of the Arrows, daily passenger trains Nos. 19 and 20, were cited by the Milwaukee Road in a notice of intention to discontinue their operation filed with the Interstate Commerce on May 12. The date on which operation of the Chicago-Omaha trains would be discontinued was designated as June 12.

In announcing the move, President Curtiss E. Crippen noted that passenger service between the cities will continue to be provided by two daily trains in either direction, the combined City of Los Angeles-City of San Francisco-Challenger trains and the City of Portland-City of Denver, which the Road operates between Chicago-Omaha, and west of Omaha in conjunction with the Union Pacific.

He said that the recent U.S. Post Office Department decision discontinuing railway post office service on the two trains will cause a very substantial loss of revenue, and noted that express traffic



New Group Starts Management Course

The fifth group of sales and service men assigned to our company's management training program are shown above at a meeting with President Curtiss E. Crippen, center, as they started their course on May 1. Seated are R. E. Anderson, district manager-sales, Cincinnati (left), with G. A. Sansverie, assistant manager rail-highway sales, Chicago, and standing (left to right) are R. G. Williams, sales representative, Green Bay, Wis., R. N. Dosch, district manager-sales, Aberdeen, S. D., and R. L. Audas, assistant manager-freight sales, Chicago, who supervises the training schedule.



The program, which is conducted at Chicago headquarters of the sales and service department, is designed to provide the trainees with a greater understanding of the railroad property, to improve their knowledge of departmental functions, and increase sales and leadership skills.

Pictured also is the fourth group

of trainees who completed the course in April—M. E. McCarrell, district manager-sales, Cleveland (seated), and L. I. Larson, sales representative at Spokane, S. R. Graf, district manager-foreign freight sales, Seattle, and D. W. Cooksy, district manager-sales, Davenport, Ia. (left to right).

on the trains was discontinued by the REA Express Agency on June 1 of last year.

"Mail revenues did not by themselves support these trains," Mr. Crippen stated, "but they did help to ease an increasing, continuing loss. The existing deficit has been made worse by discontinuance of mail and express service."

The loss on passenger operations between the two cities in 1966 would have been \$899,917 if railway post office and

express revenues were excluded. Patronage on Nos. 19 and 20 has been at a very low level, averaging only 15.1 passengers on the 488-mile route.

Low passenger usage and increasing deficits of the two trains contributed to the Road's overall passenger operation deficit of \$11,665,581 during 1966. Mr. Crippen pointed out that this deficit consumed more than 40 per cent of the net railway operating income gained from freight services during the year.



Members of Company "D" report for training in the passenger car shop building at Milwaukee Shops.

The 757th Transportation Battalion— The Army's Only Railway Shop Unit— Prepares for ANACDUTRA

Behind the scenes at Milwaukee Shops there is a noticeable air of military spit and polish these days as personnel of the 757th Transportation (Railway Shop) Battalion prepare for their annual summer encampment at Ft. Eustis, Va., under the supervision of railroad technicians.

For two weeks in August they will demonstrate on ANACDUTRA (Annual Active Duty for Training) the skills required of men who would keep the equipment of railroads serving the Army on the go in the event of mobilization. The 757th is the only military unit trained to be in readiness for this operation—there is none like it anywhere, either in the Active Army or the Army Reserve.

In war or in any other emergency for which the 757th might be called for active duty, this heavy maintenance task would be monumental. It would involve steam as well as diesel locomotives—since many foreign countries still rely heavily, and in some cases, solely, on

steam—all types of flatcars, box cars, tank cars and reefers.

Tanks, trucks and planes might be hauled by trains, some over long distances, depending on the part of the world where operations might take the Army. In addition, there are the myriad supplies for men and machines which would move by rail in support of combat forces.

The battalion's unique role is part of the program initiated by the War Department after World War II that called for all railway shop and operating units which had seen action to become part of the postwar military establishment in the interest of national security. Of the 11 organized at that time, it is the only shop group which has continued to qualify for reserve status at battalion strength.

The present commanding officer is Maj. Richard D. Andrews, chief clerk to shop superintendent in Milwaukee. Andrews, an Air Force veteran who joined in 1948, has commanded the unit since May 1966. Maj. Martin A. Drinka, for-

merly employed at Milwaukee Shops and presently in the real estate business, is its executive officer.

Many of the members are railroaders in civilian life, but most of them, upon joining, had never seen the inside of a roundhouse. This fact makes even more remarkable the unit's ability to take hold in a field involving highly specialized training.

An educational program has been a feature of the 757th ever since it was activated under the sponsorship of our railroad in 1943. In the original outfit of 630 men, 10 of the 27 officers were drawn from our mechanical department, including the commander, Lt. Col. Fay L. King, who had been division master mechanic at La Crosse, Wis., before receiving his commission.

According to official Army releases of World War II, the performance of the 757th was one of the most effective in the European Theater. Among the accomplishments with which it was credited, at least two were outstanding—the

establishment of the first railway repair shop to operate in France, and the herculean task of restoring operations at the famous Henschel & Sons locomotive works in Kassel, Germany. A brief review being in order, here are some of the highlights:

The battalion underwent basic training at the Army Service Forces Center in New Orleans, and four days after arriving overseas was busy bringing order out of chaos in the rail shops of an English seaside city. The job proved to be a supreme test of ability, since much of the equipment was either inoperable or worn out by steady use, and required the design and fabrication of parts not available. Another of its assignments in England was the construction of channel barges for towing supplies to Normandy—just one of the additional duties which the American soldier-railroaders, who were regarded as experts, were handed.

Establish Shop on Continent

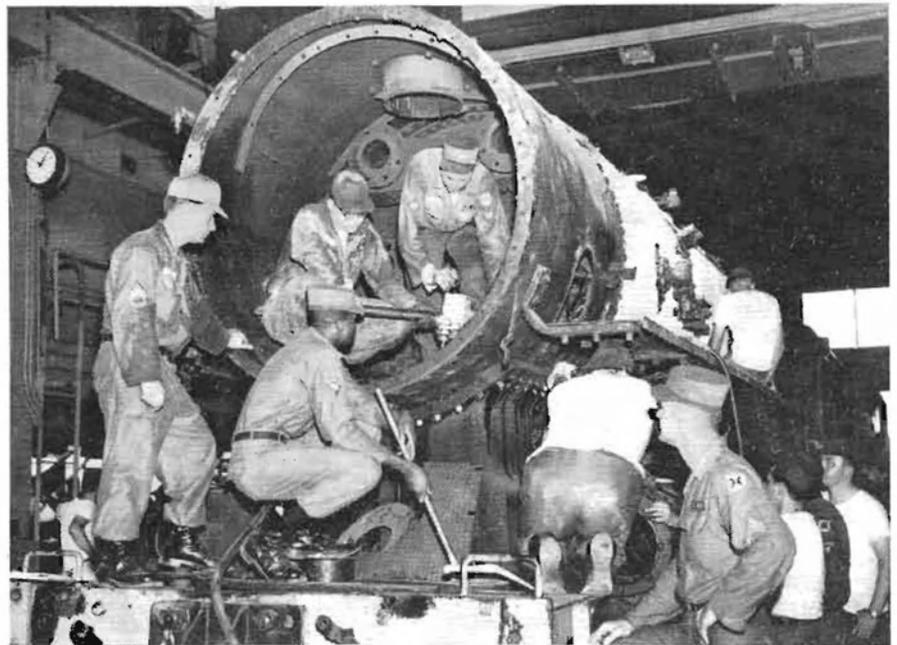
On July 25, 1944, with the American armies firmly entrenched on French soil, the battalion established the first railway shop on the Continent and proceeded to repair the hundreds of locomotives and freight cars that had been seized from the retreating German forces. Oddly enough, the first locomotive was an American engine which had been used in the first World War.

While it was stationed in France, the 757th repaired more than 750 locomotives and 3,000 freight cars of German, French, Italian, Belgian and American manufacture. In addition, and during their "spare time," the men converted about 500 foreign made freight cars into refrigerator cars; constructed from salvaged material the first two U.S. Army hospital trains; improvised gasoline tankers from German flatcars; and made the first church on wheels for Army personnel.

In the Allied offensive, vast quantities of supplies for the 1st, 3rd and 9th Armies were hauled on rolling stock that was serviced by the men of the 757th.

The close of the war in occupied Germany presented the battalion with its largest and most challenging clean-up job. By the time the 757th arrived in Kassel, on May 5, 1945, the former metropolis of 217,000 people had been reduced almost to rubble. A bulldozer could have been used to advantage in getting into the Henschel plant, which was comparable before the war to the Baldwin Locomotive Works in this coun-

Maj. R. D. Andrews, chief clerk to shop superintendent (left), and SP4 Peter Caruso inspect injector rods on an Army diesel locomotive assigned to the battalion for training sessions at Milwaukee Shops.



"A" Co. replaces saddle bolts on a steam locomotive during the 1966 ANACDUTRA.

PFC Lyle Rasmussen, machinist, demonstrates the setting of variable drive motors with the use of a training aid.



Personnel of "D" Co. study the components of an air compressor. Looking on is (rear, center) SFC John Krochak, machinist.





Officers of the 757th Railway Shop Battalion under the command of Lt. Col. Fay L. King (first row, fourth from left) in October 1943. Other Milwaukee Road men in the outfit are, left to right: first row (5) Capt. J. W. Moe; second row (3) Capt. E. D. Austin; third row (1) 1st Lt. R. C. Midgley (5) 1st Lt. A. W. Hallenberg and (6) 1st Lt. W. A. Hotzfield; fourth row (1) 1st Lt. E. E. North and (6) 1st Lt. S. J. Gralewicz.

try. Under Nazi rule, it had been converted to turning out army tanks.

The battalion, then commanded by Lt. Col. John W. Moe, a former machinist in our locomotive shops at Minneapolis, effectively harnessed the potentialities of the bombed-out facilities to set up assembly lines for reconditioning the rolling stock used on the permanent American railway line of communications. At Kassel, besides repairing hundreds of locomotives and cars, the unit built 20 new

locomotives of German design, and also supervised another plant in nearby Göttingen that made back shop repairs.

The "unparalleled efficiency" displayed by the battalion, as noted in records of the Military Railway Service, was no happenstance, but the result of an in-service training program. Enlisted men who had no previous railroad experience were schooled by the railroaders in the tricks of the mechanical shop trade, and every man was given an op-

portunity to further his education or try out for a new technical job. Classes were conducted by officers and enlisted men, with all training on a reciprocal basis.

Over the years of inactive status the members have continued to attend assemblies in Milwaukee and La Crosse—Company C is based at La Crosse—learning their military occupations. The year-round program of 48 drills includes time spent at Milwaukee Shops, where they work on a diesel locomotive furnished by the Army. Recently, special instructions on air brakes and diesel-electric systems were given by Milwaukee Road technicians.

In addition, many of the Reservists attend vocational schools in Milwaukee and La Crosse, where they attain proficiency in such basic skills as arc welding, sheet metal work, diesel and diesel-electric motors. Eight members are currently enrolled in arc welding and sheet metal work, and 35 have completed such courses. "Homework" assigned prior to ANACDUTRA called also for a week end bivouac at Camp McCoy, Wis., to practice up on tactical training and range firing.

During last year's exercises at the Ft. Eustis Transportation Center, the unit repaired diesels, redecked flatcars, stripped and re-assembled a caboose, and rebuilt a steam locomotive, practically from scratch. For skill displayed on the project, each of the five companies was awarded a "superior" rating.



Learning the correct procedure for testing air brakes at the Ft. Eustis summer encampment.



SFC George Brusewitz, machinist, offers some pointers on the maintenance of motor generators.

New Department of Transportation Goals Outlined by Secretary Alan S. Boyd



Alan S. Boyd

At the ceremonies in Washington, D. C., which marked the beginning of the new Department of Transportation on Apr. 1, Transportation Secretary Alan S. Boyd outlined the goals of the new agency as "more efficient, more economical, more expeditious and more socially responsible transportation." He said the Department "will insist that all forms of transportation become safer and more reliable for the user, especially the passengers."

Mr. Boyd, who was Under Secretary of Commerce for Transportation before his DOT appointment, said the Department will "strive for increased intermodal efficiency . . . through the promotion of integrated systems, including strong support to the containerization efforts of the transport industry." He also urged continued technological advances and a "selective expansion program" for the nation's transportation, as well as further efforts in foreign competition.

"Above all," he emphasized, "we wish transportation to make a more positive contribution to the urban environment of this country . . . and we want to help bring on a renaissance in the quality of urban mass transit service available to city and suburban residents."

Will Unify Agency Activities

The establishment of the Cabinet-level Department by Public Law 89-670 last October was an objective that had been sought by various interests for many years. In fact, the first legislative proposal in this direction dates back to 1874.

The function of the Department, simply stated, is to pull together the activities of the dozens of bureaus, offices and agencies scattered throughout the Federal structure, with the hoped for re-

sult of imposing much needed unity and common purpose in government spending, policy-making, safety and research. It includes all major federal agencies in the areas of transportation with the exception of the Maritime Administration.

The Federal Railroad Administration, a new agency, will be built around rail based activities formerly in the office of the Under Secretary of Commerce and rail safety responsibilities formerly delegated to the Interstate Commerce Commission, as well as the operation of the Alaska Railroad, which was formerly under the direction of the Secretary of the Interior.

With the activation of the Department, the bulk of the functions of the ICC's Bureau of Railroad Safety and Service was transferred to DOT jurisdiction. The remaining component, which will perform railroad car service functions, was integrated into a new Bureau of Operations, replacing the former Bureau of Operations and Compliance. Also to be created within the bureau will be a Section of Motor Carriers, which will focus on matters pertaining to that industry.

The Association of American Railroads has pointed out that, although

DOT has no regulatory functions—these will be handled by the independent regulatory agencies—the coordination envisioned will make it possible for the Congress to have available, when exercising legislative power, much more consistent and meaningful information than in the past.

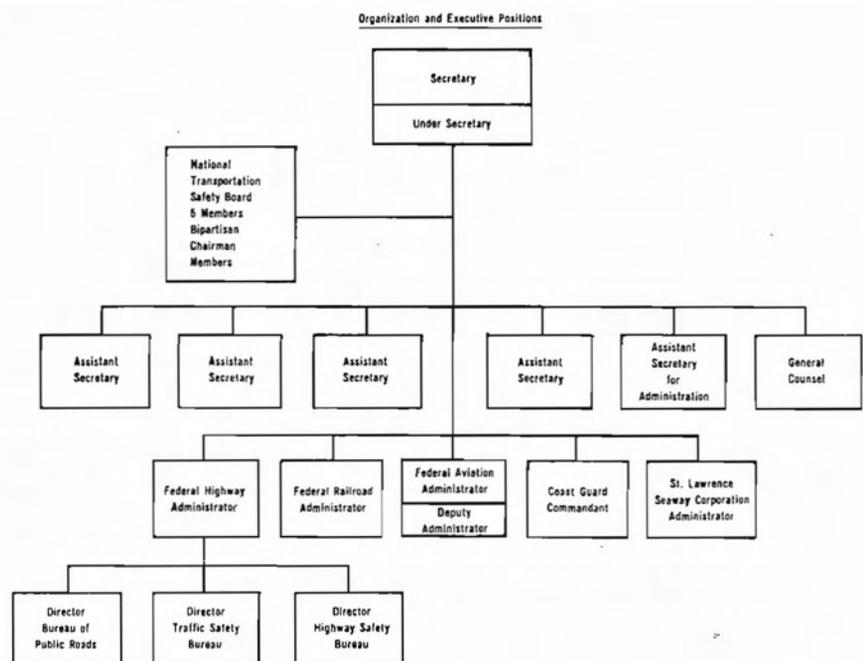
"All things considered," the AAR stated, "the Department must be viewed as representing a long step toward the eventual solution of America's transport policy problems. Although it came into being under some handicaps limiting its scope and authority, a milestone in public policy has been passed."

Has Law, Transport Background

Mr. Boyd, the head of the Department, is a native of Jacksonville, Fla., who attended the University of Florida and the University of Virginia. After receiving an LL.B degree in 1949, he practiced law in Miami and later became general counsel for the Florida Turnpike Authority. He was a pilot in the Troop Carrier Command in World War II, as well as in the Korean conflict.

Before being appointed Under Secretary of Commerce for Transportation in 1965, Mr. Boyd served four years as chairman of the Civil Aeronautics Board. He is also a former chairman of the Florida Railroad and Public Utilities Commission.

DEPARTMENT OF TRANSPORTATION





President Curtiss E. Crippen

Business Before the Annual Meeting of Stockholders Points Up "A Year of Meaningful Improvement"

At the annual meeting of our company's stockholders in the Chicago Union Station on May 9, the order of business reflected strong interest in reports from Leo T. Crowley, chairman of the board of directors, and President Curtiss E. Crippen concerning the progress being made toward the consolidation of our railroad and the Chicago and North Western, and the growth of earnings, freight traffic volume and equipment acquisitions during 1966.

In discussing the status of the consolidation as well as other proposed

mergers which would affect our railroad, Mr. Crowley remarked that the various merger proceedings now before the Interstate Commerce Commission are the most important activity in the railroad industry today.

With respect to our own application to the Commission last June, he announced that proceedings have moved along expeditiously, noting that shippers of a wide range of commodities presented testimony in support of the consolidation at the hearings which began in Chicago on Feb. 6. (The hearings,

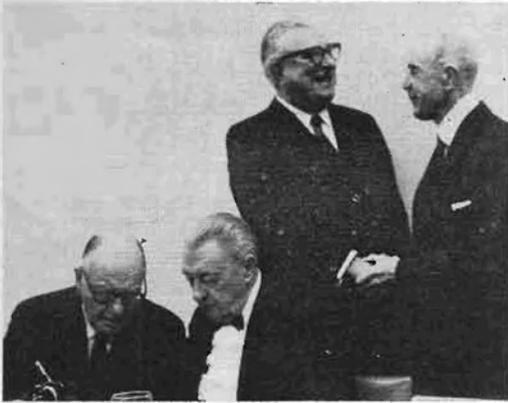
in recess as of the meeting, were resumed on May 15.)

Commenting on others presently under consideration, and specifically the attempt by the Union Pacific to acquire the Rock Island Lines, he said that our railroad is playing a leading part in the effort of various Midwestern and Southwestern roads to prevent the Union Pacific from extending its system to Chicago. He told the stockholders that, were the Union Pacific to succeed, the estimated loss to our company would exceed \$6 million per year.

Stockholders listen intently as Leo T. Crowley explains our road's opposition to various merger proposals which would seriously handicap our competitive position and drain away traffic.

Leo T. Crowley, chairman of the board, reviews the status of the consolidation. At his left are President Crippen and Vice President E. O. Schiewe.





Stockholders Listen, Discuss, Vote, Have Lunch—IT'S A BIG DAY

Mr. Crowley also voiced opposition to the proposed merger of the Norfolk and Western-Nickel Plate-Wabash system with the Chesapeake and Ohio, saying that it would drain away much of our traffic between the Missouri River and our Chicago and Indiana gateways. "The same reasons which compel us to oppose the Union Pacific's invasion of the Midwestern territory from the west impel us to resist this similar threat from the east," he stated.

Mr. Crippen, in his review of operations during 1966, observed that the

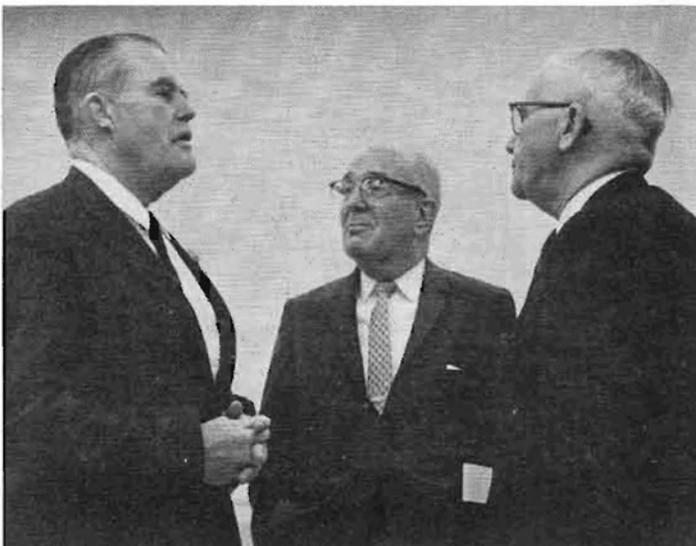
company's consolidated net income of \$10,760,601 represented an increase of 13 per cent over 1965, and that the net income of \$8,129,944 from railroad operations alone was almost 12 per cent ahead of the 1965 figure. "Looking back, it seems it was a year of meaningful improvement," he commented.

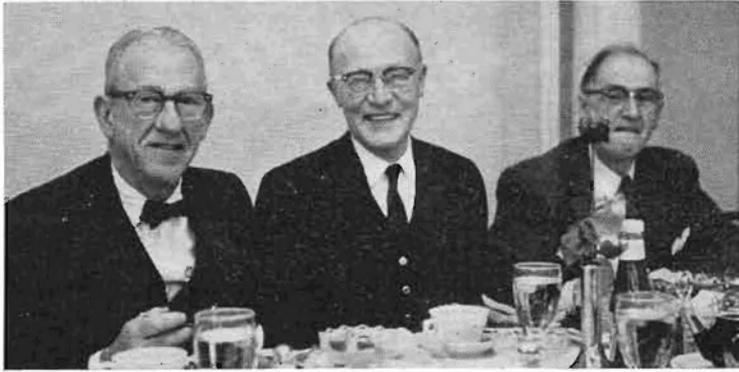
Remarking that grain carloadings rose by 22.5 per cent, he pointed out that the 6¼ million tons we carried last year represented an increase of more than 25 per cent over our tonnage in 1965, and made grain the principal com-

modity handled.

He reported also that piggyback traffic showed a gain of 49.2 per cent over 1965, "which was itself a very good year for piggyback on our railroad," and that motor vehicle loadings rose by nearly 14 per cent. Other commodities he mentioned as having increased in volume by from 7 to 20 per cent included industrial chemicals, meat, electrical machinery, and paper and allied products.

Over-all, carloading volume increased by 4.4 per cent, compared to a 1.3 per cent gain by the industry as a whole, Mr.





Stockholders' Meeting (cont'd)

Crippen announced. As a matter of interest to the stockholders, he pointed out that although much of the increase was attributable to growth in the national economy, a substantial part reflected gratifying results from our long-range improvement programs.

One of the best examples, he said, is our experience in piggybacking, "which is making a material contribution to our revenues and income." In connection with it, he cited the expansion of Piggyback Park at Bensenville, Ill., to 46 acres—10 times its original size in 1958; the acquisition for the Park of a second and larger straddle crane, as well as a "Piggy Packer"—the first in Chicago and an industry innovation for trailer handling; of 500 trailer vans, bringing our fleet to nearly 1,500 units; and the introduction of the first all-piggyback trains to operate between Chicago-Milwaukee and the Twin Cities.

Enlarging on the subject of equipment improvements, he listed the acquisition in 1966 of over 1,200 new freight cars and this year of approximately 1,275 more, including covered hopper cars, wide door box cars, and specially equipped high-capacity box cars. He noted also that, as a result of our continuous car rebuilding program, approximately 2,500 freight cars will have been rebuilt during 1966 and 1967.

In addition, he pointed to the acquisition during 1966 of 38 new diesel-electric locomotives—26 of the larger 3,000 horsepower models and 12 in the 2,800 horsepower class—as well as 25 more put in service so far this year, of which 21 are 3,000 horsepower units. All of these are especially equipped with extra fuel and lubrication capacity for economy of operations in long-haul high-speed freight service.

Summing up other evidence of progress, Mr. Crippen told the stockholders that 1966 was another good year for real estate and industrial development,

with many new industries being located in our territory and a number of existing industries expanding their facilities. Several of the locations involved multi-million dollar plants.

He announced, too, that in 1966 we began a major upgrading of our electronic data processing operations, and recently placed in use a new IBM 360 computer system to update our "Carscope" freight car tracing. The 360 system will increase freight car utilization, he explained, by providing up-to-the-minute and complete information on the movement of all equipment, loaded or empty, anywhere on the railroad.

He also discussed the construction begun late last year of a 6.4-mile branch line extending from our main line to a point near Royal City, Wash., which was scheduled to be dedicated in early June. Serving some 90,000 irrigable acres in the Columbia Basin, it will add considerably to our potential revenues and income from that area, he said.

Looking ahead in anticipation of full-year earnings, Mr. Crippen observed that several factors indicate less favorable results than in 1966. Among factors he cited were the excessive expenses of snow removal and train operations during severe winter weather, spring floods in the Mississippi Valley, increased labor costs, the slowdown in the national economy which began in the latter part of 1966, less activity by the government in the shipping of grain, and the recent strike in the trucking industry.

"On the brighter side," he observed, "we have continued growth in piggy-

back traffic; increased loadings in automobile traffic, despite the decline in automobile production; increased acreage planted to grain in the territories we serve; and improved volume in the shipment of other commodities."

In concluding his remarks, Mr. Crippen mentioned the yeoman job done by our employes to keep trains running during Chicago's January blizzard and through several other transportation emergencies. As he told the meeting, "Through our difficult times of record breaking snowfall and severe winter weather, our high water and flooding conditions, service problems arising from the trucking strike, threats of strike in the railroad industry, and in an increasingly complex and difficult competitive transportation industry, the employes of the Milwaukee Road have demonstrated outstanding loyalty and ingenuity in their devotion to duty and the interests of our railroad. To them I extend my sincere thanks and appreciation."

* * *

At a meeting of the board of directors held immediately afterward, seven directors whose terms expired at the stockholders' meeting were re-elected, namely J. Patrick Lannan, Philip W. Pillsbury, Franklin B. Schmick, John P. Wagner, Mr. Crippen, and Vice Presidents E. O. Schiewe and F. G. McGinn. Mr. Crowley was re-elected chairman of the board as well as chairman of the finance committee, and Mr. Lannan was re-elected chairman of the executive committee.

Ticket Vending Machines have been installed in 50 train stations in Switzerland, primarily for handling local traffic. When the traveler pushes the button corresponding to the ticket he wants, the cost is shown by figure-forming lights shining above coin slots. Instructions attached to the machine are given in English, German, French and Italian.

Port of Seattle-Thunderhawk Connection Speeds New Import Movement to Midwest



Scene at the Port of Seattle's terminal 20 on Harbor Island as cartons of chinaware discharged from the States Steamship vessel Idaho were being loaded aboard a Milwaukee Road DF car.

ELEVEN carloads of chinaware from the Orient handled recently by our railroad for a New York firm, Super-Crafts, Inc., attracted attention to the facilities at the Port of Seattle for expediting trans-ocean/direct rail movements of cargoes consigned to O.C.P. territories—overland common points of distribution east of the Rockies for those which enter the U.S. via West Coast ports.

The shipment, Super-Craft's first through Seattle and also its largest of this type, consisted of some 21,000 cartons of assorted dishes and tableware brought in from Nagoya, Japan, by the States Steamship vessel *Idaho*. Upon being discharged at Harbor Island, the cartons were loaded aboard 11 of our DF cars which had been assembled for movement via our fast Thunderhawk service to Chicago and subsequent distribution in the Midwest, where a huge supermarket promotion awaited their arrival.

The acquisition of this traffic for our road and the coordination of the movement involved considerable teamwork between offices and departments at various locations. At Seattle, the arrangements were handled by G. F. Flynn, district manager-foreign freight sales (promoted since to assistant manager-foreign freight sales, Chicago), working with the Port's representatives and cus-



E. E. White manager-foreign freight sales (seated), and G. F. Flynn, assistant manager-foreign freight sales, study the arrangements for moving the large shipment of chinaware on the Thunderhawk from the Port of Seattle to Chicago.

tom clearance agents. Others who played important roles, as cited by E. E. White, manager-foreign freight sales, were our sales and service men in New York and Cincinnati, as well as the transportation department, which coordinated the accumulation of special equipment.

Commenting on the effort put forth by everyone involved with the movement, Mr. White said it was reflected in a smooth operation from the time

the shipment left Japan until it reached destination.

The success of this initial service for a New York shipper indicated that it may well be the forerunner of many more similar movements clearing through Seattle for O.C.P. territories. Port officials pointed out that, because Seattle is the closest West Coast port to Japan, the combination of speed in ocean transport and fast rail connections to the Midwest makes for an extremely attractive delivery package—from manufacturer to retailer in just a matter of days.

E. L. Johnson Honored in Sioux City Upon Retirement

A LARGE group of employes and other friends of E. L. Johnson, sales representative in Sioux City, Ia., honored him at a dinner party held in Archie's Steak House, South Sioux City, Neb., the evening of Apr. 8, upon his retirement after 47 years of service. The festivities included the presentation to him and his wife, Vivian, of a "This Is Your Life" album compiled by their daughter and sons, and of a watch, billfold and gift certificate from their other well-wishers.

He was honored also by the Sioux City Traffic Club, which presented him with a lifetime membership, and at a luncheon given by the Sioux City Grain and Feed Association.

Mr. Johnson started his service with the Road in 1919 in his home town of Correll, Minn., and subsequently held positions at Britton, Webster and Aberdeen, S.D. He had been a member of the Sioux City traffic force, serving in various capacities, since 1945. He and his wife plan to make their home in the Seattle area, where he looks forward to pursuing his hobbies of fishing and rock collecting.



At the dinner party marking his retirement, E. L. "Ed" Johnson and his wife are presented with a gift from their well-wishers by A. J. Dittmar, district manager-sales in Sioux City, Ia. (Sioux City Journal-Tribune photo)



Dining Service Rates Seventh Consecutive Sanitation Award

The occasion above is the awarding to the Milwaukee Road of the United States Public Health Service Special Citation for Excellence in Sanitation, certifying to our "commendable record of dining car sanitation in 1966."

The ceremony in Chicago on Mar. 17 marked the seventh consecutive year in which this honor has been conferred on the employes responsible for this phase of our service. Taking part are, from right: Carl E. Stark, sanitation specialist, Department of Health, Education and Welfare; W. Sommer, assistant to superintendent of the sleeping and dining car department; John Galloway, dining car inspector; A. J. Corbett, chief dining car inspector; R. E. Michau, dining car inspector; J. A. Jakubec, assistant to vice president-operation; T. J. Knaffla, dining car inspector; Frank V. Bolla, sanitation

specialist, DHE&W; W. R. Jones, superintendent of the sleeping and dining car department; R. E. Novick, acting regional health director of the Public Health Service; Herbert L. Sisk, sanitation specialist, DHE&W; E. J. Muller, district master mechanic; C. E. Curran, general coach yard foreman; and Henning Eklund, chief of Interstate Carrier Activities, Environmental Sanitation Program.

The Milwaukee was one of only six railroads in Region 5 of the Department of Health, Education and Welfare—the region embracing the states of Illinois, Indiana, Ohio, Michigan and Wisconsin—to receive the citation for 1966. During the year, our road served approximately 522,000 meals on its dining cars, in addition to other food and beverage service.

Agricultural Agent S. J. Oberhauser Retires; Honored at Staff Meeting



President Curtiss E. Crippen meets with the members of the agricultural and mineral development department during the staff meeting at which Agricultural Agent S. J. Oberhauser was honored. Seated are, from left: S. P. Elmslie, manager-grain sales; Mr. Crippen; L. B. Horton, commissioner of agricultural and mineral development; and Mr. Oberhauser. Standing (same order): J. V. Kelly, geologist; T. D. Planer, E. H. Fierke, and G. A. Dyke, agricultural agents in Chicago, Aberdeen, S. D., and Spokane, respectively; and H. A. Springer, assistant manager-grain sales.

THE recent retirement of S. J. Oberhauser, agricultural agent with headquarters in Minneapolis, was highlighted at a staff meeting of the agricultural and mineral development department in Chicago on Mar. 29. During the meeting, Mr. Oberhauser was honored at a luncheon in the Union Station Canterbury Room to which a number of his close friends in the company were invited.

Mr. Oberhauser had been with the department for 30 years, serving our agricultural interests in Minnesota, Iowa, the Dakotas and Missouri. He is a graduate of Iowa State College who did postgraduate work at the University of Wisconsin. Before joining the railroad he served with the U.S. Department of Agriculture's Bureau of Plant Industry, as a high school principal, vocational agriculture instructor, and county extension agent. Shortly before his retirement he was presented with the Greater Minneapolis Chamber of Commerce Distinguished Service Award for his outstanding contribution to agricultural development in the Upper Midwest.

The staff meeting included sessions with officers from a number of other
(Continued on page 13)

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Sales Team Investigates Sources of New Export-Import Traffic in Japan

The sales delegation aboard a United Air Lines plane at Chicago's O'Hare Airport waiting to take off for Japan on May 8. From left are W. E. Cartwright, assistant to vice president-sales and service for export-import traffic, G. H. Kronberg, vice president-sales and service, and P. L. Cowling, vice president of the Milwaukee Motor Transportation Company.



A THREE-MAN delegation left Chicago on May 8 to investigate ways of increasing our company's participation in the huge volume of export-import traffic moving between Japan and the United States, and particularly to inform Japanese shippers about our expanding facilities for handling containerized freight.

The group consisted of G. H. Kronberg, vice president-sales and service; P. L. Cowling, vice president of the Milwaukee Motor Transportation Company, our road's piggyback subsidiary; and W. E. Cartwright, assistant to vice president-sales and service for export-import traffic. They planned to spend approximately three weeks in Japan and also visit Hawaii and Alaska.

The purpose of the trip is to make known that our railroad is prepared to enter the business of handling containerized movements on a major scale, and to meet with the governmental and com-

mercial interests involved. For background information, the team carried special brochures describing in both English and Japanese the equipment, service facilities and route schedules we provide for this form of international shipping.

In announcing the move, Mr. Kronberg pointed out that a major part of this traffic moves through the North Pacific Coast ports, and that the fastest transit time between Japan and Midwest points is via routes using these ports in combination with our service. He noted that import-export traffic through these ports is expected to increase rapidly in the years immediately ahead, with containerization becoming an extremely important part of the movements.

The sales team will hold discussions with Japanese officials from government ministries, Japanese and American steamship companies, port authorities, trading companies, and with American government representatives based in Japan. Cities on their itinerary include Tokyo, Yokohama, Nagoya, Osaka, Kobe and others. One thing they will do is look

into the possibility of opening an office in Tokyo.

At the various places visited, the three men will pay special attention to container handling facilities. Before leaving for Japan, they visited the North Pacific Coast facilities, conducted market research studies, and looked into other aspects of the growth in container shipping.

The action to line up a larger share of this business takes into account that trade between the United States and Japan tripled in just 10 years, to a total of \$4.4 billion in 1965. Meanwhile, our company's volume of carload traffic from these shipments has grown steadily. In 1966 our import shipments increased by more than 34 per cent, as compared with 1965.

APPOINTMENTS

Sales and Service Department

Effective May 1, 1967:

W. B. Tigerman is appointed assistant regional manager-sales, Kansas City, Mo.

Operating Department

Effective Mar. 16, 1967:

R. L. Tewell appointed assistant superintendent of the Chicago Terminals Division with headquarters at Bensenville, Ill. . . **J. T. Gregerson** appointed trainmaster of the Chicago Terminals Division with headquarters at Bensenville, Ill. . . **R. A. Adams** appointed trainmaster of the Iowa, Minnesota & Dakota Division with headquarters at Austin, Minn. . . **W. F. McCann** appointed trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

Effective Apr. 1, 1967:

J. D. Feiereisen appointed supervisor of stations and yard offices, with headquarters in Chicago, following the retirement of L. E. Martin . . . **W. J. Peta** appointed trainmaster of the Milwaukee Terminals Division with headquarters in Milwaukee.

(Continued from page 12)

departments with which the agricultural and mineral development department cooperates in mutual undertakings. Predominating among these various functions are, working to increase and improve quality crop and livestock production in our territory; helping to conserve and utilize natural resources; finding sources and markets for crops, livestock, forest products and minerals; keeping the company abreast of local crop and marketing conditions; and maintaining a close rapport with the agricultural public.

Clocked at 156 M.P.H., the Government's new high-speed electric train sped from New Brunswick, N. J., to Trenton May 24 in 11 minutes, about half the time it takes the Pennsylvania's regular passenger trains to make the 21.2-mile run. The test was made on one of the flattest and straightest legs of track in the East, on which the Government spent \$1.6 million to upgrade the welded rail. Later this year it will start a market test of 110 m.p.h. service between New York and Washington on the Pennsy to see if travelers can be lured from congested highways and airways.



President Curtiss E. Crippen is greeted at the banquet by Milwaukee Road women who are active in the NARBW at the national and local level. From left are Agnes McGrath, Gertrude Walsh, Lida Van Buren, national credentials chairman, and Hazelle Anderson, national corresponding secre-

tary, all members of Chicago Chapter; Mrs. Grace M. Johnson of Milwaukee, national president; Eva Koreen, president of Milwaukee Chapter; Juanita Chambers and Ernestine Harrer, Chicago; and Pearl Freund, Milwaukee.

People Will Be Key to Industry's Future, President Crippen Tells NARBW Meeting

THE railroad industry must continue to organize progressive personnel programs because people, more than machines, will be the key to the industry's future, President Curtiss E. Crippen told the National Association of Railway Business Women at their annual convention in Washington, D. C.

As the featured speaker at the convention banquet in the Sheraton-Park Hotel, Mr. Crippen said that railroads "must take the time and find the money" to improve and expand training and development programs. "We will need programs that are as advanced, contemporary and effective as the machines and methods we are now using," he stated.

He characterized the education process as being as important a challenge as there is in railroading today.

Former Secretary Presides

Approximately 440 members of the NARBW, representing 57 chapters throughout the country, attended the banquet which concluded the convention on May 18. Mr. Crippen was introduced by Mrs. Grace M. Johnson, president of the Association and secretary to the Road's general superintendent in Milwaukee, who mentioned in her remarks that she had served him in that capacity from 1948 to 1950, at which time in his career he was general superintendent.

In addressing the gathering, Mr. Crip-

pen noted that a concern about people also underlies the activities of the NARBW—its two retirement homes, insurance and benefit programs, charitable work, public affairs programs, and other programs designed to further the educational, social and professional interests of people in railroading.

With regard to personnel activities being carried out in the industry, he cited as examples our own road's programs for employe training, our tuition refund plan, college recruitment, and efforts to improve equal employment opportunity. The growth of such programs on the Milwaukee and other railroads "is a major trend in our industry, and a very important trend," he noted.

Referring to the "increasingly sophisticated economy and an increasingly sophisticated transportation industry," he observed, "Our emphasis and our attention will have to go to the people who are already in the industry. It will have to go to people who have been in railroading for years, or who will be in it for years to come."

Citing our computer program as an example, he explained how employes were screened, tested and trained for computer work, with the result that our staff is made up largely of people who were with us before the computer came. "We did bring in a few people from outside the company," he remarked, "but only after we were unable to find em-

ployes who had specific talents we needed."

He added that the same approach will be followed in staffing the operations of the new IBM 360 computer system we installed recently, and the two more 360s on order. "Teachability is one asset we seek in our employes," he said, "and we are finding many teachable employes. I want to say, too, that it has been both exciting and rewarding to find talent in unexpected places. This has made us a better company and has given broader opportunities to people who deserved improved positions."

Cites Training Opportunities

On the matter of providing people with opportunities to train for new jobs, and new requirements for old jobs, Mr. Crippen mentioned the response to our company's tuition refund plan, now in effect a little less than two years. During this relatively short period of time, our employes have taken 381 job-related or educational courses, he said.

As other examples, he pointed to our accounting training program, which was developed by one of our officers, primarily for clerical employes who wanted to get into accounting work, and our internal and external management training programs. "I, myself, was a student in one of our first management programs," he remarked.

In passing, he commented on the fact that these programs are among the several sponsored by our company that are continuous and entirely voluntary, involving the employe's own time.

On the subject of personnel programs generally, Mr. Crippen discussed "the familiar fear of change" caused at times by some training programs and by industry changes. Taking college recruiting for one, he observed that some people in the industry seem to think they will be replaced by college graduates newly recruited to the industry. Much of this feeling would disappear, he said, if people had a better understanding of the situation.

Seek Talent Among Employees

In our case, he explained, we try to hire students who have special training or abilities, most of whom go into specific jobs in specific departments, or into new jobs in new departments. Before going to the colleges, however, we look among our own employes.

In a changing world, he said, it makes sense to attract bright, talented new people to the industry, "but above all it makes good sense to use the full talents and best abilities of the people we already have in this industry. However, we must have the best from all of our people . . . and to get the best, we need to have the best in personnel programs and in training and development programs. We can't wait around—change and opportunity are coming too fast."

Speaking of opportunities created by change, Mr. Crippen said this is especially true for women employes; that some of the new departments and new programs offer women much better opportunities than they ever had before, notably in areas such as personnel, data processing, and systems and procedures work. At the Milwaukee, women have done a fine job in our systems and procedures department, he stated, adding that a little more than five years ago these positions did not exist.

Remarking that there will be more new jobs which offer excellent opportunities to men and women in railroading, Mr. Crippen called attention to the responsibility of everyone, regardless of position, to train a qualified successor. "Often an individual's progress and advancement is limited by the lack of a suitable successor," he remarked.

"We have a great potential for success in this industry," he said in conclusion, "but I think it is clear that people will be the real wheels of progress. Nothing could please me more than to find among our employes the talent we need to move this great industry forward."

May-June, 1967

New Operating Rules Go Into Effect



Members of the Milwaukee Road consolidated code committee—F. H. Ryan, superintendent of the Milwaukee Division, R. L. Hicks, superintendent of operating rules and special instructions, and D. O. Burke, assistant general manager (left to right)—study the revised rules. J. A. Jakubec, assistant to vice president-operation, was a member also.

JUNE 1 witnessed the adoption by our railroad and 15 other railroads and transfer lines of a revised uniform code of operating rules designed to take advantage of modern technology. The new rule book, the fourth revision of the consolidated code since it went into effect in 1939, governs more main line miles of railroad than any other in existence.

The adoption of the common rules resulted from a two-year study begun in 1964 by committees of the individual railroads and a Consolidated Code Committee composed of members from their rules departments. R. L. Hicks, superintendent of operating rules and special instructions, represented our railroad's interests on the standing committee.

The provisions of the code, superseding all previous rules and instructions, required the revision of a number of maintenance of way rules in the territories served, the better to conform with present day operating conditions and technological advancements in the railroad industry. One such is the rule governing flag protection of maintenance crews, which formerly varied considerably. The new rule, which reflects modern equipment and train speeds, designates a uniform limit of 2 miles.

Another is the rule which requires maintenance workers to set out a yellow flag warning of slow or impassable track. Under the new code, the yellow flag indicates slow track, whereas a yellow-red flag indicates impassable track, thereby pinpointing the specific nature of the condition ahead.

The lines on which the uniform rules prevail are, in addition to the Milwaukee Road, the Butte, Anaconda and Pacific; Davenport, Rock Island and North Western; Des Moines Union; Duluth, Missabe and Iron Range; Minneapolis, Northfield and Southern; the Soo Line; Minnesota Transfer and the St. Paul Union Depot Company; Portland Terminal; Spokane International; the Oregon Division of the Union Pacific; and the Burlington, the Chicago and North Western, the Great Northern, the Northern Pacific, and the Spokane, Portland and Seattle, together with their affiliated lines.



"I hope Junior didn't give the baby-sitter too much trouble!"

They're Big Wheels in the Bicycle World

Pedaling the Path to Fun, Health and Friendship



Mr. and Mrs. Joseph L. Hart, the president and the secretary of the League of American Wheelmen, at the meeting point for the parade in which several hundred cyclists took part.

As Columnist Larry Thompson told in the *Miami Herald*, "When I went to the Homestead Air Force Base for the closing banquet of the national convention of the League of American Wheelmen, I expected to see the most knocked-out collection of people who ever managed to drag themselves to a meeting. After all, these nuts had been riding their bikes for a solid week.

"They had toured the Everglades, the county parks, the cities, visited the beaches, the tourist attractions—surveyed the county from tip to toe, all on bicycles. They should have looked like wrung-out dish rags."

Instead, he found the cyclists "bushy tailed, loaded with vinegar and rarin' to go." Between courses many couples got up and danced, and after the banquet there was a ball until the wee hours. Looking over the energetic wheeling on the dance floor—ages ranged from 35 to 70—Thompson came to the conclusion that maybe the biking fraternity isn't so nutty after all. ("I'm beginning to think that the rest of us are the nuts.")

Among the "big wheels" of the bicycle world who arranged this event—the first Annual Winter Rendezvous of the League of American Wheelmen and Conference for Invigorating Travel—were Mr. and Mrs. Joseph L. Hart of Chicago. Joe Hart, an employe of the

Chicago Tribune, is national president of the League, and Dorothy, a secretary in the office of our vice president-labor relations, devotes many of her spare hours to serving as national secretary.

The Harts, who belong to Chicago Council of the LAW, share an interest in organizational work not necessarily confined to cycling. On Dorothy's part, it includes the activities of several philanthropic and social groups, and currently the treasurer general position of the Milwaukee Road Women's Club. Joe is active in the American Legion, being past commander of Colonel McCormick Post No. 348 and child welfare chairman of the Sixth District.

Both also enjoy sports, and Joe has served as president of the Columbus Park Wheelmen, a Chicago bicycle club. In fact, it was mainly through his efforts that the LAW, which has been in existence about as long as the bicycle itself, was reorganized several years ago on its present scale of national participation.

The convocation of cyclists held at Homestead Mar. 5-12 coincided with "Bicycle Month in Florida," and was co-sponsored by the Dr. Paul Dudley White Bicycle Club of Homestead, named for the heart specialist who attended President Eisenhower. Doctor White, an advocate of cycling as an aid to physical fitness and longevity, helped

to organize the club and to promote the city's system of bikeways.

Homestead, living up to its reputation as "Biketown U.S.A.," treated the visitors royally throughout their stay—the rendezvous were the news of the week. Additional expressions of support came from the governor's office, local bicycle clubs, the state and county chambers of commerce and the Miami department of tourism.

The convention on wheels featured daily rides to nearby points of interest and seminars on the benefits to be derived from "invigorating travel." Climaxing the week's events, Doctor White, attending as the guest of honor, led a parade of several hundred cyclists through the city and spoke at the banquet in the Officers Club on the Air Force Base.

In his talk, which kicked off a drive to build a national bicycle museum at Homestead, Doctor White expressed one regret. Some youngster had darted in front of the parade that afternoon, causing him to stop so abruptly that he was thrown from his bike. "My leg is a little sore," said the 80-year-old leader, "and I may not be able to dance very much tonight."

The Harts are sold on bicycling, not only for fun and healthful exercise, but as a chance to become acquainted with the beauties of nature and with people who share their enthusiasm for riding. In Chicago, for instance, there are 36 separate bicycle paths stretching along the Lake Michigan shore where cycle fans can pedal away without interference



Dorothy Hart poses for a picture with Dr. Paul Dudley White, the famous heart specialist and proponent of bicycling for physical fitness.

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from city traffic. Dorothy has a ten-speed tourist bike and Joe uses a three-speed racer.

The Wheelmen's League contributes to their enjoyment of the sport in various ways. Aside from working for better cycling conditions, such as automobile-free and marked paths, the LAW keeps tourists abreast of local traffic rules, advises them about choice routes and maps, and has a program for individuals and groups to participate in organized rides, bike train trips, and even century runs. In addition, it enjoys the benefits of membership in the *International Alliance de Tourisme*.

On the subject of bike train trips, Dorothy has already announced that the Chicago Council has one coming up on Oct. 8—a fall foliage Bikeorama in the vicinity of Janesville, Wis. For the train part of the ride, the members will travel on—naturally—The Milwaukee Road.

John J. Roche

JOHN J. ROCHE, 67, corporate secretary of the railroad prior to his retirement on Dec. 31, 1964, died unexpectedly at his home in Elmhurst, Ill., on May 5. Requiem Mass was offered at Mary Queen of Heaven Church in Elmhurst, with interment in St. Joseph's Cemetery, River Grove, Ill.

Mr. Roche was a native of Carrollton, Ill., who moved to Chicago in 1908 and made his home there until moving to Elmhurst several years ago. He was employed by the Road in 1919 in the office of the corporate chief engineer during the period of federal control, and subsequently served in the finance and accounting department. He became assistant secretary of the company in 1951 and was elected secretary by the board of directors on Sept. 10, 1952.

Surviving are his wife, Jessie; two sons, James of Deerfield, Ill., who is with the Continental Casualty Company, and John Jr. of Lombard, Ill., an officer of the River Forest State Bank and Trust Company; two sisters, Miss Helen Roche, an employe of the Road's finance and accounting department, and Mrs. Julie Ellgass; and six grandchildren.

European Travel Agents who visited the United States recently registered some criticism of American customs. German agents complained that many chambermaids open doors to rooms without knocking, Norwegian and Greek agents were irritated because postage stamps in vending machines cost more than at the post office. But the major problems related to bringing in more foreign visitors, they said, are the expense of trans-Atlantic tours and the language barrier.

RETIREMENTS

The following employes' applications for retirement were recorded during March-April 1967

General Office & System Employes

Barthel, W. C. Bureau Head . . . Chicago, Ill.
 Capron, C. W. Chief Clerk . . . " "
 Carlisle, H. G. Clerk . . . " "
 Cooke, Katherine B. Clerk . . . " "
 Duhigg, L. N. Clerk . . . " "
 Harper, V. A. Chef-Cook . . . " "
 Hicks, J. R. Chef-Cook . . . " "
 McVitty, H. G. Steward . . . " "
 Roark, M. W. General Adjuster . . . " "
 Stevens, W. L. Cook . . . " "
 Warnimont, Marie A. Clerk . . . " "
 Willigan, Eva M. Secretary . . . " "

Chicago Terminals

Bieszczał, S. G. Freight Handler . . . Galewood, Ill.
 Bosyj, W. Carman . . . Bensenville, Ill.
 Coltrin, A. A. Yard Clerk . . . " "
 Deron, G. J. Assembler . . . Chicago, Ill.
 Frick, J. Y. Machinist . . . " "
 Howes, F. C. Track Laborer . . . " "
 Mann, R. H. Switchman . . . " "
 Marez, L. Trackman . . . Bensenville, Ill.
 Martin, L. E. Supt. of Station . . . Chicago, Ill.
 Miller, W. C. Snow Gang Laborer . . . Chicago, Ill.
 Piedlow, E. W. Switchman . . . " "
 Ratz, J. G. Freight Handler . . . " "
 Rickert, F. C. Freight Handler . . . " "
 Tomecek, F. Pipefitter . . . Bensenville, Ill.
 Tully, T. Freight Handler . . . Chicago, Ill.
 Warmus, A. Asst. Car Foreman . . . " "

Aberdeen Division

Burnette, S. L. Clerk . . . Aberdeen, S. Dak.
 Dimmick, G. F. Agent . . . Faith " "
 Larson, L. E. Dispatcher . . . Aberdeen, S. Dak.
 Larson, O. M. Warehouse Foreman . . . Montevideo, Minn.
 Rudolf, A. Section Laborer . . . Zealand, N. Dak.

Coast Division

Akey, T. E. Brakeman . . . Malden, Wash.
 Anderson, E. C. Store Helper . . . Tacoma, " "
 Carlstrom, L. P. Carman Helper . . . " "
 Collins, E. Exg. Laborer . . . " "
 Conley, E. L. Laborer . . . Spokane, " "
 Daniels, H. S. Engine Foreman . . . Seattle, " "
 Lucas, B. P. Conductor . . . Tacoma, " "
 Murphy, S. Loco. Fireman . . . Cle Elum, " "
 Ode, J. G. Carpenter . . . Tacoma, " "
 Proffitt, T. J. Section Laborer . . . Carnation, " "
 Swain, N. J. Carman Welder . . . Tacoma, "

Dubuque & Illinois Division

Jurgens, C. Track Foreman . . . Elgin, Ill.
 Koppes, C. V. B & B Carpenter . . . St. Olaf, Iowa
 Latronch, J. S. Yardmaster . . . Dubuque, " "
 Martin, E. L. Laborer . . . Hedrick, " "
 Martin, Genevieve A. Ticket Clerk . . . Savanna, Ill.
 Miller, H. K. Loco. Engr. . . . " "
 Vanarsdall, W. K. Cashier . . . Elgin, "

Iowa Division

Main, W. J. Conductor . . . Perry, Iowa
 Riffle, L. R. Chief Carpenter . . . " "

Iowa, Minnesota & Dakota Division

Barrett, L. B. Stevedore . . . Sioux City, Iowa
 Cunningham, W. D. Warehouse Foreman . . . Mitchell, S. Dak.
 Garry, M. L. Agent-Operator . . . DeLavan, Minn.
 Haugland, C. Track Laborer . . . Jackson, "

Johnson, E. L. Sales Rep. Sioux City, Iowa
 Kerrigan, J. F. Section Laborer . . . Yankton, S. Dak.
 Lloyd, R. W. Section Laborer . . . Sioux City, Iowa
 Matthews, A. C. Whse. Foreman . . . Spencer, " "
 Reinartz, A. Loco. Fireman . . . Austin, Minn.
 Reitsma, W. B & B Carpenter . . . Sanborn, Iowa
 Rubel, E. A. Locomotive Engineer . . . Austin, Minn.

La Crosse Division

Hamann, J. F. Switchman . . . La Crosse, Wis.
 Knickelbein, R. E. Section Foreman . . . Necedah, " "
 Krenke, E. F. Storekeeper . . . Janesville, " "
 Kuklinski, F. J. Track Foreman . . . La Crosse, " "
 Rasmussen, H. Crossing Watchman . . . Madison, " "
 Schuldt, L. D. Section Foreman . . . So. Wayne, " "
 Taylor, R. H. Conductor . . . Portage, " "
 Wisley, M. K. Bridge Tender . . . La Crescent, Minn.
 Yahnke, A. R. Switchman . . . Janesville, Wis.

Milwaukee Division

Chamberlain, R. F. Treating Plant Inspector . . . Granville, Wis.
 Cheney, R. S. Assistant Engineer . . . Milwaukee, " "
 Chmela, S. J. Welder . . . " "
 Fencil, J. A. Conductor . . . " "
 Heckler, E. W. Chief Revising Clerk . . . " "
 Heinrichs, Florence M. Relief Chief Clerk . . . Plymouth, " "
 Huck, F. B. Switchman . . . Milwaukee, " "
 Jaeger, C. G. Clerk . . . " "
 Jung, G. H. Secretary . . . " "
 Klimetz, G. S. Engineer . . . Green Bay, " "
 Noskey, M. J. Conductor . . . Menominee, Mich.
 Ramstack, Frances M. Timekeeper . . . Milwaukee, Wis.

Ratachick, F. Roundhouse Foreman . . . Green Bay, " "
 Reule, R. R. Yard Conductor . . . Milwaukee, " "
 Scholz, H. E. Brakeman . . . " "
 Thomas, H. Laborer . . . " "
 Trudnowski, W. J. Supervisor . . . " "
 Wallace, J. L. Power House Fireman . . . " "
 Wissing, J. J. Engineer . . . " "

Milwaukee Terminals & Shops

Beir, A. Carman . . . Milwaukee, Wis.
 Chandler, M. E. Chauffeur . . . " "
 Danner, P. J. Machinist . . . " "
 De Lano, T. L. Oiler . . . " "
 Krychkeinch, I. Carman . . . " "
 Schweitzer, E. J. Carman . . . " "
 Wentland, E. F. Boilermaker . . . " "

Rocky Mountain Division

Ahrens, H. W. Electrician . . . Harlowton, Mont.
 Dixon, W. E. Conductor . . . Three Forks, " "
 Mullikin, M. P. Telegrapher . . . Butte, " "
 Sebalsky, J. N. Pipefitter . . . Harlowton, " "
 Taylor, Ruth W. Laborer . . . " "

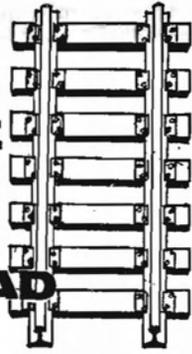
Terre Haute Division

Gray, V. A. Electrician . . . Terre Haute, Ind.

Twin City Terminals

Carlson, E. F. Crossing Flagman . . . Minneapolis, Minn.
 Delaney, F. J. Electrician . . . " "
 Hawkins, H. H. Yardmaster . . . St. Paul, " "
 Kohlman, H. W. Check Clerk . . . Minneapolis, " "
 Le Maitre, W. J. Mail Handler . . . " "
 Long, H. S. Machinist Helper . . . " "
 Lorang, L. J. Carman . . . St. Paul, " "
 Lundberg, L. J. Signalman . . . " "
 Malloy, R. E. Asst. Chief Yard Clerk . . . Minneapolis, " "
 Martinsen, C. J. Fireman . . . St. Paul, " "
 Oberhauser, S. J. Agricultural Agent . . . Minneapolis, " "
 Olson, A. O. Track Laborer . . . " "
 Popek, S. J. Police Lt. . . . St. Paul, " "
 Stendal, R. T. Loco. Engineer . . . " "
 Suess, A. L. Loco. Engineer . . . Minneapolis, "

ABOUT PEOPLE OF THE RAILROAD



Milwaukee Division

SECOND DISTRICT

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

The Milwaukee Road team of the Green Bay Traffic Club Bowling League captured the trophy for first place on Apr. 21. Team members include Agent Joe Kalasmiki, Dick Williams, sales representative, and Scott Hazelberg, chief clerk to agent. The team also took the high single game of 243 and high three gross of 2972. Joe Kalasmiki was awarded a belt buckle for being the most improved bowler of the year.

We are sorry to report the following deaths: Mrs. Henry Bushey, who passed away on Mar. 22. Her husband was a former engineer. Fred Rosner, 66, former section foreman, died on Mar. 10 at his home in Rockland, Mich. James Whitman, former trainman, passed away on Apr. 6. He is survived by his widow, the former Gladys Barrette, and two sons. Mrs. George Warwick died Mar. 30. She was a member of the ladies auxiliary of L.F. & E. Mrs. Charles Doherty passed away recently. Her husband was a former employe of the Road. Stanley Lewicki, former employe, passed away on Mar. 17.

Our sympathy is extended to Lucille De Muth, employe of The Milwaukee Motor Transport Co., whose father passed away recently.

Terre Haute Division

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

Mr. and Mrs. James A. Ogden celebrated their golden wedding anniversary on Apr. 23 at an open house held at their home. Fifteen of those years were spent at Savanna, Ill., before Mr. Ogden transferred to Terre Haute. He worked on the Terre Haute Division as trick dispatcher until 1947, when he was appointed safety engineer.

On Mar. 7, Mr. and Mrs. Oscar Bond received word that their grandson, Second Lieutenant Robert N. Clark, Jr., had been killed in action near Quant Tri, Viet Nam. He was a 1965 graduate of Rose Polytechnic Institute and joined the Marine Corps in 1966, going to Viet Nam last October. Mrs.

Bond is a former president of the Milwaukee Women's Club at Terre Haute, and currently is general chairman of constitution and bylaws.

F. O. Brough, retired locomotive engineer, died Mar. 19 at Englewood, Fla. He retired in 1960 after 45 years of service. He is survived by his widow, Esther; a son, William, of Glendora, Cal.; three daughters, Mrs. Marjorie Trimmer of Riley, Ind., Mrs. Geraldine Jackson of Cory, Ind., and Mrs. Barbara Carter of Jackson, Miss.; three sisters and five grandchildren. Burial was in Terre Haute.

R. A. Schuh, retired yardmaster, died Apr. 5 at Brazil, Ind. He retired in 1950 after 39 years of service. He is survived by the widow, Bessie, a half-brother and niece. Burial was in Centerpoint, Ind.

Floyd "Salty" Magnetta died on Mar. 31 at Terre Haute. He had worked for 37 years in the maintenance of way department. He is survived by his widow, Wando, two brothers and five sisters. A veteran of World War II, he was a member of the Eagles. Burial was in Terre Haute.

John L. Gregory, retired car inspector, died Jan. 22 at the Vermillion County nursing home in Newport, Ind. He last worked at Cheneyville, Ill.

Warren E. Humiston, 76, of Joliet died there on Apr. 3 of a brief illness. He retired in 1961 as a conductor after 48 years of service. Survivors are his wife, Kathryn; two daughters, Mrs. Charles Leonard and Mrs. Henry Szepelak of Joliet; ten grandchildren and four great-grandchildren; two brothers and seven sisters.

Retired Agent Archie L. West of Manhattan, Ill., has notified us of the death several months ago of Conductor Claude E. Adams, also of Joliet.

Rocky Mountain Division

EAST END

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

The Women's Club, continuing with the idea of using a different country each month for the theme of their meetings, carried out A Little Bit of Ireland at the March meeting. Mrs. Myrtle Kelly made and served the traditional Irish chocolate potato cake. Mrs. Ambrose Sweeney made columbille cookies, and Mrs. C. O'Brien made and decorated cookies.

For their April meeting the Club had as their guest Malee Saelim, exchange student from Thailand, who spoke on her homeland, and showed pictures, costume jewelry and handicrafts of her native land.

Car Foreman H. J. Sweeney and wife attended Woman's Day ceremonies at Montana State University in Bozeman when their daughter, Kathleen, was honored with two awards—the Mortar Board Scholarship Cup for the sophomore woman student with the highest scholastic average during her freshman year, and the Gallatin County Panhellenic Scholarship for the sophomore with the highest scholastic average of all sorority freshman pledges for the entire freshman year.

Melvin Shields, son of deceased machinist helper Lonnie and Mrs. Frances Shields, will graduate in June from the University of Chicago with a bachelor's degree. Melvin has been awarded a full tuition scholarship and a \$2,400 grant for living expenses to study for a master's degree in English at the university.

Conductor E. R. Martin was re-

Shop Craftsman's Hobby—Sculpture in Sheet Metal

Drawing on his craft, Anthony Albanese, a blacksmith-welder in the truck shop at Milwaukee Shops, devotes his leisure time to practicing the art of welding sculpture. He and his wife are shown here with one of his works on display in Brooks Memorial Union at Marquette University. The crucifix stands 10 feet high overall, and the Corpus itself is approximately six feet in height. In fashioning the work, Albanese used 300 pieces of sheet metal. Both the figure and the cross are bronzed and brazed.

Albanese has been with the Road since 1947, starting in the car department and later becoming a blacksmith. He transferred to the locomotive department truck shop in 1961. (*Catholic Herald Citizen photo*)



The Milwaukee Road Magazine

Engineering Department Golfers Play Off for Championship

THE big grin worn by K. L. Clark, engineer-track, below at left, is what comes naturally from posting the low gross score at the engineering department's annual golf outing. It was the third time since 1959 that he had won the Maurice C. Chier trophy, which is being presented here by the donor. R. F. Spars, who turned in the low net card, is shown with the Carpenter-Kennedy traveling trophy, and waiting to tee off are C. V. Lund, assistant chief engineer-structures, N. E. Smith, bridge engineer, V. E. Glosup, retired vice president-chief engineer, and R. G. Simmons, general road-master (left to right).

About 140 attended the outing held May 13 at the Mohawk Country Club in Bensenville, Ill. Lack of spring training was blamed for some of the scores, but even a duffer couldn't lose. The way it worked out, everyone took home a prize.



elected to the City Council for a third term in the city election this spring, and has been named president of the Council.

Bev Glover, wife of Conductor H. R. Glover, won the scratch division of the All Events Miles City Women's Bowling Association city tournament, posting a score of 1564 in team, singles and doubles events.

Fireman and Mrs. S. V. Friedt received word that their daughter Marie was crowned Miss Presentation College Secretary of 1967 at Presentation College, Aberdeen, S. D. Marie is a medical secretarial student. She will be the first to graduate from this program at PC. The Friedts also had a visit from their son Michael, who was on his way to Torrejon Air Base, Madrid, Spain.

The Virgil Rask family has experienced a series of events lately that has given them much to talk about. Virgil was recently named car foreman at Harlowton. His wife and son will join him there after school is out. Their son Perris and wife presented them with their first grandchild, a little girl born in Germany, where her father has been stationed for the last two years. Another son, Harold Hamilton, recently arrived at Cu Chi, a village near Saigon.

Louise Swensrud, daughter of Mrs. Hazel Swensrud of Olive, and Jona-

than Wilkerson, son of General Chairman BLF&E W. H. Wilkerson, were married Feb. 25. The bride is a graduate of Broadus High School currently enrolled in the Miles Community College. Jonathan graduated from Custer County High School and is employed in ranching.

It is with deep regret I report the death of Donald B. Campbell, our Magazine correspondent since 1951. Don died unexpectedly at home Apr. 16. Prior to coming to the railroad Don taught in the local high school and served as Dean of the Custer County Junior College. He was a graduate of the University of Montana at Missoula and earned both his B.A. and M.A. degrees there. At the time of his passing he was relief yard clerk at Miles City. Services were conducted in the Graves Funeral Home, and burial was in the family lot in the Custer County Cemetery.

Requiem Mass was said March 8 for Mrs. Ida Eggen, widow of Carl Eggen, who was employed by the Milwaukee. She resided in Miles City. Burial was in Custer County Cemetery.

Word has been received of the death of Dan Griggs on Apr. 24 at Hoquiam, Wash. Mr. Griggs was an engineer on the Musselshell seniority list, but had been unable to work in that capacity for several years.

Services were held March 10 for

Mrs. J. P. Leahy, who passed away following a short illness. She was the widow of Roundhouse Foreman Phil Leahy, and had lived in Miles City, Harlowton, Lewistown and Moberly during Phil's service with the railroad. Burial was in Calvary Cemetery.

Mrs. Susan Appleton, 91, passed away Apr. 2 following an extended illness. She was the widow of Conductor George Appleton. Mass was said in Sacred Heart Church, and burial was in Calvary Cemetery.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Ann Whaley, former time revisor on the RM division, passed away at Butte in April. She had been a revisor for 40 years.

Mike Cavey, former operator at Three Forks, now is teaching at Joliet, Mont.

Robert Ranney, son of the boardman at Three Forks, was on the honor roll at Montana State University in Bozeman. He graduated in June, and has accepted a teaching position in Las Vegas, Nev.

Walter F. Cox, former operator at Three Forks, now works for a naval supply depot in Fair Oaks, Calif.

George Hamblin, agent at Deer Lodge, had an operation on his leg.

A Hobby That Carries Weight, Figuratively Speaking

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

It may have happened to you. You walk into a friend's living room and spot a beautiful antique chair or love seat. You rave over its mellow beauty, walk over to sit on it, and then, frantically, are advised: "Oh, oh! Please sit over here. That won't hold your weight. It's just a 'conversation piece.'"

But it's not that way at the home of Engineer Ward Halverson in Montevideo, Minn. Anything you see in the Halversons' living room is solid to the core. Ward takes antiques and completely dismembers them, makes sure that the wood is healthy and strong, and then puts them together to stay.

It all started 20 years ago when he saw the possibilities in an old piece he picked up at an auction. Right now the "possibilities" in his basement include six solid walnut chests of drawers, two dining room tables, some ladder-back chairs in need of caning, and so on. He refers to the work shop as his "junk room," but out of it come lovely things.

Each piece gets painstaking attention—there's no rushing this sort of thing. He'll experiment with different varnishes and finishes, and if he strikes a snag, leaves it and comes back later to try a new idea. There are many lovely reclaimed pieces of furniture in the Halverson home, and in the homes of their two married daughters, as well.

Ward's sources of raw material are auctions, tips from friends, and family heirlooms. A choice item, for instance—one of the well known Lincoln rockers—was bought from an estate. For a long time Ward combed fabric shops for the old red mohair that is almost a "must" for this type of chair, then found it right close to home in the village of Watson.

Does he ever find things tucked away when he pries apart old pieces of furniture? Well, once he bought a chest of drawers, and in the process of dismantling it, found an 1896S dime, which is worth considerably more than 10 cents.

And what does his wife, Laurene, think of all this upheaval? She goes along with it, but never touches the "junk



The living room of Engineer Ward Halverson's home is for living, including the Lincoln rocker at his left, the cabinet containing Mrs. Halverson's collection of antique glass, the footstool made of native Minnesota black walnut, and the hanging lamp of old milk glass and crystal.

room," which is considered sacred. Now and then, when Ward comes home with some treasure black with old varnish and sagging as to hinges, she'll say, "What in the world are you going to do with *that*?" And the next minute she's as enthusiastic as he about its potential. She has long been resigned to the fact that she's living with an artist.

Connie Rancourt, daughter of Conductor and Mrs. M. A. Rancourt of Alberton, is convalescing at home after a month's stay in a Missoula hospital. Connie is a student at Dillon, Western College of Education.

Harlen Lucas visited with old friends in Three Forks recently. We all were glad that he is looking and acting like his old self. He recently underwent a series of serious operations at Seattle.

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Harlowton railroad people were well represented by their sons and daughters who earned recognition at the Kiwanis-sponsored Scholarship Dinner. This year's names include Raymond Stewart, Mike Wood, Lenna Morse, Janet Griffith, Ronald Tuss, Atha Griffith, David Irion, Richard Labbe, Linda Tronnes, Colleen Murphy and Marilyn Peccia.

Frank Stann retired at 72 as operator at Harlowton, where he has worked the past 24 years. He previously worked for Western Union and Postal Telegraph. His speed in using the old telegraph key is claimed to exceed our present teletype machines.

Ray Russlee, 25, section laborer, passed away at St. Joseph Hospital in Lewistown. He recently returned from Viet Nam after four years in military service.

Kate O'Dore, wife of Jim O'Dore, retired assistant superintendent, is home after time spent in Wheatland Memorial Hospital.

Gary Hanson, son of Dean Hanson, roundhouse foreman at Avery, Ida., received word that he is one of 50 students from the Pacific Northwest to attend a Visual Science Institute at Pacific University of Forest Grove, Ore. Unusual talent in science and math were the requirements for competing. Dean is a former machinist from Harlowton.

Retired Sectionman Henry Sims of

Lewistown passed away at age 79. Burial was in Lewistown city cemetery. The Sims family moved to a homestead in 1911, where they ranched until 1927. Henry worked for the Milwaukee at Hilger, Mont., from 1950 until 1959.

Gary Nyu, freight inspector with headquarters in Great Falls, has transferred to the car control office in St. Paul. Carl Eby of St. Paul will fill the vacancy left by Gary.

Sandra McGuinn, daughter of Howard McGuinn, assistant superintendent and trainmaster at Harlowton, is listed on the Montana State University honor roll for the winter quarter.

Fred Fortney, 75, retired switch foreman at Harlowton, passed away at his home east of town Apr. 8. As a young man, he worked in garages around Salem and Indianapolis, Ind. He restored a 1914 Model T Ford which he drove in various parades in the area. Mr. Fortney and one Art Parks were the first to drive a Model T

(Continued on page 22)



LAST RUN. Conductor Lyell Holmes of Mason City, Ia., winds up paperwork on his final trip from Sioux Falls, S.D., to Mason City, after 48 years of service. Starting at Sanborn as a call boy, he advanced to brakeman and became a conductor in 1941. He and his wife have taken a trip to the Rio Grande valley in Texas. Golfing and fishing are among his retirement plans. (Mason City Globe-Gazette photo)



MONTHLY REUNION. A group of retired Milwaukee Shops veterans keep their monthly appointment to meet for lunch and enjoy a few hours of "railroad talk." Pictured left to right are (with former titles): Henry Brushaber, air brake foreman; F. W. Bunce, chief mechanical officer; L. V. Schwartz, assistant general storekeeper; W. J. Beckel, district storekeeper; Ed TeBrake, locomotive department foreman; W. C. Lummer, district storekeeper; G. V. Ireland, general storekeeper; and R. J. Petrie, shop engineer. Altogether, the luncheon club has 13 members, including P. J. Lucas, L. Howell, H. T. Odegaard, F. J. Casey and Harold Nevitt, whose former positions were, respectively, assistant superintendent motive power, steamfitter foreman, shop engineer, assistant purchasing agent and signal supervisor.



A FORTY-FIVE YEAR VETERAN, George A. Weseman (center) is presented with a Silver Pass by D. C. Fish, auditor of freight accounts and overcharge claims, with A. V. Gallagher, chief clerk, standing by. All of Mr. Weseman's service has been in the Chicago-Fullerton Avenue accounting department, where he presently is AFAGOC head revising clerk. This occasion was marked by an office party given by his co-workers on May 5.



FORTY-FIVE YEARS OF SERVICE were chalked up recently by Roadmaster L. D. Gray of the La Crosse Division, who appears here (right) receiving his Silver Pass from Superintendent M. T. Sevedge. He started with a section crew in 1922 at Tomah, Wis., became foreman there in 1926, and was appointed roadmaster with headquarters at La Crosse in 1957.



RETIRING ON THE ROCKY MOUNTAIN DIVISION, Betty Rice takes a letter from Superintendent W. F. Plattenberger on her last day of work at Deer Lodge, Mont. She had worked there since 1945, as secretary to superintendent since 1957. The office force held a coffee party in her honor and the division employes gave her a Polaroid camera as a "going away" gift for her new home in Stockton, Calif.

NO WORK, NO WORRY CLUBBERS

pictured at their 23rd annual luncheon in Clearwater, Fla., on Mar. 16 are, from left, F. K. Beem, retired assistant traffic manager, and William Wallace, retired general passenger traffic manager, formerly of Chicago; H. K. Williams, retired general agent, New Orleans; W. A. Stauffer, retired general agent, Buffalo; and E. R. Singleton, retired traveling freight and passenger agent, Baltimore. Approximately 230 members attended the get-together of the club, which is composed of retired railroad and industrial traffic representatives who live or winter in Florida.



RETIRING AT MILWAUKEE SHOPS, Adolph (Red) Haack, clerk in the locomotive department, left, receives a gift from his co-workers with the congratulations of W. C. Gage, superintendent of motive power. He had 47 years of service, all in the locomotive department at Milwaukee.



	First Quarter	
	Ending March 31	
	1967	1966
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.	\$62,930,776	\$61,507,446
PAID OUT IN WAGES		
PER DOLLAR RECEIVED (cents)	28,268,972	27,035,137
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	44.9	44.0
PER DOLLAR RECEIVED (cents)	3,048,063	2,676,270
PER DOLLAR RECEIVED (cents)	4.8	4.4
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest	32,104,895	28,920,760
PER DOLLAR RECEIVED (cents)	51.0	47.0
NET INCOME	—	\$2,875,279
NET LOSS	\$491,154	—
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars	263,649	269,812
Decrease 1967 under 1966	6,163	—

(Continued from page 20)

over the Jamison Trail in 1916. He was very active in the Masons and Shrine, and a member of the Moose Lodge.

Mrs. Nellie Leahy, 75, passed away at Miles City. Her husband, Phil, was former roundhouse foreman at Miles City, Harlowton, and Lewistown.

Car Foreman R. F. Labbe was the successful bidder for the car foreman position at Deer Lodge, his home town. The job he vacates at Harlowton is still under bulletin at this writing.

Howard Ahrens, electrician at Harlowton, retired at age 72. He worked at the Deer Lodge shops from 1913 until coming to Harlowton in 1918. He was better known as "Curly" because of his neat full head of curly hair. He was soft spoken and pleasant. Since he grew up with the electrification, he knew the electric locomotives thoroughly, and the diesel-electrics nearly as well. He holds a Gold Pass and an enviable safety record.

Chicago General Offices

TRAFFIC DEPARTMENT

Kitty Slattery, Correspondent

On Apr. 14, a farewell luncheon was held in the Gold Lion Canterbury Room for Trudy Polep, who has been a member of the traffic department as a steno for three years. Trudy now will be employed by the TCFB. We all are wishing her success in her new position.

Our best wishes are also extended to Joan Fineout, who has been transferred from the traffic department to the transportation department, effective May 1.

Ronald Kohlman, chief clerk in our

Cincinnati office, has been named to the board of governors of the Cincinnati Cogs, an organization formed last year to foster closer ties among the personnel of freight traffic offices in the Cincinnati area. He was one of the organizers, and served last year as president.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

We welcome our new office boy, William Larkin. Bill took over when Georgene Haines got a position in the freight auditor's office.

Sympathy was expressed to Wanda Szyplulski, whose mother passed away on Apr. 16.

Vivian Mortell, secretary to E. H. Nank, had a stay at the Norwegian American Hospital. Vivian is now home on a leave of absence due to illness. Get well soon and come back to us.

Cy Kissel informs me that his son Jack will be graduating from Holy Cross College in Worcester, Mass., on June 7.

June Mathisen tells me that she will be taking a trip to Europe to visit the Scandinavian countries. Have a real good time and tell us all about your trip when you get back.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Viola Asa, Joann Chabowski and Elisabeth Meyer have returned from sick leave, and we welcome them back.

Carole and Kenneth Konczyk are the proud parents of Patricia Karen, who arrived Apr. 1.

Harry M. Trickett, former bureau head in the local car record bureau, now is bureau head of the foreign car record bureau, succeeding W. C. Barthel. Charles J. Krawczyk has replaced Mr. Trickett.

Angeline Tauber and Clara Raupp each have spent two weeks on jury duty, which they found very interesting.

Diane Hensley, of the switching bureau, and Donald Angellotti were married Apr. 22 at the Fox Lake Baptist Church in Fox Lake, Ill., where they will make their home.

Mary Kelly of the local car record bureau was married May 6 to Patrick Winterlich in Queen of Angels Catholic Church.

Richard Keller returned to work May 1 after more than two years in military service, most of which was spent in Germany. He says he's glad to be back, and we're glad to have him back.

FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Our typing bureau was restored to full force with the return of Bureau Head Marie Horatt and Typist Lillian Synwolt from leaves of absence.

Roger Priami recently resigned from his clerical duties in the OS&D department to take a sales position with the Motorola Corporation. Recent promotions were Dave Walters to clerk in the OS&D department and Dean Bianucci to clerk in the record bureau.

Donalyn Mathiesen, daughter of Bureau Head Jake Mathiesen, has South-



CELEBRATING THEIR GOLDEN FIFTIETH,

Mr. and Mrs. Swan Nelson drink a toast at an open house in the home of their daughter and son-in-law, the Roy Stacks of Van Nuys, Calif., who were assisted by Mr. and Mrs. R. W. Nelson of Sacramento, the couple's son and daughter-in-law. The Nelsons are former residents of Miles City who moved to Santa Monica when Swan retired as yardmaster in 1956, and a large number of former Miles Citizens were among the guests who extended good wishes. Besides their two children, they have five grandchildren.

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ern Illinois University in her plans for this fall.

Ethel Haynes, who retired from the OS&D department Jan. 23, is convalescing from surgery at her home.

New employes welcomed into the department recently were Patrick Westin and Paul Scott.



WINDING UP 49 YEARS OF SERVICE, W. C. Barthel, bureau head of Foreign Car Records in the auditor of equipment accounts department in Chicago (wearing carnation), is congratulated at an office party by S. F. Tesmer, traveling switching and reclaim inspector. His co-workers honored him also at a luncheon held Mar. 14 in the building cafeteria.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

Belated congratulations are extended to:

Mr. and Mrs. Kenneth Scheffler (Bensenville MMTc clerk) on the birth of their first child, a son, Peter, on Dec. 19.

Mr. and Mrs. Robert Vieth (MMTC supervisor of rates and tariffs) on the birth of Lou Anne Carol on Jan. 21. Lou Ann has one sister, Debbie, age nine.

Mr. and Mrs. Alex Santi welcomed a baby girl, Julie Marie, on Mar. 24. Julie's homecoming was eagerly awaited by her two big brothers, Steve (6) and David (1½).

Sympathy was extended to Grace Simandl on the sudden death of her father, Lawrence Simandl, on Jan. 15. Mr. Simandl is survived by his wife and five daughters.

The Piggy Packer at the Bensenville Piggyback Park continues to attract the interest of visiting delegates from other railroads engaged in TOFC activities who are not so fortunate as to have one of these machines. The MMTc took delivery in December of the third Piggy Packer ever built by the FWD Wagner Co., of Portland, Ore., under the dealership of the Nelson Equipment Co. This is a four-wheel drive, diesel powered vehicle with a huge front-end lifting attachment which will load or unload piggyback trailers on and off rail cars. It

Carloadings

JANUARY-MAY 1967 compared with same period in 1966

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1967 over 1966	NUMBER OF CARLOADS			
		FIVE MONTHS		INCREASE	
		1967	1966	1967 over 1966	% of increase
5.9%	All Other Paper or Allied Products	28,921	26,718	+ 2,203	+ 8.2%
3.8	Motor Vehicles	7,390	7,289	+ 101	+ 1.4
3.5	Coal	36,737	35,764	+ 973	+ 2.7
3.1	Meat (Fresh, Chilled or Frozen)	17,054	15,328	+ 1,726	+ 11.3
2.9	All Other Food Products (incl. Sugar)	13,043	12,899	+ 144	+ 1.1
2.8	All Other Chemicals or Allied Products	14,874	13,104	+ 1,770	+ 13.5
2.3	Canned Fruits, Vegetables and Seafoods	10,638	10,043	+ 595	+ 5.9
2.0	Waste or Scrap Materials	10,659	10,602	+ 57	+ .5
1.9	Fabricated Metal Products	7,469	7,417	+ 52	+ .7
1.5	Primary Forest Products	20,514	18,405	+ 2,109	+ 11.5
1.4	Farm Machinery or Equipment	7,926	7,690	+ 236	+ 3.1
.9	Dairy Products	5,170	4,675	+ 495	+ 10.6
.4	All Other Farm Products (incl. Sugar Beets)	3,531	2,602	+ 929	+ 35.7
.4	Metallic Ores	1,810	1,799	+ 11	+ .6
4.6	All Other Carload Traffic	30,907	22,174	+ 8,733	+ 39.4
37.4%		216,643	196,509	+20,134	+10.2%

% of Total Revenue obtained from commodities shown	loading of these commodities DECREASED in 1967 under 1966	NUMBER OF CARLOADS			
		FIVE MONTHS		DECREASE	
		1967	1966	1967 under 1966	% of decrease
13.5%	Grain	35,820	45,249	- 9,429	- 20.8%
10.0	Lumber or Dimension Stock ..	22,569	24,998	- 2,429	- 9.7
4.2	All Other Wood Products (incl. Plywood)	10,297	12,556	- 2,259	- 18.0
3.2	All Other Primary Metal Products	7,335	8,009	- 674	- 8.4
3.0	Stone, Clay or Glass Products ..	15,249	16,079	- 830	- 5.2
3.0	Primary Iron or Steel Products ..	12,590	14,461	- 1,871	- 12.9
3.0	All Other Transportation Equipment	12,895	16,282	- 3,387	- 20.8
2.8	Grain Mill Products	23,574	23,865	- 291	- 1.2
2.8	Industrial Chemicals	8,204	9,611	- 1,407	- 14.6
2.5	Pulp or Pulp Mill Products	6,018	7,562	- 1,544	- 20.4
2.3	Nonmetallic Minerals; Except Fuels	14,268	20,301	- 6,033	- 29.7
2.3	Freight Forwarder & Shipper Assn. Traffic	10,840	14,317	- 3,477	- 24.3
1.7	Malt Liquors	8,107	9,207	- 1,100	- 11.9
1.7	All Other Machinery (Except Electrical)	3,957	4,630	- 673	- 14.5
1.6	Petroleum, Natural Gas Or Gasoline	9,680	10,649	- 969	- 9.1
1.4	Electrical Machinery Or Equipment	4,527	5,037	- 510	- 10.1
1.0	Soybeans	3,940	5,332	- 1,392	- 26.1
.6	Fresh Fruits and Vegetables ..	2,814	3,516	- 702	- 20.0
.6	Beverages (Except Malt Liquors)	3,661	3,848	- 187	- 4.9
.6	Coke Oven or Blast Furnace Products	3,462	4,153	- 691	- 16.6
.4	Potatoes (Other Than Sweet) ..	2,472	2,884	- 412	- 14.3
.3	Livestock	1,187	1,445	- 258	- 17.9
.1	Small Packaged Freight Shipments (LCL Mdse.) ..	109	207	- 98	- 47.3
62.6%		223,575	264,198	-40,623	-15.4%
100.0%		440,218	460,707	-20,489	- 4.4%

has great maneuverability and can spot trailers at random for prompt dispatch. As you can well imagine, our Piggy Packer has greatly added to the efficiency of the Piggyback Park operations.

Donald J. Miller, assistant manager of piggyback services, MMTC, Chicago, was elected secretary-treasurer of the TOFC Association of Chicago. The Association meets monthly to discuss piggyback problems. The membership consists of Chicago-based piggyback rail carriers, as well as many other lines with off-line representation here. The primary objective of the Association is to resolve problems locally and create harmony and cooperation in the interchange of TOFC traffic. The organization encompasses operating as well as traffic personnel.

Clarence Goldsmith, manager of eastern operations, MMTC, has been hospitalized recently, and after an examination he was advised a tonsilectomy was in order. We're hoping he will return to his normal good health quickly.

Darrell Fortner, assistant terminal manager at St. Paul, was admitted to the Ramsey County Hospital in St. Paul on Apr. 23, for treatment of asthma and pneumonia.

Mr. and Mrs. Patrick J. Walsh, our supervisor of safety and personnel, and his wife, celebrated the wedding of their son, Thomas, to Maureen

Hackett at a Solemn Nuptial High Mass Apr. 22, in St. Giles Church, Oak Park, Ill. At the conclusion of the Mass, the couple was given the Papal Blessing, procured from the Holy Father by one of their friends while visiting Rome. Following the reception for 250 guests at Fontana D'Or, the bride and groom left for a honeymoon in the Virgin Islands. Maureen studied at the University of Illinois in Champaign, and is completing her education at Chicago Teacher's College. Thomas is a production analyst at Baxter Laboratories and will receive his degree at the Illinois Institute of Technology.

Grace Simandl, secretary to P. J. Walsh, supervisor of safety and personnel, received an engagement ring from PFC. George C. Serritella. Gracie is not planning to be married until George is discharged from the Army, which will not be for another two years.

Bob McElligott, junior rate clerk, who expected to be released from the Army in October, writes that he now is planning to be home in July. We'll all be glad to see Bob.

E. A. "Gene" Solvie, manager, piggyback services, was recently invited to speak at the 21st Annual Conference on Handling Perishable Agricultural Commodities held at Purdue University. His talk on the clip-lok was very well received and he has been getting many inquiries about this plastic meat hook device.

Elected President of Wilson College Transportation Club



Gerald W. Washington

GERALD W. WASHINGTON, assistant to superintendent of transportation in Chicago, was recently elected president of the newly chartered Transportation Club at Wilson Junior College, which he is attending under the provisions of our company's tuition refund plan.

Having completed two years in liberal arts work at Wright Junior College, Mr. Washington is now aiming at a degree in transportation, and is enrolled in Wilson's first class in that subject. The transportation club was formed by the students to foster an interest in transportation careers among young people, as well as to promote interest in extending the course to four years. In connection with that goal, the members recently toured our railroad's facilities at Bensenville Yard.

Mr. Washington has been with the Milwaukee since November, 1965, starting as an IBM operator, from which position he was promoted to dispatcher of piggyback equipment. He and his wife, Carol, are parents of a year-old daughter, Judith Anne.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Natalie Dodd, comptometer operator, who has been on sick leave for quite a time, retired after serving 32 years with the Road.

Sophie Walker, comptometer operator in the assistant comptroller's office, celebrated 50 years of service with the company on Apr. 28. To commemorate the occasion, a large office party was held at which Mr. Jacobson, assistant comptroller, presented her with a Gold Pass. She also received a gift of money from her co-workers and many personal gifts from her friends.

Congratulations to Anthony Reitenbach of Shop Timekeeping and his wife on the birth of their first child, a son, who has been named Michael Anthony. Sincere sympathy to the following:

The Milwaukee Road Magazine

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"Artist of the Month" in Franklin Park

Mrs. Virginia Utter adjusts the hanging of a country scene painted during "the blizzard of 1967," as residents of the Chicago area refer to the January super snowstorm. This picture was one of several which appeared in the Elmwood Park Times illustrating her one-woman show at the Franklin Park library.

(Bob Brown photo)



OILS, pastels and charcoal drawings by Virginia Utter, head typist in our Chicago Union Station typing bureau, brightened the walls of the Franklin Park (Ill.) Public Library throughout the month of February. Mrs. Utter was "Artist of the Month" at the library, which features the work of local artists.

Mrs. Utter, who is a sister of W. R. McPherson, assistant superintendent of transportation-passenger, received her early training from their mother, a water color artist, and later studied at the Chicago Academy of Fine Arts. In recent years she became interested in oil

painting, and took it up with the Leyden Art League, which meets monthly at the Franklin Park High School. The league offers a workshop, movies on art subjects, and scholarships for high school students in the township area.

The one-woman show at the library illustrated a variety of techniques and subjects, ranging from landscapes to portraits. Mrs. Utter's work has been shown also at the Franklin Park Bank, the Leyden Art Fair, the Methodist Temple in Chicago's Loop, and the Oakbrook Theater gallery.

Robert Royer of the joint facility and bill bureau on the loss of his father; Mary Harrison, chief file clerk, and Wanda Szyplski on the loss of their mothers; Helen Roche of the auditor of capital expenditures office on the loss of her brother John, retired secretary of the company; and to Frances Rucker, manager of the cafeteria, on the loss of her husband.

TREASURER'S OFFICE

Ernest Smith, Correspondent

We were fortunate to add to our staff Mrs. Joyce Madia, who transferred from the general adjuster's office, where she started her employment with the company in 1963.

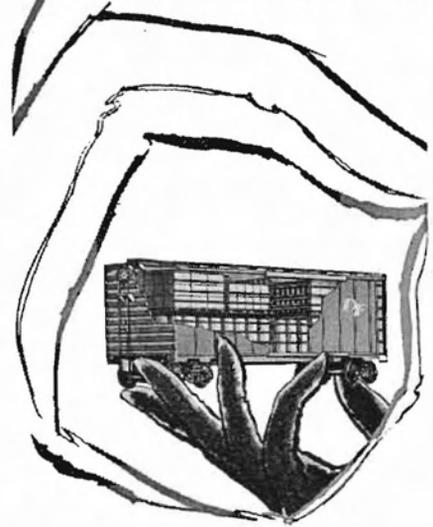
Our office was honored by a visit from Miss Grace Doyle. Judging from her joyful appearance, we can assume that she is happy in her retirement. We are looking forward to many more such visits.

We are happy to hear that Richard Neff's father, Clair R. Neff, yard conductor at the Western Avenue coach yard, is recovering satisfactorily at home after undergoing major surgery in Sherman Hospital in Elgin.



Wedding portrait of Thomas Walsh, son of P. J. Walsh, supervisor of safety and personnel for the Milwaukee Motor Transportation Company, and Maureen Hackett, who were married Apr. 22 in Oak Park, Ill. For details, see the Chicago general offices news.

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OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Mr. and Mrs. Carl F. Rank Sr. of Chicago observed their 50th wedding anniversary on Apr. 22 with a dinner for members of the family at the Diplomat restaurant. An open house was held at their home after the dinner. Among those attending were their three sons, Kenneth, Allan and Carl Jr., along with four grandsons and four granddaughters.

Mr. Rank retired as manager of mail, baggage and express in 1959. He subsequently was with the Postal Transportation Service and now is with the Mertes Contracting Corp. as sales representative.

The Ranks have been residents on the Northwest side of Chicago for all their lives. They are members of the Medill Avenue Lutheran Church, and Mrs. Rank is a charter member of the Kelvyn Park Women's Club. Mr. Rank is active in the Masonic fraternity, having held various chairmanships in the Grand Lodge of Illinois.

Wedding bells rang for Mary Lou Burke, secretary to the general superintendent of transportation. She became the bride of Richard M. Gleason, a CB&Q attorney, on Apr. 8. After a honeymoon in Jamaica, they are living in Northbrook, Ill.

Best wishes were extended to L. E.



CHICAGO RETIREMENT SEND-OFF. John H. Tabor, bureau head in the paymaster's office, who retired recently after 41 years of service, shown (second from right) as the guest of honor at a large office party which marked the occasion. With him are, from left, F. H. Miller, auditor of expenditure, E. H. Sowle, paymaster, and R. W. Albrecht, assistant paymaster.

Martin, supervisor of stations and yard offices, who retired at the end of March after more than 49 years of service. He was honored by fellow employees at a buffet luncheon on Mar. 29.

Sympathy was extended to Robert L. Tisdall, secretary in the office of Mr. McGinn, and his family on the death of his mother-in-law, Mrs. Andrew Fischer, who passed away Mar. 16. Funeral services were in Harried, S. D.

Sympathy also went to Lyle Weygandt, secretary to the assistant general manager, whose mother, Mrs. Mabel Weygandt, passed away Apr. 28 after a long illness.

Mrs. Marsha Stec, who handles the

32 loading report in the transportation department, left Apr. 28 on maternity leave.

George M. Dempsey, who recently retired as assistant superintendent of safety, has joined the Universal Safety Equipment Company in Chicago as a specialist on safety equipment for railroads.

Leo LaFontaine, retired manager of the mail, baggage and express department, wrote recently that he has just finished his third year of service in the accounting department of the Pepsi-Cola Company at Washington, D. C. For the information of Leo's friends, his home address is 7828 Maryknoll Ave. (Washington 20034).

Julia Novak, the daughter of A. C. Novak, superintendent of suburban passenger service and personnel, was among the group of University of Iowa students at Iowa City who were recognized for outstanding academic achievements at the fifth annual Honors convocation on May 6. Julia, a freshman, is an applied music major and a member of the University's 200-voice Oratorio Chorus.

Mr. and Mrs. Marlin G. Schilling are the parents of a boy, Mark Daniel, born May 18. Marlin is a secretary in the office of President Crippen.

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ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

Arthur E. James, engineering detailer who retired in 1952 after some 45 years of service, died at his home in Elgin on Mar. 21 following a brief illness. Funeral services were held in Elgin. He is survived by his wife, Grace, a son, Lyle, of our sales and service force in Chicago, and three grandchildren.

Contributed by Janice M. Morsi
Signals and Communications

Clair "Cap" Capron, chief clerk communications, retired with more than 49 years service on Mar. 31. Cap's record began back in 1917 when he was first employed as a clerk in Portage, Wis. After holding various positions in La Crosse, Milwaukee, Chicago and Milwaukee Shops, he was transferred to the Fullerton Avenue office as bureau head in the miscellaneous timekeeping

The Milwaukee Road Magazine



C. W. "Cap" Capron, chief clerk-communications, shown with co-workers in the Chicago engineering department and other friends who held a cake-and-coffee party in his honor when he retired recently after more than 49 years of service. For the details, see the Chicago general offices news.

bureau C.D.A. office in 1955, and in 1959 came to the communications office as chief clerk.

Cap's friends honored him at a little get-together in the Cross Country Room in the Union Station on Mar. 29, and presented him and his wife, Zetta, a purse with folding money along with all their best wishes for a very happy retirement.

Jackie Wayne, secretary to Don Wyllie, assistant chief engineer-signals and communications, was awarded the position of chief clerk-communications.

Congratulations to all the fathers (and granddads) in the signals and communications department . . . Elmer Rowekamp, electronic supervisor in Milwaukee, on the birth of a daughter, Laura Catherine . . . Bob Lenz, special lineman in Milwaukee, on the birth of a son, Daniel Robert (Laura and Daniel were both born on Mar. 21, by the way) . . . Arnold Flones, communications foreman, on the birth of a boy, Edward . . . Jim Doroff, special lineman in Chicago, on the birth of a girl, Karen Marie . . . Brian Pierce, electronic maintainer at Aberdeen, on the birth of a son . . . Gordon Hill, signal engineer, who was presented with a grandson, Bruce, by his son Ron and wife Pamela . . . and double congratulations to Richard Doucette, electronic maintainer at Milwaukee, on the birth of his twin girls, Donna Ellen and Debra Jeanise.

The annual engineering department golf outing headed by Committeemen Walt Fuhr, assistant chief engineer-maintenance, Gordon Hill, signal engineer, Joe Kopec, assistant engineer, and Don Trenning, designing detailer, was held at the Mohawk Country Club in Bensenville, Ill., on May 13. Top winners were Ray Spars, who won the Milwaukee engineering department traveling trophy for the low net, and Ken Clark, who won the Maurice C. Chier Championship Trophy—best golf-

er in the engineering department for low gross score. Others were L. W. Carroll, who won \$10 for coming closest to the pin on the 18th green, Robert Kampwirth, son of J. L. Kampwirth, who won one dozen golf balls for having the longest drive, and C. L. Waterbury, who won half a dozen practice balls in the hope that he will be able to improve his score next year. Everyone who participated received a prize, and a great time was had by all.

Congratulations to Millie Crockett, teletype operator in the Chicago relay office, and first assistant chief operator at Perry, Bill Kelly, who were married in Chicago on May 2.

Linda Fiihr, assistant report clerk in the Chicago office, has announced her engagement to Ron Rudersdorf of Milwaukee. They plan a September wedding.

Welcome back to Frank Moher, signal draftsman, who has been absent due to illness.

Corinne Zulauf, retired operator formerly on our Union Station switchboard, died suddenly at her home in Chicago on May 19.

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OFFICES OF AUDITORS OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Kathy Wicklander, Correspondent

AUDITOR OF FREIGHT ACCOUNTS: A. V. Gallagher was promoted to chief clerk in the office of D. C. Fish, effective Mar. 1. Andy was bureau head of overcharge claims for the past nine years. His former bureau honored him with lunch, a cake, and a bottle of aspirin. Other appointments issued are as follows: Robert Struwe, bureau head, overcharge claims; M. Croasdale, bureau head, statistical; Larry Heidemann, bureau head, station accounts; and Marge McCamant, secretary to chief clerk.

In the way of service news: Dennis Schuette, local interline, has returned to us after serving two years with the Army. Frank Kostuch, waybill filing, enlisted in the Air Force on Mar. 30, and John Scheibe visited with us Mar. 27. John is now stationed at Fort Holabird, Md.

On Mar. 31, a farewell party was given John D. Feiereisen upon his transfer to the superintendent of stations and yard offices under I. G. Wallace. John was formerly manager of

regional data offices.

Welcome back to Statistical Clerk Ella Lauer after undergoing successful surgery; also to Cheryl Meager and Pat Pawlowski of waybill filing.

April was a busy month for ringing bells. Wedding bells, that is. On Apr. 1, Glenn Renehan, record bureau, claimed Dolores Smith, station accounts, as his bride. The ceremony took place in St. Peter's Catholic Church, Spring Grove, Ill. Also, Georgene Haines, local interline, and Dennis Chadra were married Apr. 15 at Grace Gospel Church in Lombard.

Cheryl Meager, waybill filing, has announced her engagement to Teddy Maslo. Teddy, at present, is serving in the Air Force.

We welcome Frani Randazzo, Sharyn Schweig, Helga Tasch, Lorelei Caplan and Susan Saldi. All the girls, new to the company, are with waybill filing.

Frank and Helen Zientarski have just returned after visiting relatives in San Francisco. Their vacation also included side trips to Berkeley, Oakland, Santa Cruz and Monterey where they visited various missions. A wonderful time was reported by Frank.

AUDITOR OF FREIGHT SETTLEMENTS: On Mar. 11, William Meyer, estimated earnings, and Donna Dugger were united in matrimony. The double ring ceremony was performed at the Lutheran Redeemer Church in Gillespie, Ill. After a two-week honeymoon in Nassau, the couple is residing in Elmwood Park.

The stork made its fourth appearance at the home of Frank and Carol Seiser on Mar. 28. David Joseph weighed in at 9 pounds 6½ ounces (football material).

We were saddened to hear of the death of Osmund Osmundsen, rate department, on Apr. 6. He is survived by his wife, June, and his two sons, Martin and Robert.

Get well wishes go out to Mrs. Frank Karczewski, who is recuperat-



Graduate Steamfitter

R. A. "Russ" Burger, who recently completed his apprenticeship as a steamfitter at Milwaukee Shops, is congratulated here by his department supervisor, K. W. Trout (right), and A. W. Sweitzer, general chairman of the sheetmetal workers. Russ plans his future with the Milwaukee Road and, in addition to attending night school, is receiving advanced welding instructions.

Other Milwaukee Shop apprentices who recently qualified for diplomas in their trades were Machinists Richard Gibbons, Michael Janssen and Leroy Nuetzel of the locomotive back shop, and Electrician James A. Crotty, currently working in the car department freight shop.

ing at Resurrection Hospital following surgery.

Goldie Berliner, on leave of absence, retired Apr. 19 after 49 years of service. For the past 12 years she worked as a code clerk for the interline intermediate bureau, and previously as a waybill abstractor in the former abstracting bureau.

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

A pre-retirement open house party was held in the offices of Captain Cunningham of the Milwaukee depot police department on Mar. 31, honoring Charles F. Marquardt, assistant captain of police, who retired on May 31. Refreshments were served, buffet luncheon style, the host for this part being Lieutenant R. J. Riordan. Superintendent A. W. Hass and numerous officers from Chicago were present to wish Charlie and Mrs. Marquardt happy retirement years.

Captain Cunningham and other fellow workers and friends presented the Marquardts with a large driftwood "Green Money Tree" hung with heavy foliage of the green "folding" type leaves. A luncheon highlight was the cutting of a huge cake with frosting decoration that read "Happy Retirement, Charlie."

The Milwaukee Road Magazine

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C. F. Marquardt, assistant captain of police in Milwaukee, who retired May 31 receives a miniature gold police badge from Captain M. V. Cunningham at an office party in his honor (see the Milwaukee Terminals news). Looking on are Mrs. Marquardt and A. W. Hass, superintendent of police and fire prevention.

Mrs. Marquardt was presented with a beautiful orchid corsage. Charlie also was presented with a miniature gold police department badge, a copy of the badges worn by our police officers. While reminiscing a bit, we learned that Mrs. Marquardt is a former employe, having worked in the mail and baggage department, which was where she and Charlie met. Charlie later transferred to the police department.

Mrs. Mary Tuomey, 97, the mother of J. V. Tuomey, retired train dispatcher of Milwaukee, passed away on Mar. 6. She was the widow of Thomas H., agent at Parnell, Ia., for many years.

TRAFFIC DEPARTMENT: Karen Marsch, secretary to the assistant regional manager-sales, returned from a delightful Mexican vacation with a beautiful sun-glow.

MUSKEGO YARD: Sympathy was extended to the widow and family of Edward J. Carlson, retired switchman, who passed away at Bloomington, Cal., on Mar. 7 after a lengthy illness from a heart ailment. Mrs. Carlson, who has returned to Milwaukee, is residing at 10411 W. Bungalow Parkway, West Allis, Wis., 53214. Ed Carlson was an ardent worker in the American Legion, and also a member of the Travelers Lodge.

Switchtender Fred Huck retired Mar. 29.

Congratulations to Switchman Willard Odst, who has a new baby boy, Jeffery, born Apr. 3.

Assistant Roadmaster H. F. Zimmerman died unexpectedly on Apr. 13 at the age of 63. Services were held in Milwaukee, with interment in Pine Lawn cemetery. He is survived by his wife, Pairlee; four daughters, Geraldine Filippini, Coralyn Halonen, Nancy Capelle and Harriet Stach; 12 grandchildren and one great-grandchild; two sisters; and his brother Kenneth, chief clerk at Muskego Yard. Mr. Zimmerman had almost 48 years of service, starting on the former R&SW Division, and in Milwaukee since 1930.

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

May-June, 1967

AGENCY

Pearl Freund, Correspondent

James H. (Jake) Treible, auto messenger, passed away on Mar. 26 at the age of 57. He had been ill off and on for a number of years with a lung condition, putting up a terrific fight for survival the past two years. James came to the Road from the C&NW in 1952 and worked as a clerk at Muskego Yard, then transferred to the agency as an auto messenger. He is survived by his wife, Lauretta, a son, James C., a daughter, Nancy C., his mother and four grandchildren. Burial was from Gesu Church, with interment at Holy Cross.

Vacancies in the auto messenger ranks have been filled by Andrew Sykes and Don Andersen.

Joseph M. Hoerl, assistant chief clerk, was recently hospitalized with an eye condition. Although he returned to work, he must keep a return engagement for eye surgery.

REGIONAL DATA OFFICE

Milwaukee will lose a fine team of managers with the promotion of R. P. Heinan, manager, to Chicago, to manage regional offices, and W. T. Jepson, assistant manager, to Aberdeen as regional manager there. Each was presented personalized gifts from the

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office force. At the head of the Milwaukee office will be F. E. Groves of Aberdeen Regional, who was an assistant at Milwaukee in 1961-1963. Assisting him will be M. E. Gilbert.

Ron Davely, outbound rate clerk, will transfer to Chicago as a computer programmer. Before entering into rates, Ron supervised the IBM department as head machine operator.

Outbound Rates has also lost a veteran rate clerk, Enrico Franco, who has been assigned a position in the inbound revising. The vacancy was created by A. Stollenwerk, who was assigned the position of head inbound revising following the retirement of Ed Heckler.

Mr. Heckler took his pension Apr. 1 after 50 years of service. He started as a clerk on the former Superior Division, later holding positions at Iron Mountain, Green Bay, Neenah, four years in the Milwaukee traffic department, and 24 years at Plymouth, from which he transferred to the newly established regional office in Milwaukee in 1960. Edward is well known for his dry humor, and everyone at some time or other found occasion to repeat his humorous quotes. His residence is in Plymouth, from which he commuted week ends.

Comp Operator Barbara Dominguez has been confined at St. Francis Hospital for the past two months, and at this writing is still on the critical list. Everyone is hoping and praying for her recovery. Barbara Cody has been on the sick list for two months at this writing, and Rosemary Fernback for one month.

Katherine Bullock, at one time an LCL bill clerk at Fowler Street, has again joined the billing force. Ray Klapa is new in carload billing, having worked previously in Chicago for three years. Though Oshkosh is his home town, he is at present living in Milwaukee.



GOLD PASS VETERAN. Walter Nowicki, bill and expense clerk in the regional data office at Milwaukee, receives a Gold Pass in recognition of 50 years of service, with the congratulations of Manager F. E. Groves (right) and Assistant Manager M. E. Gilbert. A cake and coffee party marked the occasion.

New in keypunching are Sherry Miller, a graduate of Man Power, Inc. She was also employed by the T. C. Esser Co. A wedding date is in the offing for Sherry and Dale Mrotek, in July.

Keypunch Operator Sharon Rakowski came to us from Washington, D. C., where she was employed in a general clerical capacity. Her home town is Milwaukee.

High on the list of achievers is Thomas P. Guskowski, nephew of Alice Sobczak, assistant cashier. Tom spent a couple of summers helping out at Fowler Street, and is no stranger to the force. He is a senior in the Marquette Law School, with an outstanding academic record, and was selected as a law examiner by Justice Connor T. Hansen of the Wisconsin Supreme Court. He is also assistant editor of the Marquette Law Review. He ranked first in a class of 200 when he graduated cum laude with an accounting major from the MU College of Business Administration in 1964. He has been studying law for the last three years under a scholarship, and is in the top 10 per cent of his class. He is president of Alpha Sigma Nu, national Jesuit college honorary fraternity, a member of Delta Theta Phi, national professional legal fraternity, Beta Gamma Sigma, national honorary commerce fraternity, and Beta Alpha Psi, national honorary accounting fraternity. Tom will assume his post after graduation in June.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

A. L. "Bud" Running, of the locomotive department, and Iris Rider, wife of J. R. Rider, sales representative of the Tacoma district manager's office, were winners in their respective divisions for the James DePree Trophy

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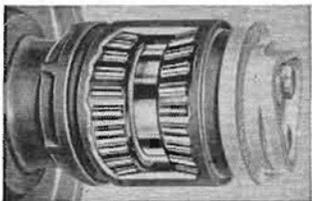
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BEARINGS

at the Annual Coast Singles Bowling Party held on Apr. 15 at Hillside Lanes in Auburn, Wash. Leo Fettig, assistant freight agent at Seattle, was runner-up for the men with 240, while Helen Ivory, of the Tacoma freight agent's office, scored 222 to classify as runner-up in the women's division. Awards were made at a reception following the event, in which 60 participated.

FREIGHT CLAIM DEPARTMENT: Charles G. Hurlbut, 87, retired freight claims agent at Seattle, passed away Apr. 19. Born in Nebraska, he came to Seattle from Texas in 1922 when he started his career with the Milwaukee, from which he retired in 1949. He was a member of the Queen Anne Methodist Church. Survivors include his wife Blanche, and a daughter, Mrs. John H. Andrews, Kingston, Wash. . . . Freight Claim Agent H. R. Whatmore and Mrs. Whatmore, along with their two

daughters, spent Easter vacation, March 19-25, in Hawaii . . . Adelle Hermann, daughter of Ted Hermann, chief clerk, was chosen to be a song leader at the University of Washington for the varsity football and basketball teams. Adelle is a freshman at the university.

GENERAL FREIGHT OFFICE: Sympathy was extended to Ted Pappas, rate clerk, on the death of his father, John G. Pappas, who was fatally injured in an automobile accident Apr. 14 . . . Clark Jones, general freight agent, is now the proud owner of an RCA stereo radio and color television combination valued at \$1,000. He was the lucky second prize winner at the Washington Athletic Club's spring drawing in April.

LAW DEPARTMENT: Miss Mary Alice Palmer, 96, passed away Mar. 20 in Seattle. Miss Palmer, who retired in 1941 after 30 years as a secretary in

the law department in Seattle, was born in Carbondale, Ill., and came to Seattle in 1908, having previously worked in Denver, Boston and New York. Survivors include two nieces and a nephew.

REGIONAL DATA OFFICE: Mildred Kinchen visited her home state of Georgia in April to get acquainted with a new grandson . . . The added sparkle from the machine room comes from Julie Elston's engagement ring.

REGIONAL SALES OFFICE: Lynn O'Leary, former secretary to the assistant regional manager-sales, is now Mrs. David F. Taylor. The Taylors were married in the Episcopal Chapel in Boise, Ida., on Mar. 25. Lynn, who surprised the department Easter Monday with her marriage announcement, was herself greatly surprised a few days later when employees of the regional sales and general freight offices feted her with a cake and coffee party



Maurice C. Chier

THREE RIGHT ARMS



M. W. Barger, Jr.



Al Clausen



Dan Gray

GREETINGS:

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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.

I shall always serve you in any capacity for which I am called upon.

Maurice C. Chier

**MAURICE C. CHIER, General Agent
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Al Clausen, 4103 East Lake St.
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and presented her with a lovely gift. The newlyweds are now living at Three Tree Point, where they plan to build a home. Lynn is being replaced by Linda Bloom, formerly of the real estate and industrial development department.

TELEPHONES and TELEGRAPH: Marilyn Annas (Mrs. Edward S.), relief operator, and her husband are the proud parents of a baby boy born Mar. 28. Named Douglas Edward, he joins two brothers, Steven Wayne and Rick W. Proud grandmother is Ingrid Mann, chief operator on the Tacoma switchboard . . . Frank D. Reynolds, retired telegrapher, passed away Mar. 24 at the age of 86. Born in Savanna, Ill., he started with the Milwaukee as a telegrapher at 17 and came to Seattle in 1919. He was a lifetime member of the Knights of Pythias and a member of the Namads of Abrudaka. He is survived by a niece and nephew.

Word has been received from Spokane about the death on Apr. 7 of Mrs. Hulda M. Winn, wife of deceased Engineer Sam Winn, who retired in 1959 and passed away in 1963 in Spokane. The Winns, who lived in Spokane and Butte for a number of years, are survived by a son.

Mrs. Frances Lillian Javete, 54, passed away Apr. 2 at her home in Seattle. She was a former secretary at Seattle. Mrs. Javete was born in Baker, Ore., and moved here in 1942 from Naches, Yakima County, where her husband was with the Forest Service. Requiem Mass was said at the Church of the Assumption, with burial in Holyrood. Surviving are her husband, Louis; a daughter, Anna Frances, Seattle; a brother and three sisters.

Chicago Terminals

GALEWOOD

Linda M. Kuchl, Correspondent

I'm happy to report that Marie Riley, ticket stamper, Ken Neilsen, demurrage clerk, and Joe White, car record supervisor, are all back to work and feeling much better. Here's hoping Dorothy Parsons, switching clerk, and Hattie Plaster, waybill stripper, follow their examples and get well soon.

Joe Blum, clerk, recently enlisted in the Marine Corps Reserves, and is presently stationed in San Diego,



Mr. and Mrs. David F. Taylor, who were married in the Episcopal Chapel at Boise, Ida., on Mar. 25 (see the Coast Division news). The bride is the former Lynn O'Leary, secretary to our assistant regional manager-sales in Seattle.

Calif. I'm sure Joe would like to hear from his friends and co-workers. Anyone wishing to write him can get his address from Linda Kuchl.

Wally Larson, janitor, is as proud as can be, having just become a grandpa for the first time. Steven Knud was recently born to his daughter Margaret and son-in-law.

Pvt. James A. Connolly Jr., son of Jim Connolly, tracing clerk, and grandson of Retired Rate Clerk John Connolly, was chosen his basic combat training company's outstanding trainee Mar. 17 at Fort Campbell, Ky. He was selected for demonstrating exceptional ability and initiative in classroom and field instruction throughout his eight weeks of training.

The two new faces in the office are those of Mike Dmytriw and Simon Dmukauskas, who recently started working for the Milwaukee.

Sympathy was extended to the family of Arthur G. Karr, who passed away in December after suffering from pneumonia and a heart condition. Mr. Karr worked for the Road for 31 years as a clerk, and retired in 1948.

DIVISION STREET

Carolyn DiCicco, Correspondent

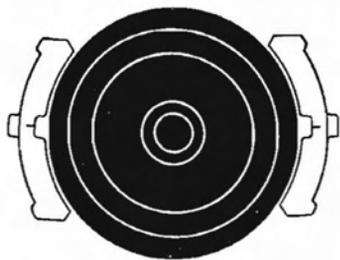
Marion Muller, wife of Retired Clerk Ed Muller, passed away May 4 after undergoing surgery. Besides her husband, she leaves a daughter and son and six grandchildren. Funeral Mass was said at Our Lady of St. Benedict Church and interment was in All Saints Cemetery. Mrs. Muller was a member of Chicago's Own Post 1604 Auxiliary.

Agent Anthony Detuno was released from Norwegian American Hospital and at this writing is recuperating at home.

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The Milwaukee Road Magazine

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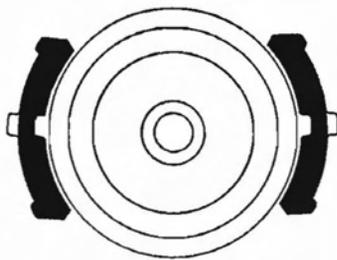


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G.O.P. OFFICE HOLDERS. Stanley Boyle, clerk in the Galewood car record department and also mayor of River Grove, Ill. (second from right), shares the spotlight at a Republican dinner in Chicago with Senator Charles Percy of Illinois. From left are Elmer Contie, Republican Committeeman for Leyden Township, and Harry Smith, prosecutor for the Village of River Grove. Mr. Boyle took a very active part in the Senator's successful campaign for office in Leyden Township.



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Aberdeen Division

EAST END

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

Galen Miller, the 17-year-old son of Engineer Vernon A. Miller of Montevideo, has been chosen to attend Boys State at Gustavus Adolphus College in St. Peter, Minn., this summer. The selection for this honor by the American Legion is based on leadership in school, community and church work, plus general all around level-headedness. Galen is a high school junior.



Galen Miller

Employees up and down the Road have been seen studying a little black book the past couple of months. What's it all about? It's the new Consolidated Code of Operating Rules which went into effect on June 1. Rules classes have been held and everybody's all set.

Since Engineer Al Moe became suddenly ill as the result of a ruptured spleen suffered in a fall on the ice last winter at his home, everybody has studied up on what is a spleen and how come it can kick up such a fuss. Al was rushed to Minneapolis for emergency surgery and, as of this reporting, is almost back to normal.

There has been a rash of illness on the division this spring. Engineer Jim Himley has been in Rochester to clear up an infection. Conductor Glen Alstad has had major surgery in Swedish Hospital in Minneapolis. Brakeman Harold Stuber also has been receiving treatment in Minneapolis. One of these days we hope to have 100 per cent performance around here again.

Brakeman Red Martin has a fascination for wood working and wood products. Recently he found a piece of

worn-out tie that resembled driftwood. By polishing it up and fastening a couple of plastic flowers on it, it has become a conversation piece and now has a place on this columnist's desk.

The events in Viet Nam have taken on even more interest now that some of our boys are in the midst of things. At present, Brakemen Roger Funk and Steven Olson are writing home about the hot, muggy weather. Shortly before leaving the U. S., Steve became the proud Dad of a little boy named Todd, who also happens to be the grandson of Agent "Ole" Olson at Hopkins.

With the resignation of Agent "Red" Fasching at Hopkins, the new agent at that point is "Ole" Olson, who moved in from St. Louis Park. Red has taken a position with Honeywell in Minneapolis.

Among the new brakemen hired on the East Aberdeen Division are Francis Kranz, Timothy Hastings and Richard Mattson.

Mrs. Mary Klucas reached her 100th birthday on Mar. 28. She is the mother of Retired Roundhouse Foreman Walt Klucas of Mobridge. Her husband had been a roundhouse employe at Monte-

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Assistant Car Foreman M. J. Trudnowski studies a testimonial card listing the names of his well wishers upon his retirement Apr. 15. Doing the honors are Draftsman H. J. Montgomery (center) and Car Foreman W. L. Witters. For details, see the Milwaukee Shops news.



District General Car Foreman H. F. Shannon (second from right) and his wife at an office party marking his retirement on Mar. 31. From left are A. W. Hallenberg, assistant chief mechanical officer, G. L. Wood, general superintendent car department, and F. A. Upton, chief mechanical officer.



video years ago. At present, Mrs. Klucas lives at the Little Sisters of the Poor in Minneapolis, where a party was held in her honor on her birthday. Among her birthday messages were greetings from President Johnson, Vice President Humphrey and Governor LeVander.

Jack Sheron, at one time roundhouse foreman at Montevideo, passed away in February in Cleveland, at the age of 91. Until two years ago, Jack made periodic trips back to Montevideo to visit with friends, and was always full of vim and vigor. Engineer Art Raffelson died Apr. 26 after a long illness. Retired Engineer R. V. McDermott passed away at Farmington in March at the age of 73. Conductor R. A. "Dick" Benson died Mar. 22 after an illness of about a month. He is survived by a sister in Pittsburgh. Former Yard Conductor James E. Tappins of South Minneapolis passed away Mar. 19.

Cheryl Joan is the new little daughter at the home of Brakeman John Swanson.

The trainmen and enginemen held their fourth annual spring party on Apr. 29. This time, they gathered at Ortonville at Miller's Lagoon Beach Supper Club.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT
—CAR DEPARTMENT

Richard D. Andrews, Correspondent

Henry F. Shannon, district general car foreman, retired Mar. 31. Mr. Shannon, a native of La Crosse, Wis., began his railroading career during school vacation in 1917. After serving as a carman, he worked his way up to such positions as lead carman, assistant car foreman, general car foreman and district general car foreman. His

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PAYING CALLS IN ARIZONA, a group of Aberdeen Division employes brought news from the home territory to their former co-workers now living in Youngtown. Lined up from left are Retired Engineers Chris Standal and Herman Fandrey, Engineers Ed Mohn and Jim Himley, Retired Engineer Fred Happy and Engineer Bert Himle.



WORKING TOGETHER FOR SAFETY. Lined up for a picture following a safety meeting at Howard, S. D., are (from left) Roadmaster A. P. Vogel, Section Foreman John Noonan, Section Laborer Ovid Burrell and Agent Elwood Simpson. The meeting was one of a series conducted on the IM&D Division by District Safety Engineer C. O. Post.



RETIRING WITH MORE THAN 50 YEARS OF SERVICE, E. F. Krenke, local storekeeper at Janesville, Wis. (seated with his wife, Mae), is presented with a gift from fellow employes by Machinist Mike Gucciardo. The occasion was a banquet at the Town and Country Restaurant. Mr. Krenke started in 1916 in the payroll department, transferred to the store department in Milwaukee, and was promoted to storekeeper at Janesville in 1918.



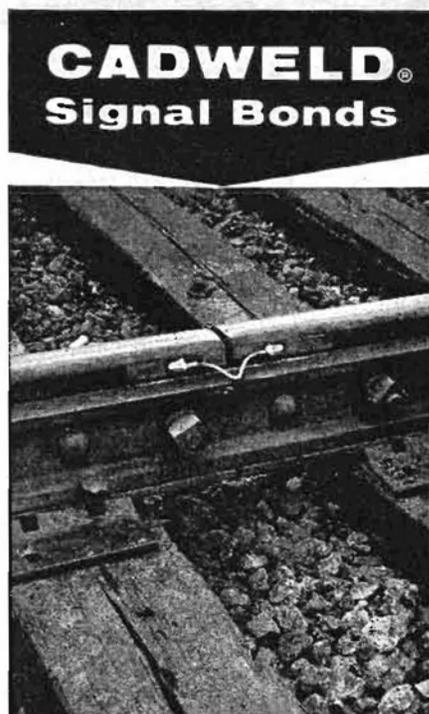
IN RECOGNITION OF 50 YEARS' SERVICE, Frank Shively, machinist at Milwaukee Shops, receives a Gold Pass. He started with the Road in 1916 at Atkins, Ia., transferred to Milwaukee in 1931, and completed his apprenticeship in 1936. Presenting the pass is Shop Superintendent R. P. Drew, who, it should be noted, is the third generation of his family to serve as Shively's supervisor.

career was climaxed by a surprise party held in the main office on the day of his retirement.

Assistant Car Foreman M. J. Trudnowski retired on Apr. 15. He started railroading at Harlowton, Mont., in 1922. After service as carman, he was promoted to loading inspector at Tacoma in 1937. He served as assistant general car department supervisor there until 1945, when he came to Milwaukee as assistant car foreman.

Sympathy was extended to Francisco Millonzi, retired second shift foreman, on the loss of his wife, Elsie, and to the family of Electrician James A. Crotty, whose wife, Gayle, passed away recently.

May-June, 1967



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Twin City Terminals

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

St. Martin of Tours Catholic Church in Brentwood, Calif., was the scene of the marriage on Mar. 18 of Anne Ellen, only daughter of the Jack Shannons of Duluth (district manager-sales) to Dr. Basil Vincent McKoy, son of Mrs. Allan McKoy of Birmingham, Ala. A round of social events preceded the wedding, at which the couple were feted by many out of town relatives and friends. The bride was given in marriage by her father and attended by her brother Tom and his wife, with the Shannons' three other sons—John Jr., Jerry and Jim—and the groom's brother serving as ushers. After the ceremony a dinner was held at the Gate of Spain atop the Huntley House in Santa Monica. The couple will live in Pasadena, where Doctor McKoy is an assistant professor at the California Institute of Technology. Anne Ellen, a graduate of the University of Minnesota, was formerly a social worker for the Duluth Catholic Social Services.

Tom Shannon, incidentally, has been elected chairman of the Council of

School Attorneys of the National School Boards Association. He was graduated from the University of Minnesota Law School in 1961 and presently is attorney for the San Diego public school system.

Patrick J. Shinner, retired yard conductor who had made his home in St. Petersburg, Fla., the last 14 years, passed away Mar. 14 at the age of 90. He is survived by his wife, a daughter, a son and two grandchildren.

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Kenneth Trapp, machinist and former roundhouse foreman at Minneapolis, passed away at his home on Apr. 8, at the age of 37. He is survived by his wife, parents and grandparents.

The Minneapolis Women's Club held its potluck dinner and final meeting for this season on May 10. Meetings will resume on Sept. 13.

A. W. Larson, PFI at Minneapolis, is the proud recipient of a 40-year pass.

Word has been received that Tal B. Hughes, retired St. Paul coachyard foreman, and his wife celebrated their golden wedding anniversary in April. Fred Urtel, car inspector at St. Paul, is a patient in St. Luke's Hospital, St. Paul, at this writing.

Carman Bill and Mrs. Anfang were happily surprised when their son Ray came home for a visit. Ray is with the Army Security and has been in Germany for the past five years.

Oliver "Olie" Humes, Milwaukee Road car department representative at Duluth and NP car foreman, retired Mar. 31. Mr. Humes started with the NP at Glendive, Mont., in 1912, and transferred to Duluth in 1946. He and Mrs. Humes will continue to make their home in Duluth.

Larry Urtel has started with the



Anne Ellen Shannon, daughter of J. E. Shannon, district manager-sales in Duluth, Minn., and Dr. Basil Vincent McKoy pictured after their recent marriage in Brentwood, Calif. For details, see the Twin City Terminals news.

material division in St. Paul as a storehelper.

Sheri McKusick, daughter of Carman William McKusick, was united in marriage to John Marty on Apr. 22 at Christ Lutheran Church, Marine on the St. Croix.

La Crosse Division

EAST END

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

At the Milwaukee Road Bowling Tournament in Minneapolis on Apr. 1 and 2, a Portage, Wis., team consisting of C. E. Blake, D. W. Clemmons, T. L. Clemmons, R. Clemmons and D. Twitchell took first place honors in the five-man event with a total of 3115 pins. Conductor D. W. Clemmons rolled a 591 series to be high man on the squad.

Yardmaster and Mrs. H. B. Gustafson of Portage spent a vacation in Florida and took a three-day cruise on the *S.S. Miami* to Nassau in the British Bahamas. In Florida, they took both the Gulf coast and the Atlantic coast tour and also one to the Florida Keys. En route, they visited their son, Tom, and daughter-in-law in Rockford, Ill.



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Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

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Honored for Clear Safety Records in 1966



Superintendent A. W. Hass accepts for the police department.

Merit plaques are presented to representative groups of employees who had all clear safety records in 1966. Altogether, 37 plaques were awarded to departments at various locations on the railroad who operated throughout the year without a disabling injury.



C. J. Hitchcock displays sets of Napoleon and Swan Knight cards from his hobby collection of old post cards. He also collects railroad Americana.



Aberdeen B&B department



IM&D operating department



Rocky Mountain Signals & Communications



LaX Signals & Communications

C. J. Hitchcock Elected to NARVRE Grand Vice Presidency

THE National Association of Retired and Veteran Railway Employees, at its recent convention in Denver, elected C. J. Hitchcock of Kansas City, Mo., a retired Milwaukee Road passenger conductor, to a grand vice presidency. Mr. Hitchcock is active in Unit 95 (Kansas City) of the organization.

The NARVRE now has 105 local branches, or units, located in 26 states. Membership is open to retired and veteran railway employees and their spouses, widows and widowers, who have been in the service of a company or agency covered by the U.S. Railroad Retirement Act, or who at the time of application have completed 10 years of railroad service.

The Kansas City unit meets the second Wednesday of each month (except June and September) for a social hour and covered dish luncheon, and for picnics during the summer. For information about joining, write to Mr. Hitchcock at 214 N. Elmwood Ave., Kansas City 64123.

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LA CROSSE AND WEST

Corinne Bauer, Correspondent
 Superintendent's Office, La Crosse

Merle K. Wilsey recently retired as bridge tender on the Mississippi draw-bridge at La Crosse after more than 50 years of service. It is especially interesting to note that the Wilsey family has operated this bridge for more than 100 years, since the bridge was operated by his father for many years before retiring. Mr. Wilsey makes his home at LaCrescent, Minn.

Retired Assistant Engineer Carl Berg and his wife had a pleasant surprise recently while watching Nancy Sinatra's act on an Ed Sullivan show re-play. They saw their son, Staff Sergeant Carl Berg Jr., watching from Viet Nam. Sergeant Berg, in his fifth year with the Air Force, has been in Viet Nam since last July 25.

The Milwaukee Road Magazine

WISCONSIN VALLEY

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

When he retired on Apr. 30, more than a half century of railroading came to an end for Engineer Arthur Janz. His long record of service began in 1915 when he joined the section crew at Dancy, working with his father, the late Herman Janz, who was the foreman. Three years later he became a fireman and was promoted to engineer in 1926. For the past several years he has been the regular engineer on the Hiawatha between New Lisbon and Wausau. All his associates wish Mr. and Mrs. Janz a long and happy "vacation," as Art calls his retirement.

Clarence Sydow, clerk at Wausau, has been appointed one of the national aides-de-camp of the Veterans of Foreign Wars. Appointments were made by the commander-in-chief of the VFW because of "tested dedication to the VFW goals of promotion of true patriotism, national security and assisting the nation's veterans, their widows and orphans."

Henry Ash, 76, retired carman, passed away in his home at Wausau on Apr. 20. Funeral services were held at St. James Catholic Church, with burial in Restlawn Memorial Park, Wausau. His wife and one son preceded him in death. Immediate survivors are a son and a daughter.

Mrs. Mable Nelson, widow of Engineer James A. "Bert" Nelson, passed away Apr. 19 at the age of 87. Funeral services were held at Stevens Point, where Mrs. Nelson had made her home in recent years. Burial was in Pine Grove Cemetery at Wausau. She was a charter member of Wausau Chapter of the Milwaukee Road Women's Club. Immediate survivors include her son, Engineer Maurice Nelson.

D & I Division

Willis K. Van Arsdall, cashier at the Elgin freight house, and his wife were honored by fellow employes and patrons of the railroad at a dinner held at the Viking Supper Club in Dundee on Apr. 1 to mark his recent retirement. He started railroading with the Illinois Central in 1922 as an agent and operator, transferred in the same capacity to the Chicago Great Western in 1923, and was with that road until 1953, when he came to the Milwaukee. His service with our company covered various positions at Elgin and Spauld-

ing. Plans for the future include pursuing his hobby of photography, and travel. The Van Arsdalls will continue to live at 380 Hastings St. in Elgin.

The annual May luncheon of Savanna Chapter of the Women's Club on May 8 at Meeker's Sea Food Inn drew 51 members. Mrs. Ralph Vannella, secretary-general in Chicago, who was introduced by Mrs. William Doherty. Savanna's president, gave a short talk on her work and congratulated the chapter on securing a membership prize for the ensuing year. On the business agenda, donations were made to the American Red Cross drive, the Savanna Red Cross Flood Relief and the Cancer Fund. Afterward cards were played, with awards going to Mrs. Jesse Brock and Mrs. Florence Mulder in contract bridge, Mrs. Bernie Schmidt and Mrs. Jake Engaldo in 500, and Miss Anna Cush in Canasta.

I M & D Division

AUSTIN — EAST END

R. D. True, Correspondent
Office of Superintendent

As you know by now, the IM&D Division, winner of the President's Safety Trophy for 1966, was treated to a dinner on Mar. 14 with a great many of the Division people in attendance. As a follow-up, and in order to give more division employes a chance at this dinner, another one was held at Sioux Falls on Apr. 25, with Superintendent Peterson hosting.

During March, Trainmaster W. F. McCann was transferred to Savanna, with R. A. Adams coming to Austin to take his place. Mr. Adams has now moved his wife and daughter to Austin.

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Attention, golfers: Each of you is familiar, I am sure, with a "birdie" or an "eagle," but have you ever been confronted with a "ducky?" On Apr. 22, MMT Manager Noel McGuire, in playing hole No. 16 on the Ramsey Golf Course here at Austin, did not clear the water hazard, but did hit one mallard duck out of a flock of three dead center, for which he is taking credit for a "ducky." He contends that this is an unnatural hazard, thus did not have to take a penalty stroke. Per-

ishable Freight Inspector Howard Rafferty, local rules official, has taken exception to this and, as of this writing, McGuire is being penalized a stroke and distance.

O. D. Theophilus, agent at Jackson, Minn., has announced his retirement after more than 50 years of service.

Earl Winn, agent at Clear Lake, Ia., passed away on Mar. 12. He was the brother of Les Winn, retired conductor from St. Paul, and also of Fred, who worked for the Road.

SIoux CITY AREA

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

Tom Richter, son of Assistant Superintendent R. D. Richter, Sioux City, who graduated May 27 from Heelan Catholic High School, received a big ovation for his performance of Professor Henry Higgins in the senior class play, "My Fair Lady." Tom insists, however, that it was his last, as well as his first venture into the field of dramatics. He will enter Briar Cliff College in Sioux City this fall.



Tom Richter



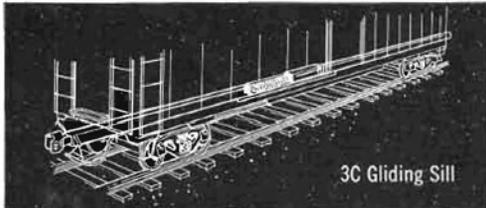
Col. J. J. Burnett

When President Johnson visited New Zealand last October, his transportation adviser there was Col. J. J. Burnett, the son of Mrs. Margaret Miller, secretary in the regional data office in Sioux City. The situation arose when the Presidential plane was obliged to land about 100 miles from Wellington and it was thought that another American plane would have to be flown in. However, Colonel Burnett, air attache in New Zealand for the Defense Department, advised the President that it might hurt the New Zealanders' feelings if he refused to ride in one of their planes, so he agreed to be flown to Wellington by the Royal New Zealand Air Force. Colonel Burnett accompanied him.

The story came out recently when the Burnett family returned to the United States and the colonel visited his mother. He will now go to Washington, D.C., as deputy assistant chief of staff for intelligence at Air Force headquarters. Colonel Burnett was a combat bomber pilot on 67 World War

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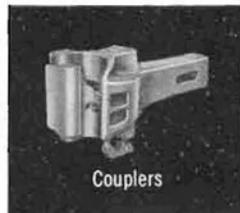
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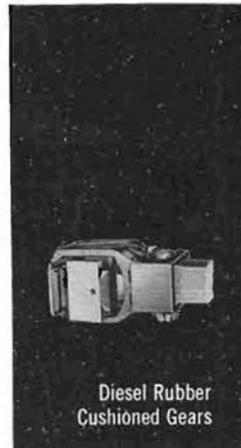
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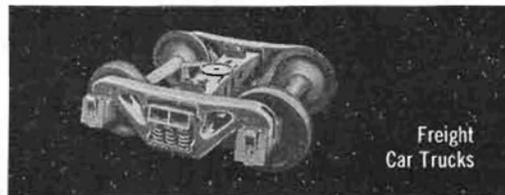
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Cookie Recipe Rates Pillsbury Bake-Off Prizes



Mrs. Walter Larson in her official Pillsbury Bake-Off apron.

"It's like being Queen for a Day, except that you're a queen for three days," says Mrs. Walter Larson of her participation in the Pillsbury Bake-Off held recently at the Century Plaza Hotel in Beverly Hills, Calif.

Mrs. Larson, wife of the maintenance supervisor at our Galewood freight office in Chicago, qualified for the contest because her original recipe for "Popcorn

Cookies" was one of the 100 selected as the best in the nation-wide competition.

In being "treated like a queen," Mrs. Larson experienced her first plane trip and first sight of the ocean, was photographed with Howard Duff, the motion picture and television star, and attended a gala reception and dinner honoring the contestants. Heading the reception line were Mr. and Mrs. Philip Pillsbury and the Kenneth Pillsburys of Minneapolis, and executives of General Electric, co-sponsor of the contest. The entertainers were stars of the Lawrence Welk show.

Other high spots included the bake-off in the grand ballroom of the hotel, a sightseeing tour of the Los Angeles-Santa Monica area, and on the final day, the awards telecast, with Arthur Linkletter as master of ceremonies.

Although Mrs. Larson did not place in the final judging, her awards as a contestant were a \$100 cash prize from Pillsbury and a General Electric range valued at \$600, together with the trip to California, all expenses paid, for herself and daughter Linda, a nurse at McNeil Hospital. "It was all so thrilling," she declares, "I just couldn't believe my luck."

II missions, has held various command positions, and been an associate air science professor at the University of Omaha.

Another first for Tom Mackey, son of Retired Assistant Car Foreman and Mrs. Ambrose Mackey of Mitchell, S.D. For the second year in a row, Tom, a senior at Notre Dame High School, was selected by the States Sports Writers Association for the Class B South Dakota All State Basketball Team. He is regarded as one of the outstanding shooters in the State (24 point average) as well as being top rebounder.

Tom Billars, son of Agent and Mrs. R. F. Billars of Stickney, S.D., has been named to the South Dakota Intercollegiate Conference basketball squad. Tom, a student at Dakota Wesleyan, averaged 13.3 points per game and nine rebounds in conference play.

Sympathy was extended to the family upon the death of E. J. Patton, 85, retired engineer at Mason City, Ia. He retired in 1950. Surviving are his wife, a daughter and two sons.

Floyd G. Johnson, sales representative in Sioux City, has been elected to the board of directors of the Sioux City Traffic Club.

Albert H. Guse, 84, of Sanborn, Ia., passed away there recently. He was a former engineer who retired in 1956 after 60 years of service. Survivors include the widow, a son, a daughter and two grandchildren.

Service Passes Awarded

Gold 50-Year Passes

Bender, Edward F., agent-----Muscodia, Wis.
Cush, Arthur J., yardmaster-----Savanna, Ill.
Fiehweg, Herman O., chief clerk-----Racine, Wis.
Kuhn, Frederic C., agent-----Milton Junction, Wis.
McPherson, W. R.,
supt. of psgr. trans.-----Morton Grove, Ill.
Shively, Frank W., machinist-----West Allis, Wis.
Terry, Clarence H., loco. engr.-----Malden, Wash.
Wilsey, Merle K.,
bridge tender-----La Crescent, Minn.

Silver 45-Year Passes

Holdridge, Darl M., section foreman----Delhi, Ia.
Jindra, Charles, painter-----Berwyn, Ill.
Weber, William R.,
section foreman-----Mankato, Minn.

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PERFORMANCE
that counts

Iowa Division

MIDDLE AND WEST

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

Mrs. Irene Kohles, agent at Earling, Ia., retired on Oct. 26, after more than 49 years of service. She started as a telegrapher while still in school at Earling, where her father was agent. Her first job was second trick operator at Earling, where she handled train orders and the manual block system of moving trains.

Her father, P. J. Rogers, passed away in 1938 while still agent at Earling, after 43 years of service. Irene then bid in the agency. She had a brother, Jim, who was also an operator, and he worked third trick at Earling for about five years, making the three tricks a "family affair."

All of Irene's service was at Earling with the exception of a few months, when she was agent at Panama. Her retirement marked the first time in nearly 97 years that one of the Rogers family was not working for the Milwaukee.

Matt Lukish of Weston, Ia., passed away Feb. 28. He had been section foreman at Weston before retiring in 1943, and had 43 years of service at his retirement. Services were held at St. Columbus Church in Weston. He is survived by his wife, two daughters and a son, Joe, who is an assistant roadmaster on the Iowa Division.

Charles Rankin, 61, passed away in Perry Mar. 15. He had been in engine service for many years and had been engineer on one of the "City" trains for some time before retiring. He is survived by his wife, Ruth, a daughter, Mary Lee Trueblood of California, and a brother, Harold, who is also a locomotive engineer working out of Perry.

J. M. Losey, retired train dispatcher, was a patient in the Methodist Hospital, Des Moines, for about a week in March, where he had eye surgery. He was released the first week in April and entered a Perry nursing home until such time as he would be able to return to his home.

Mrs. Charles Prowse, wife of the night yardmaster at Perry, was hospitalized in April in Des Moines, where she had surgery.

There were four teams from Perry attending the annual Hiawatha Bowling Tournament, held in Minneapolis this year on Apr. 1 and 2. The Perry boys had a fairly good showing, as the enginemen's team placed third—Bill Kelly of the Perry relay office and Dick Agan, clerk in the superintendent's office, teamed up in the doubles and placed twelfth. Bill Kelly placed third in the singles. There were others in the singles within the top 15.

Retired Switchman E. R. Fitzgerald, 75, passed away Apr. 28. He had been in failing health for several years. He was a member of the First Christian Church of Perry and of the Masonic Lodge, and had been custodian of the Masonic Hall at Perry for 10 years. Surviving are his wife, Juanita, a son, Barton of Omaha, Nebr., two granddaughters and a great granddaughter. Funeral services were held at Perry with burial in the Violet Hill Cemetery.

With a large crowd in attendance, Agent W. W. Ellsworth and his wife, Kathryn, were installed as Watchman of Shepherds and Worthy High Priestess, respectively, of Des Moines Shrine No. 43, White Shrine of Jerusalem, at public installation ceremonies. The ceremonies, accented with music and vocal selections, were held at the Masonic Temple Building, Des Moines, on Apr. 13.

Mrs. Ellsworth was escorted to her station by their son, Bill, II. Agent Ellsworth was escorted to his station by their daughter, Janet Lynn, the Acanthus Rainbow Girls Assembly Worthy Advisor, and her corps of officers.

Contributed by John Gohmann

The retirement recently in Savanna, Ill., of two long time "East End" conductors, Charles F. Ferris and M. W. "Monk" Elithorpe, marked an accumulated service for both men of over 90 years. Both Mr. Elithorpe and Mr. Ferris had worked in freight service out

of Savanna for most of their careers, and their retirement brings to a close a wonderful working relationship with two very fine men. May all of us on the Iowa Division wish "Charlie" and "Monk" a wonderful retirement, and hope that we will see them often.

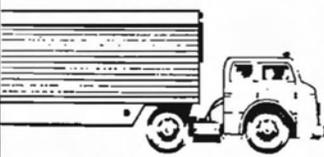
For many years now, Passenger Conductor Wilbur Cooper of Marion, Ia., has been accumulating ballpoint pens, and as of this date, has quite a collection. Recently a Cedar Rapids radio station, WMT, sponsored a contest for the largest collection of ballpoint pens. Contestants presented 20, 30 and as high as 40 pens, but when "Willie" walked in with two old beer cases full, all the others retreated. Mr. Cooper told the radio announcer that there were over 2,000 pens in the cases, and if he didn't believe him, "he could count them himself." Jokingly, after being presented with the prize—a nice table model radio—Mr. Cooper told the radio audience that his wife told him he would win because he was "the only one crazy enough to collect all those pens!"

Congratulations are in order for Train Clerk Robert Shive and his wife upon the birth of their second child, Marcia Geraldine, on Mar. 17. Bob, who is currently working in the Cedar Rapids yard office, started to work for the railroad in May of 1965 as a brakeman, and later transferred to Cedar Rapids to assume the duties of a clerk.

A hearty welcome is extended to P. D. Scheer, who recently hired out as a brakeman, and to Don L. Melsha, new ticket clerk in the Marion passenger depot.

Passenger Conductor O. R. "Orle" Ness of Marion, Ia., currently running between Marion and Omaha on the Arrow, has an interesting hobby which has almost turned into a small business. On his days off, "Orle" has for years braided beautiful rugs for his friends, and to this date has made well over 2,000. To make them, he uses rags, old suits, socks, and as he commented, "I once made part of a rug out of my old passenger uniform which I had worn out." Anyone who has seen Mr. Ness's work will agree that his is indeed a very special talent.

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ALL ABOARD!

A railroad is motion . . . the feel of speed. A railroad is sound. The urgent clang of the crossing bell and then the roar and the dust of a train hurtling past. Mobility and immobility. Noise and quiet. A clash of steel on steel. Millions of miles of track with a built-in clickety clack.

A railroad is a fast passenger train sheathed in stainless steel . . . The conductor with his ticket punch and gold braid on his cap . . . The starched white uniform of the Pullman porter who wipes



er, and the conductor shouts a one-syllable "All aboard!"

A railroad is a cavernous station begrimed by the smoke of an era of steam. Box cars, tank cars, flatcars, gondolas and cabooses, moving the nation's goods. A railroad is business—with stockholders, balance sheets and income statements, but a business whose sooty black ink has

the handrail clean before you climb aboard. Brakes release with a hiss of steam, thousands of diesel horses throb with power,

always gotten into the blood of the men who run it.

But the men who run the railroads today are a new breed. Men with imagination whose byword is efficiency. The industry is flexing its muscles with new kinds of equipment, new methods of communication, and a new attitude of service.

From the beginning, railroading has roused the imagination of men. It took imagination to see an iron horse in the mind's eye. It took imagination to envision and believe in the day when rails of steel would span broad prairies, snake through deep canyons, and leap great rivers to weld a continent.—IMAGINATION 10



Railroad Theme Sparks *IMAGINATION* Sales Conference

An imaginative approach to merchandising inspired a trip taken recently by 18 salesmen of the Dwight Brothers Paper Company aboard a dining car and a Skytop lounge car of the *Morning Hiawatha*. Actually, the cars never left our Western Avenue yards in Chicago, but the passengers covered a lot of ground nevertheless—a journey through *IMAGINATION 10*, the latest of the handsome brochures which serve as showcases for the products of the

Champion Paper Company.

Turning imagination loose, the 10th edition of these graphic arts classics is devoted to Railroading. What better place to introduce it reasoned Champion's Chicago District Sales Manager R. G. Guimaraes and Assistant Sales Manager R. J. Fisher than on a train?

The dining car was set for breakfast when the salesmen boarded to the strains of "railroad" music, wearing engineers'

caps and bandannas. After breakfast they moved into the lounge car for a briefing on the art, design and printing techniques displayed on the various papers that make up *IMAGINATION 10*, and a discussion of the promotional support available to merchant salesmen. The meeting concluded with a movie and a showing of slides, and was over by 10:30—all in all, a very effective and imaginative two and a half hours of marketing communications.

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