

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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AT-A-GLANCE CAR TRACING INFORMATIONsee page 7

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. 60605.

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To My Fellow Employes



I welcome this opportunity to extend to each of you and to your families warm good wishes for a happy holiday season and a most pleasant New Year.

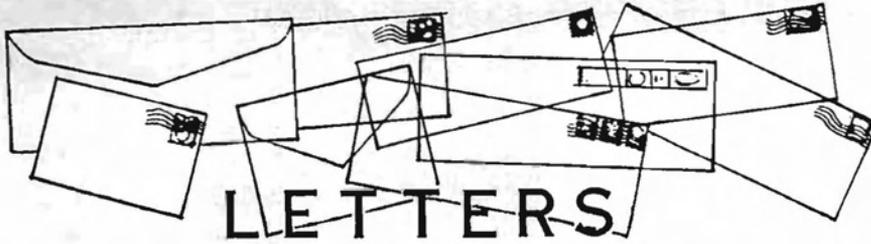
It is appropriate at this time of the year that we pause in our busy lives to think of our friends and associates and to express our appreciation for their warmth, their loyalty, and their friendship.

In this spirit—the spirit of appreciation in the best tradition of Christmas—I express to you also my thanks for a job well done. Your cooperation, your devoted attention, your loyal participation in our mutual efforts to administer the affairs of the Milwaukee Road are very much appreciated.

As you are aware, our earnings for 1967 have been adversely affected by several factors, principally by the slowed pace of the national economy, changes in the pattern of grain movements, increases in wages and operating costs, and the decline in carloadings experienced by railroads generally. Considering these conditions, I believe we can derive much satisfaction from having brought the standard of our service to a higher level and having served our patrons well. The year ahead I am confident will be met in the same spirit.

May your Christmas be Merry and your New Year full of happiness.

Curtis E. Crispin



Guests on the Hiawatha

"Mr. Ewens and I had such an enjoyable ride on the Hiawatha going to Minneapolis and returning that I wanted management to know about the nice service. Our parlor car porter was Mr. H. M. McQuin, who did everything possible to give us the finest service—pillow to rest, newspapers, magazines, and so on.

"Our comfort, and of course that of the other passengers, too, were his special concern while guests in his car. The dining car service was very good, also. The dividend was to see the beautiful country."

Mrs. Robert A. Ewens

Shorewood, Wis.

A Most Satisfied Passenger

"It was with great pleasure that the undersigned recently rode on your railroad en route from Las Vegas to Chicago. The service . . . demonstrated by the steward, Mr. R. W. Garvin, and waiter, Mr. Gordon Laws, far surpassed that on any railroad line ridden by the undersigned and family.

"I would like to commend your company for this, and most importantly, extend my warm thanks and appreciation to the above employes of your Milwaukee Railroad. I am a most satisfied passenger."

A. Angerame

Philadelphia, Pa.

A Delightful Anniversary

(To F. H. Bitz, station agent at Western Avenue, Chicago)

"Mr. Krump and I wish to thank you for arranging our recent trip to Minneapolis. It was delightful, and sure a wonderful way to celebrate our cherished 35th anniversary.

"The steward, Mr. Simmons, and all the waiters in the dining car were most attentive. Then there was the cake, a surprise, and very delicious. It was a trip long to be remembered."

Mrs. L. J. Krump

Forest Park, Ill.

Help From Fox Lake

"Riding the 5:43 train from the Union Station, I left a package behind when I got off in Deerfield. I immediately realized my mistake and called the station at Fox Lake. My package was found, and I picked it up later in the evening.

"I am writing . . . to call attention to the wonderful help I received from Mr. Richard Wu at Fox Lake. When I phoned I was worried, but he assured me he would check the train as soon as it arrived, and that he could either hold the parcel for me to pick up, or send it to the Union Station, where I could pick it up at the Lost and Found. Or if I needed it in a hurry, he would ask a con-

ductor to bring it with him on a train which would pass through Deerfield that night.

"I only recently became a commuter on the Milwaukee Road, and this is only an extraordinary example of the friendly and helpful service I have found thus far on the part of your station attendants."

David P. Frasz

Deerfield, Ill.

Friendly Buffeteria Crew

"You and the crew deserve congratulations for the excellent Buffeteria car service on your Hiawatha train. Not only is the conception of the Buffeteria outstanding, but the warmth and effectiveness of the crew were a pleasure for the passengers. They showed pride in the operation, and transformed what could be a cold-spirited cafeteria into a friendly, memorable establishment."

Leon M. Despres

Chicago, Ill.

Courteous and Understanding

". . . I rode the #22 Chicago-Milwaukee train from Madison to Chicago and upon my return home I discovered that I had left a hat box on that train . . . I called your lost and found department and talked with Mr. Anthony Cursio, telling him of my plight, and immediately he told me that the hat box had been turned in and he would send it up on the evening train. Because the box was

not too substantial, Mr. Cursio carefully packed it inside another box, and it came through in very good order.

". . . I want you to know what excellent treatment I received, for Mr. Cursio was most courteous and understanding . . . The Milwaukee Railroad is fortunate in having such a fine employe."

Mrs. F. L. Koenig

Madison, Wis.

First Excursion Not the Last

"Our thanks to the Milwaukee Road for a very pleasant excursion to the Wisconsin Dells. This was our first experience of an excursion by train, and we know it will not be the last. The ride was a clean, smooth and comfortable one. For once, we didn't fight traffic on the week end, but enjoyed our trip."

Mrs. Joseph Kirincic

Evergreen Park, Ill.

Excellent From Start to Finish

"The Tremper High School Band recently had the pleasure of being passengers on your road in a round trip from Milwaukee to Minneapolis . . . Our trip was excellent from start to finish, due to the very fine personnel on your line.

"Mr. Tom Knaffla in the dining car furnished fine food, graciously served . . . In Minneapolis, Mr. Frank Magnusson saw to our every need, including chartering local buses for our use at the various activities. He also helped us board the train and see that we were on the way home.

"Mr. Bill Stiyer of the Milwaukee office is a great asset to your company. All of our planning and organization was done with Mr. Stiyer . . . I plan to recommend that all traveling music groups consider and use the railroads on their tours."

Allan R. Harris

Director, Tremper Band

Kenosha, Wis.



Romeo Keller

© Cartoons-of-the-Month

"And so much for the Zip code!"

"Your letters get a more favorable reception and quicker replies . . ."



E. O. Schiewe, vice president and general counsel (seated), and K. D. French, general freight claim agent, study the material used in the training program.

Taking the "Starch" Out of Business Communications

THE NEW TRAINING PROGRAM FOR FREIGHT CLAIM CORRESPONDENCE

The tone of many letters dictated these days in our freight claim office in Chicago has led more than one typist to ask, "Is this correct? I'm raising the question because you never said it this way before."

The difference from the "way before" is a departure from standardization, for if you write 10 to 15 letters a day, sometimes more or less, and all relating to the same subject, eventually you acquire words and ways of saying things that become perfunctory. Naturally, too, you are lured into repeating certain stereotyped phrases just because they are handy. The result is monotony for both the writer and the reader.

How to avoid or overcome this habit in the exchange of freight claim correspondence is the objective of a new

training program which may be described as "taking the starch out of business communications." Here is a quick look at its lead to good letter writing:

"Stiffness is all right in an upper lip or in a dress shirt, but in a letter it makes your words read like a picket fence. Be relaxed and loose when you write, and don't try to translate your thoughts into strange words that are completely foreign to the way you ordinarily say things." Thirty men have signed up for it.

The program, which is sponsored by the company and voluntary on the part of employees, was initiated by K. D. French, general freight claim agent, and comes under the supervision of Vice President E. O. Schiewe. It was designed specifically for the work of our

freight claim department by Tec-Search, Inc., a consultant firm for businesses and industries, with W. W. Rogers of the employment training and development department coordinating the outline and related material.

The program consists of an 8-week 16-hour classroom course in the principles and practice of communicating effectively through the written word, together with individual counseling. In addition, the students are provided with selected readings which give useful background information on which to build better understanding of communication theory and the nature of language itself.

Outlined session-by-session, it includes: ways of stating communication problems and the personal approach to writing letters; constructing a sentence

so it says what you want it to say; the emotional impact of words; logic and its application to letter writing; emotional and logical approaches in writing routine and persuasive inquiries; guides for writing adjustment letters; styles that make for readability; and procedures for developing reports.

The class sessions, which are held on Tuesdays in the Fullerton-Southport office building, involve home study. Ronald M. McCaig, a faculty member at the University of Illinois Chicago Circle Campus, has been retained as the instructor. He serves as chairman of rhetoric at Chicago Circle and formerly was associated with the American Federation for Political Education, a non-profit education organization.

Attendance 100 Per Cent

The training program was begun in October, and as this article is being written had a 100 per cent attendance, with the exception of men on out of

town assignments or taking a vacation. However, the vacationists who remained at home reported for classes, regardless.

In recent years, many businesses and industries have become conscious of the need for letter improvement within their organizations. Evidence has shown that one of the major problems confronting big business is the differences of opinion expressed in conferences, memos and letters which arise from a great deal of muddled writing. Too often, words are used to impress others rather than to express ideas. Some businessmen seem to feel that if their writing is dominated by simple, well-known words it will sound uneducated.

The freight claim course emphasizes the importance of effective two-way communications—of placing yourself in the other person's shoes to get the reader's reaction. It takes into account that the nature of claim work requires not only an understanding of the operation but of human relations, because the way an adjuster handles a claim deter-

mines to a large extent the light in which the company is regarded by the shipping public.

The great bulk of claim letters are from people who believe they have a valid complaint, and as Mr. French notes, adjustments can actually produce benefits for the company. The "yes" letter, by making things right and explaining why they went wrong, can enhance the company's reputation for standing behind its services.

Making "No" Acceptable

The "no" letter is more important, he points out, since it involves making the reason acceptable to the claimant. "When he agrees with us, we retain his goodwill and future business. A poorly written letter can destroy the work of 10 freight solicitors."

The teaching method requires that the students apply what they learn to problems encountered in day-to-day let-
(Continued on page 6)



Donald Wurst: "Offend a person through claim channels, and he could take his business elsewhere."



Alonzo Spencer: "McCaig has a way of getting his points over, and I look forward to his classes."



Ronald Klish: "You learn how to get away from the stereotyped, and it makes the job a lot easier."



Ervin Zielke: "The course has good suggestions for handling claims you're not justified paying."



Edward Deutschlander: "I have eliminated a lot of words; write faster and write a clearer letter."



Dean Bianucci: "I felt I could gain a lot from the program . . . and already it's been very helpful."



A round table discussion during one of the class sessions in the Fullerton-Southport office building.

(Continued from page 5)
 ter writing, for follow-up evaluation after the course is finished. All of the men enrolled agree that their jobs have become more interesting and that it is well worth the time and study they put into it. Here is a sampling of what several say:

Ronald "Ron" Klish, junior adjuster, who started in the department in 1965: "I worked up to adjuster from the mail desk, and because I had no experience in writing claim letters, I didn't find them easy. But now I feel that I'm getting the knack. This teacher tells you how to get away from the stereotyped—how to write as though you are talking to the claimant face to face—and it makes the job a lot easier."

Good for Self-Improvement

Alonzo "Al" Spencer Jr., OS&D clerk, who started with the road about a year ago after previous clerical experience with a medical bureau: "It's a good way to improve yourself; to prepare yourself for a promotion when openings occur, and to become more valuable to the company. I'm not writing letters now, but I hope to eventually. He [Mr. McCaig] has a way of getting his points over, and I look forward to his classes every Tuesday."

D. V. "Don" Wurst, junior adjuster, who has been with the department almost five years: "I thought it would help me, and I was interested in what it would be like. You expect a course like this to be rather dry, but it turned out otherwise. Sometimes you say the old

cliches over and over and don't realize it, but put yourself in the place of the person reading them, and you want to change that letter. What's more, if you offend a person through claim channels, he's liable to take his business elsewhere."

Dean J. Bianucci, recently promoted to junior adjuster, who formerly worked in the OS&D bureau, where he handled a lot of his work on the telephone: "When I was in the Army my family and friends—well, girl friends, anyway—said 'You always write such interesting letters.' But writing personal letters is one thing, business letters is another. I'm not the best letter writer now, and felt I could gain a lot from the course. Already, it's been a big help."

E. D. "Ed" Deutschlander, adjuster, with 14 years of service: "In high school I took the usual English—no specialization in business letter writing—and knowledge of this kind is good to have. Your letters get a more favorable reception and quicker replies. Since I started the program, I have eliminated a lot of words; I write more to the point, write faster, and a clearer letter. You learn a lot in the class discussions. The informality leads you to ask questions and speak your mind."

E. W. "Erv" Zielke, adjuster, who has been with the road since 1954: "First of all, I'm interested in language. I took four years of English in high school and more at Wright Junior College. I thought the course was a splendid opportunity to review it, and I don't think the instructor could be better. He always has new features; ways of getting



Ronald M. McCaig, the instructor, monitors a class discussion.

away from the old stand-bys.

"Then, too, a fellow takes more interest, trying to visualize the reaction of the person reading your letters. The idea is to dictate as though the claimant just walked into the office, sat down at your desk and asked, 'Well, how about it?' The course is good for the claims you're not justified in paying. McCaig has good suggestions for these, and some of the fellow are waiting for replies [to their letters] to see how they work out."

Two first graders were standing outside school one morning. "Do you think," asked one, "that thermonuclear projectiles will pierce the heat barrier?"

"No," said the other. "Once a force enters the substratosphere . . ."

Just then the bell rang. "Darn it," said the first, "now we gotta go in and string beads."

Video Display Units Provide At-A-Glance Car Tracing Information

THE picture on the cover of the Magazine shows one of the new video display units which have been installed in Carscope, our car tracing center in Chicago, to improve utilization of the new IBM 360 computer system placed in service this year. The units—the first to be installed on a midwestern railroad—provide the transportation department with instantaneous information to answer inquiries from customers concerning the location and movement of cars.

To obtain the information, the operator types out the inquiry on an IBM inquiry unit, and a record of the car's movement by date and time of day is extracted instantaneously from the computer's memory bank and flashed on the screen. The message shown on the cover is held in readiness in the memory bank for the benefit of people who visit Carscope to study the operation of the units. It reads:

WELCOME TO CARSCOPE

This is an IBM display unit which can access 99,498 car records from the Carscope IBM 360/30 computer. The system was installed in April 1967. The storage capacity is 72,500,000 characters on ten disk drives. Inquiries are also accepted by direct teletype. Reports from 72 yards and 232 interchange points are input to the hourly update. Get on the=fast =track=with the Milwaukee Road.

Q. W. Torpin, GST

Five units are now in use in the Carscope office in the Union Station supervised by Mr. Torpin, general superintendent of transportation, and three more on order are expected to be delivered shortly. Visitors who have observed them in operation include 35 IBM field instructors, for whom the railroad provided a demonstration in connection with an IBM staff meeting in Chicago.

By comparison with the previous capabilities of Carscope, the third generation computer equipment installed this year develops more comprehensive management reports designed to improve equipment utilization and provides better service and information to shippers. Daily reports analyzing location and use of freight cars provide transportation personnel with data to better control distribution and assignment.

Third generation computer equipment is also scheduled for delivery in the fall of 1968 to replace the



The "Welcome to Carscope" message is flashed on the video screen at the IBM staff meeting. In the foreground are George Bachouros, IBM systems engineer (from left), Q. W. Torpin, general superintendent of transportation, and R. I. Miskimins, assistant to general superintendent of transportation.



R. I. Miskimins and Marjorie Krischak, tracing and reassigning clerk in Carscope, use one of the new video display units to check on the location of a freight car.

present systems now used for accounting, sales analyses, inventory control, claim settlements and other related functions. The changeover will provide additional capacity needed to expand computer operations.

Road Requests Further ICC Hearing on Proposed Wahluke Slope Branch Line

THE railroad has petitioned the Interstate Commerce Commission for further hearing in connection with its proposal to construct a branch line into the Wahluke Slope area of the Columbia Basin in Washington state.

The proposal, calling for the construction of 22 miles of railroad at a cost of approximately \$2 million, was denied in an ICC decision announced in October. At the same time, the Commission favored a counter proposal by the Northern Pacific to build a longer and more costly line which would extend westerly from its main line at Mesa, Wash., to reach the same area.

The line proposed by our company would connect with the main line at Beverly, Wash., and extend in a southerly and easterly direction through the vicinity of Mattawa to a point on the west boundary of the Atomic Energy Commission Primary Control Zone. Engineering studies indicate that, because of the river level route, the line would follow through the Saddle Mountains, and could be built and operated with maximum efficiency. It would be located in the heart of the 49,600-acre western Wahluke Slope area, immediately adjacent to the main line.

Since as early as 1912, when tentative plans for irrigating the area by pumping water from the Columbia River were disclosed, our railroad has planned to construct a line into the Wahluke area. Other studies were made in 1925 and

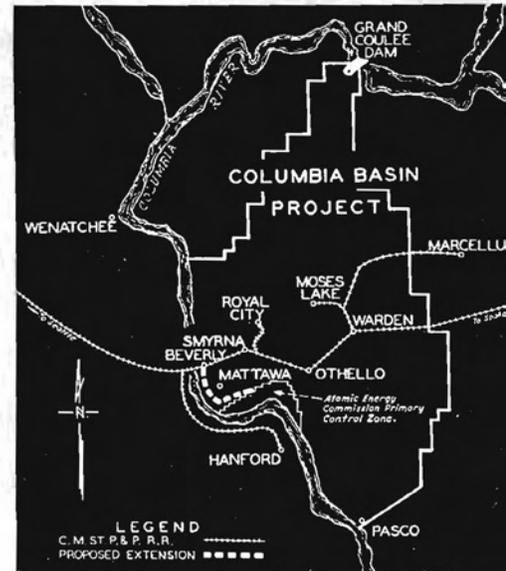
again in 1946, but no irrigation developed and construction of the line was not undertaken.

In the spring of 1965, when plans for irrigation in the area were again projected, a new survey for the proposed line was commenced. The petition to the ICC points out that this was approximately six months before the Northern Pacific filed its application.

"This issue," it declared, "is whether this Commission should, as a matter of public policy, and, in fact, whether it has the authority to, permit one railroad to construct a new branch line 54 miles long at a cost of \$5 million to reach a territory . . . where the only purpose and result is to permit one railroad to prematurely pre-empt a territory which is in fact tributary and only three miles from the main line of a competing railroad, thereby preventing the latter railroad from ever serving the new territory."

The petition points out that substantial changes in facts and circumstances occurring since the original hearing have a decisive bearing on the question of public convenience and necessity. For example, some of the irrigation blocks in the eastern Wahluke Slope area have been completely eliminated from the most recently revised development schedule of the Bureau of Reclamation. In addition, there have been substantial changes in tentative dates for the delivery of water to other areas.

By contrast, all four of the irrigation



A map of the Milwaukee Road in the Columbia Basin area, showing the Wahluke Slope branch line which the railroad is seeking Interstate Commerce Commission authority to construct, together with the Royal City branch line.

blocks in the western Wahluke Slope, which our road's proposed line would traverse completely, are still scheduled to receive water commencing in 1969.

Since the original hearing in June of 1966, our company has placed in operation the new 6-mile branch line it constructed at a cost exceeding \$1 million, extending from east of Smyrna, Wash., to the Royal Slope area. This line will serve an industrial area approximately 19 rail miles from our station at Beverly and only 25 miles from Mattawa, Wash., via the proposed branch line.

For the year 1966, fruit production in the Royal Slope area was approximately 100 carloads. Production that year in the Yakima area, served by the Northern Pacific, was approximately 19,000 carloads, and in the Wenatchee area, served by the Great Northern, totaled about 21,000 carloads. "While the production of fruit on the Royal Slope will undoubtedly increase," the petition states, "it can never approach the production in either the Yakima Valley or the Wenatchee Valley.

"The Royal Slope is at present the only fruit producing area on the Milwaukee's lines in the state of Washington. In view of this, it is essential that the expected production of fruit from the Wahluke Slope be made available to the Milwaukee's line to permit combination of the Royal Slope fruit with the Wahluke Slope fruit, so that both areas will have available a single line haul for transit privileges."



"Just how long have you had this urge to become a railroad engineer?"

P. L. Cowling Outlines Growth Prospects For Piggyback and Containerization

In an address before the Industrial Development Council of the Chicago Association of Commerce and Industry on Nov. 2, P. L. Cowling, vice president of the railroad's Milwaukee Motor Transportation Company operations, said that railroad piggyback traffic is expected to top the 2 million trailerload mark in 1967. This will represent an increase over 1966, despite the decline of about 5 per cent that had taken place during the first 10 months of this year in railroad carloadings generally as a result of various economic factors.

Mr. Cowling, who is also president of the National Railroad Piggyback Association, further predicted that by the end of 1973 piggyback and container traffic moved by the railroads will exceed 5 million loads.

By way of indicating the rate at which this aspect of the railroad business has been growing, he noted that last year railroad piggyback/container traffic accounted for \$478 million in gross freight revenue, or more than twice the revenue generated by that type of traffic only five years ago. He estimated that by the end of 1973 it could amount to as much as \$1¼ billion.

Outlining the impact of this traffic on Chicago alone, Mr. Cowling pointed out that 18 of the 26 railroads serving Chicago have piggyback facilities within the area and exchange several thousand piggyback trailers and containers in the city daily. He added that this

volume is increasing every month.

"If the pattern of piggyback traffic on the other 17 railroads is similar to that of the Milwaukee Road," he said, "approximately 70 per cent of all piggyback shipments originate, terminate or pass through Chicago at some time during their travels from origin to destination."

Mr. Cowling told his audience that

P. L. Cowling, left, with other speakers on the program: C. F. Willson, director area development, Continental-Illinois National Bank and Trust Co. (from left); C. Kuster, chief-rate and tariff bureau, Central Motor Freight Association of Illinois; and M. W. Anholt, manager industrial development, Santa Fe Lines.



of the 2,000 and some trucking companies doing business in the Greater Chicago area, more than 200 are engaged in performing cartage for piggybacking—either directly for railroads or for the shipping public which uses piggyback/container service. In this connection he discussed the order of the Interstate Commerce Commission effective Nov. 16 which requires the railroads to let

common motor carriers utilize the open tariff provisions of railroad trailer-on-flatcar services. The order allows the motor carriers the same privileges of rates and services provided for the shipping public.

"In effect, this new compliance order could provide a new type of shipper for the railroad industry," Mr. Cowling said. "What use the motor carriers will make of the privileges that have been extended to them is unknown at this time. However, the complete services and rates of piggybacking will be available to them, and it is entirely possible

that a substantial new volume of trailer traffic could be generated on the railroads."

Speaking of the growing popularity of containerization, Mr. Cowling said that despite some frustrations involved in its development, "it is with us and it will soon be the predominant mode of transporting freight internationally." Citing the substantial investments

A scene at Piggyback Park in Bensenville, Ill., on Oct. 25 when the Milwaukee Road provided the facilities for a showing of four special Trailer Train all-purpose flatcars designed to accommodate both container and conventional piggyback loads. In the foreground, the Road's Piggy Packer is deposit-

ing a 40-foot trailer on one of the cars, while the gantry crane at left lifts a 40-foot container from another. The prototype cars, built for Trailer Train by different manufacturers, were assembled for the demonstration in connection with a meeting of the National Railroad Piggyback Association.



being made in equipment for intermodal operations, principally by the steamship industry and trailer/container leasing companies, he noted that 80,000 overseas-type containers are now in maritime service. He said that projections within the trailer/container manufacturing industry anticipate 400,000 in use by steamship lines, railroads, motor carriers and air carriers by 1975.

"If you are wondering at this point where all the freight to fill these containers will come from," he remarked, "I can only tell you this. That it is estimated—and numerous market research studies have developed this—that as much as 70 per cent of the freight currently moving in international import/export trade is containerable."

Time Extended to Sign Up for Medicare Voluntary Insurance

THE first general enrollment period for the voluntary insurance part of Medicare has been extended, the Railroad Retirement Board has announced. The period, which began Oct. 1, now will run through Mar. 31, 1968, it stated. Originally, enrollment was to end this year on Dec. 31.

The voluntary insurance pays certain costs of doctor and other medical attention as a supplement to the hospitalization covered by Medicare. The present \$3 monthly premium for the medical insurance will continue in effect through March, 1968.

Railroad people who are already enrolled for the hospital insurance but not for medical insurance will receive information from the Railroad Retirement Board in December on how to sign up. Employees with 10 or more years of service who want to join during the current enrollment should visit the nearest Board office as soon as possible—but not later than the end of March. For many who reached the age of 65 some time ago, this will be the last opportunity to obtain coverage.

WRONG NOVOMOSKOVSK

It's 400 miles from Novomoskovsk to Novomoskovsk. One is south of Moscow, the other is deep in the Ukraine. Pravda, the Communist party newspaper, has suggested changing the name of one. Last year 28 train carloads of goods and 158 shipments of factory equipment, to say nothing of 94 unhappy passengers, ended in the wrong Novomoskovsk, Pravda said.

President Crippen Elected to AAR Board; Highlights of Railroad Week in Chicago



President Curtiss E. Crippen, center, attends the final meeting with AAR President Thomas M. Goodfellow, right, and John P. Loughnane, corporate traffic manager of the Nalco Chemical Company and president of the Midwest Shippers Advisory Board.

At the annual member-road meeting of the Association of American Railroads in Chicago on Oct. 13, President Curtiss E. Crippen was elected to the board of directors. Eight directors were chosen to represent the western lines on the new board, seven were elected from the East, and five from the South.*

The AAR conference, presided over by Association President Thomas M. Goodfellow, concluded a series of important meetings held in Chicago by railroad, supplier and shipper groups the week of Oct. 9-13. Highlighted among the activities were the 31st annual meeting of the National Association of Ship-

pers Advisory Boards, the 59th annual meeting of the Railway Progress Institute, and the International Conference on Railroad Marketing.

Railroad events included meetings of the coordinated associations—Air Brake, Car Department, Locomotive Maintenance, and Fuel and Operating Officers; the Purchases and Stores Division and the Communication and Signal Section of the AAR; and joint sessions of the American Railway Engineering, Roadmasters and Maintenance of Way, and Bridge & Building Associations.

The marketing seminar, sponsored by the Railway Systems and Management Association, included presentations by representatives of the International Railway Union (IUC) at Paris, with special attention to exchanging information on applications of cybernetics and containerization of freight shipments. Tours of the AAR Research Center at the Illinois Institute of Technology were featured on the various programs.

At the conclusion of the week-long sessions, the groups met in the Pick-Congress Hotel at a joint luncheon of the National Association of Shippers Advisory Boards sponsored by the Midwest Shippers Advisory Board and the Chicago Traffic Club.

*Mr. Crippen was also elected a director of the Illinois State Chamber of Commerce at the opening of the organization's 49th annual meeting in Chicago on Oct. 26. Thirty-six leading businessmen, representing a cross-section of the state's commerce and industry, were named to the board.

J. T. Vergeer Becomes Company's Assistant Treasurer

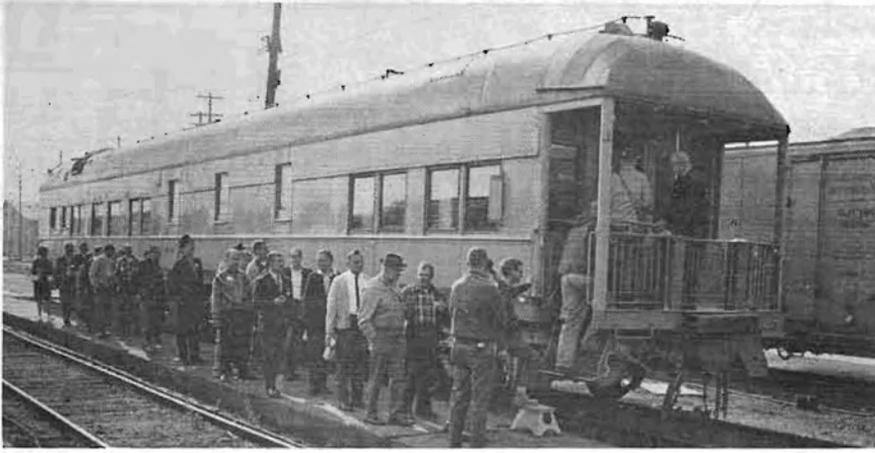
JOHN T. VERGEER, assistant to vice president-finance and accounting, was elected assistant treasurer of the company effective Oct. 1.

Mr. Vergeer, a native of Holland, Mich., graduated from Hope College in Holland with a bachelor's degree in business administration, and holds a master's degree in that field, as well as a law degree, from the University of Michigan.



J. T. Vergeer

After leaving Hope College, Mr. Vergeer served two years in the Army Counter Intelligence Corps in Europe, and was later employed on the comptroller's staff of General Motors, from which he resigned to study law. Upon receiving a degree in 1957, he was employed by the Detroit Bank and Trust Company, where he advanced to assistant trust officer, meanwhile completing work on his master's degree in business administration. He left that firm and joined our company as assistant to vice president-finance and accounting on Aug. 16, 1966.



Visiting the Milwaukee Road heavyweights business car "Washington."



Registration in Milwaukee Road caboose 02080.

Milwaukee Road Shop Tour Sparks Pacific Northwest Railfan Conference

by Don Dietrich, President, Tacoma Chapter
The National Railway Historical Society

THE Milwaukee Road was host for a large part of the activity which drew 75 rail buffs to Tacoma, Wash., for the first Pacific Northwest Railfan Conference on Oct. 14-15. The 75 represented only a small fraction of the thousands who "railroad" as a hobby, but the presence of delegates from 11 organized fan clubs indicated their keen interest in the operation of the prototype.

The regional conference was sponsored jointly by Tacoma Chapter of the National Railway Historical Society and the Puget Sound Railway Historical Association to discuss associated group activities. With the cooperation of the Milwaukee Road, a caboose was spotted next to the former passenger depot in Tacoma's Tide Flats yard to use as registration headquarters, and the delegates were given a complete tour of the road's car and locomotive shop facilities. This included a look at the business car "Washington," a view of an electric rotary snow plow with the blades in action, and a run-by of a set of the big box cab electrics.

Shutterbugs Have Field Day

Many rolls of film were consumed and numerous questions asked of the Milwaukee's officials who acted as guides. Mr. Wayne Bittner, district master mechanic, coordinated this part of the program.

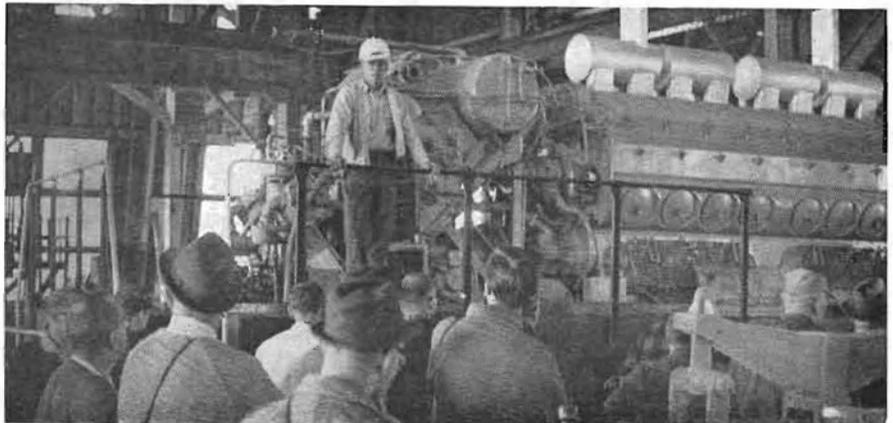
The next stop was Camp Six, a new logging museum at Point Defiance Park, which includes several logging-type cars

and engines. The group then adjourned to the Winthrop Hotel for a business meeting and banquet. At the banquet, Mr. Bittner spoke on railroading today and in the future. The evening was cap-

RIGHT: A diesel-powered electric rotary snow plow attracts a lot of attention.



BELOW: A. L. Running, general foreman of the mechanical department, answers questions about the components of a diesel locomotive which was in the shop for an overhauling.



ped by an excellent slide and movie show of northwest logging railroads.

On Sunday the group visited the PSR-HA museum at Snoqualmie Falls, where two steam locomotives shuttle a wide variety of passenger and freight equipment along a half mile of track. Everyone had an opportunity to ride the trains, and many to ride in the cab of one of the engines as well, before the conference adjourned.

Pictures by Bruce Fowler

Payroll Savings Bond Plans for Building Education Funds and Retirement Income



W. K. Peterson, superintendent of the IM&D Division at Austin, Minn. (second from left), accepts from Rollie Muller, deputy director and area manager of the U.S. Savings Bond Division, a three-star Minuteman Flag awarded to the IM&D employes for exceeding a 50 per cent enrollment in the Payroll Savings Plan of Bond purchases for the fourth consecutive year. Standing by are, from left, A. L. Sponberg, vice president of the First National Bank of Austin and chairman of the Mower County Savings Bond Drive, E. J. O'Brien, state director of the Savings Bond Division of the Treasury Department, and A. H. Haakenson, board chairman of the Austin State Bank and District 9 volunteer Savings Bond chairman.

WHEN your children are ready for college will you be ready for the bills? Thousands of families are finding that U.S. Savings Bonds bought on the payroll savings plan are a dependable way to provide for them.

Series E Bonds have certain features which particularly lend themselves to the building of an education fund. The principal and interest are fully guaranteed, they are quickly convertible to cash in case of an emergency, and the federal tax on accumulated interest may be deferred until the bonds are redeemed or reach maturity. And even here there is a "tax free" factor—you can set up a plan whereby bonds are purchased in a child's name, either alone or with a parent as beneficiary. They then become an outright gift to the child.

Under this plan, the income tax liability can usually be shifted to the child by filing a Federal return in its name at the end of the first year of bond purchases, listing the increase in bond value as income to the child. This return establishes the intent, and no further returns need be filed as long as the child's income is less than \$600 a year. Nor will any tax be due if the bond interest plus other

income comes to less than \$900 annually. Assuming that the child never exceeds this income figure in any year, the total interest on the bonds will be tax free when it cashes them for an education.

Series E Bonds are equally suitable for retirement planning. As retirement approaches, they may be traded for H Bonds, which pay interest semi-annually by Treasury check. The accumulated interest on E Bond holdings would be immediately subject to tax if they were cashed, but by exchanging them for H Bonds you can defer the tax and set up a retirement fund which provides additional earning power from savings. Here's an example:

Suppose you start now to buy a \$100 E Bond for \$75 each month and continue that schedule for 17 years. At that point your holdings would have a cash value of \$21,928.

Then you'd trade the E Bonds for H Bonds, adding enough cash to round out the figure to an even \$22,000. Of this total, \$6,628 would be accrued interest, but under the exchange plan you would not pay tax on it at the time you trade. From \$22,000 in H Bonds you would receive Treasury checks for

\$668.80 in interest the first year, then \$946 a year for the next nine years, to maturity. Over the 10 years, your *average monthly income* would be *more than the amount you originally invested each month*.

And at the end of that time your \$22,000 investment would be available for whatever use you want to make of it—as it had been all along. The tax on the accrued E Bond interest would then be due, but your post-retirement tax rate would make it easier to handle.

Alphonsus W. Shea

ALPHONSUS (AL) W. SHEA, former superintendent of safety who retired as special representative to vice president-operation on Aug. 31, 1966, died suddenly Nov. 27 in St. Joseph's Hospital in Chicago, to which he had been admitted the day previous. Services were held in Chicago at St. Ferdinand's Church, with interment in St. Boniface Cemetery.

Mr. Shea was a native Chicagoan who came to the Milwaukee Road in 1938, starting in the police department. In 1950 he became district safety engineer, rising to superintendent of the department in 1957. He served in that capacity until 1965, when he was appointed special representative to vice president.

He is survived by his wife, Eleanor, two sons, Robert and Richard, and a daughter Marijane (Hock).

Greater Kansas City Area Safety Council Award for leadership in industrial accident prevention during 1966-67 was presented to employes of the Milwaukee-Kansas City Southern Joint Agency. The award recognized the excellent safety records of the locomotive and car departments, which have placed first five times in the last six years. Participants in the annual contest include all Kansas City area industries in the 100,000 to 199,999 man-hour category.

Railroad Men Score First in a ranking of carrier sales representatives on salesmanship qualities compiled by the Traffic Manager Panel, a group of shippers nationwide. Percentage rankings for 12 individual qualifications gave rankings to 46% of railroad salesmen, 39% of airline salesmen, 38% of industrial salesmen, 26% of motor carrier salesmen, and 8% of forwarder salesmen. Railroad representatives received the highest ranking on knowledge of rate and regulatory matters, while motor carrier salesmen scored lowest on observance of office protocol.



Employees Win Minnesota Safety Award

These pictures show a division staff meeting held recently in Minneapolis at which our employees in the state of Minnesota were presented with a Meritorious Achievement Award by the Minnesota Safety Council for their outstanding accident prevention performance in 1966. Accepting it for them from Rumon V. Juetten, executive secretary of the Council, are N. H. McKegney, superintendent of the Twin City Terminal-Duluth Division (from left), G. J. Barry, superintendent of safety, and R. L. Hicks, superintendent of operating rules and special instructions. The award was based on an occupational safety record of fewer than 50 accidents during 4,438,800 man-hours worked by an average of 2,025 employees.



TEDD (WEATHERWISE) KAUHAUSEN SEES A COLD WINTER; HIS ADVICE—GO WEST!

ATTACH this to your almanacs, Milwaukee Road residents of the Chicago area. Here's the weather forecast for winter according to Tedd W. Kauhausen, chief clerk to the district manager of passenger sales—the fellow who could say "I told you so" when the "great blizzard of 1967" confounded the experts.



As of this fall, official forecasters had made varying predictions about Chicago's winter. Some foresaw blizzards, others held out for cold weather, based on the fact that the area had a cool summer. Still others speculated that, because of the cool summer, winter would be mild and warm.

Well, here's the tip-off from Tedd. With regard to the possibility of a mild winter, he says, "Much as I hate to puncture this weather balloon, I regret

I must. As a student of the science of astro-meteorology, I can safely predict that this winter will be extremely cold. In fact, I believe it may end up being *one of the coldest on record*. Periodically, average temperatures may drop as much as 19 degrees below seasonal normal. *This is cold!*"

Of course, there will be snow, you say—every winter brings snow—but snow and freezing temperatures together? Usually, they are not compatible. True, Tedd concedes, but it's the one-two punch you can expect from the opposing forces of a northing Saturn and a southing Uranus, the planets which will control the United States weather pattern from Denver eastward.

Saturn's winds will be responsible for the cold and precipitation, he says. Watch for warming trends followed by wind-driven rain, sleet or snow—and then cold snaps with ice everywhere, slippery and dangerous.

The Chicago area will *not* receive another blizzard such as struck last Jan. 26, Tedd states. However, there will be

frequent minor snowfalls, and in his opinion, these two or three-inch precipitations will cause more trouble *travel-wise* than did the 23-inch blizzard. The major snowfalls should hit around Feb. 4 and Mar. 3, he says.

Along with running up these weather flags, Tedd offered this advice: If you have difficulty breathing in cold air, it would be wise to invest in a face mask. Buy winter tires, and for your rubbers or boots, get some of those cleats that can be used on icy sidewalks.

"Naturally, the best bet is to leave town and go west," he observes. "Your warmest weather will be in southern California. Don't head for Florida—the Deep South, including Florida, will feel the wrath of storms and cold waves, too."

Tedd adds, however, that by mid-summer many Chicagoans—including himself—will be wishing for cold weather. According to his long-range forecast, Saturn's weather patterns will endure for a lengthy period, and spring will be chilly and damp. But if you like a hot, humid, blistering summer, stay around. It might even be a good idea to get your air-conditioners now.



Chapter presidents who delivered reports.



A group of Milwaukee Chapter hostesses.

Minutes of the Women's Club District Meeting in Milwaukee

THE activities of the Milwaukee Road Women's Club as they exist today and appear likely to develop in the future were brought into focus at a district meeting in Milwaukee on Oct. 27.

The meeting, held at the Plankinton House, was preceded by a "get acquainted" evening for local and visiting members. As a result, the order of business the next day moved with smoothness and precision.

The morning session, presided over by Mrs. Roy E. Melquist, president general of the club, reflected the broad delegation of responsibility throughout the organization and initiative on the part of its officers. A report from Mrs. Ralph Vannella of Bensenville, Ill., the secretary general, on the scholarship

program for children of employees was gratifying in its disclosures of the progress being made by the recipients currently attending college as well as graduates now launched on careers.

Since the program was initiated in 1961, the club has sponsored nine scholarships amounting to \$21,600. This figure includes its current commitments covering four-year courses, which now total \$3,600 annually.

Reports from the local chapters dealt with many other worthwhile programs, several of which yield public relations dividends in communities served by the railroad. With regard to those directed to the interests of Milwaukee Road people, they denoted a great deal of effort expended on activities such as

visits and calls to the ill and elderly, social gatherings, membership drives (La Crosse's slogan, "Everyone a chairman"), fund-raising projects and the like.

As outlined by the presidents, they followed the established pattern of sending plants to shut-ins; remembering the elderly with Christmas baskets and notes of cheer; preparing meals for families bereaved by death; entertainment for retired veterans; assistance from time to time with financial reverses and hospital bills; sponsoring Christmas parties, potluck suppers, picnics, card parties, bowling teams; and various other things that contribute to general well-being.

Report on Welfare—Good Cheer

The welfare and good cheer program, as reported for the last fiscal year, added up to an expenditure of approximately \$3,950, supported by ways and means earnings of \$2,464,



General officers and general chairman who attended. Seated from left, Mmes. H. F. Shannon, W. R. Dolan, R. E. Melquist and Ralph Vannella, and Miss Marilyn McNicholas. Standing, Mmes. H. H. Jacobs (from left), William Doherty, Robert Rathbun, Frank Ross, Kenneth Rynes, L. G. Ellis, J. A. Hartery, Everett Hubbs and L. V. Anderson.

"no cost" donations estimated at \$841, and membership dues. In carrying it out, those close to the work made about 6,200 personal calls and sent almost 4,300 messages of cheer.

The meeting was concluded at a get-together luncheon attended by about 100 members. Mrs. Robert Rathbun, president of Milwaukee Chapter, and her hostess committee received many compliments for this enjoyable affair, as well as for the lovely corsage at each place setting.

Entertaining Musical Program

The entertainment was some of the best Milwaukee offers—accordion music during the meal and afterwards the talents of Janice Malone and Marvin Moran, whose song and dance acts have been featured at several reunions of our Veteran Employees Association.

Mrs. Melquist closed the meeting with thanks to Milwaukee Chapter for its hospitality, to Mrs. Vannella for her work on behalf of the club, and to all present for their spirit of "sisterly kindness and cooperation."



Janice Malone and Marvin Moran.



Mrs. Robert Rathbun leads the applause.



Reporting from the West are Mrs. E. F. Boettcher, president of the Aberdeen, S. D., chapter (left), and Mrs. L. V. Hinrichs, president at Miles City, Mont.



How Railroaders Should File For Sickness Benefits

DESPITE efforts to impress railroaders with the importance of filing for sickness benefits promptly, many continue to send in their applications late, the Railroad Retirement Board reports. Prompt filing is important because you can lose some benefits unless your application and a doctor's statement are received by the Board by the 10th day after you become ill.

A survey of some 2,300 applications received during the last week of July showed that only 30 per cent were filed within the 10-day limit. In fact, over one-fourth were received more than 30 days after the employee became sick. The

Board has also pointed out that it can pay benefits faster if your application is accompanied by the right-hand portion of your most recent Certificate of Service Months and Compensation (form BA-6). Action on more than half the applications in the survey could have been speeded if this step had been taken.

The Board urges employees to plan ahead so they will not lose any benefits should they become sick, and to take the following steps *now*:

- Get a sickness application blank from your company or labor organization or from a Railroad Retirement Board office. The form for your doctor's statement will be attached to it.

- Print your name and social security account number on both forms.

- Put the right-hand portion of your most recent Certificate of Service Months and Compensation (BA-6) in the envelope that comes with the application.

- Keep the envelope where members of the family can find it.

Then, if you become ill, take the steps following:

- Fill out the sickness application and have the doctor's statement completed immediately.

- Mail both forms and the right-hand portion of your BA-6 certificate in time to reach the Railroad Retirement Board within the 10-day limit. If you are late in sending in the forms, include an explanation, otherwise you may lose benefits.

"None for the Road"



As the holiday season approaches, our appeal is to keep Christmas in your driving. This applies to all. If you are going to drive a car during the Christmas holidays, stay away from the "flowing bowl."

It has been proven that more than 60 per cent of the Christmas holiday accidents are caused by drinking drivers. Let's keep Christmas a happy holiday and not one filled with sorrow and regret.

Driving and drinking are a lethal combination, not only at Christmas but at any other time. Let's make our holiday toast this year "None for the Road."—AAR Safety News

Milwaukee Road Contests the Proposed Rock Island-Union Pacific Merger

TESTIFYING at the recent Interstate Commerce Commission hearing in Chicago on the proposed merger of the Rock Island and Union Pacific railroads, President Curtiss E. Crippen said that the Milwaukee is unalterably opposed to such a merger, regardless of how it may be conditioned.

He said that Milwaukee Road studies, based on traffic handled in 1964, show that if a merger had been in effect at the time, the Milwaukee would have lost \$6.5 million in freight and net income for the year would have been reduced to \$1.5 million. A loss of this magnitude, he pointed out, would inevitably have a serious effect on the company's ability to earn an adequate net income.

On the other hand, Mr. Crippen said, the Milwaukee supports the application of the Chicago and North Western for control of the Rock Island as a step toward a North Western-Milwaukee-Rock Island merger.

In stating the Milwaukee's position, Mr. Crippen observed that during the period between 1957 and 1961, when a merger with the North Western appeared unlikely in the near future, the Milwaukee had proposed merger with the Rock Island.

"One of the factors that worked against the proposal," he said, "was the fact that the North Western was not a party to it. While the roles of the Milwaukee and the North Western with respect to the Rock Island are somewhat different today, the end to be achieved is the same. . . We firmly believe North Western's control of the Rock Island and an eventual merger with a Milwaukee-North Western system is the only way the Midwest railroads collectively can lift themselves above marginal status and approach a reasonable level of earnings."

He pointed out that a Union Pacific-Rock Island merger would extend the area covered by the Union Pacific system from Minneapolis, Chicago, St. Louis and principal cities in the Southwest to practically the entire Pacific Coast, when consideration is given to the preferential claim the Union Pacific has on traffic originating or terminating on the Southern Pacific in California and Oregon. It is the position of the Milwaukee, he said, that the merger would enhance the already dominant position the Union Pacific has over transcontinental traffic and

extend that dominance into the Midwest.

Testimony presented on behalf of the Milwaukee by 10 witnesses included an analysis by G. H. Kronberg, vice president-sales and service, of the disruption in traffic patterns that would result from the merger. Explaining that the Milwaukee's main route to and from Oregon and California between Chicago and Council Bluffs, Ia., is in connection with the Union Pacific, he said that the Milwaukee exchanges more freight with that railroad than with any other in the country. During 1964, the year on which the studies in the case were based, 101,229 carloads were interchanged between the two roads, primarily at Council Bluffs and Kansas City.

Mr. Kronberg added that he believes Union Pacific operations directly into Chicago, the Twin Cities and St. Louis over the Rock Island would be on schedules that would not permit the Milwau-

kee to interchange trains on an equal basis. He offered it as his opinion that the volume of traffic moving via the Union Pacific and its east end connections would gradually result in its being diverted to the Union Pacific-Rock Island lines. "At best," he said, "the Milwaukee would be a major loser."

The volume susceptible to diversion amounts to more than 245,000 carloads, producing revenues for the Milwaukee in excess of \$48 million annually. This estimate was included in the testimony of P. J. Cullen, assistant vice president-sales and service. Mr. Cullen, who directed the traffic study, also testified that, of the \$48 million of revenue involved, \$6.5 million definitely would be lost.

Dr. Michael Conant, a University of California economist who specializes in the study of railroads and other regulated industries, testified that the proposed merger offers no solution to the excess of railroad lines and yards in Iowa and Minnesota.

Remarking that "the six parallel lines between Chicago and Omaha are the outstanding example of excess capacity in

(Continued on next page)



"Vic" Straus Honored at Retirement Dinner

THE recent retirement of V. E. "Vic" Straus, general manager of freight sales-special duties (center), was marked at a dinner in King Arthur's Pub attended by 115 of his railroad associates in the Chicago area. Pictured with him are, from left, P. J. Cullen, assistant vice president-special duties; G. H. Kronberg, vice president-sales and service; W. D. Sunter, vice president-freight rates and divisions; and E. W. Chesterman, assistant vice president-rates and divisions.

Mr. Straus' career with the Road spanned 47 years, for the most part in our western territory. He entered the traffic department in 1924 as a clerk in the Seattle office, and later served in various capacities at Spokane, Tacoma and Butte, before transferring to Chicago in 1960 as general freight agent. In 1961 he became freight traffic manager, and in August of 1965 was appointed general manager of freight sales assigned to special duties. He and Mrs. Straus will continue to live for the present at their home in Elmwood Park, Ill.



End of the Line for Arrows

Mounting deficits incurred in the operation of the Chicago-Omaha Arrows, compounded recently by the loss of their mail handling revenues, have erased these trains from our road's new timetables. Both made their final trips on Oct. 5.

This was "the end of the line" for the eastbound train as an NBC television crew photographed the termination of the run in the Chicago Union Station and interviewed Engineer Karl Helander (along with Conductor Clark

Bartlett, out of camera range) for a news broadcast. Others present included A. C. Novak, superintendent of road and suburban passenger service and personnel, shown with Helander and Fireman Maynard Decker.

The discontinuance of Nos. 19 and 20 followed a ruling of the Interstate Commerce Commission which recognized that the low level of patronage on the trains, combined with the action of the U.S. Post Office Department in ending railway post office service on both effective May 1, no longer warranted their operation. REA express traffic had been withdrawn from the trains last year.

(Continued from page 16)

this proceeding," he expressed the view that the only feasible solution is the merger of most of these roads.

But once the Union Pacific acquired a line into Chicago, it would have no incentive to merge with the other parallel lines, Professor Conant observed. Furthermore, he added, the diversion of traffic away from the other Iowa carriers might make them so weak financially that no reasonable merger agreement could be worked out between any of them.

A key reason why the diversion of traffic to the Rock Island would weaken these lines, Professor Conant commented, is that they could not materially reduce their fixed costs. Each would have to continue offering industries on its line in the Chicago area daily fast freight service to connect with the Union Pacific at Omaha. Consequently, each of them would still have to absorb most of their present transportation and maintenance expenses for the movement of fast freight, although the diversion of traffic to the Rock Island would have resulted in shorter trains on their lines.

November-December, 1967

APPOINTMENTS

Office of the Secretary

Effective Oct. 1, 1967:

At a meeting of the board of directors on Sept. 21, **J. T. Vergeer** was elected assistant treasurer (see article elsewhere in the Magazine).

Sales and Service Department

Effective Sept. 16, 1967:

J. H. Mitcham appointed assistant regional manager-sales, Portland, Ore. . . . **R. L. Audas** appointed assistant regional manager-sales, Detroit, Mich. . . . **R. M. Mortenson** appointed staff assistant-freight sales, Chicago.

Effective Oct. 1, 1967:

J. M. Fortman appointed manager-automobile and implement sales, Chicago . . . **A. J. Berry** appointed assistant regional manager-sales, Chicago . . . **Van Dunfee** appointed regional manager-sales, San Francisco . . . **D. C. Workman** appointed regional manager-sales, Detroit, Mich.

R. A. Kolhoff appointed district manager-sales, Sioux City, Ia. . . . **A. J.**

Dittmar appointed district manager-sales, Dallas, Tex. . . . **S. J. Monroe** appointed district manager-sales, New York, N. Y.

D. W. McCloskey appointed assistant district manager-sales, Pittsburgh . . . **E. J. Murphy** appointed assistant district manager-foreign freight sales, New York, N. Y. . . . **R. M. Vieth** appointed general commerce agent, Chicago.

E. J. Ganter appointed sales representative, Pittsburgh . . . **J. W. Murphy** appointed sales representative, Portland, Ore. . . . **Jacob Werner** appointed passenger sales representative, Chicago.

Operating Department

Effective Nov. 16, 1967:

A. E. Smith appointed traveling engineer-trainmaster on the La Crosse Division with headquarters at Portage, Wis. . . . **H. I. Reid** promoted to traveling engineer-trainmaster on the Milwaukee Division with headquarters in Milwaukee.

Should You Choose to Retire Before 65?

How to Figure a Reduced Annuity

Railroad men who do not qualify for disability benefits can choose to retire as early as age 60 on reduced annuities, based on their age and service. Wives may also choose a reduced annuity at 62-64, provided their husbands are receiving railroad retirement annuities and have attained age 65. There is no clear-cut answer as to whether it is generally better to choose these reduced benefits or to wait until age 65 or later and receive full benefits, since the decision depends on the facts in each case. However, the following questions and answers provide information that may help railroad employes and their families make this decision.

Q. What provisions are there for early retirement under the railroad retirement system?

A. Nondisabled workers who have 10 but less than 30 years of service can retire as early as age 62, while those with 30 years can retire at age 60. Also, the wife (or dependent husband) of a railroad employe can elect to receive an annuity at ages 62-64. All of these benefits, with the exception of those payable to women employes with 30 years of service, are reduced by 1/180 for each month the individual is under age 65 when the annuity begins. However, benefits to disabled employes and to wives who are caring for a minor child are not reduced for retirement before 65.

Q. If I take a reduced annuity under the Railroad Retirement Act, will the reduction continue after I reach 65?

A. Yes. The reduction will continue as long as the annuity is payable.

Q. I plan to retire next year at age 63. Will the fact that I retire before 65 affect my rights to a supplemental annuity under the railroad retirement law?

A. No. If you have at least 25 years of service and a current connection with the railroad industry when you retire, you can begin to receive a supplemental annuity at 65.

Q. What are the advantages of taking a reduced annuity?

A. The most important advantage is that your regular annuity is payable for a longer time than if you wait to retire at 65. Unless you live at least 15 years after retirement, the total payments of your regular annuity over your lifetime will be higher if you elect a reduced annuity than if you retire at 65 with the same service and earnings. Another advantage of the reduced annuity is that it is a source of immediate income to the retired worker.

Q. What are some of the disadvantages?

A. Many railroad people in their early sixties are at the peak of their earning capacity, and if you retire on a reduced annuity, your income in the years before age 65 will undoubtedly be much less than if you continued working. Also, your regular annuity may be considerably smaller than if you acquired additional service before retirement. Further-

more, depending on your length of service, additional credits might enable you to meet the 25-year service requirement for a supplemental annuity or might serve to increase the amount of your supplemental annuity. (The amount of a supplemental annuity, before any reduction for receipt of a private railroad pension, is \$45 plus an additional \$5 for each year of service over 25, up to a maximum of \$70 for 30 or more years of service.) Remember also that more than 30 years can now be credited toward annuities, so that the additional amount you can get if you keep on working may be very substantial.

Q. How much higher will my regular annuity be if I work until 65 instead of

retiring earlier?

A. First, by retiring at 65, you escape the reduction in your regular annuity because of early retirement. On this basis, at 65 (ignoring the effect of your supplemental annuity on the amount of regular annuity) your regular annuity is 25 per cent higher than at age 62, is 15 per cent higher than at age 63, and 7 per cent higher than at age 64. Second, by continuing to work past age 62 you increase your service and compensation credits. This could increase your regular annuity at age 65 by up to \$11.60 for each additional year worked, depending on your previous service and earnings record. If you are earning the maximum creditable, this means your annuity will be about \$11.60 higher for each additional year of service credited to you.

Q. Next year when I am 62 years old I will have 27 years of service. If I decide to wait until age 65 to retire, how long would I have to draw my regular annuity and supplemental annuity before the total payments would be larger than if I retired at 62? I now earn more than \$550 a month, and have no social security credits.

A. Your regular annuity at age 62 would be about \$155. This includes the 7 per cent increase provided by the 1966

(Continued on next page)

Swan Song for the Blueberry



To the possible dismay of rail buffs, if no one else, the Canadian National has requested permission to abandon passenger service on its Souris, Georgetown and Murray Harbor trains on Prince Edward Island—among the last leisurely routes of their kind.

In planning the routes in 1871, the colony's legislators insisted that the rails run through their own constituencies and past the farms of their most dependable supporters. The contractors, for their part, avoided expensive engineering challenges like hills and rivers. Thus, though Murray Harbor is only 30 miles from Charlottetown as the crow flies, train 232 meanders along 87 miles of tracks, and takes 5¼ hours to do it. It is still fondly called The Blueberry, since the stops often allowed time for passengers to pick a hatful of blueberries for sustenance on the trip.

When most roads on the island were unpaved, the trains provided vital transportation through spring mud. In winter, St. Lawrence gulf blizzards can still block the roads—and often as not the rails, too. The Souris train, in particular, has often been snowblocked in the back country, and a few winters ago went so long unheard of that radio stations broadcast an appeal to find it.

No one could dispute the CN's claim that withdrawal of the service is warranted. In four months of last winter, the Souris train attracted 18 paying passengers, the Murray Harbor train one, and the Georgetown train none at all. That earned the CN less than \$50, against an estimated cost of \$11,523.

RETIREMENT

The following employes' applications for retirement were recorded during September-October 1967

General Office & System Employes

Anderson, Ebba C. Comptometer Opr. Chicago, Ill.
 De Salay, A. Dining Car Steward " "
 Doyle, Isabelle R. Typist " "
 Erickson, Martha W. Clerk " "
 Feindt, Julia C. Clerk " "
 Gavin, T. Clerk " "
 Hahnisch, Erna M. Clerk " "
 Hummel, L. L. Field Instructor " "
 Jackson, S. P. Waiter " "
 Johnson, R. D. " "
 General Commerce Agt. " "
 Karczewski, F. I. Clerk " "
 Kohler, Hedwig L. Comptometer Opr. " "
 Kriese, J. F. Clerk " "
 Leathers, Alfreda S. Clerk " "
 Lemke, Mary K. Clerk " "
 Miller, Irene L. " "
 Office Ass't Docket Clerk " "
 Miner, Dorothy S. Secretary " "
 Mulder, Violet Typist " "
 Pattock, Roselie B. Clerk " "
 Rohde, A. W. Clerk " "
 Sargent, Eleanor B. Teletype Opr. " "
 Schaefer, F. W. Parlor Car Conductor " "
 Sherwood, Kathryn J. " "
 Switchboard Opr. " "
 Shields, Genevieve A. Clerk " "
 Stingle, R. L. Clerk " "
 Straus, V. E. Freight Traffic Mgr. " "
 Vehlou, Elsie Clerk " "

Aberdeen Division

Beeman, H. A. Section Foreman Terry, Mont.
 Meyer, R. J. Section Laborer Edgeley, N. D.
 O'Dea, F. P. Section Foreman Scranton, " "
 Radtke, R. T. Section Foreman Mellete, S. D.
 Rearden, J. R. Agent-Telegrapher Selfridge, N. D.
 Wiseman, O. " "
 Roundhouse Laborer Marmarth, " "

Chicago Terminals

Friend, J. C. Car Inspector Bensenville, Ill.
 Gleason, G. G. Section Laborer " "
 Haley, Eleanor C. Bill Clerk Chicago, " "
 Kostoff, J. N. Freight Handler " "
 Mahoney, P. B. Locomotive Engineer " "
 Makolondra, G. G. Freight Handler " "
 Paz, Carmen Coach Cleaner " "
 Pesole, P. Laborer " "
 Ray, P. M. Wrecker Engr. " "
 Watermann, C. F. Carman " "

(Continued from page 18)

amendments, because you would not yet be eligible for a supplemental annuity. On reaching 65 you would begin to receive a supplemental annuity of \$55 and your regular annuity would be adjusted to \$145 for a total of \$200 a month.

However, if you continue working until age 65 your regular annuity would be \$213 and your supplemental annuity would be \$70, a total of \$283 a month. If you draw this full annuity and supplemental annuity for more than five years and seven months, your total payments would be larger than if you had retired at 62. This is assuming that the supplemental annuity program would be continued indefinitely beyond its present five-year life and that you do not receive a private pension.

November-December, 1967

Coast Division

Gorsky, A. H. Lineman Cedar Falls, Wash.
 Lee, R. Machinist Helper Spokane, " "
 Lindsey, Willa I. Comptometer Opr. Seattle, " "
 Miller, B. E. Locomotive Engr. Tacoma, " "
 Simpson, C. C. Car Inspector Spokane, " "
 Wadsworth, B. D. Agent Chehalis, " "
 Williams, G. E. Section Foreman Rosalia, " "

Dubuque & Illinois Division

Albright, W. Track Laborer Davis Junction, Ill.
 Calvert, A. A. B&B Carpenter Savanna, " "
 Florey, P. J. Crossing Flagman Dubuque, Ia.
 Hinsch, L. C. Ass't. Div. Engr. Savanna, Ill.
 Hoover, D. W. Locomotive Engr. Chicago, " "
 Kempter, L. R. Cashier Dubuque, Ia.
 McLaughlin, C. M. Fireman " "
 Milos, S. Track Laborer Bensenville, Ill.
 Parker, J. J. Janitor Savanna, " "
 Ramsey, F. T. Car Inspector " "
 Welch, L. W. Locomotive Engr. Chicago, " "
 Wheelbarger, C. A. " "
 Section Laborer Chillicothe, Mo.

Iowa Division

Dolan, J. P. Section Laborer Perry, Ia.
 Rosenthal, Adrienne E. Clerk Dubuque, " "
 Sanders, H. D. Switchman Sioux City, " "
 Stoneburner, A. R. Section Laborer Madrid, " "
 Teasdale, R. Station Helper " "
 Wieskus, F. F. Section Laborer Milford, " "

Iowa, Minnesota & Dakota Division

Diède, H. E. Agent Tripp, S. D.
 La Croix, A. R. Carman Sioux Falls, " "
 Mount, E. V. Fireman Rapid City, " "
 Nelson, A. O. Clerk Austin, Minn.
 Olson, O. J. Carpenter Kadoka, S. D.
 Olson, P. E. Conductor Mitchell, S. D.
 Swenson, C. " "
 Warehouse Foreman Albert Lea, Minn.
 West, P. P. Carpenter Canton, S. D.
 Wilson, Mabel A. Agent Harmony, Minn.

La Crosse Division

Burnmeister, E. J. Engineer La Crosse, Wis.
 Carlson, C. H. " "
 Section Laborer Wisconsin Rapids, " "
 Chesebro, F. L. Locomotive Engr. La Crosse, " "
 Johnson, G. J. Conductor Wausau, " "
 Kohnlein, R. J. Section Lbr. Brookfield, " "
 Lindell, C. R. Carpenter Helper Red Wing, Minn.
 McDonnell, G. J. " "
 Agent-Operator Spring Green, Wis.
 Stein, J. C. Ticket Clerk Madison, " "
 Stroot, L. J. " "
 Locomotive Engineer Wabasha, Minn.
 Thomas, J. A. Locomotive Engr. Portage, Wis.
 Valiquette, R. J. Switchman La Crosse, " "
 York, C. S. Locomotive Engr. Minneapolis, Minn.

Milwaukee Division

Clemens, Marlys K. Agent Menasha, Wis.
 Dorris, R. G. Section Laborer Wadsworth, Ill.
 Henze, M. E. Section Foreman So. Beloit, Wis.
 Hummer, R. A. Ass't Supt. Milwaukee, " "
 Landry, J. T. Yardmaster Green Bay, " "
 Marifke, S. Engineer Milwaukee, " "
 McDonald, S. A. Section Lbr. " "
 Noskey, W. M. Conductor Escanaba, Mich.
 Olson, L. O. Conductor Menominee, " "
 Pausig Sr., H. W. " "
 Crossing Watchman Oshkosh, Wis.
 Wade, T. W. Locomotive Engr. Milwaukee, " "
 Witters, W. L. Car Foreman " "

Milwaukee Terminals & Shops

Canavan, W. W. " "
 Locomotive Engr. Milwaukee, Wis.
 Connelly, M. F. Switchman " "
 Delehanty, E. J. Machinist " "

Dermody, E. T. Locomotive Engr. Milwaukee, Wis.
 Ewig, W. F. Blacksmith-Welder " "
 Frey, E. R. Machine Opr. Pembine, " "
 Gradecki, W. A. Carpenter Milwaukee, " "
 Gross, J. Locomotive Engr. " "
 Hanson, H. K. Machine Helper " "
 Harrington, R. A. " "
 Engr.-Train Lighting " "
 Hemsey, J. N. Steno-Clerk " "
 Jagush, G. Truck Driver " "
 Jones, R. C. Yard Conductor " "
 Katzlinger, B. Painter " "
 Klokow, E. A. Locomotive Engr. " "
 Krueger, H. L. Welder " "
 Loeffler, G. H. Machinist " "
 Markovich, M. Janitor " "
 Metz, L. W. Machinist " "
 Roszko, Celia R. Record Clerk " "
 Schneider, J. A. Upholsterer " "
 Skola, F. U. File Clerk " "
 Steele, J. J. Carman " "
 Vanderlinden, C. E. Car Inspector " "
 Williams, E. J. Clerk " "
 Zindler, J. F. Red Cap. " "

Off Line

Daniel, R. J. District Mgr. Sales Portland, Ore.
 Raper, L. B. District Mgr. Sales Dallas, Tex.

Rocky Mountain Division

Babcock, T. S. Brakeman Miles City, Mont.
 Collum, S. H. Conductor Three Forks, " "
 Elliston, G. W. " "
 Section Foreman Harlowton, " "
 Gruenhagen, A. E. " "
 Section Foreman Choteau, " "
 Hennessy, J. B. B&B Helper Great Falls, " "
 Hertz, P. M. Engineer Deer Lodge, " "
 Johnson, N. C. Section Lbr. Forsyth, " "
 Morrow, F. C. " "
 Signal Maintainer Three Forks, " "
 Norton, W. J. Yard Conductor Miles City, " "
 Pantea, P. Section " "
 Foreman White Sulphur Springs, " "
 Porter, R. A. Yard Clerk Deer Lodge, " "
 Richmond, J. " "
 Diesel House Frmn. Miles City, " "
 Sabins, K. G. Section Laborer Bluffport, " "

Terre Haute Division

Sutton, E. H. Locomotive Engr. Bedford, Ind.

Twin City Terminals

Edling, A. R. Switchman Minneapolis, Minn.
 Gordon, T. O. Switchman " "
 Groth, H. H. Engineer " "
 Larson, L. T. " "
 Dist. Frt. Claim Agent " "
 Lonn, F. E. Clerk St. Paul, " "
 Meyer, G. E. Boiler Maker Minneapolis, " "
 Mortl, F. Machinist St. Paul, " "
 Peterson, R. E. Switchman " "
 Sanchez, L. S. Section Lbr. " "
 Sukau, W. D. Electrician Frmn. " "



"Let's get coupled, Betty Lou!"

Now the Paper's a Family Affair



Mr. and Mrs. Jim Meyer (left) and John Brisance at the Progress.

IN the three years since he made the long leap from railroading to the newspaper business, J. C. (Jim) Meyer has yet to experience "retirement" as such. Now a member of the family team which publishes the *Wanamingo* (Minn.) *Progress*, he shares in putting out the 900 and some copies mailed every Thursday to subscribers throughout the county and local men in the armed forces.

The job was ready and waiting in 1964 when Jim retired as chief dispatcher at La Crosse, Wis., after 46 years of service on the *Milwaukee* and several other roads. A widower, in 1960 he had married Anne Brisance, his steady date back in 1925 when he was relief agent at *Wanamingo* and she was about to join her brother John in the operation of the *Progress*. Following their marriage, Mrs. Meyer commuted between La Crosse and *Wanamingo* to assist her brother, who had taken over as editor and publisher in 1944. At the time Jim retired, they were running the paper without help.

Of course, everything was new to Jim, a railroader since he graduated from grade school. His father, a school teacher, died when he was eight years old and he had been taught telegraphy by his mother, who came from a rail-

road family.

The way Jim explains breaking in on his new job, "About the first thing was learning how to throw down type—Linotype is used for making up the news and for some of the ad setting. Next I was taught how to set type. This is a very interesting part of the work. We also have a hand-fed job press, and I do most of the work handled on it.

"I have done only a limited amount of linotyping, and it will take a huge amount of practice before I become proficient on that machine. [Mrs. Meyer finds it easier to write news on the Linotype than on a typewriter, proof-reading as she goes.] Nor have I tried to operate the big press used to make up the paper.

"In the fall of 1964 I started to write a column called 'Here's Lookin Atcha,' more or less as a lark. I intended to do it only for a few weeks, but everyone seemed to enjoy it so much that I kept on. I read a lot, and get the material from my reading. Most interest seems to hinge on accounts of my experiences on the railroad, together with reminiscences of things that happened 40 or 50 years ago, and recollections of what were essentials then but now are passé. The jokes are stolen from other pub-

lications, including a few I have seen in *The Milwaukee Road Magazine* and the *Great Northern Goat*.

"In addition to my column, I write a little on current events and some feature stories of local happenings, including write-ups of athletic events. I have a long way to travel before I can be called a newspaper man in the true sense, but I am trying. Every minute of it is enjoyable, and is certainly providing me with an active 'retirement.'"

Here's Lookin Atcha



with
JAY CEE

Hi there! Have you ever thought about federal income taxes paid in Minnesota separated as to corporations and private individuals? A clipping was handed me the other day showing the annual take of the federal government in taxes paid from 1914, when the income tax was established, until the 1962 totals. It is strange how the tax has reversed itself. In 1915 corporations in Minnesota paid taxes of slightly more than \$1.5 million while the individual income tax totaled less than \$400,000. This ratio continued until the depression years, when corporation and individual taxes were nearly equal. Then in 1942 individual income taxes went ahead of corporations by \$4 million. The ratio has become more reversed every year until by 1962 the individual income tax in the state amounted to over \$1 billion, while the corporation tax totaled only \$352.6 million. Seems to me it was about 1942 when the government started withholding. Perhaps that had something to do with it.

We should do something every day to make other people happy—even if it's only to let them alone.

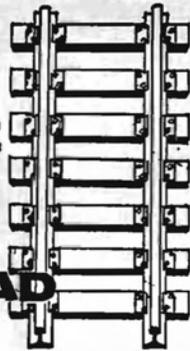
A man and his little girl were in a crowded elevator. Suddenly a woman in front turned around, slapped him, and left in a huff. "Don't mind, Daddy," remarked the little girl, "I didn't like her either. She stepped on my toe so I pinched her."

Nature is a great equalizer. About the time a man loses his punch he gains a paunch.

Housewives engaged in spring cleaning may get some comfort out of the fact that the rug in the central lobby of the Waldorf-Astoria hotel in New York measures 49 by 69 feet and weighs 3,500 pounds. How would you like to put that baby on the clothes line in the back yard?

World's Longest Undersea Train Tunnel linking the islands of Honshu and Hokkaido under the Strait of Tsugaru is being planned by the Japan Railway Construction Corporation. The Seikan tunnel, when completed in 1975, will be 13.6 miles long and will have 8.94 miles of land tunnels. It will be used exclusively by electric trains because exhaust fumes from autos could not be sucked out of its length. Plans for the project were spurred in 1954 when a ferry sank in the Strait, drowning 1,172 persons.

ABOUT PEOPLE OF THE RAILROAD



Chicago General Offices

AUDITOR OF CAPITAL EXPENDITURES
OFFICE

Marion J. Frank, Correspondent

Sympathy was extended to Assistant Engineer George Kaberlein on the death of his mother on Oct. 5; to Bookkeeper Elsie Dreher, whose brother passed away on Oct. 22; and to Bill Clerk Marie Peterson on the death of her mother on Oct. 24.

We were saddened to hear of the death of George Stelzer on Oct. 8 at Hemet, Calif. George started with the railroad in 1927 and had retired from our office in 1961.

Joe Kunovich, on military leave from this office, stopped in to say hello before returning to the Far East. Hope it won't be too long before he'll be back with us to stay.

Best wishes to Gretchen Yoder, assistant bureau head of the V.O. #3 department, and Henry Warren, assistant engineer of signals, who were married Sept. 25, and to Assistant Engineer Robert Fish of the A.F.E. department and Donna Czernastek of the freight settlement office, who made it Mr. and Mrs. on Oct. 7.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Everett M. Klotz, special representative to VP-O, resigned Oct. 1 to accept a position as operations engineer of the Cost Reduction Equipment Company in South Gate, Calif. He was assigned to duties in connection with the mail, baggage and express department.

Sympathy was extended to the family of Earl E. Hazelwood, assistant labor relations officer, who passed away on Oct. 14 while living with his son Phillip and family in California. Because of the condition of his health, Earl had retired on disability Sept. 1. His wife passed away in May of this year. Earl is survived by three sons and two daughters.

Dorothy V. Heinberg, ice disbursement clerk in the office of R. J. Kemp, spent her vacation in Europe this summer with the Elmhurst College Alumni Association Tour. She visited eight countries. The tour included a steamer ride on the Rhine River and gondola rides in Venice.

The safety department recently held showings of the film "The Long Way Home From School" at five grade schools in Itasca, Ill. The children also received copies of the AAR booklets "Dangerous Playgrounds" and "Trouble at the Crossing," and the teachers were given safety stickers to apply to the bumpers of their cars. District Safety Engineer C. J. Delin was backed up in his talks to the children by Itasca's chief of police, Stanley J. Rossol, who is a former Milwaukee Road locomotive engineer.

Mrs. Frank S. Patterson, widow of special accountant to assistant comptroller and the mother of Frank S. Patterson, assistant chief statistician, passed away Nov. 22. Services were held in Edison Park, Ill., with interment in the Towne of Maine cemetery. She is survived also by a daughter, Patricia Elizabeth O'Connor.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

The sparkle of the diamond on the third finger, left hand of Paula Krasny, secretary to Mr. Cowling, would have to work hard to outshine the sparkle in Paula's eyes these days. Paula received the lovely ring from Tony Cerny on Oct. 27.

Betty Ziegler, secretary to Don Kinsfater, MMTC director of maintenance, has been away from the office since the middle of September. She underwent a bone graft for a crushed disc and did not expect to return until late in November. We miss her and wish her a speedy recovery.

Bob McElligott is back with the MMTC after serving two years in the Army. He is a bit thinner and has a new wardrobe which he had tailor-made in Thailand, but otherwise seems unchanged. It's good to have him back.

Bob Vieth, supervisor of rates and tariffs, left the MMTC to become general commerce agent for the railroad. Phil Malo, assistant supervisor rates and tariffs, has been named manager, rates and tariffs.

Mr. and Mrs. Donald Nielsen became parents of a daughter, Christine Ann, at Resurrection Hospital in Chicago on Oct. 31. Darlene, formerly MMTC comptometer operator, and Don are also

ROCKY MOUNTAIN SEND-OFF.

Switch Foreman W. J. Norton is presented with a cake on his 65th birthday by Switchman E. Z. Babcock of his crew. His recent retirement concluded 40 years of service. From left are Engineer R. H. Parker, Superintendent W. F. Plattenberger, Yardmaster J. A. McElroy, Norton, Babcock and Switchman H. W. Keighley.



"CITIES" ENGINEER RETIRES. Making his final trip to Chicago with the City of Denver-City of Portland on Oct. 24, Engineer L. W. "Ike" Welch is congratulated at the end of the run by A. C. Novak, superintendent of road and suburban passenger service and personnel. Welch was the senior man on the D&I engineer's roster, having marked 50 years of service on Oct. 12. The day after he retired, he and his wife, Elsie (and the dog), moved to a new home in Sterling, Ill.



FREIGHT CLAIM FAREWELL. Lawrence T. Larson, district freight claim agent at Minneapolis (right), who retired recently, receives good wishes for the future from K. D. French, general freight claim agent, at a get-together in his honor in the Chicago headquarters office. He plans to remain in Minneapolis and take life easy after more than 40 years in freight claim work.



the parents of 19-month-old Terry Elizabeth.

Charlotte Miller, former steno with rail-highway sales, visited us recently during our lunch hour with her little daughter, Janet; and on another day Pat Szeszol, former MMTC secretary, visited with her son Bernie. Pat was expecting another child in November. I also had a luncheon visit with Joyce Ireon, formerly Mr. Cowling's secretary, and her daughter Allison. The babies all are healthy, lively and lovely, and their mothers all are happy with their present roles as housewives and mothers, although they did ask about their former co-workers and sent greetings to their friends.

MMTC tractors now carry a new emblem especially designed for them, featuring a piggyback trailer riding the rails. The emblem has met with many favorable comments, and we feel it is very attractive.

OFFICES OF AUDITORS OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Kathy Wicklander, Correspondent

AUDITOR OF FREIGHT ACCOUNTS: Friendliness is a Milwaukee Road tradition. To prove it, we welcome Janet Helwig and Christine Pawlowski of traffic statistical, Lula Perine of local interline balance, and Barry Watkins of station accounts.

"Do you, Ron Williamson (rate bureau), take Jean Neace (local interline) as your lawful wedded wife?" To set the record straight, he did and she did Sept. 23, in a double ring ceremony at the Christian Assembly Church in Chicago. They honeymooned at the Wagon Wheel in Rockford, Ill., and are now residing in Chicago. Incidentally, Lois Leffelman, suspense bureau, caught the bouquet.

Richard Stingle retired Oct. 24 after 25 years of service. Rich spent many years as a claim investigator for the auditor of freight accounts, and

his friends wish him a long, happy retirement.

Sympathy was extended to Glenn and Dolores Renehan upon the death of Glenn's father.

AUDITOR OF FREIGHT SETTLEMENTS: Many retirements were taken the last few months in the auditor of freight settlements office: Ebba Anderson, comptometer operator, interline intermediate, 47 years of service; Hedwig Kohler, comptometer operator, interline intermediate, 38 years of service; John Kriese, revising bureau, 45 years; and Frank Karr, bureau head of the rate bureau, 23 years. Congratulations to all.

Ever have the problem of what to give your mother on her birthday? How about a grandchild? That's what Frank and Charlotte Bufka did. Their first, Frank Jr., was born on Oct. 11 at St. Anne's Hospital in Chicago.

New appointments issued last month are as follows: Bea Gerth, assistant bureau head, interline intermediate; Joe Contreras, assistant bureau head, revising; and Frances Anderson, assistant bureau head-comptometer operators, interline intermediate.

Welcomes go to Elizabeth Grimm, John Cayhill and Gene Nowalski, all interline intermediate, and also to Jane Lauterer and Madaline and Wally Urbanski of the interline bureau.

I would like to thank everyone who helped write this column this year, and also wish everyone a very Merry Christmas and a prosperous New Year.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Al Elwart, chief clerk to auditor of expenditure, and his wife Rose on the birth of twins—a girl and boy who have been named Lori Ann and Alan Anthony.

Stella Schremba, timekeeper, and her husband became grandparents when their daughter and son-in-law, Rita and Jerry Bobrowski, became the



Eye Protection Pays Off In Wise Owl Membership

Practicing what he preaches, A. E. Hansen, chief carpenter at Tacoma, wears safety glasses even when the need for eye protection is not always obvious. And a wise precaution, too, as was proved by an experience at home while he was doing some yard work. As he was trimming the lawn with a power edger, a piece of concrete or stone flew up and struck his glasses a stunning blow, but protected as he was, his eyes were not injured. The experience led to certification in the Wise Owl Club for industrial workers, which he is reading here with Superintendent J. J. Nentl, right, and Chief Clerk Harry Hoye looking on.

parents of a baby girl, Kristin Joy.

Sincere sympathy to Harry Pajak of the joint facility and bill bureau on the death of his mother-in-law.

Erna Hahnsch, timekeeper, Clerks Martha Erickson and Irene McClean, and Elfreda Leathers, assistant bureau head of the general "stats" bureau, surprised their friends and co-workers when they retired recently.

FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Secretary Carlene Krumpack is now taking shorthand and doing typing in the purchasing department.

Jake Mathiesen was appointed district freight claim agent at Minneapolis on Sept. 1. Other promotions in the department were Charles LaRue to traveling freight claim agent, Ed Marciszewski and George Ryan to head adjusters, and Tom Kelly and Erv Zielke to higher adjuster positions. Ron Klish and Jack Matranga were promoted to adjusters.

Sympathy was extended to Mrs. Florence Norton on the recent death of her husband, William. "Bill" had been one of our adjusters 45 years when he retired in 1951.

Ethel Haynes, who was also one of our retired force, passed away Oct. 17.

New employees welcomed into the department were Doris Oppgaard, Ken Mitchell, Mike Kerzishnik, Eugene Klish, Grover Rogers and Lavelle Sellers.

WANT TO JOIN A CHESS CLUB?

In response to the interest of a large number of Chicago employees who enjoy the game of chess, a club is being organized and a tournament will be held early in 1968 at the Fullerton-Southport office building. All Chicago area employees are invited to participate. Applications will be accepted up to Jan. 31, 1968. If you are interested, write to Gerald Schmitt, EDPD Department—Room 22, 2423 N. Southport Ave., Chicago Ill. 60614. Employees outside of Chicago who would like to contact other players are also invited to write.

APPLICATION FOR CHESS TOURNAMENT

Name	Division	Department
Work Location	Home Phone	Work Phone Ext.



WISCONSIN'S GOLDEN SIXTY CLASS C BOWLING CHAMPION is H. J. Montgomery, draftsman of car design and repairs at Milwaukee Shops. The classification is for bowlers in the 60 to 65 year age bracket with an established league average. Last year Harold carried a 193 average in Milwaukee's Kuglitsch Classic League, and in 21 games bowled this year held 203.



"HAPPY DAYS, SARGE," summarized the wish of her co-workers when Eleanor Sargent, teletype operator in the Chicago communications relay office (wearing orchid), was honored recently at a retirement get-together. She has since moved to her home town of Minneapolis. Eleanor had been with the Milwaukee since 1950, and also had service as an operator with the Burlington Lines and Postal Telegraph.



FALL WEDDING of Brakeman James P. Richey and Miss Rolanda Lee Schaefer at Holy Name Church in Wausau, Wis., was a social event in that community. They are shown after the ceremony at a reception and dinner in the Hotel Wausau ballroom which preceded a dance held in the Eagles Club.



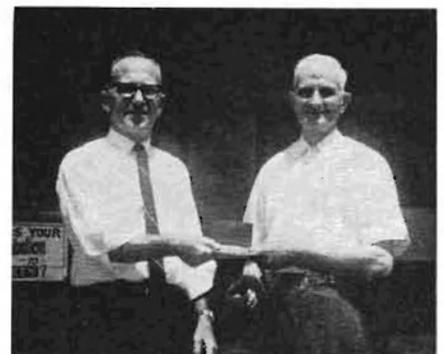
CHICAGO VISITORS. R. H. Seets, retired business car attendant, and his wife posed for this picture during a recent visit with Ray's former co-workers in the Union Station. They are living in Jackson, Tenn., where Mrs. Seets was formerly a school teacher. Ray retired in 1965 after more than 40 years with the railroad, during which he served under four presidents.



RETIRING FROM THE MILWAUKEE TERMINALS DIVISION, R. C. Jones poses with Superintendent R. H. Love (left) and Assistant Superintendent F. A. Deutsch. Jones was the No. 1 man on the switchmen's roster, with a seniority date of May 3, 1920.

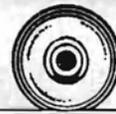


ROUNDING OUT 44 YEARS OF SERVICE with his retirement on Oct. 29, Conductor Jack Hamling of the Aberdeen Division is shown, second from left, with Trainmaster J. J. Schwantes and Brakeman Wally Natzel, Engineer Al Moe and Brakeman Archie Bagaus (left to right) of his crew. Hamling holds a "no reportable injury" safety record.



GOLD PASS VETERAN. Christ Serakos, ice house laborer at Mason City, Ia. (right), who has completed 50 years of service, receives his Gold Pass from Agent R. J. Finnegan. Christ is known among local railroad people for the beautiful garden he maintains at his home in Mason City.

here's how we're doing



	Third Quarter Ending September 30		Nine Months Ending September 30	
	1967	1966	1967	1966
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail etc.	\$66,678,579	\$67,916,713	\$192,982,348	\$194,742,740
PAID OUT IN WAGES	29,435,862	30,494,416	86,359,210	85,805,727
PER DOLLAR RECEIVED				
(cents)	44.1	44.9	44.7	44.1
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,114,230	3,061,298	9,170,897	8,537,424
PER DOLLAR RECEIVED				
(cents)	4.7	4.5	4.8	4.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	34,583,266	33,030,300	99,141,196	93,491,801
PER DOLLAR RECEIVED				
(cents)	51.9	48.6	51.4	48.0
Ordinary Income or (Loss)	(454,779)	1,330,699	(1,688,955)	6,907,788
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of Cars	270,534	289,546	798,203	848,396
Decrease 1967 under 1966	19,012	—	50,193	—

ENGINEERING DEPARTMENT Contributed by Janice M. Little

Calvin "Cal" Reed, chief telegraph operator, retired recently after 59 years and 7 months service. Cal started with the railroad way back in 1907 at the Hebron Tower on the Janesville line and in 1909 came to the Chicago office as a Morse operator. He became chief telegraph operator in 1949.

Cal was honored at a farewell party held at the American Legion Club in Bensenville and presented with a gold plated telegraph key and a purse with folding money. The very best goes out to Cal for a long and happy retirement.

Hans E. Stoneberg, signal draftsman, 38, passed away suddenly at his home on Oct. 14. He started with the Milwaukee in 1948 and came to the Chicago office as a draftsman in April of 1966. Hans is survived by his wife, Janet, and three children. . . . Harry McPherson, retired signal foreman—lines west and father of Mel McPherson, assistant engineer-signals, passed away on Oct. 24 in Butte, Mont. . . . Charles Blanchard, lineman at Mason City, Ia., passed away Oct. 21.

Welcome to Tom Stone and Larry Natzel, both new in our signal drafting department. Both men worked in the field before coming to the Chicago office. Larry was a signal maintainer at Piedmont, Mont., and is now making his home in Elgin. Tom worked in Ben Lundberg's crew. He and his bride, Therese, who were recently married in Rockford, Ill., are making their home in Addison, Ill.

Dale Heitman, line construction supervisor, has new headquarters in Minneapolis after being transferred from the Chicago office.

Margaret Ziemann, wife of Communications Draftsman Don Ziemann, won third place in the Lyons (Ill.) Art Exhibit. Her entry, entitled "The Rose," consisted of a single rose in a vase.



FLORIDA REUNION. Pictured at the Bradenton Country Club in Sarasota, Fla., are (from left) F. K. Beem, retired assistant traffic manager; O. R. Anderson, assistant to general manager—passenger sales, Chicago; G. E. Blair, district sales representative, Toledo; and William Wallace, retired general passenger traffic manager. Anderson and Blair joined the retired men for a round of golf after attending the annual sales meeting of ticket agents held recently in Sarasota.

Congratulations to Bob Larsen, signalman in Bill Stewart's crew, on the birth of son, Michael Chris . . . Jack Holm, signal inspector with headquarters at Chicago, on the birth of a son, Robert Eric.

Best wishes to Beverly Tuthill, secretary to Don Wylie, assistant chief engineer—signals and communications, on her engagement to Bill Prough, who is serving in the Army in Viet Nam.

Wedding bells rang for Linda Fihr, former assistant report clerk, and Ron Rudersdorf on Sept. 23 at the Bethel Reformed Church in Ellsworth, Minn. They honeymooned on the west coast and are now housekeeping in Milwaukee . . . Rita Sebastian, file clerk, and Tom Lambert were married recently at St. Paul of the Cross Church in Park Ridge, Ill. After a two-week honeymoon at Expo '67 they are living in Chicago.

D. L. Wylie, assistant engineer-signals and communications, recently was initiated into Beta chapter of Delta Mu Delta, an honor society in the evening colleges of business administration at Northwestern University. He expects to receive a master's degree next June. Mr. Wylie is one of a group of managers of the railroad who have been studying advanced management through the MBA program at Northwestern and the University of Chicago.

Kathryn Sherwood, switchboard operator on our Union Station board for 37 years, retired Sept. 21. Upon leaving the railroad, she was honored by a group of operators at a dinner in the Gold Lion. Kathryn will be busy in the future with family affairs—she has four sons and four daughters and 20 grandchildren.

Henry F. Lucas, assistant engineer in the Chicago engineering department, was elected a director of the American Railway Bridge & Building Association at the organization's meeting in Chicago on Oct. 13. His term expires in 1969.

ELECTRONIC DATA PROCESSING

Wynn Kasow, Correspondent

Len Sabac, assistant manager of EAM operations, recently celebrated his 30th year with the company and received many nice gifts. The key-punch department had a beautiful table set with "goodies" for all who came to wish him well.

After 10 years of service, Sue Perowski, keypunch operator, left the company. She and her husband will make their home with her widowed sister in Lyons, Wis.

Bette Howard, keypunch operator, had her second look at Europe this year, visiting Spain, Portugal and Morocco. She is a "shutter bug", and showed beautiful and interesting pictures of her trip to Fullerton Avenue Chapter of the Milwaukee Road Women's Club at the October meeting.

Barbara Longley, keypunch operator, went to Hawaii recently to visit her friend, SPC/4 Bruce Martini, who had a few days leave from Viet Nam.

The Milwaukee Road Magazine

Barbara Jepsen, former keypunch operator, and her husband are the happy parents of John Ronald, whom they adopted. His birthday was Sept. 23.

Congratulations to Mary Lou Gutierrez, keypunch operator, and her husband on the arrival of their daughter, Mary Lou. Welcome back, Mary Lou.

Jane Ingram, head keypunch operator, and her niece, Jane Shepler, keypunch operator, are both recovering from surgery at this writing. We also miss Helen Foote, keypunch operator, who is on sick leave.

We recently welcomed Alma Miller, Darlene Mazar and Pat Pawlowski to the keypunch department.



TINTYPE POSE of the W. Ray Dolans of Chicago taken recently on their 50th wedding anniversary. They observed it by inviting about 150 friends to an anniversary Mass in St. Philip Neri Church at which they received a Papal blessing, and to a reception and dinner dance in the South Shore Country Club. Mr. Dolan retired in 1957 as special assistant to the general adjuster after 37 years on the personal claim department force, and Mrs. Dolan is first vice president general of The Milwaukee Road Women's Club.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

A hearty welcome was extended to Tony Callendo, who has returned from Army service in Viet Nam.

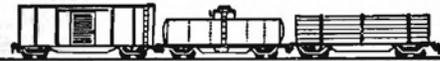
Ed and Clair Rumps are again proud grandparents—it's their fifth grandchild.

Sympathy was expressed to the Jack Brandenburg family on the recent death of Jack's mother.

Vacations: Lill and Ray Hackell and Lill and Roy Schiffer toured Canada, taking in Expo '67; Sam and Ida Weinstein sun-bathed in Florida; the Rinaldis tried their luck in Las Vegas; and Charlie and Betty Baker drove to Acapulco, Mex.

Tom Gavin of the interline bureau retired on Sept. 29 after 47 years of service. He and his wife, Martha, are making their home in Colorado Springs, Colo.

Carloadings



JANUARY-NOVEMBER 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			
		ELEVEN MONTHS		INCREASE	
		1967	1966	1967 over 1966	% of increase
5.6%	All other paper or allied products	61,953	58,240	+ 3,713	+ 6.4%
3.4	Motor vehicles	16,485	15,492	+ 993	+ 6.4
3.3	Coal	75,291	73,296	+ 1,995	+ 2.7
3.2	Meat (fresh, chilled or frozen)	38,394	34,782	+ 3,612	+ 10.4
2.8	Grain mill products	52,841	52,655	+ 186	+ .4
2.4	All other chemicals or allied products	29,197	25,216	+ 3,981	+ 15.8
2.0	Fabricated metal products ...	18,103	16,987	+ 1,116	+ 6.6
1.4	Electrical machinery or equipment	10,929	10,926	+ 3	+ .0
1.0	Soybeans	10,330	10,286	+ 44	+ .4
.8	Dairy products	11,208	9,851	+ 1,357	+ 13.8
.5	All other farm products (incl. sugar beets)	13,094	12,309	+ 785	+ 6.4
5.9	All other carload traffic	69,223	57,446	+ 11,777	+ 20.5
32.3%		407,048	377,486	+29,562	+7.8%
	loading of these commodities DECREASED in 1967 under 1966	ELEVEN MONTHS		DECREASE	
		1967	1966	1967 under 1966	% of decrease
14.0%	Grain	77,298	99,809	— 22,511	— 22.6%
9.1	Lumber or dimension stock ..	51,705	52,623	— 918	— 1.7
3.7	All other lumber or wood products	23,921	26,025	— 2,104	— 8.1
3.6	Stone, clay or glass products..	40,027	41,811	— 1,784	— 4.3
3.1	Primary iron or steel products.	26,108	31,092	— 4,984	— 16.0
2.9	All other primary metal products	14,263	18,342	— 4,079	— 22.2
2.8	All other food products (incl. sugar)	27,685	28,316	— 631	— 2.2
2.6	Nonmetallic minerals; except fuels	40,013	54,128	— 14,115	— 26.1
2.5	All other transportation equipment	25,786	31,302	— 5,516	— 17.6
2.5	Canned fruits, vegetables and sea food	23,576	23,796	— 220	— .9
2.5	Industrial chemicals	15,542	16,897	— 1,355	— 8.0
2.4	Freight Forwarder & Shipper Assn. traffic	24,730	32,539	— 7,809	— 24.0
2.4	Pulp or pulp mill products ...	13,153	15,800	— 2,647	— 16.8
1.9	Waste or scrap materials	22,695	23,841	— 1,146	— 4.8
1.8	Primary forest products	50,648	52,020	— 1,372	— 2.6
1.7	Petroleum, natural gas or gasoline	21,718	24,062	— 2,344	— 9.7
1.6	Malt liquors	17,230	20,709	— 3,479	— 16.8
1.5	All other machinery; except electrical	8,069	8,986	— 917	— 10.2
1.2	Farm machinery or equipment.	14,286	14,621	— 335	— 2.3
.9	Potatoes (other than sweet)...	6,388	7,691	— 1,303	— 16.9
.7	Fresh fruits and vegetables ...	8,088	10,798	— 2,710	— 25.1
.6	Beverages, except malt liquor..	7,592	8,142	— 550	— 6.8
.6	Livestock	5,702	7,401	— 1,699	— 23.0
.5	Coke oven or blast furnace products	7,545	9,493	— 1,948	— 20.5
.5	Metallic ores	4,131	5,418	— 1,287	— 23.8
.1	Small packaged freight shipments (LCL Mdse.) ...	232	368	— 136	— 37.0
67.7%		578,131	666,030	—87,899	—13.2%
100.0%		985,179	1,043,516	—58,337	—5.6%

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FIFTY-YEAR VETERAN Ralph Light (center), clerk at the East Moline, Ill., freight station, receives a Gold Pass from Assistant Superintendent P. F. Ziegler with Agent Faber looking on. His service anniversary was Oct. 1.

Gus Rohde retired in September also, after 50 years of service in the passenger accounts office. He was active also in the Hiawatha Credit Union and the Veteran Employees Association.

An open house was held for both Gus and Tom, at which they received numerous gifts and good wishes.

TRAFFIC DEPARTMENT

Kitty Slattery, Correspondent

Sympathy was extended to Erwin Kussmann, whose father passed away and was buried on Oct. 17.

R. D. Johnson, general commerce agent, retired recently.

Elinore Payne retired from our secretarial force on Oct. 20, having been with us since 1930. We all wished her happiness in her new home in Sioux Falls, S. D.

A farewell luncheon was held on Oct. 13 at the Gold Lion for Linda Glidden, who has transferred to P.A. Larson's office.

Congratulations are in order for R. M. Vieth, our new general commerce agent, who came to our department on Oct. 1 from the MMTC.

Carol Ann Heitner of Oak Lawn, formerly a steno in the passenger department, was welcomed to our force. She transferred on Oct. 16.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Condolences were extended to Paul Pulak, stower in House 2 at Union Street, on the death of his brother, Stanley B., who passed away Oct. 30. Funeral Mass was said at Holy Trinity Church and burial was at St. Adalbert's Cemetery.

John Blaine, retired stower, suffered a stroke and at this writing is confined to St. Mary of Nazareth Hospital.

Jim Kelly, checker in House 2, Union Street, has been released from the South Chicago Community Hospital after undergoing surgery.

GALEWOOD

Linda Gallagher, Correspondent

In recognition of his 40 years of service, Nate Abrams, assistant cashier, has been presented with his 40-year pass—the youngest veteran on the railroad. Also, the Abrams' have announced the engagement of their daughter, Karen Joyce, to Richard Cohler. She is a senior at Roosevelt University and Mr. Cohler is attending the University of Chicago Law School.



Karen Abrams



John Millard

Regional Data Manager J. F. Millard's son John, a senior at Fenton High School in Bensenville, has been named a semi-finalist in the National Merit Scholarship qualifying test. John is executive editor of the school paper; captain of the "It's Academic" senior quiz team; president of Quill and Scroll, national honorary journalism fraternity for high schools; and a varsity baseball pitcher. Last year he was a junior marshall, a position given to the two top students in the junior class. He is also a member of the Highlights staff for Paddock Publications, and has served as a correspondent for several local papers. In college, he plans to major in political science. His sister, Kathy, was one of four National Merit finalists at Fenton last year, and was awarded one of the railroad's 1967 J. T. Gillick full tuition scholarships.

Congratulations to John Schroeder, general foreman of the freight house, on his recent marriage to Christine Stefnick. The Schroeders spent their honeymoon in Las Vegas.

It's a girl! Else and John MacMillan, report clerk, are the happy parents of Melody Lynn, born Oct. 31.

at Phillips 66....



it's
PERFORMANCE
that counts



RETIRING FROM THE MINNEAPOLIS SALES FORCE, A. S. Peterson, special flour and grain agent, serves the cake at an office party in his honor. From left are E. L. Liese, sales representative; E. W. Mastin, special flour and grain agent; J. A. Keefer, secretary to regional manager-sales; H. M. Arndt, secretary to district manager-sales; J. L. Tiber, chief clerk; R. O. Hansen, assistant to regional manager-sales; W. A. Maile, sales representative; and J. C. Donner, reconsigning clerk. About 50 of Johnson's friends and co-workers attended the office get-together. His retirement concluded more than 45 years of service.

John was recently released from the Army after being stationed in Germany, where he met and married his wife.

Edward Devlin, son of John Devlin, foreman at the candy house, was recently promoted to personnel manager for the C.P. Division of St. Regis, and will serve in that capacity at both the Fort Atkinson and Lake Mills locations. Ed has been active in community and business affairs, including Junior Achievement, the Jaycees and Elks, and is a member of the Society for the Advancement of Management. He is also active in golf, bowling and flying. John's other son, Dennis, is a scientific sales representative with Service Bureau Corporation, an I.B.M. subsidiary. He and his wife, Terry, have one son, Kevin, and are expecting their second child in March. Both Edward and Dennis worked for the Road during summer vacations from college.

Richard Lewis, Donald Terres and Vince Clarke are all new clerks in the freight office. Not-so-newcomers are Mrs. Auch and Patricia Gianolla, who recently returned to work in the office.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

William Sukau, electrician foreman in the St. Paul roundhouse, chose Oct. 1 as his last day of active service. Bill started with the Milwaukee in 1927 and worked most of his time in the Twin Cities area.

Bill Baker, formerly in Minneapolis, has transferred to St. Paul as electrician foreman to replace Bill Sukau.

November-December, 1967

After 44 years of service as a machinist with the railroad, Frank Mortl took his pension on Oct. 1.

Mike Gallagher, clerk in the car department repair track office, is recuperating from surgery at this writing.

F. J. "Jim" Delaney, former electrician in the Minneapolis coach yard, passed away in October.

Sympathy was extended to Bud Rhoades, clerk in the material division, on the death of his mother on Oct. 27; also to Walter Melhofer, assistant foreman in the car department, whose mother passed away Oct. 23.

August Arceno, 70, a sheet metal worker for the road for 50 years prior to his retirement in 1965, died of a heart ailment on Oct. 24. Funeral services were held at St. James Catholic Church, St. Paul, with burial in Calvary Cemetery. Survivors include his wife, Isabelle; three daughters and a son; two sisters and two brothers in Italy; eight grandchildren and one great-grandchild.

J. E. "Jack" Shannon, district manager-sales at Duluth, was notified recently that his youngest son, James W., who is with the law department of Libby, McNeil & Libby in Chicago, has passed the Illinois State Bar examination. He is the last of Jack's sons to become an attorney.

The others are John Jr., a member of the State Bar of Wisconsin and vice president of the Portage County Bar Association, who is associated with Peiskert, Anderson, Fisher, Shannon & O'Brien in Stevens Point, Wis.; Thomas A., chief counsel for the San Diego (Calif.) Unified School District, who is a member of the Minnesota State and San Diego Bar Associations, president of San Diego Chapter of the

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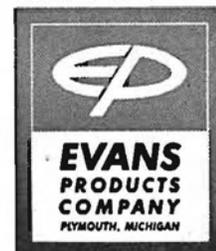


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Federal Bar Association, and has been admitted to practice before the U. S. Supreme Court; and Jeremiah S., assistant to the secretary of the Standard Oil Company in Chicago, who holds membership in the Illinois State Bar Association.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Section Foreman F. E. Hafemeister retired at the end of October, having completed more than 47 years of service. He had been foreman at Granville for 31 years, and held a 38-year Superior Service safety award.

Mrs. E. A. Lalk of Menomonee Falls, Wis., the widow of our former assistant general freight agent in Milwaukee who died in 1944, passed away Oct. 14 at the age of 82. Funeral services and burial were in Menomonee Falls. She is survived by a son, Robert W., and his wife, three grandchildren, a great-grandchild, and a brother, Fred Woodward.

SECOND DISTRICT

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

V. A. Nelson, section laborer, passed away Sept. 17.

Jim Sutherland, retired passenger

A plaque testifying to the good wishes of many co-workers is presented to A. L. Schultz, office manager of the mechanical engineering department, upon his retirement by Mechanical Engineer L. P. Tarrance (see the Milwaukee Shops news). Looking on are, from left: L. A. McAllister, shop engineer; Tony Teisl and James Borrer, draftsmen; H. T. Odgaard, retired locomotive shop engineer; Mrs. Schultz and their daughter, Mrs. Donald Crull.

conductor, died recently also.

Leonard Belair, retired bridge tender, passed away on Sept. 26. He is survived by four daughters and three sons.

Edward M. Soboda died on Oct. 8. He had been a boilermaker for 50 years. He is survived by his wife and one daughter.

Joseph J. Donckers, retired engineer, passed away on Oct. 16. He is survived by his wife and one son.

Engineer Harold Hessell passed away Oct. 11 at Memorial Hospital in Iron Mountain, Mich.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

Harold J. Montgomery, Correspondent

After 47 years of service, Art L. Schultz, officer manager for the mechanical engineer's office, decided recently to take "the path of leisure." On his last day of work he was honored at a little get-together, to which friends from other departments came to bid him "adios" and wish him a healthy and happy retirement. A party was also held for him at the "Covered Bar", with Leonard L. Lentz, engineer of design, as master of ceremonies. About 40 attended, and a good time was had by all.

The Schultz family has set up quite a lot of service on the Milwaukee. Art's grandfather, August, put in 49 years as a tinsmith, and his father, Arthur Sr., put in 47 years in the tin shop, winding up as foreman. Art also has two sons, Richard and Ken, working in the operating department, but even without them, the first three generations came up with 143 years of serv-

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RETIREMENT TESTIMONIAL is held by Switch Foreman R. E. Peterson, whose last working day in the Twin City Terminals after 50 years of service was Oct. 13. Congratulating him are, from left, Superintendent N. H. McKegney, J. Fox, H. Knoll, Bob Medinger, T. Snee and Assistant Superintendent C. D. Anderson.

ice. Altogether, Art has five children, all married, and 14 grandchildren. He is a member of the Milwaukee Travelers, the organization of Master Masons of the railroad, and also plays with the Wauwatosa Hillbillies, a musical group. Upon retiring, he became connected with the Wauwatosa Realty Company as a salesman.

On Oct. 9, the Milwaukee Travelers held their annual pancake supper at the Mitchell Park Pavilion, with a good attendance despite the rainy weather. Members behind the scenes really got a workout. On Oct. 24, an "MM" degree was conferred on a Milwaukee Road co-worker, Roger Jensen, an electrician in the locomotive department.

William J. Kutter, 66, retired storekeeper, died of a heart attack at his home in Milwaukee on Nov. 15 after an illness of several months. He was graduated from West Division High School and attended Marquette University, and had worked for the road more than 40 years when he retired in 1961. Mr. Kutter was active in five Masonic organizations, and for his work had received the Meritorious Service Award and the York Rite Cross of Honor. Survivors include his wife, Antoinette, three daughters and a sister.

Mrs. G. L. Wood Sr., the mother of the general superintendent of the car department and widow of retired car foreman at Austin, Minn., died Nov. 4 in a nursing home at Billings, Mont., at age 82. Graveside services were held in Austin. Surviving, in addition to Mr. Wood, are a daughter, Mrs. Ivar Twilde of Billings, and six grandchildren.

Terre Haute Division

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

Retired Yardmaster C. A. Grigsby and Mrs. Grigsby celebrated their 55th wedding anniversary on Oct. 11 with open house at their home. Mr. Grigsby retired in 1960 with 33 years service.

Retired Engineer Thomas A. Payne passed away Oct. 15. Mr. Payne retired in 1958 with 45 years of service. Surviving are the widow Freda; a daughter, Mrs. Kathaleen Brewer, Terre Haute; a brother, Hershel, LaPorte,

Ind.; and two grandchildren. Burial was in Roselawn Memorial Park, Terre Haute.

James Robert Brown of Blanford, a retired carman at West Clinton, Ind., died Oct. 3. He is survived by a son, Lee, of St. Bernice, a brother, two sisters and two grandchildren. Burial was in Sugar Grove Cemetery.

Kenneth W. Kintner Sr., carman at Latta, Ind., died in his home at Terre Haute Oct. 11. Surviving are the widow, Opal; a son Kenneth Jr., USMC, Viet Nam; two daughters, Mary Frances and Diane Lynn, both at home; two brothers and three sisters. Burial was in Grandview Cemetery, Terre Haute.

We extend our sympathy to Conductor G. W. Thompson in the loss of his wife Oct. 9, to Retired Time Revisor Leo C. Huberti in the death of his brother, Norbert, Sept. 26; and to Conductor C. Bodle and Mrs. Bodle in the death of their son, Byron Lee Seaton, Sept. 26.

Henry C. Heck, agent at Andres, Ill., for many years prior to his retirement, died at his home in Peotone, Ill., on Oct. 1. Death at the age of 78 resulted from a heart attack. He is survived by a daughter, Gladys Kane of Phoenixville, Pa.

At Manhattanville, Ill., Retired Agent Archie L. West is busy these days transmitting and receiving radio-grams to and from our servicemen in Viet Nam, Korea, Japan, Germany and



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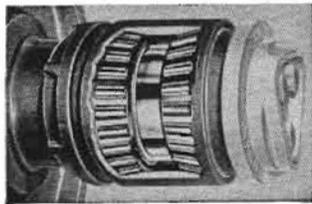
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other U.S. outposts, to help them keep in touch with their loved ones back home in Illinois. The messages are handled over his short wave station A9LRV in connection with the Mars Radio System of the Fifth Army. Incidentally, Archie's gardening activities, including fruit trees, paid off this year with a bountiful crop.

Our freight office in Chicago Heights, located since 1927 on East 16th Street, was moved on Oct. 11 to 23 East 19th Place (P.O. Box 244, Zip 60411). The transfer of operation was directed by Superintendent J. W. Stuckey and accomplished with the help of Bensenville and Western Avenue forces supervised by Messrs. Benner, Striebel, Tyckoson and others.

Iowa Division

MIDDLE AND WEST

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

William Skow, second trick operator at Sabula Bridge, and Mrs. Skow are the proud parents of twin girls born recently at the Savanna Hospital. The new arrivals were named Sandra and Sharon.

Ward Kronke, 67, passed away recently in Perry. He was the son of A. J. Kronke, deceased train dispatcher who worked for many years in Perry. Ward is survived by his wife, Marian, a son, Duane, of Brooklyn, N. Y., and his mother, Anna.

Mrs. Beverly Kinney, 32, daughter of Mr. and Mrs. Tom Connell, passed away Sept. 11 at Mercy Hospital in Des Moines. Burial was in Perry. She is survived by her husband, Jerry, a son in West Des Moines, and her parents in Perry. Her father was a machinist for the Road before retiring a few years ago.

Larry LaBorde, son of Locomotive Engineer K. L. and Mrs. LaBorde, was



GOLDEN ANNIVERSARY COUPLE. Mr. and Mrs. Charles Hawkins of Miles City, Mont., who recently celebrated their 50th wedding anniversary, shown at a reception in their honor. Hawkins retired at Miles City as a pipefitter. The couple have three sons, Marvin, who lives in Virginia, and Charles and Quenten, who work at Milwaukee Shops.

married recently to Linda Sue Daniell of Perry. The wedding was held in Perry at the Methodist Church. The newlyweds are living in Iowa City, where Larry is attending the state university.

Harry B. Hamilton, 73, passed away at the Perry Hospital Sept. 21. He was the father of Harry Hamilton, welder foreman for the Road, and himself a retired section foreman who worked for many years at Washington, Ia. He is survived by his wife and two sons. Burial was in Perry.

Watson Knight, former station agent for the Road, celebrated his 101st birthday Oct. 2. He is a resident of Spring Valley Manor, a nursing home in Perry, and was a Milwaukee employe for several years before going into business for himself. He operated a hardware store in Woodward many years and was mayor of that town at the age of 80.

Jess W. Moore, 79, retired carpenter, passed away Oct. 7 at the Perry Hospital. Funeral services and burial were in Perry. Mr. Moore was a member of the Masonic Lodge and the Iowa District of National Retired Railroad Employes, which he served as vice president. He also was secretary of the Perry Milwaukee Veterans Club and active in the coin and stamp collecting clubs. He is survived by a son, James, of Denver, Colo.

Mrs. W. A. Failor, mother of retired chief clerk W. E. Failor of Perry, passed away recently in a Lincoln, Neb., hospital. She is survived by her husband, a daughter, Dr. Leona Failor of Kearney, Neb., and three sons.

John Harris, chief clerk in the office of superintendent, is enjoying a vacation in Alaska at this writing. His brother-in-law, Harry Beach, is located at Ketchikan, and they planned several plane trips to places of interest farther north.

Congratulations are in order to Engineer Lloyd Mangler of Sabula, Ia., who works between Savanna and Perry in freight and passenger service, for re-

The Milwaukee Road Magazine



ST. PAUL RETIREMENT. Ralph Mansergh, engineer on the Chestnut Street assignment (second from left), shown as he retired recently after more than 49 years of service. Offering good wishes are, from left, Trainmaster A. C. Beauvais, Trainmaster-Traveling Engineer Dale Krider, Switchman H. Brown and Conductor C. Hall.



RETIRING AT MILES CITY, MONT., Roundhouse Foreman John Richmond (left) says good-bye to Foreman R. E. Miller. Richmond started his service during school vacations as a caller at Marmarth, N. D., worked at the roundhouse from 1919 to 1923, and then left the railroad. He returned in 1935, becoming foreman at Marmarth in 1945 and at Miles City in 1963. A wristwatch presented to him when he retired Oct. 1 expressed the good wishes of employes from Miles City to Moberge.

cently being elected mayor of Sabula. All who have ever worked with Lloyd know he is capable of being a fine mayor, and wish him the best luck in assuming his duties.

Mike Beckert, former telegrapher-operator of Marion, Ia., was recently accepted as a participant in the company's training program for operating department men.

Roadmaster's Clerk Dean Woodford of Marion, Ia., was recently down in bed with a case of measles! But it didn't take him long to recover and now he is back at his desk in Roadmaster Betsinger's office in Marion. And speaking of Roadmaster Betsinger, he has something to be happy about besides having his right-hand clerk back, for his daughter Sue, a graduate of LaCrosse State College, is going to be married Dec. 29 to Ronald Craemer of Casper, Wyo. We wish the couple much happiness.

Conductor Vern W. Baker, working in freight and passenger service out of Marion, has raised a fine family of four children, including a daughter, Jane, this year beginning studies of medical technology in Aurora, Ill., a boy, Mike, who plays football and is a junior for the Mt. Vernon, Ia., high school team, and two younger children. The family also includes two blue-tick "coon hounds", which are show dogs. "Bak" puts them to use, and about this time of the year he is hunting coons around his acreage.

Conductor Glen Black and wife Connie are moving to Perry, Ia., where Glen will work in freight service. Al Seymour, former train baggageman, is moving from passenger service in Marion to freight service in Savanna.

November-December, 1967

Service Passes Awarded

Gold 50-Year Passes

Anderson, E. S., ret'd. train clerk---Savanna, Ill.
Beck, W. J., agent-operator-----Olivia, Minn.
Bever, W. H., ret'd. conductor-----Sioux City, Ia.
Bulman, W. J., asst. foreman-----Elgin, Ill.
Delehanty, E. J., machinist-----Milwaukee, Wis.
Gilhoi, Art, agent-----Granite Falls, Minn.
Kuhl, C. C., engineer-----St. Paul, Minn.
Kuklinski, F. J., section foreman---Kellogg, Minn.
Larson, L. E., ret'd. trn. dispatcher Aberdeen, S. D.
Light, Ralph, rate clerk-----Hampton, Ill.
Nelson, R. P., engineer-----Minneapolis, Minn.
Overby, Fred, chief clerk-----Minneapolis, Minn.
Paul, D. M., agent-operator-----Renville, Minn.
Rushford, R. C., engineer-----Marmarth, N. D.
Tayek, Sylvester, ret'd. pipefitter--Milwaukee, Wis.
Weber, R. J., agent-operator-----Hector, Minn.

Silver 45-Year Passes

Alleman, K. D., claim clerk-----Tacoma, Wash.
Baldwin, W. R. Sr., ret'd. engineer---Elgin, Ill.
Brooks, Arthur, laborer-----Robbins, Ill.
Colby, E. F., yardmaster-----Cedar Rapids, Ia.
Diebel, E. R., chief clerk to agent---Wausau, Wis.
German, V. E., dispatcher-----Mystic, Ia.
Jank, Lorenz, welder-----Milwaukee, Wis.
Kent, C. E., steamfitter-----Milwaukee, Wis.
Kiroff, M. T., section laborer---Montevideo, Minn.
Klefstad, H. O., section foreman---Watson, Minn.
Klein, David, passenger carman---Milwaukee, Wis.
Lang, G. F., machinist-----Chicago, Ill.
Lentz, L. L., engr. car design---Milwaukee, Wis.
Mann, L. R., locomotive engr.---Richmond, Ill.
McClellan, Irene, clerk-----Chicago, Ill.
McGinley, F. V., rate clerk-----Wausau, Wis.
McKay, J. B., stock clerk-----Milwaukee, Wis.
McLaughlin, H. J., tinsmith-----Milwaukee, Wis.
McLuen, H. R., engineer-----Perry, Ia.
McNicholas, M. J., secretary-----Chicago, Ill.
Morris, E. I., locomotive engr.

West Terre Haute, Ind.
O'Brien, H. J., chief caller-----Milwaukee, Wis.
Powitz, Mary, file clerk-----Chicago, Ill.
Reynolds, C. W., asst. purchasing agt.

Seattle, Wash.
Schram, R. W., chief clerk-----Neenah, Wis.
Sitler, L. P., chief clerk-----Itasca, Ill.
Thompson, T. E., agent-operator---Hopkins, Minn.
Wiley, I. V., asst. engr.-----Chicago, Ill.
Wilkinson, M. A., switchman---Terre Haute, Ind.

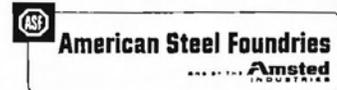
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Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Sympathy was extended to Edward J. Farrell, yard clerk at the A. O. Smith Hi-Tower, on the death of his wife, the former Irene McGrath. She was a member of St. Aloysius Parish, the Third Order of St. Dominic and the Jesuit Mothers Guild. Surviving also are a son, Father James E. Farrell of North Aurora, Ill., and a sister, Mrs. Joseph Miller of Milwaukee. Burial was in Holy Cross Cemetery. Edward is presently secretary-treasurer of Lodge 1233 of the B.R.C.

An article in the Wauwatosa Times informs us that Sept. 7 was a city-wide Physical Fitness Day, conducted as part of the Wauwatosa Recreation Department summer playground program. Boys and girls from all playgrounds competed for the privilege of representing Wauwatosa in the County Big Eleven Physical Fitness Day at County Stadium. Allan Gatzke, son of Rate Clerk Ray Gatzke, was selected to participate in the 12-13 year old division from Fisher School, where he had graduated from the sixth grade.

A benefit performance of "Barefoot in the Park" was sponsored recently by Milwaukee Chapter of the R.B.W.A. at Sunset Playhouse, Elm Grove. A large attendance of railroad personnel



FORTY-FIVE YEAR VETERAN E. F. Colby, night yardmaster at Cedar Rapids, Ia. (right), receives a Silver Pass upon completing 45 years of service. Congratulating him is Day Yardmaster W. E. Smith.

enjoyed the performance by the Sunset Playhouse Players. Elvira Wurch, Milwaukee Road medical secretary, was the chairman in charge of the event.

Barbara McPhee, disbursement clerk, who was hospitalized for two weeks at St. Joseph Hospital, is recuperating at home at this writing.

Conrad Wencka, a rate clerk who left the railroad to enter private industry, has returned to again pursue railroading.

Lois Scott and son Jay flew to Flor-

ida recently for one long last look at summer and to loll around on the beach. They also rented a car and covered 1,100 miles to visit outstanding places of interest which the state offers.

Cheryl Gromacki, daughter of Harold G., demurrage department, was second runner-up in the Octoberfest pageant at La Crosse. Cheryl is a sophomore at La Crosse State U., majoring in Elementary Teaching and Physical Ed. She is a past president of pledges in Alpha Xi Delta Sorority.

Joseph Hoerl, assistant chief clerk, used the second lap of his vacation for a jaunt to Heafford Jct., Tomahawk and other points north, making a special visit to the Northern Aire.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

The second annual Milwaukee Road Men's Golf Tourney was held at Ramsey Golf Course in Austin on Sept. 10, with Walter EauClaire of Mason City winning the honors as champion. Runners-up were Don Peterson of Minneapolis, Gene Smith of Austin and Percy Minnick of Cresco. Henry Moe of Minneapolis won the first flight, followed by Noel McGuire, A. H. Tesch and J. R. Rushton of Austin. Second flight honors were won by Bill Cassidy, followed by Richard Fairfield, Lefty DeSomery and Art Kalland, all of Austin. Third flight was won by Chuck Hinsch of Austin, followed by Dick Jahr, Lowell Meier and Wayne South of Austin. Players came from Mason City, Marquette and the Twin Cities. The third annual meet will be in September of 1968.

Orel Johnson, section laborer from



RETIRING FROM THE IOWA DIVISION, Mrs. Viola Ranes of the superintendent's force at Perry, Ia., displays the big coke served at an office party in her honor. She was honored also at a retirement party given by the B. of R.C. at Perry. Mrs. Ranes joined the railroad during World War II when men on the agent's force enlisted for military duty, and stayed on to become the stenographer to assistant superintendent.

The Milwaukee Road Magazine

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HONORED IN MILWAUKEE. R. A. "Ray" Hummer, assistant superintendent of the Milwaukee Terminals, and his wife take a bow at a dinner in the Black Steer, West Allis, Wis., which marked his recent retirement after 45 years of service. About 130 of his friends at various locations attended and presented him with a movie camera outfit. All of Mr. Hummer's service was in Milwaukee, starting as a yard clerk and advancing through yardmaster and trainmaster to assistant superintendent at Muskego Yard in 1955.

LeRoy, Minn., retired Oct. 1 with 37 years of service. He began work on the section in 1925 at Adams, and had worked in that general area all his life.

Darrell Severson has taken the position as clerk for the MMT at Austin, and Jerry Austin was hired to fill his former position as roadmaster's clerk.

Sympathy was extended to the family of Engineer Frank A. Hockett of Madison, S. D., who passed away on Oct. 27 after a long illness. Also, we wish to extend sympathy to the Ray McCann family on the death of Ray's father-in-law, H. A. Ball, in Missouri on Oct. 21. Mr. Ball was herdsman for the University of Missouri for many years and enjoyed faculty status. Ray is assistant division engineer at Austin.

Lefty DeSomery, assistant engineer, who retired a couple of years ago and had been helping out in the engineering office at Austin this summer, left Oct. 31 for his home in Mississippi. He planned to visit several friends and relatives along the way, and pay a visit to his daughter and son-in-law in New York later on this year.

There were several additions recently to Milwaukee Road families on the I.M.&D. Mr. and Mrs. Eugene Smith are the very proud parents of a boy, Darren Eugene, born Sept. 26. He is their first son, and has three sisters. Gene says that the boy will be swinging a niblick in no time. Gene is revising clerk in the regional data office at Austin.

Also, Mr. and Mrs. A. H. Tesch are the happy parents of a boy, after having three girls. Arlon is roundhouse foreman at Austin.

Division Engineer and Mrs. F. F. Hornig have a new grandson, Chadwick Kenneth, born recently to Mr. and Mrs. William Hornig of Minneapolis.

Glen Thompson, weed mower operator, recently received a certificate and lapel pin signifying his enrollment in the Wise Owl Club. He qualified for membership when his safety glasses deflected a blow which would have caused a serious eye injury.

SIoux CITY AREA

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

Employees in Sioux City held a luncheon at the Flamingo in South Sioux City, Neb., on Sept. 22, honoring Al Dittmar, district manager-sales, upon his transfer to Dallas, Tex. He was presented with a parting gift and good wishes for continued success.

Clovis Blanchard, 90, retired lineman, died Oct. 21 in Mason City. Funeral services were held there at St. Joseph's Catholic Church. Mr. Blanchard retired in 1947 after 47 years of service. Surviving are his wife, five sons, three daughters, 19 grandchildren and three great-grandchildren.

Yard Clerk Gene and Mrs. Flair have been congratulated on the birth of their first child, a boy, on Sept. 15 in Sioux City. The baby has been named Eugene Lee Flair Jr.

Sympathy was extended to Roy Miner, operator at Mitchell, S. D., on the death of his wife, Delphine, secretary to the trainmaster at Mitchell. Funeral services were held at St. Martin's Catholic Church, Emery, S. D., on Oct. 2. Delphine started working for the trainmaster at Mitchell on June 14, 1965. Besides Roy, she is survived by a daughter, Lucinda; a son, Roy R.; her mother, two brothers and five sisters.

James W. Hubbs, 88, retired engineer of Sioux City, died there on Sept. 29 after a brief illness. He retired in

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1955 after 55 years of service. He is survived by two sons, seven grandchildren and two great-grandchildren.

Harry M. Ervin, 82, retired switchman of Mason City, passed away in October.

We welcomed Ray A. Kolhoff, district manager-sales, who was appointed to the Sioux City office on Oct. 1.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL ADJUSTER'S OFFICE: Frank J. Burke, chief clerk-adjuster, and his wife, Donna, welcomed a new son on Sept. 17. The newcomer, who was named Dale Scott, joined Barry, 7, and sister Shelly Rae, 5.

ASSISTANT PURCHASING AGENT'S OFFICE: C. W. (Chuck) Reynolds, assistant purchasing agent, has received a Silver Pass for 45 years of service. He started in Tacoma on Sept. 15, 1922, and was later transferred to the eastern territory. He came to Seattle as chief clerk to the assistant purchasing agent in 1936 and was promoted to his present position in 1956.

LAW DEPARTMENT: Ruth Walla, former secretary to B. E. Lutterman, western counsel at Seattle, passed away on Sept. 18 in a nursing home where she had lived the last few months. She retired in 1962 after 43 years with the Milwaukee. Ruth is survived by a brother and sister-in-law, Mr. and Mrs. Orlow N. Walla of Los Angeles.

REGIONAL DATA OFFICE: Cora Guthridge spent three weeks in November touring the Greek Islands and eastern Europe . . . Joyce Goldie Ask has returned to work after an absence of several months . . . Willa Lindsey, who spent several months in the hospital last year due to breaking a hip, retired Oct. 4 after 45 years of service. A luncheon honoring her was held at the Polynesia Restaurant.

LOCAL FREIGHT OFFICE: Maurene Gibbs, chief interchange clerk, was welcomed back to the office re-

cently after some time in the hospital and at home due to an operation . . . At this writing, "speedy recovery wishes" are extended to Mina Sutherland, assistant car clerk, who is recuperating at home after a sojourn in the hospital. Irene Carleton is filling in for Mina . . . It is with deep regret that we report the death on Oct. 4 of Jack Webb, a former employe and the husband of Mary Webb, former chief car clerk. Jack joined the Road on Sept. 13, 1913 and continued with the company for 36 years, leaving in April, 1949.

SEATTLE YARD OFFICE: The yard welcomed a number of new employes to the Milwaukee Road family this year. Those joining our ranks include J. C. Clark, D. B. Merchant, W. E. Cox, J. M. Nielsen, Phil Marbut, H. L. Nichols and J. D. Soden . . . George Mikulich, yard clerk, is on military leave, and K. L. Garceau, yard clerk, has joined the Puget Sound Alaska Van Lines . . . We are happy to report that L. W. McLean, former yard clerk, and F. J. Hanley, former yardmaster, are enjoying their retirement, catching up on many things they had put aside for many years. Mac and Frank retired on July 31 . . . It is with deep regret that we announce the death of our fellow employe Faye Fox on Oct. 21. Faye was our Veteran employe, having more than 45 years of service. He started with the Road in 1916, working part time while attending school, and joined permanently on Oct. 2, 1922. Surviving are his wife, Ester (Frances); a daughter, Mrs. Mary Kelley of Los Angeles; and two sons, Richard F. of Edmonds, Wash., and David G. of Seattle.

Edward P. Sima, former superintendent of work equipment, was awarded the Gold Honor Medal of the American Rose Society at its fall convention in Philadelphia. Sima was the 25th recipient of the award. He was honored for outstanding service to the organization, including six years as director-at-large. He is also a past president of the Seattle Rose Society.

R. J. Daniel, district manager-sales at Portland, who retired Sept. 15 after 41 years of railroad service—35 with

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SILVER ANNIVERSARY was celebrated recently by Aberdeen Division Engineer Floyd Brewer and his wife with a Mass at Holy Rosary Church in Minneapolis. They are shown at a dinner and reception held afterward by their four sons, and attended by many Milwaukee Road people. The Brewers' marriage 25 years ago took place in the Bronx, New York City.

the Milwaukee—was honored Oct. 13 at a party held at the Aero Club in Portland. About 100 shippers and traffic people attended to extend their best wishes. Milwaukee Road personnel present included W. S. McKee, L. H. Dugan, H. A. Sauter, E. W. Jacobson, A. G. Brett, H. J. Mitcham, John Murphy, R. S. Brown, L. W. Cashner and D. S. Goodwin.

Off Line Offices

SOUTHEASTERN REGION

Our sympathy is extended to Mrs. Madge G. Gunnell, steno-clerk in our Winston-Salem office, on the death of her son, Dale, who was killed in action in Viet Nam Sept. 6. Dale, 20, enlisted in the Marine Corps upon graduation from high school, and earlier this year had requested an additional six months duty in Viet Nam, feeling that his services were needed there.

SAN FRANCISCO, CALIF.

George E. Norstrom, chief clerk in the San Francisco sales and service office, was recently elected secretary of the San Francisco Traffic Club for the ensuing year.

Aberdeen Division

EAST END

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

Agents have been changing chairs around the division lately. Virgil Parker moved to Glencoe when Bill Witte took the pension, and that started all the moves. Lynn Van Horn bid in Montevideo, and John Mullenberg has the Watson-Milan agency. Now everybody is looking for a house for their families to move into.

November-December, 1967

There are two Wise Owls on the division. Gang Foreman Herb Wisch of Bird Island was operating an adzer when a rock flew up, but Herb was wearing safety glasses and there was no injury. And Glen Thompson of the Summit section forces, too, was a Wise Owl by wearing safety glasses at the time of a mishap.

Retired Conductor Elmer Copeland and his wife recently celebrated their 50th wedding anniversary.

Retired Engineer Fred Happy and his wife came a-visiting from Youngtown, Ariz., recently in their new air-conditioned car, got safely home, went to a parade in Sun City and dang, if some gal didn't run into them and dent up the car. Sometimes you aren't even safe on home territory.

Retired Engineer Merle Hammell died suddenly in his Minneapolis apartment at the age of 78. He was the father of Conductor Bob Hammell. Mrs. Paul Kronebusch, wife of the Minneapolis roundhouse caller, passed away recently after a long illness. Retired Engineer Joe Nordstrom died at the age of 81 at his home on Big Sandy Lake. His son Ward is a River Division engineer.

Retired Engineers Tom Delaney and

Furn Selle are confined to St. Mary's Hospital in Minneapolis at this writing. Retired Conductor Roy Searle is at Unity Hospital in Fridley, and Retired Baggage Man "Moxie" Thorne is at Southdale Fairview Hospital in Minneapolis. Engineer Joe Longley is there too, but expects to be out soon.

The Fred Habegggers are stumped for a name for their new child. She's a girl, and after seven boys, they think only in terms of boy names, but they plan to keep her.

Mrs. Harry F. Gibson, widow of the former superintendent, died on Nov. 20. She had lived in Aberdeen since her husband's death and was a resident of the Americana Nursing Center. Survivors include Operator R. F. Hugger of Aberdeen, a nephew.

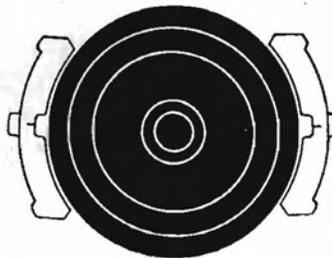
La Crosse Division

WISCONSIN VALLEY

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

August C. Krueger, 80, retired engineer, died at home Sept. 9. Funeral services were held in the Immanuel Lutheran Church and burial was in Pine Grove Cemetery, Wausau. Mr.

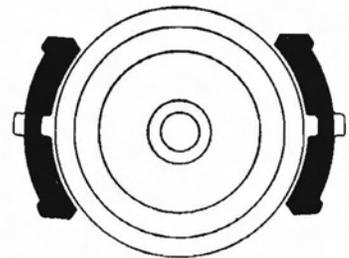
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Krueger, who was born in Germany, came to this country in 1902 and entered the service of the Milwaukee at a young age. He was a member of the Milwaukee Road Veterans Association and of the Brotherhood of Locomotive Engineers, serving as local chairman in that organization for many years prior to his retirement. He is survived by his widow, Adella; three sons, including Engineer Norman A. Krueger; a daughter and nine grandchildren.

Carol J. Dye and Brakeman Gerald A. Omernick were recently married in the Immanuel Lutheran Church, Wisconsin Rapids. A supper and reception was followed by a dance at the Club L and A. The young couple, formerly residents of Wisconsin Rapids, are making their home in Wausau.

Trainman T. J. (Ted) Shrake made his last run on the Hiawatha Oct. 31, retiring with more than 50 years of service. All of his service was on the Valley line, including many years on passenger between New Lisbon and Minocqua-Woodruff-Star Lake, and more recently between Wausau and New Lisbon. He also worked the "fish trains" which used to leave Chicago Friday nights during the summer months and returned from Star Lake

Sunday evenings. His final trip was the first train ride for his four year old great-granddaughter (see picture in the Magazine). Upon arriving at Wausau, employees of the railroad joined his wife Alice and son Fred and family to congratulate him.

Over the years Ted made many personal friends and friends for the railroad by his courtesy and assistance to passengers. He and Mrs. Shrake are spending the winter in Phoenix, Ariz., where they have often vacationed and where they have friends nearby. They will continue to make their permanent home in Wausau. Ted was recently presented a Gold Pass by Trainmaster Obermowe, and on retiring received a nice gift from the train crew.

Clerks E. R. Diebel and Franklin McGinley have been presented with Silver Passes for 45 years of service.

MADISON AREA

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

E. W. Lueck, cashier in the regional data office, retired on Sept. 30, and was presented with a gift by the office personnel. He had been with the Milwaukee since 1926, starting as a bill and expense clerk at Janesville and serving there later as OS&D clerk and cashier. He transferred to the Madison regional office as assistant cashier in October, 1960, and was promoted to cashier the following year.

M. R. "Mel" Picht, manager of the regional data office, was installed recently as a director of Delta Nu Alpha transportation fraternity, Chapter 208, at Madison, which has been established to interest young men in transportation careers. This will be accomplished through a program of promotion, education and recruitment, including monthly meetings for the purpose of studying rate cases and related subjects. Officers and directors represent a cross-section of the city's leading industries.

Bob Hubbs, the second son of Assistant Superintendent Hubbs, who



Trainman Ted J. Shrake makes his last run on the "Valley" Hiawatha with his great-granddaughter Susan aboard. For details, see the La Crosse Division news of Correspondent Mildred Conklin. (Wausau Record-Herald photo)

worked on the railroad section this summer after finishing his sophomore year at Wisconsin State University, Stevens Point, has entered the Army. He is now at Fort Sam Houston, Tex., training for the Medical Corps, and in January will go to Viet Nam to do field and hospital work.

The Hubbs' older son, Jim, who received a leg wound last year in Viet Nam, has finished his military service. He is coming along in good shape, and is working for Kimberly-Clark in Appleton, Wis., in program planning and promotions.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Paul J. Mickschl, 68, retired electrical foreman, passed away in a La Crosse hospital on Sept. 25. He is survived by his widow, Marie; a daughter, Mrs. John Vanden Boogaard, Menasha; five brothers and two sisters. Burial was in the Catholic cemetery at La Crosse.

Earl Hazelwood, 58, of Round Lake, Ill., who was formerly chief clerk of the La Crosse Division, passed away Oct. 14 in Hayward, Calif. At the time of his death he was assistant labor relations officer in Chicago. He is survived by his sons, Donald of Columbia, Mo., Philip of Hayward and William of Oakland, Calif.; two daughters, Mrs. Roy Habeck of New Glarus and Mrs. James Lydon of Milwaukee; and his parents, Mr. and Mrs. Walter Hazelwood, and a sister, Mrs. Roland Puent, in La Crosse. He was preceded in death by his wife, Marjorie, in May of this year.

John Stien, ticket agent at Madison, retired on Sept. 30 after 43 years with the Road. His railroad career started at Western Avenue and continued

(Continued on page 38)

The Milwaukee Road Magazine

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Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

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

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

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Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife
Wife's nameDate of birth
Amount of monthly premium for wife's policy \$.....
(See rate above according to age)

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

later at Milwaukee, Watertown, Sparta, La Crosse and Winona before he was assigned to Madison. He plans to make his home in Watertown. His father, John Sr., worked at Tomah Shops for many years, and this is the first time in 75 years that the Stien name has not appeared on the Milwaukee Road payroll.

Conductor Joe Fredrickson retired on Oct. 31 after 51 years with the Road. He hired out in 1917 and was promoted to conductor in 1923. The Fredricksons reside in Minneapolis.

EAST END

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

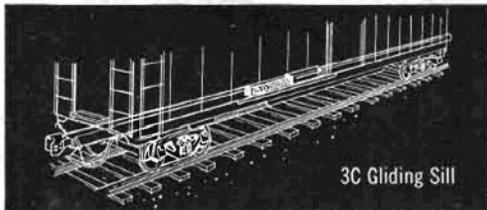
Conductor T. F. Clemmons, 62, died suddenly on Oct. 17. He is survived by his wife, Ione; a son, Conductor Robert of Portage; daughter Rosemary of Madison; his mother, three sisters, four brothers and nine grandchildren. Mr. Clemmons was local chairman of the ORC&B and a member of the Fort Winnebago Masonic Lodge and Eastern Star. Masonic services were con-

ducted at the funeral home.

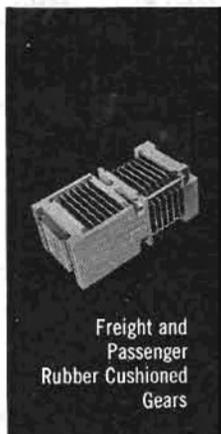
Retired Engineer Frank Bottoni Sr., 69, passed away on Oct. 29 in Milwaukee. He had been ill for several months. Mr. Bottoni retired in 1965. Survivors are his wife; a son, Engineer Frank Jr.; daughter Annabelle and 12 grandchildren. Burial was in Wisconsin Memorial Cemetery, Milwaukee. Mr. Bottoni was a member of the Knights of Pythias, Masonic Lodge and BLF&E.

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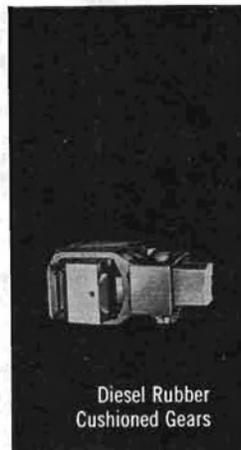
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SIGNING OUT AFTER 47 YEARS OF SERVICE is L. V. Johnson, DGI First District engineer, who made his last trip on the "City" trains Oct. 28. He started in train service on Oct. 1, 1920 as a fireman and was promoted to engineer in 1943. Bidding him good-by after many pleasant associations is Trainmaster-Traveling Engineer A. J. Cini, Savanna.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Mrs. Alice Lewis, retired car department employe, suffered a broken hip and is in a Billings hospital at this writing.

Montana's big game season is here. The local railroad employes who have gotten the much prized elk at this writing are Ted Lane, electrification lineman; Bob Widdicombe, section foreman at Ringling; John Brown, switchman; Jim Girard, roundhouse foreman; and Ken Mihalovich, brakeman.

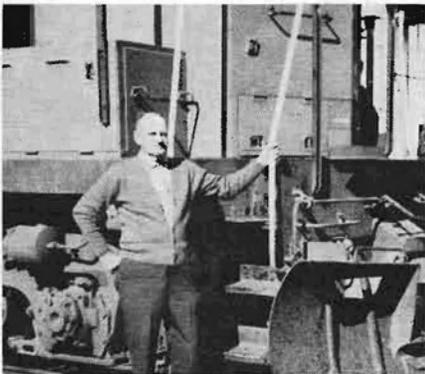
Retired Engineer Phillip Baxter, 72, of Lewistown passed away at St. Joseph's Hospital. He was born in Clearwater, Minn., joined the Milwaukee forces at Harlowton in 1915, and moved to Lewistown in 1936. At the time of his retirement, he had 47 years of service with the company.

Listed with "Who's Who Among Students in American Colleges and Universities" are Doug Yates, son of former carman Pat Yates; Susan Amdor, daughter of former conductor Earl Amdor; and Charles Samuel, son of Conductor Ernie Samuel.

Walter Owens Jr., machinist, has accepted a foreman's job at Cedar Rapids, Ia.



LITTLE BO PEEP STANDS GUARD. Motorists passing the corner of Sixth and Bridge Streets in Wausau, Wis., at noon on Oct. 31 took a second look at the school safety patrol girl on duty. The traffic stopper was Holly Hintze, the daughter of Clerk Herbert Hintze, ready for the Halloween party at the Franklin School that afternoon. Mrs. Hintze designed the costume. (Wausau Record-Herald photo)



FINAL TRIP. T. S. Babcock, brakeman on the Rocky Mountain Division, steps down from his last run following 25 years of service. Employees on the Division marked his final trip with a retirement gift and many good wishes.



GOING ON THE GOLD STANDARD. Robley C. (Bob) Rushford, engineer on the Mobridge-Marmarth run, is presented a Gold Pass in recognition of 50 years of service by Ed Hatzenbuhler, trainmaster-traveling engineer at Aberdeen, S. D., and Howard Neff, local trainmaster. Bob, who is 68, attributes his good health to a 10-mile hike daily. (Mobridge Tribune photo)



RETIRES WITH "ALL CLEAR" RECORD. Garland W. Elliston, Rocky Mountain Division section foreman, shown with his wife and Roadmaster Gordon Irion when he retired recently after 39 years of service on the Loweth-Martinsdole-Harlowton line, during which he had never been involved in an injury or motor car accident. Local railroad people held an informal party for him and presented him with a gift. He and Mrs. Elliston plan to remain in Harlowton and catch up on hunting and fishing.

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Claude M. Brown, 76, retired Great Falls freight agent, died Oct. 10 in a local hospital after an illness of two days. Mr. Brown was a native of Marion, Ia., who started with the railroad at Lewistown in 1915. Later he served at Great Falls as chief clerk to the freight and passenger agent, traveling freight and passenger agent, and during World War II as freight agent in Miles City. He became agent at Great Falls in 1945 and retired in 1956. He is survived by his wife, Mary, a son, Maurice R. of Great Falls, and two grandchildren.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Retired Conductor Stanley Collum is in the hospital at Galen at this writing, but expects to go home soon. Stanley had 40 years of railroad service, starting in 1925 with the White Sulphur line.

Fred (George) Collins, 75, a 53-year Milwaukee Road employe, died recently in a hospital at Huntington Beach, Calif. He had retired from the railroad in 1962 and moved then to Seal Beach, Calif., where he lived until his illness. Services were at Westminster, Calif. Surviving are his wife, Florence; a son, Philip, in Spokane; a daughter, Mrs. William Theemling, and six sisters in Los Angeles.

Charles E. Guiot, 79, retired Three Forks engineer, died Oct. 21 at Bozeman Deaconess Hospital. Funeral services were in Three Forks. Mr. Guiot was a native of Alsace, France, who was brought to this country when he was three years old. He started working for the railroad as a call boy when he was 14 while the family lived in the Helmville-Avon area, worked later at Great Falls, and came to Three Forks in 1912. He is survived by his wife, Daisy; a son, Charles Jr., Belgrade; two daughters, Mrs. Ed Tofslie of



Married 65 Years

Mr. and Mrs. George D. Mandell of Farmington, Minn., who celebrated their 65th wedding anniversary on Oct. 15 with an open house at the Faith E.V.B. Church, are fine examples of Milwaukee Road people who lead purposeful lives in their golden years. Proving that age is only relative—Mr. Mandell is 87 and his wife is 85—they maintain their own home and a large garden, drive a car and are active in community affairs. For errands to the store, Mr. Mandell frequently rides a bicycle.

Mr. Mandell is a 45-year veteran, having started in 1902 at Farmington, where he worked as a sectionman, water pump maintainer and hostler's helper. In 1911 he joined the car department and in 1925 transferred to St. Paul as a car inspector. After he retired in 1947 he continued to work for several years as a mail messenger. The family includes a married daughter in Farmington and their son Bob, a passenger carman in St. Paul.

Manhattan and Mrs. Charles Blakely of Helena; 12 grandchildren and two great-grandchildren.

Rusty Roe Jr., who is in train service out of Three Forks, is leaving for the Navy. Phil Redfern is back on the switch service in Butte after a three-year stretch in the Navy.

EAST END

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

Section Foreman Homer A. Beeman retired on Sept. 1 after 37 years of service, with a record of no personal injuries to himself and of no motor car accidents. A large group of friends gathered at Young's Cafe in Terry, Mont., for a dinner in his honor, which was in charge of Roadmaster L. A. Timberman. Mrs. Timberman provided fresh flowers from her garden for the table centerpieces, and also made a corsage for Mrs. Beeman. Besides the gift presented by the group, Mr. Beeman received a cake from the Timbermans decorated with a handcar on

The Milwaukee Road Magazine



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MARKING FIFTY-YEAR ANNIVERSARIES, Willard Beck, agent at Olivia, Minn. (right), and R. P. Nelson, Aberdeen Division passenger engineer (left), are presented with "Gold" service passes. Beck is shown being congratulated by Trainmaster J. J. Schwantes and Nelson by Traveling Engineer-Trainmaster P. W. Anderson.

rails manned by pipe cleaner section men.

Brenda Lee Ware of Jordan, Mont., recently became the bride of Special Signal Maintainer Larry G. Lekse. She is a 1967 graduate of Garfield County High School and Larry graduated in 1965 from the Roundup High School. After a trip to western Montana and Glacier Park, they are making their home in Lemmon, S. D.

Donna Mae Huffman, daughter of B&B Carpenter and Mrs. V. H. Wells, recently became the bride of Richard L. Sword, Airman First Class stationed at the radar base in Miles City. Following a trip to Xenia, Ohio, Mr. Sword's home town, they are living in Miles City.

Miles City Chapter of the Milwaukee Road Women's Club held its first

meeting of the fall on Labor Day. Mrs. M. F. Gudmundson, who was in charge, served food related to Iceland, that country being the subject of the meeting. Mrs. Gudmundson's husband, with his parents, emigrated from Iceland to the United States in 1880.

We regret to report the following deaths: Mrs. W. H. Bartley, wife of Retired Conductor Bartley. She was the first president of the Ladies Auxiliary to the Brotherhood of Railway Trainmen in Miles City. Burial was in Custer County Cemetery . . . Retired Roadmaster Olan A. Timberman died unexpectedly at his home in Miles City. Mr. Timberman worked for the railroad for 33 years prior to retiring, at various locations from Roundup to Aberdeen. Burial was in the family's lot in the Custer County Cemetery . . .

A Look at the SC&D's Annual Retirement Party

A RECORD crowd of 220 Milwaukee Road people attended the fifth annual retirement-reunion held at the Holiday Inn in Sioux City, Ia., on Oct. 1 to honor the employes of the SC&D section of the Iowa, Minnesota & Dakota Division who retired this year.

Guests of honor present with their wives included Section Foreman Charles Aleck, Sioux Falls, S. D.; Section Laborer Frank Kinnamin, Hornick, Ia.; B&B Foreman E. B. Thorson, Elk Point, S. D.; Agent L. F. West, Dell Rapids, S. D.; and Roundhouse Laborer John Carlson and Car Inspector E. R. Merryman of Sioux City. W. H. Bever, retired Sioux City conductor, attended with his sister Ella, and Mrs. Eleanor Kelly, retired Sioux Falls ticket agent, with her husband, Engineer L. J. Kelly.

Among those on hand for the reunion, Mr. and Mrs. Elgia Miller (retired Sioux Falls yardmaster) who

make their home in Dallas, Ore., traveled the longest distance. Matt L. Medinger, retired safety engineer and a former SC&D employe, came from Minneapolis, and E. F. Hatzenbuehler, retired Minneapolis master mechanic, and his wife drove from their home in Mitchell, S. D. Present also for a reunion with "the boys" was August Weiland, retired Yankton, S. D., section foreman, who is still going strong at the age of 95.

The get-together featured a fine dinner, good companionship, and entertainment of the same order. Sue Sabin, the 15-year-old daughter of Engineer Kenneth C. Sabin of Sioux City, obliged with a program of organ music, and a local group of entertainers who call themselves the Kitchen Maids—the wife of Engineer D. F. Willett is a member—played a return engagement of their popular song and dance act. Thanks to those who handled the arrangements, everyone had a great time.

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Mrs. Fritz Waldmann, widow of the retired engineer, passed away in Billings, Mont. She had been a teacher in the Miles City schools for many years. Burial was in the family plot in Minneapolis . . . Retired Machinist Dan B. Goodfellow died Sept. 18 in a Seattle hospital. Mr. Goodfellow had 50 years' service with the Milwaukee. Following his retirement, he and his wife, Ida, moved to Seattle. Mrs. Goodfellow survives her husband. Burial was in the Custer County Cemetery.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

L. L. Hummel, a field supervisor in the data processing bureau, retired Sept. 30 after 45 years of service. "Red", as he is known, started rail-roading in the Savanna freight house in 1922 as a trucker-stower, baggage-man and ticket clerk, and then transferred to the yard where he worked as a yard clerk until becoming special representative to the general manager in 1955. He was appointed to the data processing planning staff in 1960. An informal party honoring him and his wife was held at Union Station in Chicago on Sept. 22, and was attended by many officers and associates of the railroad. He was presented with a gift of money and good wishes for many pleasant retirement days.

A retirement party was held Sept. 14 at the Indian Head Lounge in Savanna, honoring Lloyd C. Hinsch, assistant division engineer, who retired Sept. 1 after 45 years of service. Fifty friends and associates were present, and Division Engineer E. C. Jordan acted as toastmaster. Brief talks were given by B. J. Worley, vice president-chief engineer, Superintendent L. H. Walleen and others. Lloyd began his railroad career in the engineering department at Marion, Ia., in 1923, and continued in that department, being located at many headquarters on the system until his retirement. He and his wife plan to remain in Savanna. They are parents of two daughters, one living near Savanna.

We overlooked mentioning in the last Magazine that Agent and Mrs. Max Schorr, Clinton, Ia., are new grandparents, son Phillip and wife having recently welcomed their first child, a boy. Iowa Division Conductor and Mrs. D. C. Heimbaugh, Savanna, are also new grandparents, their son James and wife having welcomed a son.

Miss Anna Jane Esposito, daughter of Mr. and Mrs. Frank R. Esposito (Savanna maintenance of way department), became the bride of Donald A. LaShelle in St. John's Catholic Church Sept. 2. A reception followed in the Moose Hall. After a trip to New York and Canada, their home is being made in Savanna.

Janet L. Cruse, daughter of Mr. and Mrs. Clarence A. Cruse, Clinton, became the bride of Thomas E. Holland in the Evangelical Free Church in Clinton on Oct. 29. Tom is employed as operator at Clinton station.

Sympathy was extended to Yardmaster H. I. (Laddie) Smith and Yard Clerk T. I. Smith, Savanna, on the death of their mother Sept. 9 in the City Hospital. Surviving in addition to her sons are six grandchildren and a sister.

Retired Car Department Employee Dewey E. Ferris passed away suddenly Sept. 16 while on a hunting trip with his son. Burial was in Savanna. Surviving are his wife, two sons, two daughters, a number of grandchildren, and a brother, Iowa Division Conductor C. Ferris, Savanna.

Guy Manson, yardmaster at Nahant, passed away Sept. 23 in Davenport, Ia., following an illness of several months. Funeral services were held in Davenport, with burial in the Catholic cemetery there. Surviving are the widow, two daughters, 17 grandchildren, two brothers and two sisters. Guy started his service in 1928 as a switchman, was appointed yardmaster at Nahant in 1940, and continued in that capacity until his illness.

Rudolph McCue, retired rail mill employe, passed away in the Savanna City Hospital Oct. 25. Burial was in Savanna. He is survived by a daughter, Mrs. Earl Hanson, assistant time revisor at Savanna, five grandchildren,

three brothers and two sisters.

Clifford Rhines, Iowa Division conductor, passed away in the City Hospital at Savanna on Oct. 5, following a long illness. Surviving are three daughters, his father, a brother and nine grandchildren.

Retired Switchman and Mrs. Lyman Johnson of Savanna were involved in an auto accident near Morrison on Sept. 14, Mr. Johnson receiving a fractured hip and Mrs. Johnson a collar bone fracture and lacerations.

Lucille Millar, 75, formerly employed in the mechanical department at Dubuque Shops and a correspondent for the Magazine for many years, passed away in Our Lady of Lourdes Home in Dubuque on Sept. 15. She is survived by a sister, Mrs. Alexia Hanley of Springfield, Ill.

Iowa Division Conductor Frank McDonald, who underwent an operation in Mercy Hospital in Dubuque, and Mrs. McDonald, who was seriously ill at the same time in Mercy Hospital, are both home now.

Due to the fact that there was no D&I news in the Magazine the early part of 1967 and no reports on some of our old-timers, we are chronicling the following deaths that occurred earlier this year:

Conductor W. J. Farrell, in suburban service for many years, passed away in an Elgin hospital following an illness of several months. Funeral services were held in Elgin, with burial at Davis Jct. Surviving are the widow, daughter, son, two granddaughters, a brother and six sisters.

Another First District conductor who passed away was J. Stanley Darr of Elgin (formerly of Savanna) whose death occurred in an Elgin hospital. Funeral services were held in Savanna, with burial in the Catholic cemetery. Surviving are the widow, a son, five daughters, 11 grandchildren, three great-grandchildren, five sisters, and two brothers, including Albert, car department employe at Savanna.

Mrs. Marie Fitz, retired secretary to chief clerk in the Savanna office, was extended sympathy on the death of her brother, Paul Clifford, in October at the Veterans Hospital in Iowa City.

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▲ JUNIOR ACHIEVEMENT HEAD START CHRISTMAS SALES. Members of five Chicago Junior Achievement companies sponsored by the Milwaukee Road spent their post-Thanksgiving holiday practicing salesmanship on our employes in the Fullerton-Southport office building. Articles designed for the Christmas trade included semi-precious jewelry, coaster sets, a folding chair, TV lamps, Christmas wreaths (made from used IBM cards) and a Sonto Claus candy jar. The Milwaukee Road advisers on the sidelines are, from left, E. C. Gourley, D. R. Devitt (third), W. H. McDonald, C. F. Belbes, Wilma Hoffman, W. R. Freyberg, E. B. Deutschlander and R. M. Levey.

Adviser E. B. Deutschlander looks on as a Junior Achiever team makes up sales slips for Millwood products. ▶



GLENVIEW, THE BEAUTIFUL. Commuter's Plaza is the name the Glenview (Ill.) Garden Club has given to the improved approaches to the Milwaukee Road station and parking area. The railroad property, which is leased to the village, is being land-

scaped in a community project sponsored by the garden club, which has undertaken to raise about \$6,800. Here, Mrs. Ralph Olson, the president, explains a donation tree poster to Village President Paul Thomas. Each leaf bears the name of a business or organization which has contributed. (Reames Studio photo)



JIM (MR. MAGOO) BACKUS, the motion picture and television star, and his wife, Henny, detrain in Chicago from the City of Los Angeles on a stopover from California to appear on a television show. They were en route to Hollywood, Fla., to start work on a movie in which they will be co-starred.





MAGAZINE

CHICAGO,

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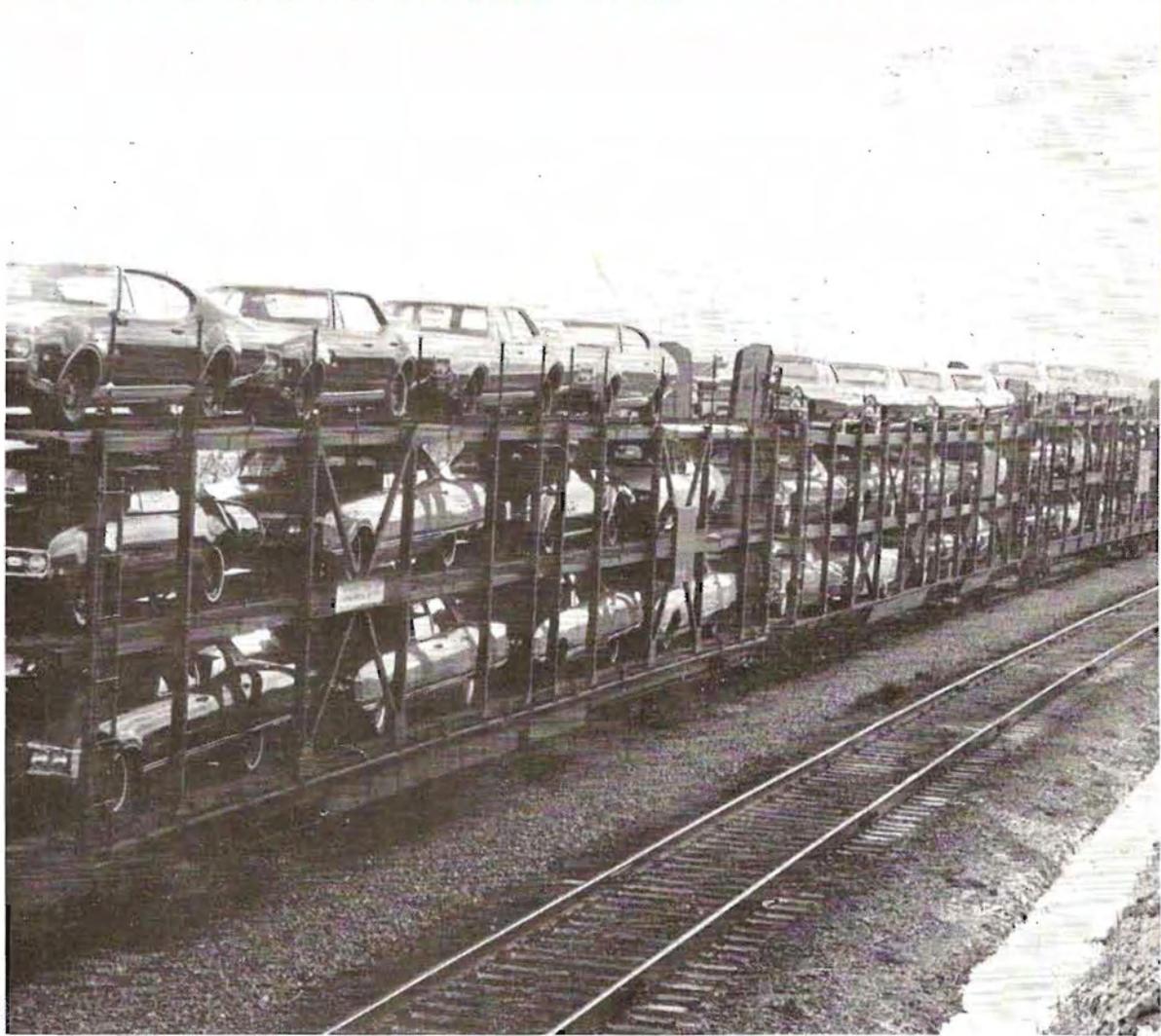
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