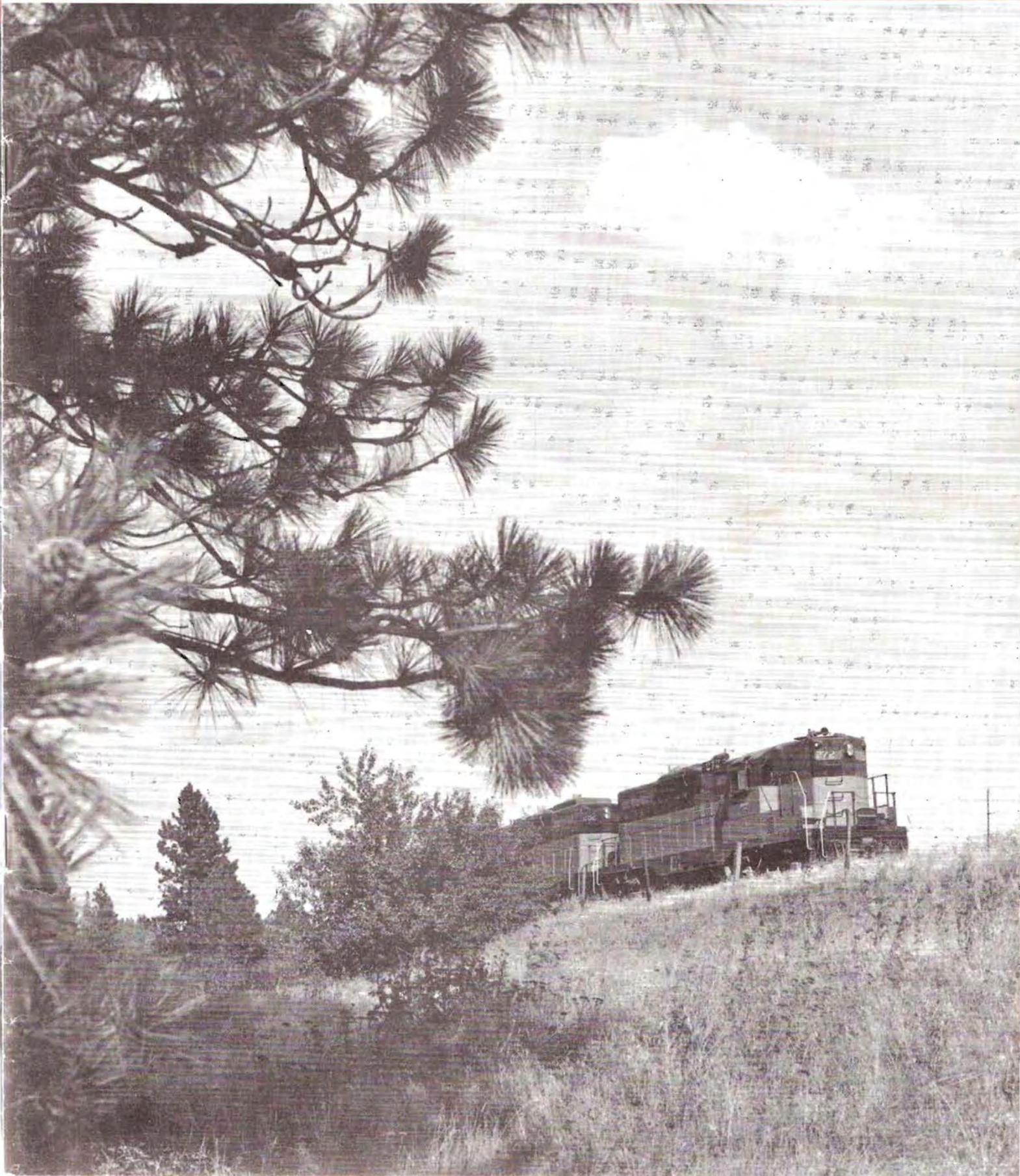


**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1967



MARIE HOTTON
Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

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Transportation Newsgrams

CONTAINER AIRLIFT was scheduled for the First International Container Salon held along with the International Communications Fair in Genoa, Italy, Oct. 12-22. Eighteen countries planned exhibits for the show, covering about 80,000 square meters of space. The demonstrations included the unloading of a containership by helicopter from Genoa harbor.

BIG PAY-OUT. Imagine paying as many dollars in taxes as there are crossties on the nation's railroads. This is exactly what the railroads do. If you place one dollar on every crosstie in



the 372,000 miles of U.S. railroad track, the total would add up to \$913 million. This figure is just \$1 million short of the annual corporate, property and employment taxes paid by railroads to federal, state and local governments.

"TRACKED HOVERTRAIN" program to cost \$5.6 million will be sponsored by England's Ministry of Technology. Tests will be made on an 18-mile track near Cambridge, using a 10-ton air-cushion vehicle carrying up to 16 passengers at speeds as high as 300 mph. The Ministry sees a long-term potential for the trains exceeding that of domestic air services.

LOTS OF TRANSPORTATION is required for our individual comfort, as is borne out by these figures: In 1941 it took 5,800 ton-miles of transport service to provide each American with

the annual supply of food, fuel, necessities and luxuries. Last year, the total jumped to 8,900 ton-miles for the same job. If the trend of the past five years continues, each individual will need 10,600 ton-miles of service a year by 1970, and 16,800 by 1980.

CURTAILMENT OF MAIL SERVICE was cited by The Milwaukee Road in notice filed with the Interstate Commerce Commission of the proposed discontinuance of passenger trains Nos. 55 and 58 between Chicago and St. Paul-Minneapolis effective Oct. 31. The action was taken to offset a part of the revenue loss the Milwaukee is experiencing as a result of the Post Office Department having removed six RPO cars from trains between these terminals in connection with its program of flying first class mail, and working mail at sectional centers. During 1966, No. 55 averaged only 9 passengers per mile for the 421-mile trip, and No. 58 averaged 15.5 passengers per mile.

RAIL INCOME DOWN. Net income of Class I railroads amounted to \$143 million in the second quarter of 1967, a decrease of 45 per cent from the \$260 million reported for the corresponding quarter of 1966, according to preliminary reports filed by the carriers. Net income for the first six months was \$264 million, down 39 per cent from \$432 million in the similar period in 1966. The reductions are attributable principally to this year's higher wage rates, payroll taxes and material prices, as well as to a decline in gross revenues.

AAR FREIGHT CLAIM DIVISION has announced the appointment of Ralph A. Grover as special representative in the Freight Loss and Damage Prevention Section, with headquarters in Chicago. Mr. Grover, who was with the Lehigh Valley Railroad, will be employed principally in assisting automobile manufacturers and railroads effect the best possible handling of automobiles in multi-level shipments.

THE COVER

Two sturdy GP-9 diesel electric locomotives, forming a solid unit of 3,500 hp, come into camera range as they work upgrade through the Bitter Roots hauling westbound tonnage. These particular all-purpose units are used in helper service on the Milwaukee Road's high speed transcontinental freight trains operating through the far West, where mountain terrain presents a motive power challenge. The scene was shot by Donald Sims, railroad author-photographer.

Dyke Named 1968 Chairman of Pacific Northwest Farm Forum

GOVERT A. DYKE, agricultural agent with headquarters in Spokane, has been named chairman of the 1968 Pacific Northwest Farm Forum by the Chamber of



G. A. Dyke

Commerce Agricultural Bureau. The forum is scheduled for Feb. 12-13.

His activities in the Agricultural Bureau of the Spokane Chamber of Commerce have included serving two years as chairman of the Columbia Basin Committee. He is a director of the Washington Resources Council, and a member of the National Reclamation Association and the State Associations of Washington and Montana.

Argue Completes Three-Year IDI Seminar Program

ROBERT D. ARGUE, assistant western director-real estate and industrial development with headquarters in Seattle, was among a class of 40 industrial and area development specialists who recently completed the three-year summer seminar program of the Industrial Development Institute conducted one week each summer at the University of Oklahoma.

The Institute is sponsored by the University and the American Industrial Development Council to bring together industrial development leaders in an educational program taught by professional developers and scholars in the



R. D. Argue (from left) receives his completion certificate from M. L. Powers, assistant dean of Business and Industrial Services of the Oklahoma University Extension Division, and Harry W. Clark, dean of the Industrial Development Institute.

field. Instructions are designed to enlarge knowledge of the forces which shape our economy and affect its growth; the newest techniques in industrial development; exchange ideas and experiences from all areas of industrial development; and encourage continual self-development of the individual. Specific information is channeled towards topics such as marketing, transportation, taxation problems, and legal problems associated with industrial development activities.

The Institute was attended this year by 231 persons from 44 states, Canada, and Paris, France. Mr. Argue contributed to the program, as a requirement for completion, a paper entitled "Cooperative Industrial Development by a Railroad and a Port District."

"Worst Joke" Wins \$100 Prize

"It was a shame to take the money," said Lucille Williams, secretary to the general freight claim agent at Chicago headquarters, who submitted the winning entry in the "Worst Joke" contest conducted recently by radio station WMAQ. She is shown receiving a check for \$100 from WMAQ personality Pat Sheridan, who broadcast the joke on his daily program. Sheridan judged it the



Lucille Williams is presented with a check for \$100 by WMAQ radio's Pat Sheridan.

worst he's ever heard.

WMAQ sponsored the contest over the NBC network in celebration of National Humor Week. The joke entered by Lucille was one she had heard at the office, to wit:

"Did all the animals come aboard Noah's Ark in pairs?"

"No, the worms came in apples."

She has recently taken up gourmet cooking, and will use her prize money to buy "all those special little gadgets you need."

Now Is the Time
To Get
YOUR HIAWATHA
PLAYING CARDS



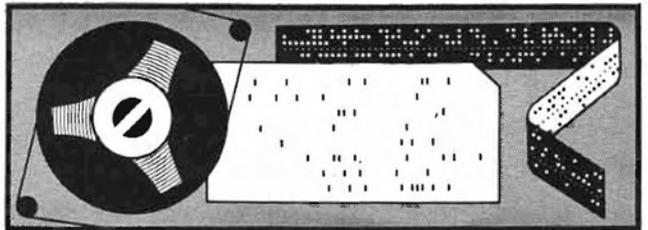
What's your favorite recreation when the days grow shorter and the evenings longer? Playing cards? Then this is for you.

Now is the time to stock up on our personalized Hiawatha playing cards, while the supply is ample to fill the upsurge of orders before Christmas. They are available to the public as well as to our employes, and at the price of 50 cents a deck, or just about cost, are in demand by gift shoppers who appreciate "the best for less."

The cards are the Redi-Slip plastic coated type, emblazoned with our Running Indian emblem and "Route of the Super Dome HIAWATHAS and Western 'CITIES' Streamliners" slogan. They come in both bridge and pinochle decks—the bridge decks have two jokers—and with a choice of blue or maroon backs. In ordering, specify which type and color you want, and send a check or money order to J. K. Pain, Manager-Passenger Services, 204 S. Canal Street, Chicago, Ill. 60606.



NEW 360 COMPUTER STEPS UP CARSCOPE OPERATIONS



Switch to Third Generation System Boosts Car Control and Customer Service

A SHIPPER IN OMAHA phones Carscope, our car reporting center in Chicago, to trace a carload of meat en route to Milwaukee, and almost as soon as his question is typed into a keyboard learns that "It's right on schedule; just left Savanna Yard."

A car distributor asks Carscope's control room to track down all Milwaukee

Road reefers moving on line, and within a few minutes their location is pinpointed as though our entire 10,500 miles of railroad were a model gauge layout.

These are typical of results being obtained from the new sophisticated computer system now at work in transportation department headquarters which is making it possible to come up with car tracing information with tremendous speed and accuracy. To shippers and receivers of freight, this kind of service is an important factor in scheduling shipments and deliveries.

In addition, the ability of the system to maintain an up-to-the-minute inventory of car movements and report them

extremely fast is a great help to our transportation people in calculating where they stand on car distribution. By providing a panorama of the entire transport operation, the supply of rolling stock can be compared with customer needs for specific types.

The computer, a third generation IBM 360 with random access storage devices, was installed to update our Carscope electronic data processing equipment in use since 1959. It occupies a temperature and humidity-controlled area on the eighth floor of the Union Station, just across the hall from the offices of President Curtiss E. Crippen and Vice President-Operation F. G. McGinn.

◀ President Curtiss E. Crippen, left, discusses the new IBM 360 computer with G. A. Kellow, director of management services, center, and Q. W. Torpin, general superintendent of transportation. They are shown alongside the bank of magnetic disk files which store and automatically update hourly data regarding all freight cars and piggyback vans on the railroad. Working at the console in the foreground is Machine Operator Jane Brown.



F. G. McGinn, vice president-operation (right), and Q. W. Torpin scrutinize a car location reply obtained from the computer by means of the IBM inquiry unit operated by Mrs. Katherine Mack in the Carscope office.

In announcing the system, Mr. Crippen stated that "Its central location is an indication of what we expect of it."

The operation of the system depends on many hundreds of our employees. Yard and station people at 90 locations develop the data fed into the computer, and are responsible for keeping it current and accurate. Our communications employes play a vital role also, since teletype, telegraph and microwave communication channels are the links between the field reporting locations and the computer complex.

Three types of data are provided:

(1) Initial Reports—When a car is

loaded on our lines, Carscope receives a report of the ownership, contents, shipper, consignee, origin, destination and route.

(2) Passing Reports—All cars departing from every yard in outbound trains are reported currently. This involves most of the 45,000 cars on our tracks at any given time.

(3) Interchange Reports—Data on cars received by our railroad or delivered to other roads at 232 interchange points. Data on cars owned by other lines are kept while they are on our rails, and for seven days after they are delivered off line before the computer

automatically erases the details from its "memory."

The memory bank, or data-storage capacity, gives the computer its ability to search out information and solve complex problems, as instructed by the operator—all information entering and leaving the computer passes through this unit.

In operation, information enters the computer in the form of machine language encoded on magnetic tape and is stored on 10 magnetic disk files, each holding more than seven million bits of data. The disk files retain this information in readiness for drawing off on

A view of the new Carscope operation with the 360 computer complex in the glassed-in section at the rear. Employees in the foreground, seated around the revolving table, are equipped with typewriter-like IBM inquiry machines through which information regarding car locations can be obtained from the computer. Files on the circular table contain individual train lists and other data which the computer prepares for reference.





Personnel who cooperated in the development of the new Carscope computer system are (foreground, left to right) G. A. Kellow, director of management services; Q. W. Torpin, general superintendent of transportation; R. I. Miskimins, assistant to general superintendent of transportation; (from left) R. L. Timm, project manager; L. P. Stacy, computer manager; G. C. Williams, systems analyst; and Computer Technicians J. W. Zdeb and J. G. Schmidt. The group also included Computer Technician P. S. Geis.



President Curtiss E. Crippen examines a report processed by the computer summarizing the location of all covered hopper cars on the railroad.

an instantaneous, direct access basis, and are automatically edited and updated every hour to reflect the continuous movement of cars.

From the standpoint of customer service, the computer does an important job in handling such tasks as car tracing, recording reconsignments, routing equipment toward its home road, expediting shipments, and other functions.

Commenting on its multi-purpose uses, Mr. Crippen stated, "When we instruct the computer to give us, for ex-

ample, a list showing the location and status of all covered hopper cars on the railroad, both loaded and empty, we have information beneficial to ourselves, as well as to shippers who use covered hoppers. With this kind of data, we can better control and improve car utilization."

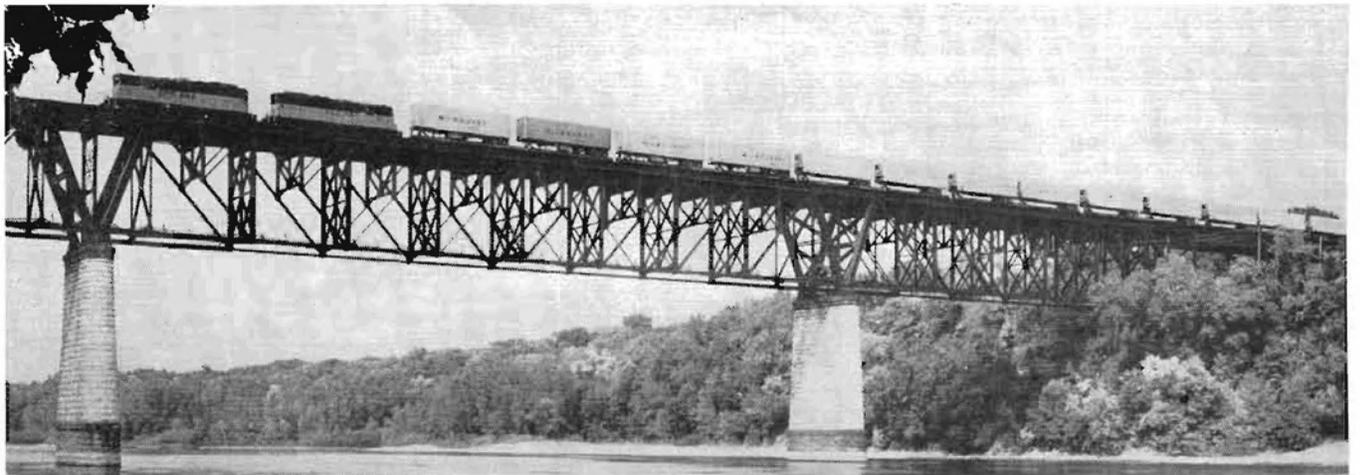
The complete cycle of operation includes sending detailed teletype reports early each morning from Carscope to all of our traffic offices, both on and off line, listing shipments currently mov-

ing into and out of each traffic territory. Meanwhile, our sales and service people at some of these offices are now able to draw special information directly from the computer in Carscope.

The computer complex was developed under the direction of Mr. McGinn and Q. W. Torpin, general superintendent of transportation, with a staff selected from our own personnel. G. A. Kellow, director of management services, worked with Mr. Torpin on designing the installation, and R. I. Miskimins, assistant

Typical of movements reported to the computer complex is the consist of No. 99, the westbound segment of the Milwaukee Road's all-piggyback train operating between Chicago-Milwaukee and the Twin Cities, shown here crossing the

Road's short line bridge between St. Paul and Minneapolis. This daylight picture was specially posed, as the train normally unloads very early in the morning.



to general superintendent of transportation, headed the group which developed the system, the other members being R. L. Timm, project manager; G. J. Boerner, senior systems analyst; G. C. Williams, systems analyst; and W. C. Kelly, supervisor of relay offices-system.

The programming, too, was implemented by members of the transportation force, namely L. P. Stacy, computer manager, and Computer Technicians J. W. Zdeb, P. S. Geis and J. G. Schmidt.

Because developing an installation of such capacity is extremely complex, this approach of combining experienced data processing personnel with personnel having practical railroad experience provided a solid foundation for a system that is both practical and progressive.

It was felt that because the operating department is responsible for input data from which car utilization and train movement studies could be developed, it was important to establish complete responsibility within that department for all input and output functions. In this respect, our system is different from that of most railroads.

To Tie In With TRAIN

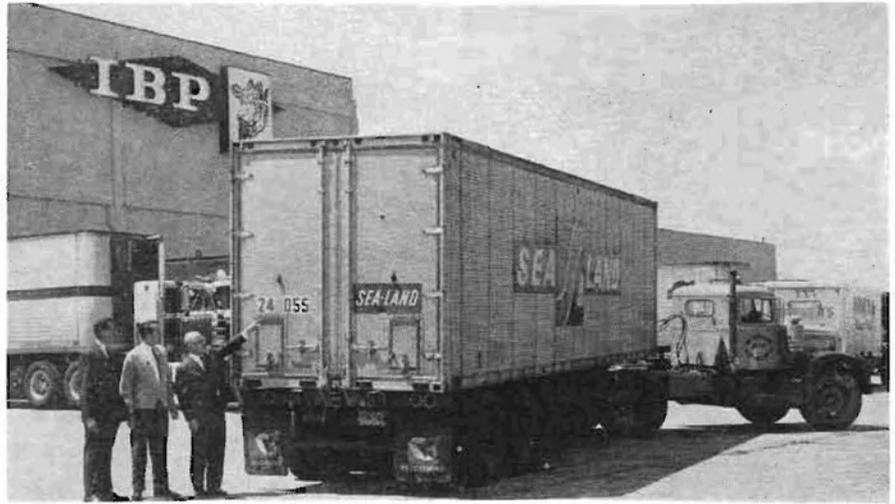
Interchange information from the 360 computer is scheduled to tie in with TRAIN (TeleRail Automated Information network), the new data processing system of car reporting announced recently by the Association of American Railroads. The AAR system, which will keep track of the country's entire fleet of 1,800,000 freight cars, is designed to serve as an effective means of dealing with localized freight car shortages.

TRAIN will connect directly with the growing number of advanced information systems on railroads. TeleRail Central will be based at the Association's Washington headquarters, with computer links to all Class I roads. It will provide the Car Service Division with complete reports of car locations by railroads and car flows through principal rail gateways, thus permitting more rapid mobilization of equipment.

Action of the AAR was based on recommendations by a committee of rail transportation experts who studied the resulting benefits of a centralized car movement information system in meeting the nation's growing transport needs. The TeleRail system, the Association pointed out, paces the many improved techniques of data collection and transmission being used by railroads to achieve new operating efficiencies.

September-October, 1967

European Piggyback Shipments Handled Via New Sea-Land Integrated Service



A. J. Dittmar, district manager-sales at Sioux City, Ia., Gordon Brown, vice president-transportation of Iowa Beef Packers, and Don Carter, manager-variety meats (left to right), inspect the sealed vans before departure.

FOUR trailer loads of frozen variety meats handled recently by our railroad for export to Antwerp, Belgium, and Le Havre, France, pointed up the advantages of the new Sea-Land service between United States and European ports utilizing the shipping firm's demountable refrigerated vans. The shipments originated at the Iowa Beef Packers plant in Dakota City, Neb., which has the largest beef kill capacity in the world.

As illustrated here, the meat cartons were sealed in Sea-Land vans at the shipper's loading dock and then hauled by the Milwaukee Motor Transportation Company to our piggyback strip in Sioux City, Ia. For the piggyback move-

ment, the vans were routed over our lines to Chicago, and via the Pennsylvania to the Port of South Kearney, N. J.

At dockside, the wheel assemblies were removed and the vans were loaded on oceangoing vessels as containers, with the refrigeration units plugged into electric outlets. Upon arriving in Europe, the wheels were reattached, and they again moved as vans.

European movements of the intermodal containers were inaugurated about a year ago in an expansion of Sea-Land's integrated transportation system. The service allows inland exporters to ship directly to inland European destinations with no transloading at port cities.

A van, bogies attached, ready for piggyback movement from Sioux City.

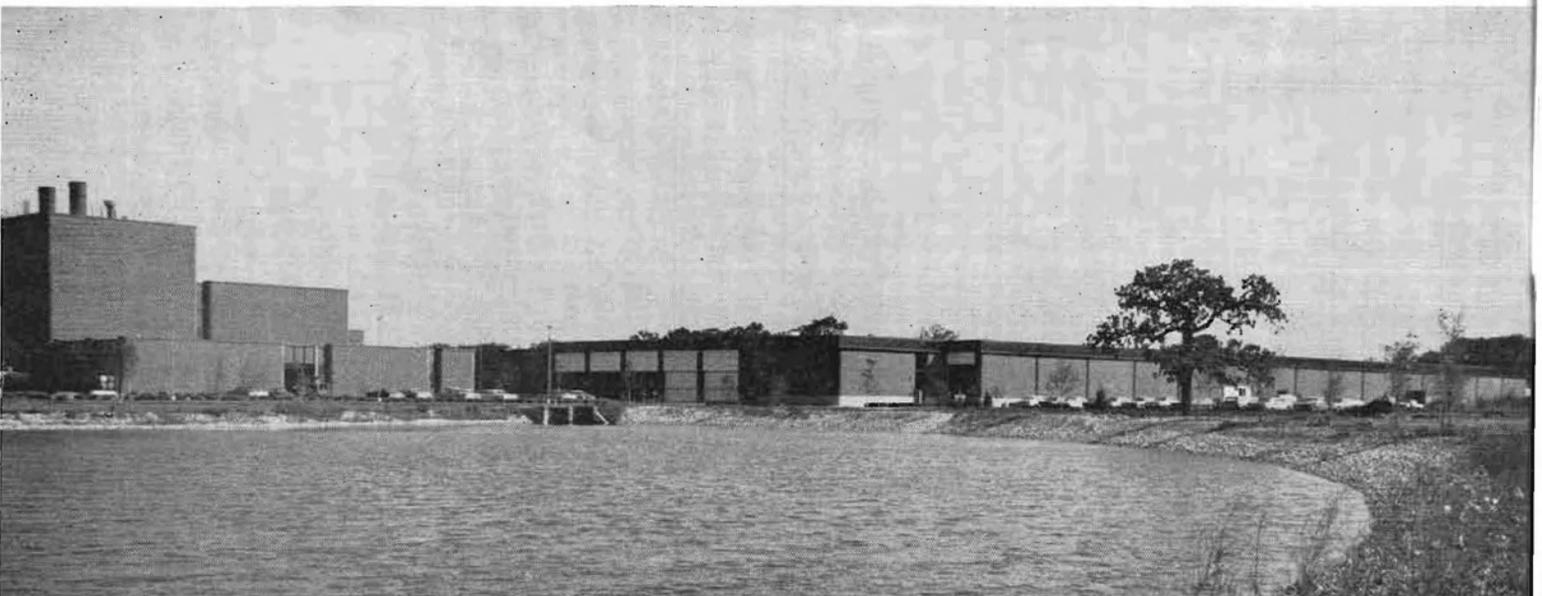




A view in a northeasterly direction of the new headquarters of Abbott Laboratories, world-wide manufacturer of ethical drugs, which has purchased 420 acres of land east of our Chicago-Milwaukee main line at Rondout, Ill., known as Abbott Park for a long range expansion project. Construction

to date consists of the power plant at left, a 400,000 square foot warehouse, at left center, and several satellite buildings for research operations. The warehouse is served by inbound and outbound tracks located inside the building.

A ground level view of Abbott Laboratories' power plant and warehouse landscaping, showing the artificial lake in the foreground.



Updating the Aerial Survey Files

A site for a grain elevator? A canning factory? For a frozen food plant where the shipper can have rail service? Pictures automatically answer a multitude of questions. The industrial engineer just reaches into a file, makes a selection of aerial photos or slides, and the show is on.

Aerial views of existing and potential industrial sites are important working tools for our real estate and industrial development department

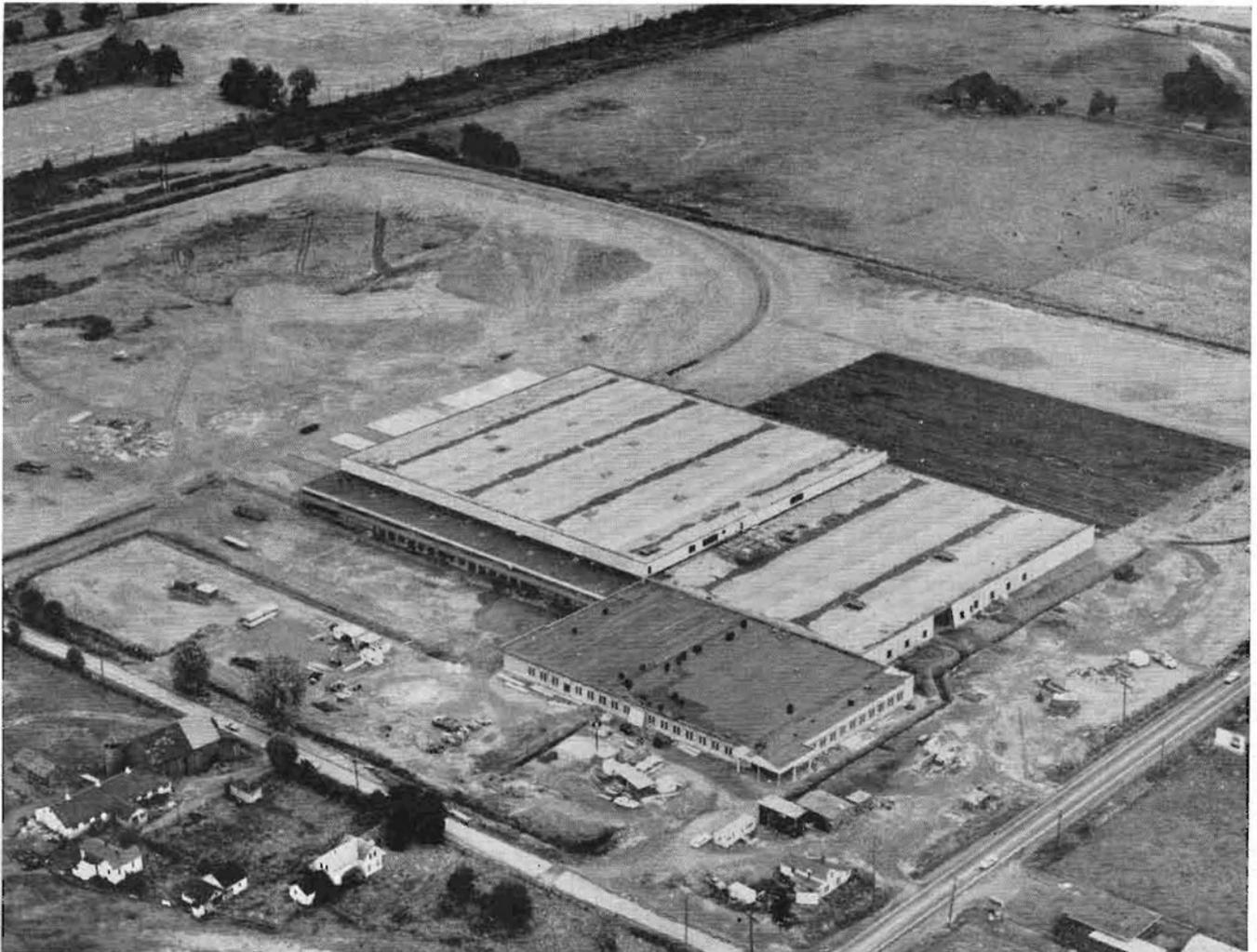
in achieving total communications with interested parties and steering them to desirable locations. The visual aids, providing at-a-glance information, are used extensively in identifying the characteristics of properties and helping with technical problems.

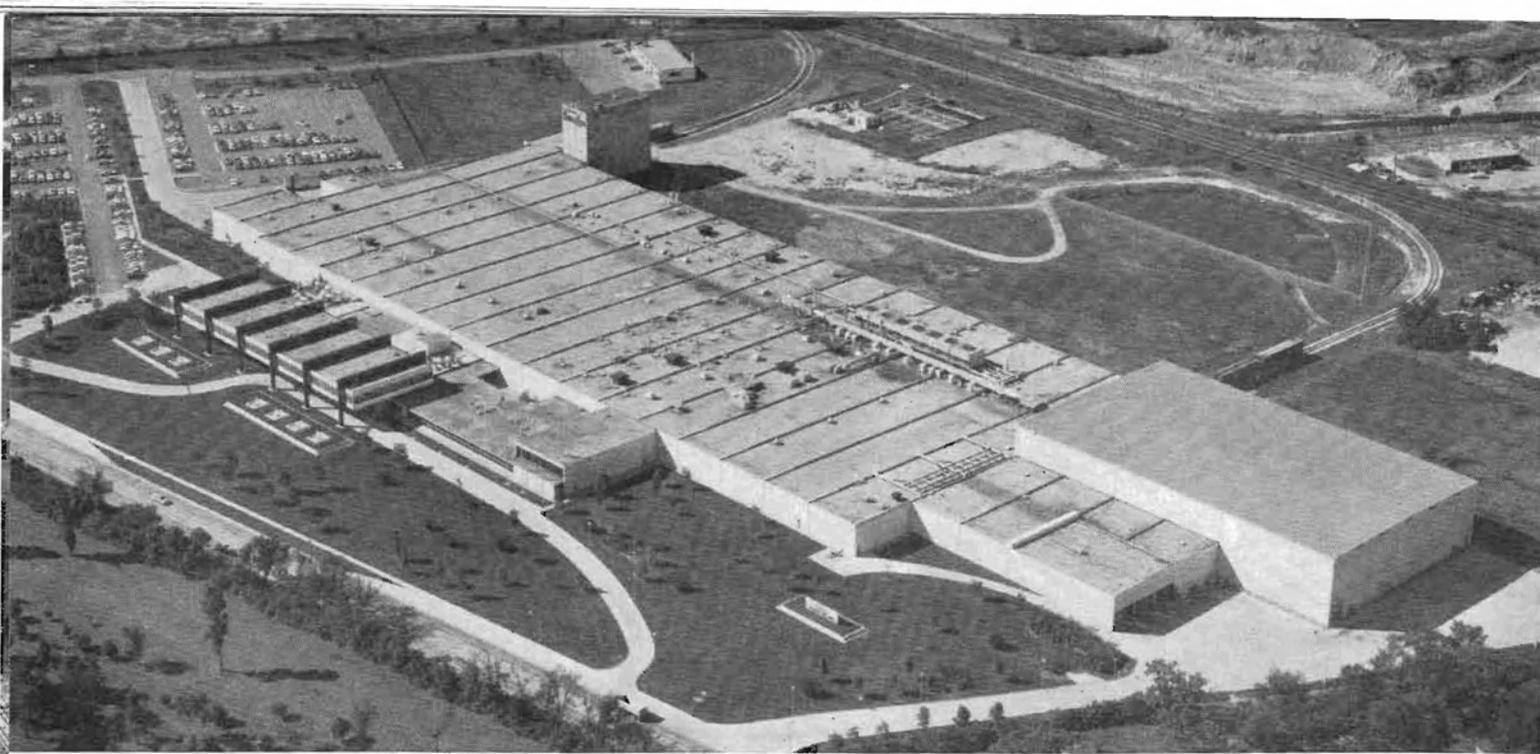
The pictures shown here are from surveys made this past summer to up-date the department's portfolios of land suitable for industrial use

and of recent construction activities. In the first eight months of this year, 85 industries announced plans for locating either on railroad property or sites served by our lines, and 32 existing industries reported expansions. The surveys, continuing the series which began in 1957, expanded the visual inventory to almost 2,300 black and white prints and approximately the same number of colored slides.

The new service center of Western Electric, the production and installation unit of the Bell Telephone System, shown nearing completion on a 50-acre site at Kent, Wash., immediately west of our Seattle-Tacoma main line. The facility is a 500 by 525-foot steel and masonry structure providing some 275,000 square feet of shop, warehouse and office space—an area

comparable to five football fields. It is designed to serve Pacific Northwest Bell as a regional center for manufacture, distribution and servicing in Washington, Oregon and northern Idaho. Fully equipped, it will represent an investment of \$5 to \$6 million.



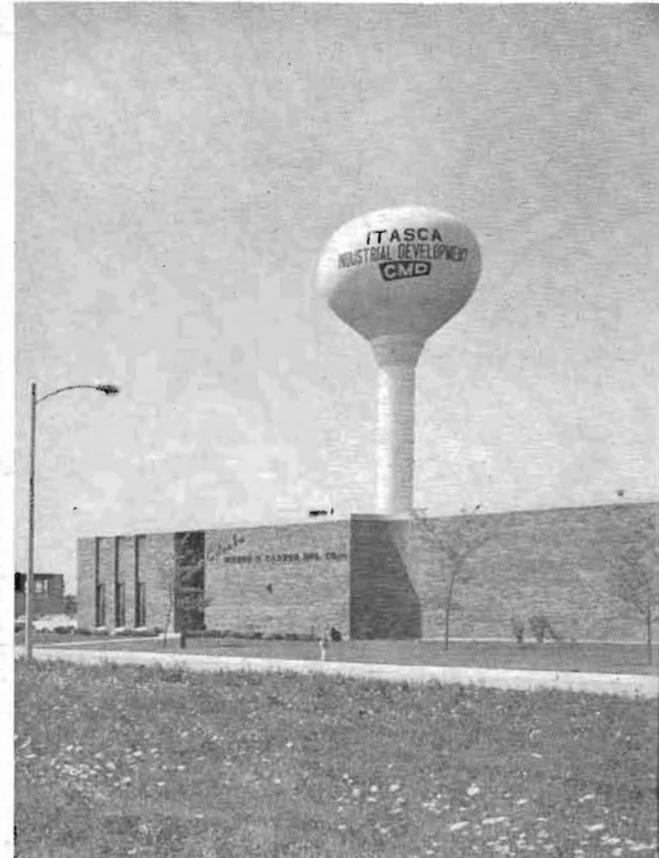
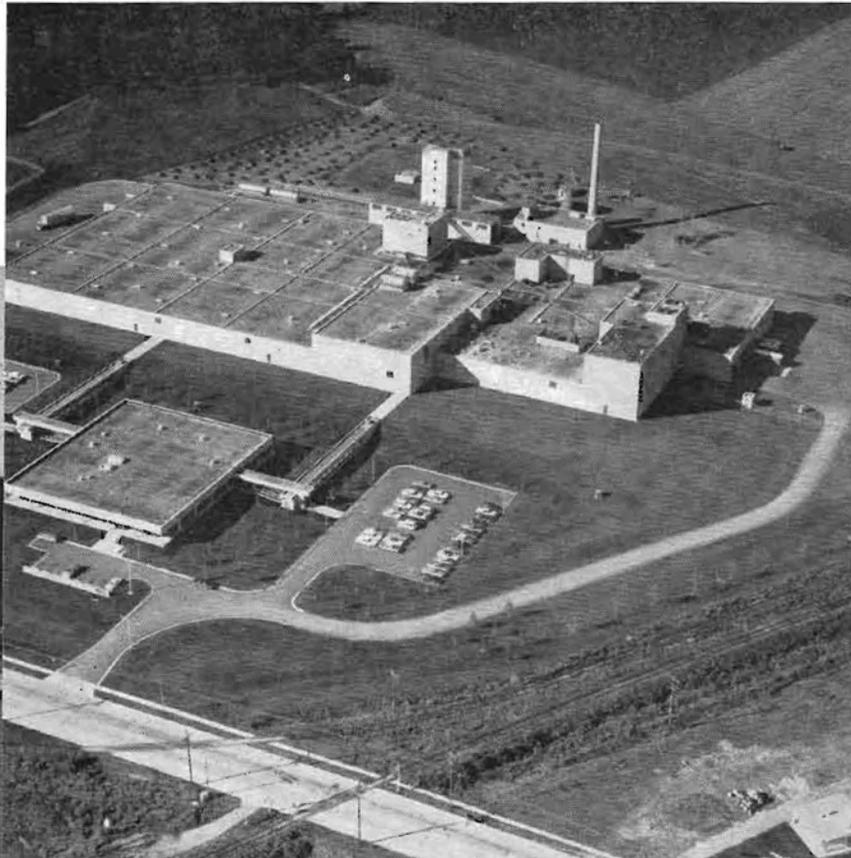


Landscaping in harmony with the surrounding property enhances this view to the southwest of the Kitchens of Sara Lee, Inc., located on a 52-acre tract adjacent to the railroad at Deerfield, Ill., served by two spur tracks. Constructed at a cost of \$22 million, it is the largest and most modern bakery

in the world. The complex includes 430,000 square feet of baking facilities, 70,000 square feet of office, research and pilot space, and a flour and sugar storage building with a capacity of 36 million pounds. The plant was designed as Sara Lee's national headquarters.

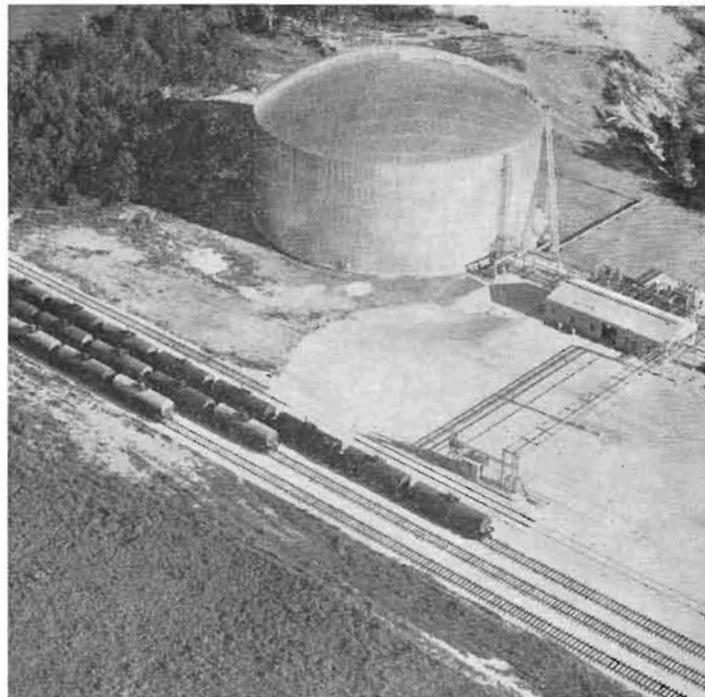
The new multi-million dollar Nestlé chocolate plant at Burlington, Wis., two years in construction and now in full-scale operation, is the largest in the Midwest. The huge plant, which contains about 250,000 square feet of floor space, is located on a 48-acre site south of the Road's Racine line and served by three spur tracks. The facility serves a storage and marketing area extending from Ohio to the Rockies and south to Oklahoma and Arkansas.

The Columbia Ribbon & Carbon Manufacturing building is typical of construction moving forward in the Central Manufacturing District of Chicago, the new industrial park which has been located adjacent to the railroad at Itasca, Ill. The development consists of 352 acres directly north of the Chicago-Omaha main line, annexed to the village and zoned for light manufacturing and warehousing.





One of the important industrial developments on the railroad this year involved the expansion of the St. Maries Plywood Company at St. Maries, Ida., seen here in its picturesque setting on the St. Joe River. The facility at the right, adjacent to the log storage area, is the veneering mill. Trackage at the upper left connects with the Road's main line.



This huge storage tank for anhydrous ammonia is the initial facility of a large fertilizer plant being constructed on the Mississippi River at Bellevue, Ia., by the Armour Agricultural Chemical Company. A warehouse for dry fertilizer will occupy the area in the left foreground. The complex will serve distributors in Illinois, Iowa and southern Wisconsin.

Updating the Aerial Survey Files

This is the final stage of construction on "Phase One" of the new Jones & Laughlin steel complex, for which the Pittsburgh firm has acquired 6,000 acres of land on the Illinois River northeast of Hennepin, Ill. The site is served jointly by the Milwaukee Road and the New York Central. The facility shown here, a \$150 million cold roll sheet and strip mill, is

scheduled to start operating this fall. Plans projected by Jones & Laughlin call for a fully integrated steel plant with a capacity of 2 million tons annually to be completed in 10 years at an estimated cost of \$600 million, making it the largest industrial development in Illinois in many years.



Rate Officers Honor "Flag" Flinchbaugh



THE recent retirement of Flagler F. Flinchbaugh as director of traffic for the International Milling Company was marked at a get-together of a group of his long-time railroad associates in Chicago, acting out of a feeling of affection and esteem for their Minneapolis colleague in the transportation field.

The Chicago tribute crowned a series of similar get-togethers started by "Flag" Flinchbaugh himself 15 years ago, when he conceived the idea of holding an

annual luncheon for retiring and retired rate officers of Western Trunk Line carriers and rate association with whom he had enjoyed close business affiliations.

In the beginning, the group included our railroad's former rate officers S. G. Grace, and the late G. M. Ryan, G. A. Moller and M. F. Edbrooke. With the passing of years, the invitation list was expanded to include other rate officers who have been his friends of

long standing. The luncheon is regarded by these individuals as a "don't miss" occasion to visit, reminisce, and drink a toast to the health and happiness of the retiring guests.

As the result of Mr. Flinchbaugh's switch from transportation to "gentleman tree farming" effective Sept. 15, the procedure was reversed this year, and he himself was the guest of honor at a reception and luncheon held in the Union League Club prior to his retirement. Shown at the luncheon are, seated from left:

G. W. Stokes, vice chairman of the Western Trunk Line Committee; W. D. Sunter, vice president-rates and divisions of the Milwaukee Road; Mr. Flinchbaugh; J. E. Capps, retired general freight traffic manager-rates and divisions of the Rock Island Lines; and E. J. Hyett, retired Milwaukee Road freight traffic manager.

Standing, left to right: R. E. Barr, chairman of the Western Trunk Line Committee; W. H. Preuter, chairman of the Trans-Continental Freight Association; P. G. Bohlsen, freight traffic manager-rates and divisions of the Burlington Lines; H. A. Gundersen, retired assistant vice president of the Chicago and North Western; and R. E. Hibbard, retired Milwaukee Road general freight traffic manager-rates and divisions.

Walter J. Cummings

WALTER J. CUMMINGS, the banking leader who had served the Milwaukee Road as a trustee and as chairman of the finance committee, died in Chicago on Aug. 19. He was 88 years old.

Mr. Cummings was known in financial circles as the man drafted by President Roosevelt to straighten out the national banking situation during the Depression of the '30s. As executive assistant to the secretary of the treasury, he was instrumental in organizing the Federal Deposit Insurance Corporation and named its first chief. Upon leaving the treasury department in 1934, he was chosen by the Reconstruction Finance Corporation to head the Continental Illinois Bank and Trust Company of Chicago, and served as board chairman until his retirement in 1959.

Mr. Cummings was a graduate of Loyola Law School who started his career as a partner in the Cummings Car and Coach Company, which later merged with the American Car and Foundry Company. He was a director of many companies; a life trustee of Northwestern University; treasurer of the Democratic National Committee in 1934; national treasurer of the USO during World War II; a trustee of the Chicago Community Trust; and had been made a Knight of Malta by Pope Pius XI for his work on behalf of Catholic charities.

He is survived by three sons, Edward M., a vice president of the Continental Illinois Bank and Trust Company, Arthur J., a writer, and Walter J. Jr., a judge of the United States Circuit Court of Appeals, and 11 grandchildren.

Bobbitt, Scott, Argue and Schneiberg Assume New Posts

DEPARTMENTAL promotions became effective Aug. 1 with the appointment of B. H. Bobbitt to the position of director of real estate and industrial development with headquarters in Chicago. P. W. Scott succeeded him as western director of real estate and industrial development, and R. D. Argue was appointed assistant western director-real estate and industrial development.

In the sales and service department, R. J. Schneiberg became district manager of passenger sales at Milwaukee on Sept. 1, following the retirement of C. C. Burns.

Mr. Bobbitt, who attended the Georgia School of Technology and received a civil engineering degree from the University of Missouri in 1948, joined the railroad that year in the engineering department at La Crosse. Later he served in Milwaukee, Chicago, Tacoma, St. Paul, Minneapolis, and at several other locations. He was appointed industrial engineer in the real estate and

industrial development department in 1959, promoted in 1964 to manager of industrial development, and to western director of real estate and industrial development in 1966.

Mr. Scott holds an A. B. degree from Nebraska Wesleyan University and has done graduate work at the Nebraska and Oklahoma state universities. His experience in industrial development has included service with the industrial department of the Joliet (Ill.) Region Chamber of Commerce and the New Mexico Department of Development; as industrial development coordinator for Oak Ridge, Tenn.; and the industrial department of the Greater Albuquerque (N.M.) Chamber of Commerce. He joined the railroad at Chicago in 1966 as manager of industrial development,



B. H. Bobbitt



P. W. Scott



R. J. Schneiberg



R. D. Argue

prior to which time he had been economic development executive in the Division of Industrial Community Development for the state of Illinois.

Mr. Argue began his service in 1949 as an instrumentman in the engineering department at Butte, Mont., following graduation from the University of Michigan. In November, 1950 he was transferred to the real estate and industrial development department at Seattle as assistant industrial engineer, and in 1957 became industrial engineer, holding that position until his present appointment.

Mr. Schneiberg, who had been passenger sales representative at Milwaukee since August, 1948, joined the Road in 1938 as a reservation and information clerk in the Milwaukee depot ticket office. He was appointed city passenger agent in 1947, before being named sales representative.

President Crippen Discusses the Role of New Employees in the Railroads' Future



President Curtiss E. Crippen: "There are no limits on what may come in 10 or 20 years."

RAILROAD and railroad supply company officials were told by President Curtiss E. Crippen that in recruiting college trained personnel, particularly engineers, they should bear in mind that few industries have as great a potential as the railroads for the student with a taste for change and innovation.

In addressing the annual engineering conference sponsored by the Symington Wayne Corporation at Depew, N. Y., Sept. 13-15, Mr. Crippen expressed himself as feeling that "no other industry offers a greater challenge or greater opportunity to the young engineer."

"Few other industries will have as many decisions to make as we are going to be making," he said, referring to the railroads and the suppliers as a whole. Noting that these decisions will involve millions of dollars for individual companies, he said, "This is an ideal time for a young engineer to join the industry. If he comes now, he can take part in all of this and help direct it."

Mr. Crippen stated that the two industries, involved as they are with similar problems, should look for their manpower needs to engineers who want a more personal challenge and the exercise of more individuality than can be found in companies that are thought of as very glamorous.

He advised his audience to "look for students who want to become involved with the whole business—not just a piece of it. In other words, tell them: 'If you want to work in one office of one division of a corporation and design

bolts, go ahead, and best wishes. If you want to come with us and help work out some tough, expensive decisions, we will be very glad to have you.'"

Stating that the course taken by the railroad industry will be determined in a large degree by the types of people attracted to it, Mr. Crippen observed that potential graduates are just as interested—possibly more interested—in where railroads will be in 10 or 20 years as in what they are doing today.

"Most of them do not know much about our industry," he remarked. "Not many know about recent developments or about the strides we have taken in the last several years. What we should point out to young engineers is that we are passing from one era in railroading into . . . a completely new era. There are no limits on what may come in 10 or 20 years."

Mr. Crippen stated further that "bringing into our organizations new thoughts, new concepts, new views, is an experience good for all of us. The double exposure of the industry veteran and the newcomer should produce results favorable to both and broaden our perspective."

Qualifying this, he added, "I do not mean to imply that the people in railroad engineering have not been aggressive, nor that there has been lack of forward looking in our planning. Quite the contrary. My plea is for a continuing forward look."

Referring to people in the supply business, Mr. Crippen said that the railroads recognize and appreciate the role they have played in improving the industry image. "We could not have done the things that have been done if it were not for your help," he stated. "We will need you even more in the future. We are going to rely on you for new developments, for research and testing, and for new breakthroughs in equipment and technology."

He concluded his remarks by admonishing the audience to give proper training and development to the young people they recruit. "In the new era that lies ahead our engineering and mechanical department people will play a very important role," he pointed out. "They will have to help make the decisions on the course that will be taken by an industry that is vital to our country . . . and help provide leadership as it moves down some uncharted pathways."

G. H. Kronberg Elected ATC President

GEORGE H. KRONBERG, vice president-sales and service, was elected president of the Associated Traffic Clubs at the organization's annual convention in Hollywood, Fla., Sept. 10-13. He had previously served as executive vice president.

Approximately 1,000 members of the 300 ATC clubs in the United States, Canada and Mexico attended the 44th convention, which featured discussions of "Signals for New Directions in Transportation." Mr. Kronberg set the theme at the opening session by summarizing the technological changes taking place in the industry and in traditional approaches to transportation work.

"I think the main thing we have to keep in mind," he told the participants, "is that transportation is only one piece in an over-all distribution system. Insofar as a computer is concerned, there's no such thing as the transportation industry—it sees only specific require-



Vice President G. H. Kronberg opens the ATC general session.

ments that arise as part of the distribution complex.

"All of us involved in transportation must prepare to speak this language and

to see things this way. Now is the time to begin learning new concepts and to prepare for the developments that are coming; to get on the bandwagon and start building the new systems in transportation.

"In other words, it is time to take the lead and make sure that our ideas and responsibilities will have an important influence on the changing transportation patterns. These are some of the most interesting times in all history to be in the transportation business . . . and to share in the excitement of things that are going on."

APPOINTMENTS

Real Estate and Industrial Development Department

Effective Aug. 1, 1967:

B. H. Bobbitt appointed director-real estate and industrial development with headquarters in Chicago . . . **P. W. Scott** appointed western director-real estate and industrial development with headquarters in Seattle . . . **R. D. Argue** appointed assistant western director-real estate and industrial development, Seattle (see article elsewhere in the Magazine).

Operating Department

Effective July 1, 1967:

G. A. Fell appointed assistant superintendent of transportation-passenger with headquarters in Chicago.

Sales and Service Department

Effective Aug. 1, 1967:

V. P. Bunyan appointed district manager-sales, St. Louis, Mo. . . . **H. R. Genereau** appointed assistant regional manager-sales, Washington, D. C. . . . **L. I. Larson** and **C. M. Barnard** appointed sales representatives, Chicago . . . **R. J. Pierce Jr.** appointed sales representative, Spokane . . . **J. F. Silbernagle** appointed sales representative, St. Paul . . . **R. E. Kohlman** appointed sales representative, Dubuque.

Effective Sept. 1, 1967:

R. A. Schneiberg appointed district manager-passenger sales, Milwaukee (see article elsewhere in the Magazine) . . . **C. M. Paulin** appointed passenger sales representative, Milwaukee.

Notice to employees on suggestion box: "Please be more specific. What kind of kite? What lake?"

A well-adjusted person is one who can golf and bridge as if they were games.

The Milwaukee Road Magazine

C. C. Burns Ends Transportation Career



Cleo C. Burns pictured on his last day of work with members of his staff. From left are R. A. Schneiberg, passenger sales representative; L. C. Palmer, station ticket agent; W. H. Stiyer, passenger sales representative; and Cele Abraham, chief clerk.

CLEO C. BURNS, district manager of passenger sales in Milwaukee, performed his last service for the company on July 31. His retirement was observed by approximately 100 members of the transportation fraternity at a reception held July 17 in the Milwaukee Athletic Club.

Mr. Burns, who came to the Milwaukee Road in 1927 with previous railroad experience, started as chief clerk in the general agent's office in Indianapolis. In 1935 he became city passenger agent in Cleveland, and in 1940 advanced to traveling freight agent with headquarters in Philadelphia. The year following

he was promoted to district passenger agent at Washington, D. C., and in 1947 to assistant general agent of the passenger department in New York City, from which position he advanced to general agent for the New York territory.

He was appointed district manager of the passenger sales department in Milwaukee on Mar. 1, 1961. His activities in Milwaukee included a term as president of the Skal Club.

Mr. Burns and his wife intend to maintain their present home in Wauwatosa, Wis., while spending the winter months in Phoenix, Ariz.

RETIREMENTS

The following employees' applications for retirement were recorded during July-August 1967

General Office & System Employees

Ahlberg, E. D. Comp. Operator . . Chicago, Ill.
 Berghauer, M. W. Clerk " "
 Blomquist, C. A.
 Traveling Sales Rep. . . Phoenix, Ariz.
 Blumberg, M. H. Clerk . . Chicago, Ill.
 Brodfuehrer, F. Clerk " "
 Carpenter, W. Chef " "
 Carper, Herriot L. Clerk " "
 Casalino, R. G. Laundry Feeder " "
 Chambers, Juanita F. Clerk " "
 DeWulf, Edith A. Dictaphone Opr. " "
 Donnelly, M. E.
 Head Dictaphone Oper. " "
 Dooley, B. T. Waiter " "
 Drew, N. Waiter " "
 Fagan, R. Waiter " "
 Fendt, W. A. Clerk " "
 Frank, Louise A. Clerk " "
 Fristrom, C. J. Clerk " "
 Hunter, D. C. Coach Attendant " "
 Johnson, Frank Cook " "
 King, E. H. Key Punch Operator " "
 Kissinger, Mildred Clerk " "
 Martin, H. L. Porter " "
 McCarthy, D. J. Ass't Capt. of Police " "
 McPherson, W. R.
 Supt. of Transportation " "
 Meyers, H. C. Clerk " "
 Neal, Ida E. Secretary " "
 Ogden, H. F. Contract Ass't " "
 Reinert, B. E. Special Accountant " "
 Rosenka, W. M. Bureau Head " "
 Thompson, C. Cook " "
 Wager, J. Division Clerk " "
 Walter, Catherine M. Clerk " "
 Watts, E. M. Coach Cleaner " "
 Weseman, G. A. Special Accountant " "

Aberdeen Division

Boettcher, E. F.
 Ass't. Division Engr. . . Aberdeen, S. D.
 Clemen, G. E. Section Laborer " "

Engineer Tom Wade Retires

A DELEGATION of Milwaukee Road people and officers of the Brotherhood of Locomotive Firemen and Enginemen gave a rousing send-off to T. W. "Tom" Wade on Sept. 1, when that veteran engineer made his retirement run after 44 years of service. The run was at the controls of the Morning Hiawatha, from Chicago to Milwaukee.

Mr. Wade began his career with the railroad in 1923 as a fireman at Green Bay, Wis., and later worked on the former Chicago & Milwaukee Division before being promoted to engineer in 1928. He was appointed fuel inspector in 1942, later holding positions as traveling engineer, division master mechanic, and assistant general road foreman of engines at Aberdeen, S. D.

In 1957 he was elected general chairman of the BLF&E for the eastern region of our road, with headquarters in Chicago, and held that position until he resumed service as an engineer in December, 1964.

September-October, 1967

Flattum, M. Section Foreman . . Clinton, Minn.
 Iverson, K. I. Fireman . . Minneapolis, "
 Kurtzbein, A. R. Brakeman . . Montevideo, "
 Rankin, G. M. Section Laborer . . Marmarth, N. D.

Chicago Terminals

Angrala, R. V. Yard Clerk . . Bensenville, Ill.
 Brown, E. J. Engineer " "
 Chapp, E. A. Loco. Engineer . . Chicago, "
 Dowling, O. L. Machinist . . Galewood, "
 Ganzer, W. A. Crew Caller . . Bensenville, "
 Hanson, H. A. Claim Clerk . . Chicago, "
 Kosloski, N. P. Switchman " "
 Kuchvalek, J. Frt. Car Inspector . . Bensenville, "
 Lemke, E. J. Per Diem Reclaim Clk. . . Chicago, "
 Lescellus, E. M. Comp. Operator " "
 McCloskey, S. J. Switchman . . Bensenville, "
 Mengarelli, D. Truck Driver " "
 Padour, J. F. Clerk " "
 Perry, H. Roundhouse Laborer . . Chicago, "
 Qualey, P. F. Switchman " "
 Terracina, L. Laborer " "

Coast Division

Borln, W. O. Trolley Foreman . . Tacoma, Wash.
 Cardle, H. L. Steno-Clerk " "
 DeVault, W. C. Section Laborer . . St. Maries, Ida.
 Doyle, T. J. Track Laborer . . Spokane, Wash.
 Ellett, B. M. Operator . . Othello, "
 Gaidies, E. J. Machinist . . Tacoma, "
 Geibel, P. Extra Gang Laborer . . Rosalia, "
 Hanley, F. J. Yardmaster . . Seattle, "
 Mason, C. P. Section Foreman . . Newport, "
 McLean, L. W. Yard Clerk . . Seattle, "
 Mulrone, W. J. Loco. Engineer . . Spokane, "
 Nordquist, N. A. Car Inspector . . Tacoma, "
 Olson, A. E. Carpenter . . Seattle, "

Dubuque & Illinois Division

Almquist, R. P. Machinist . . Savanna, Ill.
 Anderson, E. S. Clerk " "
 Council, C. T. Rate Clerk . . Dubuque, Ia.

Cush, A. J. Yardmaster . . Savanna, Ill.
 De La Cruz, J. Supply Man " "
 Jaeger, D. J. OS&D Clerk . . Dubuque, Ia.
 Johnson, L. L. Switchman . . Savanna, Ill.
 Kizer, P. L. Engineer . . Ottumwa, Ia.
 Oiler, L. Engine Watchman " "
 Osthoff, E. W. Section Laborer . . Guttenberg, "
 Post, J. R. Carpenter . . Ottumwa, "
 Pregler, M. M. Clerk . . Dubuque, "
 Reinig, J. F. Section Laborer . . Portsmouth, "
 Sullivan, W. J. Agent-Opr. . . Port Byron, Ill.
 Williams, C. L. Signal Maintainer . . Laredo, Mo.
 Withhart, F. M. Chief Clerk . . Savanna, Ill.
 Zamudio, S. B. Section Laborer . . Elgin, "

Iowa Division

Ammenhauser, O. J. Conductor . . Ottumwa, Ia.
 Bower, I. C. Conductor . . Marion, "
 Hunter, C. W. Agent . . Fonda, "
 Johnson, A. Section Foreman . . Cedar Rapids, "
 Kinnaman, F. Section Laborer . . Hornick, "
 Powers, J. A. Machinist . . Cedar Rapids, "
 Ranes, Viola F. Stenographer . . Perry, "
 Skinner, L. Section Laborer . . Ottumwa, "
 Underwood, E. R. Track Laborer " "

Iowa, Minnesota & Dakota Division

Alec, C. Section Foreman . . Sioux Falls, S. D.
 Barker, E. E. Cashier . . Austin, Minn.
 Bever, W. H. Conductor . . Sioux City, Ia.
 Carlson, J. L. Laborer " "
 Fraser, I. W. Engine Watchman . . Mitchell, S. D.
 Glynn, H. L. Carpenter . . Austin, Minn.
 Johnson, G. A. Conductor " "
 Johnson, N. Section Foreman . . Mitchell, S. D.
 Johnson, O. Section Laborer . . LeRoy, Minn.
 Komarniski, E. Electrician . . Minneapolis, "
 Manning, C. P.
 Cashier-Chief Clerk . . Mankato, "
 Parker, L. C. Engineer " "
 Persinger, H. E. Switchman . . Sioux City, Ia.
 Reed, V. F. Section Foreman . . Spencer, "
 Skjveland, B. H. Yardmaster . . Austin, Minn.
 Thorson, E. B. Foreman . . Canton, S. D.
 Williams, G. B. Chief Rate Clerk . . Austin, Minn.

La Crosse Division

Carter, L. J. Clerk . . Tomah, Wis.
 Dahnke, A. A. Ass't. Cashier . . Madison, "
 Foley, M. F. Crane Opr. . . Tomah, "
 Hallingstad, C. L. Clerk . . Sparta, "
 Komiskey, B. J. Chief Clerk . . Tomah, "
 Loomis, K. G. Clerk . . Wausau, "



On hand at the Chicago Union Station for the retirement run of Tom Wade (third from left) are M. A. Ross, vice president of the Brotherhood of Locomotive Firemen and Enginemen, Chicago (from left); W. H. Wilkerson, general chairman on the Milwaukee's western region, Miles City, Mont.; D. O. Burke, assistant general manager of the railroad; L. V. Anderson, general manager-system; and G. H. Bunde, vice president of the BLF&E, and G. A. Steubner, general chairman of the Road's eastern region, both of Chicago.

McCue, P. J. Hoistman-Helper.. Tomah, Wis.
 Shipley, W. Conductor.. Madison, "
 Turner, M. B. Foreman.... Tomah, "
 Wermuth, J. A. Conductor.. Madison, "

Here's How to Remember Our Boys at Christmas

Milwaukee Division

Ashenbrenner, J. Clerk.. Iron Mtn. Mich.
 Heinrichs, F. M. Clerk.. Elkhart Lake, Wis.
 Kranz, C. A. Clerk.. Rondout, Ill.
 Kuzara, J. Conductor.. Milwaukee, Wis.
 Lauersdorf, E. H.
 Freight Handler.. Watertown, "
 Macki, E. E. Section Laborer.. Thiensville, "
 McCormack, C. E.
 Loco. Engineer.. Milwaukee, "
 Riley, B. Machine Operator.. Rockford, Ill.
 Satre, R. I. Loco. Engineer.. So. Beloit, Ill.

Milwaukee Terminals & Shops

Affeldt, Helen Clerk.. Milwaukee, Wis.
 Bettinger, G. T. Carman.. "
 Blambach, A. F. Painter.. "
 Boheim, F. E. Electrician.. "
 Brimmer, Ruth L. Payroll Clerk.. "
 Burns, C. C. District Sales Mgr.. "
 Conlin, W. F. Caller Clerk.. "
 Engelke, R. W. Test Engineer.. "
 Gallmeier, H. W. Caller.. "
 Gaulitz, Wm. Jr.
 Welder-Boilermaker.. "
 Gimler, R. F. Carman.. "
 Goetz, H. H. Carman.. "
 Goggin, A. P. Painter.. "
 Hildenbrand, A. M. Metal Polisher.. "
 Igowski, B. Crane Operator.. "
 Johnson, L. A. Laborer.. "
 Jurgenson, A. H. Gang Foreman.. "
 Kuhne, W. H. Painter.. "
 Lewin, F. W. Machinist.. "
 Lusz, E. C. Electrician.. "
 Macht, J. W. Office Manager.. "
 Maguire, H. J. Switchtender.. "
 Matje, H. J. Mech. Engineer.. "
 Moschetz, R. Tractor Operator.. "
 Nuetzel, H. T. Pipe Fitter.. "
 Papke, C. E. Carpenter.. "
 Piszczek, S. Cabinet Maker.. "
 Schluge, J. Chauffeur.. "
 Schmechel, E. W. Electrician.. "
 Sell, H. F. Machinist Helper.. "
 Sternig, J. Machinist Helper.. "
 Wingert, L. L. Cutter.. "

Rocky Mountain Division

Barry, Beatrice M. Cashier.. Butte, Mont.
 Coey, C. L. Section Laborer.. Miles City, "
 Field, C. C. Agent-Oper.. Superior, "
 Justus, C. H. Carpenter.. Deer Lodge, "
 Miller, J. B. Car Inspector.. Miles City, "
 Richardson, S. T. Boilermaker.. Deer Lodge, "
 Robertson, V. J. Machinist.. "
 Stevenson, W. H.
 Section Laborer.. Harlowton, "
 Woosley, J. R.
 Sub-Station Operator.. Tarkio, "

Terre Haute Division

Maloney, J. L. Conductor.. Latta, Ind.
 Micheals, J. Car Inspector.. Crane, "



WANT to share Christmas with our men in Viet Nam? Employees who would like to remember a lonely GI serving in that country can do so through the Red Cross field officers who live with our fighting forces. They will see that packages or letters are given to as many men as possible during the holidays.

What do the boys want for Christmas? Field directors say the most prized gifts are those that make day-to-day living

conditions more tolerable. In great demand are liquid bug repellent, lighter flints, foot powder, shaving brushes and soap, double-edge razors and blades, good ballpoint pens (with refills), small books or magazines and playing cards.

The boys also want plastic soap boxes, dark color terry wash cloths, sturdy pocket combs, sewing kits, metal mirrors, bubble gum (for the Vietnamese kids), and all sorts of small puzzles and games that can be tucked in a pack. Less in demand but appreciated are sweetened powdered drinks (like Kool Aid) and canned foods—sardines, oysters, small hams and fruit. Fruit cake and homemade cookies are very popular if they arrive in cans or tins. The Red Cross says that each cookie should be wrapped separately in tissue.

For a list of field officers' APO addresses, contact an American Red Cross office. Parcels or letters *should not* be mailed to Red Cross offices, nor can the agency pay postage. However, the U. S. post office department has several special rates for mail to Viet Nam.

Sparks, H. W. Car Cleaner.. Latta, Ind.
 Vandiver, C. A. Carman.. Terre Haute, "

Twin City Terminals

Anderson, I. W. Car Repairman.. St. Paul, Minn.
 Andren, J. S.
 Asst. Chief Yard Clerk.. "
 Baeyen, E. Dist. Diesel Supr.. Minneapolis, "
 Eller, S. J. Switchman.. St. Paul, "
 Flow, J. N. Carman Helper.. Minneapolis, "
 Hofmaster, C. B. Carman.. "
 Mars, Leda M. Clerk.. "
 Murphy, Mary C. Rate Clerk.. "
 Olensen, J. P.
 Conductor-Brakeman.. "
 Pierce, R. D. Laborer.. Fairmont, "
 Rogers, H. H. Carman Helper.. St. Paul, "
 Urtel, F. A. Car Inspector.. "

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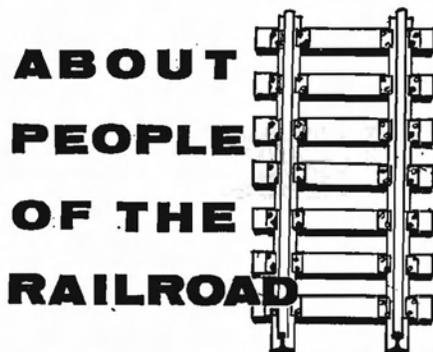
ACTIVE EMPLOYEE RETIRED EMPLOYEE

Terre Haute Division

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

Hubert E. "Scoopy" Barnes died July 11 at Terre Haute. He retired in 1960 after 55 years of service as fireman and engineer. He was a member of the Retired Railroad Men's Association, the Asbury Masonic Lodge at Dana, the Scottish Rite, Valley of Terre Haute and the Kerman Grotto. Surviving are the widow, Ruth; two sons, Hubert Jr., of Anderson, Ind., and Sgt. Major John Barnes with the Army at Menasha, Wis.; two daughters, Mrs. Marilyn Bartle, Indianapolis, and Mrs. Maxine Thompson, Terre Haute; and eight grandchildren.

Donald Weiland, son of Roadmaster J. E. Weiland, returned from Vietnam July 22, and was discharged from the Army on July 29, after spending 14 months in Vietnam. He is planning to enter Indiana State University at Terre Haute this fall. Another son, Joe, stationed at Ft. Riley, Kan., will leave for Vietnam the first part of October.



I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Chris Serakos, ice house laborer at Mason City, recently completed 50 years of service, and he and his wife were presented with a Gold Pass.

N. E. "Mac" McGuire, MMT manager at Austin, won the state Eagle's golf tournament at the Ramsey golf course here at Austin. His winnings included a trophy, sport shirt and jacket. Mac was one of 80 in the tournament.

Two long-time Austin employees retired recently, completing more than 40 years of service each. G. H. "Bernie" Skjeveland, yardmaster, plans on spending his "extended vactaion" hunting and fishing. Conductor George Johnson will probably spend his time watching the new color TV his children surprised him with just prior to his retirement. George started on the Road calling at La Crosse in 1918 and came to Austin in train service in 1920. George has over 49 years of service and plans on doing some traveling and fishing in addition to watching that TV.



PLAYING IT SAFE

A Wise Owl membership is being presented here to Section Foreman J. R. "Ray" Grensten (holding certificate) by R. S. Johnson, division engineer of the Rocky Mountain Division, at a safety meeting held recently in Great Falls, Mont. Grensten qualified for the club when an on-the-job accident found him prepared for the unexpected, with the result that his safety glasses protected him from an eye injury. Witnessing his indoctrination are, from left, Lineman Iver Eckerberg, Machine Operators D. T. and D. L. Granot, Sectionman Dave Matthews, Roadmaster K. J. Anderson, Sectionmen Jim Gillen, F. Martinez and G. Powderface, and Assistant Foreman C. K. Wilcox.

Mr. and Mrs. Bill Pless, retired conductor and wife, recently celebrated their Golden Wedding anniversary with an open house held in the Murray Room at St. Olaf Lutheran Church in Austin. The hosts were their children, Mr. and Mrs. James T. Carroll and Mr. and Mrs. Alton Wilder. Bill was in the office the other day and said he is being kept pretty busy displaying his prize lilies at various shows.

Simon Johnson, retired train dispatcher from Austin, passed away recently at St. Mary's Hospital, Rochester, after a short illness. Mr. Johnson is survived by his widow, four daughters, two sons, 14 grandchildren, one great-grandchild and three sisters. He graduated from high school in La Crosse, Wis., in 1910 and immediately started his railroad career, retiring in 1957.

Notice! Annual Passes Good to Jan. 31, 1969

Attention, holders of Milwaukee Road annual passes! The pass bureau has announced that our railroad will not issue new annual passes in 1968. Therefore, all Milwaukee Road annuals printed for use in 1964-65-66 and since extended to Jan. 31, 1968 inclusive, will be honored up to and including Jan. 31, 1969, unless otherwise ordered.

SIoux CITY AREA

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

Congratulations to Demurrage Clerk Jim Krohn of the Sioux City freight office and his wife on the birth of their first baby, Michael, on July 14 at St. Joseph Hospital. Equally as proud is John Krohn, keypunch operator at the regional data office, since this is his first grandchild.

John L. Carlson, roundhouse laborer at Sioux City, retired on Aug. 16 after 45 years of service.

Arthur J. Peterson, 76, of Mason City, a retired engineer, died in the Mitchell County Memorial Hospital at Osage, Ia. He was attending a family picnic at Lyle, Minn., and collapsed in the park. A Mason City resident for 51 years, he retired in 1962 with 55 years of service, of which 52 were in engine service. He is survived by his wife, four sons, a daughter, 10 grandchildren and five great-grandchildren.

The wife of Conductor Raymond F. Leahy died at Sioux City on Sept. 7. Mrs. Leahy was a teacher in the Sioux City school system for many years, and later worked as a social worker. She is survived by her husband, a brother and a sister. Funeral services were held at Blessed Sacrament Church.

Oscar T. Anderson, 75, retired conductor, passed away Aug. 7 in a Mason City hospital. He became a conductor in 1918 and held that position until retiring in 1962. He had lived in Mason City for 55 years. Surviving are his wife, a daughter, a son and five grandchildren.

O. W. "Sandy" Sandbeck of North Sioux City has returned to work as second trick operator in Sioux City after an absence of several years.

Chicago General Offices

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Mildred Kissinger, clerk in the general stats bureau, surprised her friends and co-workers by retiring on July 14.

Elvira Ahlberg, comptometer operator in the joint facility and bill bureau, also retired, surprising her friends. She and Juanita Chambers, of the auditor of equipment accounts office, were guests of honor at a dinner held at the Cafe Bohemia, at which each of them was presented with gifts of money.

George and Marge Berghauser visited the office recently, looking well and happy. Walter Grenlin, recently retired, Pete Dietrich and Walter Maronn also visited the office and, from all indications, retirement is agreeing with them.

Congratulations to Jerome "Jerry" Bowe and Beverly Stark who said "I do" at Immaculate Conception Church, Elmhurst, Ill., on Aug. 12. Reception was held at Ferrara Manor. Jerry is the son of William Bowe, chief joint facility examiner, and formerly worked for the Road in the data processing department.

Amanda Klank celebrated 30 years with the Road on Sept. 8, and was presented with a gift of money at the office party held in her honor.

My granddaughter, Nancy Joan Dombrowski, participated in the electric organ contest at the Illinois State Fair at the invitation of her music teacher, and was awarded a medal for third place, having scored 94 per cent out of a possible 100 per cent.

Sincere sympathy to Steve Krumpack, bureau head of the general stats bureau, on the loss of his mother.

Eleanor King of the keypunch section of EDPC retired recently after 20 years of service. Her friends gave her a lovely evening sweater, plus other personal gifts, and decorated her table with a delicious display of goodies for the many who came to wish her well. A high spot of the day was a visit from Helen Matros, a good friend to Eleanor, who retired several years ago. Eleanor plans to remain in Chicago.

OPERATING DEPARTMENT

Uriel Buchanan, retired chief clerk of the claim prevention, refrigerator and merchandise service department, passed away at age 94 and was laid to rest on Sept. 4 at Hazel Green, Wis. Mr. Buchanan, who retired in 1947, had been making his home in Inglewood, Calif.

J. J. Wood, signalman with headquarters at Milwaukee Shops, recently had hip surgery at Abbott Hospital in Minneapolis, where he was confined for 53 days, including 28 days in a circle bed. He is now recuperating and expects to be back on the job around Dec. 1.



Senator Percy's Guest

Of course you recognize Senator Charles Percy of Illinois and his wife, Loraine, but the smiling gentleman with them? Well, if it isn't Joseph Capizzi, accountant for the engineering department in Chicago.

This picture was taken during Joe's recent trip to Washington, D. C., as Senator Percy's guest. The two-day trip, by chartered plane, was the Senator's way of expressing appreciation to the men and women who had been active in his successful campaign for office. Approximately 150 Chicago area and downstate supporters were invited to witness his appearance on the Senate floor and be his guests at the Statler-Hilton Hotel.

The itinerary of the "Percy Orientation Trip," as it was called, featured tours of the Capital, Senate and House of Representatives, including areas not usually shown to the tourist public; an address to the group by Senator Everett M. Dirksen; and a briefing on the workings of government by Secretary of State Dean Rusk. Senator Percy also hosted a reception at the Statler-Hilton; a banquet in the hotel ballroom, with Senator Thruston Morton of Kentucky as master of ceremonies; and a breakfast in the new Senate office building. In conclusion, the group was escorted on a sightseeing tour of Washington and the environs.

Joe has been a Percy supporter since the Senator first threw his hat into the political ring. As a "Percy for Governor" worker in 1964, he campaigned vigorously in the Elgin area, and last year was active in bringing out the vote that won Percy the Senate seat and national prominence as a potential candidate for the Presidency.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Cora Smith passed away Aug. 22. Miss Smith started with the Milwaukee in 1918 and had worked in various positions. In 1951 she came to work in the auditor of capital expenditures office and worked here since that time. Through the years she had made many friends and will be missed by all.

William Weiland in the A.F.E. bureau and Mary Holman were married on Sept. 2 at St. Frances Church in LaGrange, Ill. The happy couple then went to New York for their honeymoon. Bill will go back to college at Illinois Institute of Technology.

We welcome Mary Ellen Columbatto and Jack Mattura, two new employees in our office.

Mr. and Mrs. Jack Fraser attended the National Square Dance Convention in Philadelphia. They also attended the Wisconsin State Square Dance Convention in La Crosse, where they represented the Lords and Ladies Club of Elgin, Ill.

Congratulations to the Junior Achievement advisors who gave unselfishly of their time and talents to this program sponsored by the Milwaukee Road to help our youth. E. C. Gourley and Gretchen Yoder received a Meritorious Service Citation in recognition of two years service; Charles F. Belbes, Claire Hansen and Wanda Szypulski received awards for one year service.

OFFICES OF AUDITORS OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Kathy Wicklander, Correspondent

AUDITOR OF FREIGHT ACCOUNTS: A big welcome goes out to newcomers Jean Hendzel, Dennis Robinson, Paulette Lerner, Esther Golden, Pamela Scholtes and Ron Pelka.

New appointments were issued in August to Elmer Berry, who became head of claim revisers; Ed Hamacher, head of the suspense bureau; Dick Hoehne, bureau head in auditor of equipment accounts; and to Tony Cawley, bureau head of the record room.

Sympathy was extended to the families of Ann Merz and Frank Shannon, members of our office who passed away in July.

Gene Swinsky, traveling claim adjuster, is at home following an illness. We wish him a speedy recovery.

A dinner was held at Zum Deutschen Eck for George Weseman upon his retirement Aug. 11. George was bureau head for claim revisers. Having been with the road for 45 years, his fellow workers also honored him with an office party.

A second retirement dinner and office party was given honoring Ben Reinert. Ben was with us 48 years and worked as a special accountant for many of them. Our sincerest best wishes to George and Ben.

AUDITOR OF FREIGHT SETTLEMENTS: Judy and Joe Marcheschi

(Continued on page 20)

The Milwaukee Road Magazine



FOR "GOLD PASS" SERVICE. Waiter Roy Fagan, retiring in July after 51 years of service, receives a Gold Pass with the congratulations of W. R. Jones, superintendent of the sleeping and dining car department. He is a second generation Milwaukee Roader, his father, the late Palmoe Fagan, having been employed as a dining car chef for 34 years prior to his retirement in 1945.



A TOTAL OF 160 YEARS OF SERVICE IN THE PASSENGER DEPARTMENT is represented in the 40-year passes presented to these four members of the Chicago headquarters staff. Being congratulated by C. C. Dilley, director of public relations and advertising and general manager of passenger services, are G. W. Hyett, district manager-passenger sales (from left); W. M. Van Buren, assistant district manager-passenger sales; H. J. Bryntesen, station passenger agent; and E. H. Moll, senior employe of the reservation bureau.



FORTY-FIVE YEARS OF SERVICE IN THE ENGINEERING DEPARTMENT were observed recently with the presentation of a Silver Pass to Assistant Engineer I. V. "Irv" Wiley, left, by B. J. Worley, vice president-chief engineer. Starting in 1922 as a rodman on the D&I Division, he was assigned later to positions in the Chicago Terminals, and became a member of the Chicago headquarters staff in 1935.



NEW CHICAGO WTC PRESIDENT. Hazelle Anderson of the office of vice presidents-sales and service, rates and divisions (right), who was recently elected president of the Woman's Traffic Club of Chicago, receives the gavel from the outgoing president, Janice Harper of the Flexivan department of the New York Central. She had previously served as second and first vice president of the Chicago group.



MILWAUKEE TERMINALS RETIREMENT. Road Caller H. Gallmeir shown with Superintendent R. H. Love at an office gathering that marked his recent retirement. He had been with the Milwaukee since 1961, and had worked previously for the New York Central and the North Western.



MARKING 50 YEARS OF SERVICE, it's a Gold Pass for Clarence C. Kuhl, engineer on the Duluth-St. Paul line. Presenting the pass are Trainmaster R. H. Stewart, left, and J. E. Shannon, district manager sales, Duluth. Starting as a machinist helper at Ladd, Ill., Kuhl became a fireman in 1918 and was transferred to the Duluth route in 1925. (Duluth News-Tribune photo by Earl Johnson)



A GOLD PASS recognizing 50 years of service is presented to Claim Investigator B. J. Weichbrod (center) with the congratulations of D. C. Fish, auditor of freight accounts and overcharge claims (right), and A. V. Gallagher, chief clerk. All of his service has been in the Chicago accounting department.

Graduate of Advanced Electronics Course

A. G. "Gus" Gauger, assistant electronic equipment maintainer at Bensenville, Ill., who has been a correspondence course student of the Cleveland Institute of Electronics, recently completed his training in advanced solid state electronics. He is shown (right) being presented with a diploma and a letter of congratulation from the Institute by B. F. Powers, electronics supervisor at Savanna,



Ill. Gus, who received a very high grade in the course, has an outstanding record in the signals and communications department on the installation and maintenance of our radio equipment. He has been with the department since 1955, and his fellow employes were very pleased to see him receive this honor. The picture was taken in the radio repair shop at Bensenville.

(Continued from page 18)

welcomed the arrival of Michael Joseph on Aug. 7. Michael was born at Augustana Hospital.

Harriet Carper retired July 21 after 42 years at the Road. Destination: France. Harriet and her husband are now living on the Riviera. Since they both have relatives in France, their stay should be most enjoyable.

After "Operation Appendix," Gayle Mattick is recuperating at home and expects to be back in service by the time we go to press.

TRAFFIC DEPARTMENT

Kitty Slattery, Correspondent

The girls from the general freight office gave a surprise shower on Aug. 16 for Cindy Daniels, who became Mrs. Ken Figurell on Aug. 19.

Jack Burke, son of our John Burke, general fuel agent, was married to Mary Ellen Agnew on Aug. 5.

Bob Maraccini left for the service on Aug. 14. Bob will be missed, and we all are looking forward to his return.

Our deepest sympathy went to Carole Layman who, on Aug. 27, lost her boy friend Jim Radecky in a fatal car accident.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Richard D. Waskow, son of Locomotive Engineer August Waskow of the Western Avenue roundhouse, recently received his Master's degree at the University of Missouri and he now is studying for his Doctor's degree in the science of chemistry. Also, twins were recently born in the younger Waskow family. All of this makes Grandpa Augie a pretty proud fellow.

William A. Otto, retired R&SW engineer with 60 years of service, passed

away on Aug. 5 at the age of 92 and was buried in Racine, Wis. He was the father of Lester C. Otto, former engineer, fuel supervisor and traveling engineer on the Milwaukee, who is presently with the Department of Transportation, Federal Railroad Administration.

Frank Brotherton, brakeman on No. 141 between Chicago and Fox Lake, recently credited one of his regular riders with finding and turning in two billfolds mislaid by other passengers. In each instance, they were left on upper deck seats, apparently having slipped from back pockets. The passenger commended by Brotherton is Frank Froney, who lives on Pistakee Road in Fox Lake.

Section Foremen L. G. Glasnapp, Oshkosh, and F. E. Hafemeister, Granville, have been presented 37-year Superior Service Awards by the safety department. The awards signify that, as of Dec. 31, 1966, neither they nor any man under their supervision had incurred a reportable injury during that span of years.

SECOND DISTRICT

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

Oren Constance passed away July 22 at the age of 80. He had been employed from 1905 to 1947 as a machinist. Survivors include one daughter and one sister.

Our sympathy is extended to Assistant Superintendent F. Bruce Cederholm on the death of his father-in-law on Aug. 25 in Montana.

Harold "Pean" Desotelle, switchman at Green Bay, has been confined to the hospital for some time now. We wish him a speedy recovery.

Agent J. P. Kalasmiki recently coached the minor league 8- to 11-year-old boys to a championship. Joe's boy, Mike, did a good job of pitching, as well as being quite a hitter.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL MANAGER'S OFFICE: Roger Wilhelm of the assistant general manager's office and Mrs. Carol Brichel established themselves as one of the best mixed doubles teams in the Seattle area by recently winning the city of Bellevue mixed doubles tennis championship. Roger and Mrs. Brichel were undefeated in tournament play this summer.

AUDITOR'S OFFICE: Sympathy was extended to Lena Derr, secretary to the auditor in the Seattle office, upon the death of her sister, Mrs. Marie Gibbs of Kansas City, Mo., on July 16. Marie was well known and loved by many of the Milwaukee's people.

A year of anticipation lies ahead for Wendy Moore, daughter of Nettie Moore, bookkeeper, and husband Ray of Mountlake Terrace, Wash. Wendy left Seattle Sept. 24 to spend two days in New York,



Wendy Moore

then on to Brussels, Belgium, where she will spend a few days before picking up her assignment as "Dame of Buffet" at the Restaurant Metropol in Lussanne, Switzerland. Wendy is a 1967 graduate of King's Garden High School in Seattle, and has an older sister attending Shoreline College.

(Continued on page 22)

Arthur E. Fairhurst

ARTHUR E. FAIRHURST, 85, who retired as a freight service inspector in 1950, died suddenly at his home in Amherst, Mass., on July 26. Funeral services with Masonic rites were held in Belchertown, Mass. He had lived in Massachusetts the last 16 years.

Mr. Fairhurst was a native of Warrington, England, who had been in this country 82 years. In 1914 he settled in Montana, where he was employed by the Road as a lieutenant of police and during the first World War as a traveling time inspector. When the freight service inspection department was established in Chicago in 1922, he was the first man hired for that service, and in 1936 was assigned headquarters at Marion, Ia., where he retired.

He leaves his wife, Daisy; a daughter, Mrs. Carmen Jones, clerk to chief dispatcher and chief carpenter at Perry, Ia.; a brother, Thomas, retired conductor of Three Forks, Mont.; three sisters, a grandchild and five great-grandchildren.



TRAFFIC CLUB CHAMPION. Gordon T. Sims, assistant district manager-sales with headquarters in La Crosse, Wis., displays the championship trophy of the La Crosse Traffic Club golf tournament, in which he shot a 76. Russ Bakkum, cashier at the La Crosse freight house, was a runner-up for the distinction, shooting 79. (La Crosse Tribune photo)



JOE WAGER RETIRES. Employees in the rates and divisions department in Chicago gathered around Joe Wager, veteran division clerk (center), as W. S. McKee, general freight traffic manager, presents him with a retirement gift from his associates in the Union Station office. From left are C. H. Haefliger, chief division clerk, R. O. Peters (rear), Kitty Slattery, Earl Alden, Art Lindmark, Tony Cynova and J. L. Riplinger, assistant freight traffic manager. Joe's retirement in August terminated 51 years of service spent for the most part in freight rate and division work.



RETIRING WITH 60 YEARS OF SERVICE, ▶ Fred W. Lewin, center, is congratulated by F. A. Upton, chief mechanical officer, with A. W. Hallenberg, assistant chief mechanical officer, standing by. Mr. Lewin started at Dubuque, Ia., as a mechanical apprentice, and subsequently worked in Marquette, Perry, Ottumwa, and Bensenville before transferring to Milwaukee Shops, where he has been employed since 1939. He retired with an outstanding safety record, and the regard of his co-workers for a real craftsman whose skill will not readily be duplicated.



◀ LILIES GALORE. Retired Conductor Harold H. Johnson of Mason City, Ia., inspects his Easter lily plant that this year produced 28 blooms. Here, some of them have still to open. The clump was started three years ago when he set out a single bulb. (Mason City Globe-Gazette photo)



CHICAGO WEDDING. Pat Labus and the former Claudette Gall, secretary to Superintendent of Transportation R. E. Beck, with Mr. and Mrs. Beck at the reception in Oak Lawn, Ill., which followed their recent marriage at St. Daniel the Prophet Church. They honeymooned in Bermuda. Mr. Labus, a June graduate of Purdue University where he played center on the football team, works for International Harvester.



RETIRING WITH 47 YEARS OF SERVICE, Louie Bednar, file clerk for the locomotive department at Milwaukee Shops, sits for a picture with June Bergeron (from left), Ramona Kopitsch, Betsy Anderson and Blanche Daveley. During his service he had held positions at the depot, as timekeeper for the locomotive department, and file clerk since 1953. His hobby is apiculture — beekeeping — including processing his own honey.

REGIONAL DATA OFFICE: Regional Data Manager M. G. Kutz and family vacationed in Minneapolis, stopping at Yellowstone and Glacier National Parks en route. In Minneapolis they attended the 50th wedding anniversary of his parents . . . The appearance of Astri Juul's engagement ring coincided with the visit of John Dominic, freight service inspector of Chicago, formerly connected with this station . . . Raymond Kester spent August with his parents at Lewistown, Mont.

Larry Hermann, revising clerk, has accepted a position in the auditing department of the Alaska Railroad in Anchorage. The office presented a gift and arranged a luncheon at the Polynesian Restaurant for Larry before his departure on Aug. 1. Stuart Bowler succeeds Larry as the revising clerk, Joan Sacco is now lead machine operator, and Veryl Jensen was welcomed into the department as machine operator.

REGIONAL SALES OFFICE: John Gates, chief clerk to the regional manager-sales, reports that his daughter Meg—who has been attending art school in New York City—is now working as graphic editor for the New York City air pollution control board.

Interesting news comes from a former car department employe in Seattle, Ethan C. Robbins. Ethan is now in La Paz, Bolivia, where he has been appointed chief mechanical officer of

the eastern lines of the Bolivian State Railway, with headquarters at Robore in eastern Bolivia, about 150 miles west of Corumba, Brazil. He tells some very interesting tales of railroading in South America, and at present is supervising the building of 20 new box cars. Apparently American "know how" is a valuable commodity in South America.

Agnes Horak, your former correspondent who has traveled far and wide since her retirement from the general freight department a few years ago, again embarked on a 62-day Orient-Pacific cruise. Agnes and her sister left Seattle on Sept. 29 for San Francisco. From there, they were to sail on the *S.S. Statendam* of the Holland-America line, with 15 unusual ports of call on their itinerary.

Section Foreman E. W. Stratton of Worley, Ida., recently received a 37-year Superior Service Award from the safety department, for having served that number of years prior to Dec. 31, 1966 without a reportable injury.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Adolph Blaine Johnson, 82, former mayor of Othello who retired as a blacksmith for the railroad in 1950, died Aug. 15 in a Tacoma hospital. He was an Othello pioneer, arriving in 1909 when the railroad was being built to the Coast, and stayed on to contri-

bute to the community's growth. He established the first bank, served as city clerk and treasurer at various times and ran the first waterworks while the city became a rail center. Surviving are his wife, Dora; a son, Dr. George Blaine Johnson, and daughter, Mrs. Ellis Hunsberger, both of Tacoma; four grandchildren and three great-grandchildren. Mrs. Johnson is now recovering from a fractured hip, for which she was hospitalized several months.

Russell Hildebrand, 78, a retired conductor with 50 years of service, died Aug. 6 in a Tacoma hospital. He was born in Norton, Kans., and had lived in the Tacoma area since 1928. Survivors include his wife, Florence, a daughter, Mrs. Arnold Carlson of Port Angeles, a brother, sister, two grandchildren and a great-grandchild.

Twin City Terminals

Word has been received that Marine Pfc. Lynn Webster, a former employe in the Minneapolis baggage room and son of R. R. Webster, mail and baggage lead clerk in that office, was wounded on July 5 while serving with the Third Marine Division in Viet Nam. At this writing, he is recuperating in the U. S. Naval Hospital at Great Lakes, Ill.



Pfc. Lynn Webster

MINNEAPOLIS LOCAL FREIGHT AND REGIONAL DATA OFFICES

Bonnie Glotter, Correspondent

Martin Thori, chief revising clerk in the regional office, who always takes his vacation during the Minnesota State Fair to operate a restaurant on the grounds, was featured in the *Minneapolis Star Tribune* as one of the Fair's interesting personalities. The restaurant was started by his mother, and "Frank," as he is known (his middle name), started helping when he was 9 years old. Figuring two years out for Army service during the first World War, this was his 65th year. Now his two married daughters and several grandchildren help, making the Thoris a fourth generation family at the Fair.

Quoting the article, "I know we were the first to serve fried chicken," Frank said. "My wife's a Swede—I'm Norwegian—and about 40 years ago her minister said to me, 'Why don't you serve fried chicken?' Well, I thought he was crazy, but it was a pretty good idea. We started in serving a whole chicken for \$1. Now we serve half a chicken for \$1.10." Asked about other changes over the years, Frank stated that food handling is cleaner now, "and we've got the best equipment money can buy. But I still work as long."

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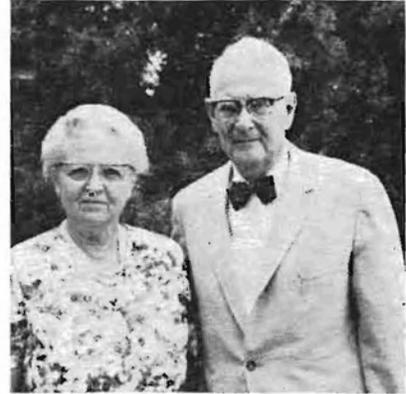
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SIGNIFYING 45 YEARS OF SERVICE, a Silver Pass is presented to Eleturio Vasques, caboosman at Perry, Ia. (center), by Division Engineer R. M. Low with Roadmaster H. C. Lewandowski looking on. He started in the yard at Council Bluffs, Ia., transferred in 1922 to Perry, and has been there ever since, serving as section foreman during the second World War and assistant foreman for 15 years. He has been on his present job since 1962.

Thor Burtness Celebrates His 80th Birthday

The passing years leave little mark on T. W. Burtness, the retired secretary of our company, as this picture with Mrs. Burtness shows. It was taken Aug. 11, his 80th birthday, when his wife and son and daughter honored him with two gala celebrations—a dinner for the relatives in the Burtnesses apartment in Wheaton, Ill., and a buffet supper for 40 close friends at the Wheaton home of their daughter. Their son, Rev. T. Burtness Jr., is pastor of the Evangelical Free Church in Oakland, Neb., and daughter Betty is married to G. H. Knoedler, a vice president of the Bell Savings and Loan Association.



Thor, as he is called by his intimates, has continued to enjoy excellent health since he retired as corporate secretary in 1952, after 50 years of service. He bowls, plays golf and practices his long-time hobby of color photography, and serves as a trustee and member of the executive committee of Wheaton College, as he has for the last 29 years.



SEATTLE LEAVE-TAKING. Larry Hermann, revising clerk in the Seattle regional data office, right, who recently accepted a position in the auditing department of the Alaska Railroad at Anchorage, gets a send-off from the office force. Presenting him with a gift is Manager M. G. Kutz.



ENDING LONG SERVICE, John Schluge, chauffeur in the material division at Milwaukee Shops, receives the good wishes of E. F. Volkman, manager of material. Upon retiring, Mr. Schluge had been with the Road 40 years.



REDCAP TRAVISS RETIRES. Roy C. Traviss (center), retiring as redcap-in-charge at our passenger station in Milwaukee, "shakes" with Stationmaster E. R. Gromacki as Don Austin, conductor on the Minneapolis-Chicago Morning Hiawatha, looks on. Ray's service to the traveling public is a matter of record in many letters of commendation received by the company. (Jim Scribbins photo)



WEDDING PORTRAIT of Karen Such, steno-clerk in the Chicago freight traffic office, and John Zautis, who were married recently in St. Symphorosa Church. Following a reception at Jack Kilty's in Oak Lawn, Ill., they honeymooned in the Pocono Mountains.

GREEN THUMB MORGAN. A. L. "Art" Morgan, No. 1 on the Duluth Division seniority list when he retired as a conductor in 1958 after 53 years of service, is shown working in his tomato patch. On his last birthday he was 79 years young. He now lives in Parma, Ohio, with his daughter, Mrs. John F. Schultz, and her husband, John Schultz, who holds seniority as a yard foreman in St. Paul, is on a leave of absence while working for the B of RT in Cleveland. Art is reputed to have a "green thumb", since whatever he plants comes up.





LIFETIME GOLD PASS is presented to Ben Katzlinger, painter at Milwaukee Shops, for more than 50 years of continuous service. Congratulating him are W. C. Gage, superintendent of motive power, left, and Shop Superintendent R. P. Drew. Starting as an apprentice painter in 1911, Ben finished in 1915 and has worked since in the back shop and diesel house. He planned to retire on Oct. 15.



FIFTY-YEAR VETERAN. J. J. Neveu, clerk at Menasha, Wis., receives a Gold Pass in recognition of his 50 years of continuous service. Presenting the pass is Agent W. J. Hetherington Jr.

"Best Foot Forward"

by Carol Rader, Locomotive Department
Stenographer, Milwaukee Shops



Machinist Lyle Goff, left, and Crane Operator Robert Geiselmann draw the lucky numbers for door prizes, won by Machinist Robert Weber, far right, and Machinist John Walsh. Shown with the winners is their supervisor, Foreman Ray Rydlewicz.

A GOOD number of our locomotive and car department employees at Milwaukee Shops took advantage of the opportunity to put their "best foot forward" into a safety shoe when the Branovan company Shoemobile was parked recently in the shops area.

The Shoemobile, which visits the Shops annually, is a complete shoe store on wheels. It carries a variety of styles, in sizes to fit any foot, and a salesman who is qualified to fit safety shoes properly.

This year, as in the past, the Branovan company offered door prizes to employees who patronized the Shoemobile. Each was given a ticket by his foreman, and upon entering, dropped it into a big box. Machinist Lyle Goff and Crane Operator Robert Geiselmann drew the lucky names.

The winners, from the locomotive department, were Machinists John Walsh and Robert Weber—John won an electric knife and Robert an electric iron.

Something to remember in passing is that another year will go by before the Shoemobile returns. Meanwhile, if your safety shoes are becoming worn and you need new ones, or if you aren't already wearing them for your own protection, by all means, don't wait until next year. Safety shoes may be purchased on a payroll deduction order, which can be obtained at the office of the shop superintendent. The address of the store in your area where you can buy them will be furnished also. Put your "best foot forward" by wearing safety shoes both on and off the job.

William J. Farrell set aside his mechanic's tools when he retired recently. His railroad service in the mechanical department began in 1918 as a machinist's helper in the La Crosse roundhouse. Later he served his apprenticeship in the Milwaukee shops, and then he came to Wausau in 1928 as a machinist.

He has had many trophies given to him because of his skill in ice and roller skating and in bicycle riding. He has been affectionately known as "Father of the Blades" because of his interest in teaching young people skating and bicycling.

An informal get-together, planned by his close associates in the mechanical department and other friends, had to be postponed because Mr. Farrell had surgery immediately after his retirement. He has since recovered, and will soon be returning to the golf courses; golf has become one of his more recent pleasures.

When Gustav Johnson retired on Aug. 31, he ended 44 years of railroad-ing, most of which was spent in passenger service. He had been conductor of the Hiawatha between Wausau and New Lisbon the past several years. He will continue to live in Schofield, Wis., although he has a new Chrysler car to take him when and where fancy calls. A family reunion was to be held at his sister's home in Port Edwards right after his retirement. Train service employees presented Gus with a gift. Gardening, one of his hobbies, has become limited to thousands of gladioli planted each spring for the enjoyment of himself and his many friends, who are liberally presented with beautiful bouquets.

C. H. "Hugo" Carlson also chose Aug. 31 as his last work day prior to retirement. His service has been in the track department, between New Lisbon and Wisconsin Rapids. He will continue to live at Arkdale, Wis., where

he farms.

A daughter, Tina Louise, was born on July 2 to Agent and Mrs. James Bey.

Mrs. Minnie Warner, widow of the deceased train dispatcher, Del Warner, recently celebrated her 90th birthday. Close friends and relatives gathered for a party in her honor. She is a charter member of the Wausau chapter of the Women's Club. After a recent minor injury, she decided to make a newly constructed nursing home in the Wausau area her permanent home. She is in good health.

George Hams, 80, passed away July 15 at Riverside Memorial Hospital in Waupaca. Prior to his retirement, he was an agent at Gleason, Heinemann, Merrill and Pittsville.

A Golden Wedding anniversary on July 25 honored Retired Blacksmith Patrick Damberg and Mrs. Damberg. It also was a family reunion, bringing together brothers and sisters, some of

Carloadings



JANUARY-SEPTEMBER 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			
		NINE MONTHS		INCREASE	
		1967	1966	1967 over 1966	% of Increase
5.6%	All Other Paper or Allied Products	49,983	47,567	+ 2,416	+ 5.1%
3.2	Coal	60,521	58,314	+ 2,207	+ 3.8
3.2	Motor Vehicles	13,168	11,979	+ 1,189	+ 9.9
3.1	Meat (Fresh, Chilled or Frozen)	30,807	28,055	+ 2,752	+ 9.8
2.8	Grain Mill Products	43,183	42,572	+ 611	+ 1.4
2.4	All Other Chemicals or Allied Products	23,346	20,404	+ 2,942	+ 14.4
2.0	Fabricated Metal Products	15,086	14,147	+ 939	+ 6.6
1.2	Farm Machinery or Equipment	12,567	12,250	+ 317	+ 2.6
.8	Dairy Products	9,380	8,157	+ 1,223	+ 15.0
.3	All Other Farm Products (Incl. Sugar Beets)	6,034	4,622	+ 1,412	+ 30.5
5.6	All Other Carload Traffic	56,574	44,256	+ 12,318	+ 27.8
30.2%		320,649	292,323	+28,326	+ 9.7%
	loading of these commodities DECREASED in 1967 under 1966	NINE MONTHS			
		NINE MONTHS		DECREASE	
		1967	1966	1967 under 1966	% of decrease
14.5%	Grain	64,443	84,300	- 19,857	- 23.6%
10.0	Lumber or Dimension Stock	42,718	44,493	- 1,775	- 4.0
3.8	All Other Lumber or Wood Products	19,328	21,866	- 2,538	- 11.6
3.6	Stone, Clay or Glass Products	33,014	34,734	- 1,720	- 5.0
3.2	Primary Iron or Steel Products	21,509	25,700	- 4,191	- 16.3
3.0	All Other Primary Metal Products	12,011	15,697	- 3,686	- 23.5
2.8	All Other Food Products (Incl. Sugar)	22,635	23,106	- 471	- 2.0
2.7	Nonmetallic Minerals; Except Fuels	32,621	45,687	- 13,066	- 28.6
2.5	All Other Transportation Equipment	20,853	24,802	- 3,949	- 15.9
2.4	Canned Fruits, Vegetables and Seafood	18,832	18,948	- 116	- .6
2.4	Industrial Chemicals	12,904	14,559	- 1,655	- 11.4
2.4	Pulp or Pulp Mill Products	10,663	13,183	- 2,520	- 19.1
2.3	Freight Forwarder & Shipper Assn. Traffic	19,793	26,880	- 7,087	- 26.4
1.9	Waste or Scrap Materials	18,679	19,022	- 343	- 1.8
1.7	Primary Forest Products	41,407	42,176	- 769	- 1.8
1.7	Petroleum, Natural Gas or Gasoline	17,968	20,195	- 2,227	- 11.0
1.7	Malt Liquors	14,650	18,080	- 3,430	- 19.0
1.5	All Other Machinery; Except Electrical	6,645	7,564	- 919	- 12.1
1.4	Electrical Machinery or Equipment	8,494	8,855	- 361	- 4.1
.9	Soybeans	7,792	8,199	- 407	- 5.0
.8	Potatoes (Other than Sweet)	5,406	6,156	- 750	- 12.2
.7	Fresh Fruits and Vegetables	6,151	8,862	- 2,711	- 30.6
.6	Beverages, (Except Malt Liquors)	6,290	6,845	- 555	- 8.1
.5	Coke Oven or Blast Furnace Products	6,308	7,742	- 1,434	- 18.5
.4	Metallic Ores	3,609	4,308	- 699	- 16.2
.3	Livestock	2,644	3,783	- 1,139	- 30.1
.1	Small Packaged Freight Shipments (LCL Mdse)	187	331	- 144	- 43.5
69.8%		477,554	556,073	-78,519	-14.1%
100.0%		798,203	848,396	-50,193	- 5.9%

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Word was received of the death of Mrs. William Creighton on Aug. 3. She was the widow of the former section stockman in the Minneapolis store department.

Machinist Helper Ray Lehr is now back at work in the locomotive department after a three-month absence because of illness.

Clarence Busterud, retired district diesel supervisor, passed away July 21. He and his wife had celebrated their Golden Wedding anniversary in June.

Our best wishes go to the following employes on their retirements: John Fow, carman helper in Minneapolis who had 49 years of service; Clarence Hofmaster, who retired as carman inspector after 41 years of service in Minneapolis; and Art Widell, boiler-maker welder, who had 29 years.

Robert Rodin Jr., son of Assistant Car Foreman R. K. Rodin, was married to Diane Engen in Bethlehem Lutheran Church in St. Cloud, Minn. They flew to Hawaii for their honeymoon.

La Crosse Division

WISCONSIN VALLEY

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



Katherine Loomis

Katherine Loomis retired after 28 years of service, which began when she was employed as a steno in the superintendent's office in Wausau and which ended when she was married. After the death of her husband, she re-entered service as a clerk in the round-house foreman's office in Wausau, and held that position for 25 years until retiring on July 7. During those latter years, she married Engineer Gerald Loomis, who now is dead. Many friends stopped in the office to wish her happy retirement years. One group (presenting a personal gift) chorused a happy retirement to the tune of "Happy Birthday." Valley associates presented her with a gift of money. A family reunion was held in her honor, followed by a trip to visit her son, James Delaney, and his family in Findley, O. She will spend part of the winter with her other son, John Delaney, in San Diego.

The Milwaukee Road Magazine

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A **SILVER PASS** signifying 45 years of service is presented to C. E. Mahaffey, freight service inspector at Madison, Wis. (center), with congratulations from D. O. Anderson, general safety inspector and instructor (from left); F. R. Houston, manager-claim prevention and refrigerator service; M. T. Sevedge, superintendent of the La Crosse Division; and R. L. Hicks, superintendent of operating rules and special instructions.



Employees in the regional data and freight offices at Madison, Wis., bid a fond farewell to Mrs. Alma Dahnke on her last day as assistant regional cashier. For more about her retirement, see the La Crosse Division news.



Last run of Conductor Gustav J. Johnson on the "Valley" Hiawatha shows him with well wishers H. A. Obermowe, trainmaster at Wausau, Wis. (left), and Johnson Gutowski, secretary-treasurer of the BRT. For details, see news from the La Crosse Division.

whom had not been together for 30 years. A surprise visitor was Mrs. Damberg's sister from Washington. The Dambergs' daughter and son-in-law hosted a dinner and reception. Pat, who was born in Sweden and came to this country in 1907, retired in 1950 after 42 years of service.

Your correspondent recently enjoyed a reunion of classmates, marking 50 years since graduation of the Wausau Senior High School.

Retired Conductor Michael Donovan, 86, passed away at Tomah on July 26. Mr. Donovan, one of the pioneers in the Valley, retired in 1950 and, until last year, had enjoyed good health, spending winters in Florida and summers in Wisconsin. His last few months were spent in a nursing home in Tomah. Burial was at that city.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Ambrose B. "Sam" Coughlin, 72, of Madison and a native of La Crosse, died July 8 in Columbus, O., after a brief illness. He was a retired machinist. He is survived by his widow, Helen; three daughters, Mrs. William Tyznik and Mrs. Steve Brigham, both of Columbus, and Mrs. Ray Bass of Dallas, Tex.; four sons, Joseph of Des Moines, Ia., James of Ashville, N.C., Steven of Alliance, O., and William of Madison, Wis.; two sisters and two brothers. Burial was in Resurrection Cemetery at Madison.

Retired Conductor Glen E. Lennon of Largo, Fla., died suddenly on Aug. 7 in an Eau Claire hospital. Mr. and Mrs. Lennon were visiting in the area when he was stricken. He is survived

at Phillips 66....



it's
PERFORMANCE
that counts



THE FARENCEs. Tom Farence, a fireman on the La Crosse Division, and Nancy Schwab, daughter of Fireman John Schwab of that division, shown after their recent marriage at Our Lady of Sorrows Church in Milwaukee. Tom is the son of John Farence, a carman in our Milwaukee freight car shops.

by his widow, Sally. Burial was in Portage, Wis.

Harry Harnish, 72, passed away suddenly at his home in La Crosse on Aug. 20. Mr. Harnish was a crew caller at La Crosse for many years before his retirement. He is survived by his widow, Ann; three daughters, Mrs. Bert Nelson of Prospect Heights, Ill., Mrs. Juanita Smith of La Crosse and Mrs. Frederick Allen of La Crescent, Minn.; two sons, Harry D. Harnish, also a crew caller at La Crosse, and Richard Graw of Red Wing, Minn.; and two sisters. Burial was in Mormon Coulee Memorial Park, La Crosse.

The birth of a son, Brian, was announced recently by the Don Knudtsons of West Salem, Wis. He joined a little sister at home. Dad is a train dispatcher at La Crosse.

On Aug. 2, Mr. and Mrs. R. J. Finley of Onalaska, Wis., also announced the arrival of a son, William Patrick, who was welcomed home by a brother and two sisters. "Fin" is a telegrapher in the La Crosse "AD" office.

MADISON AREA

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

On Aug. 4, the Madison regional data office and freight office forces bade farewell to Mrs. Alma Dahnke, assistant cashier of the regional office, who retired after 18 years of service. Alma really started with the railroad in 1944 at Monticello, Wis., as agent when her husband, John F., answered the call for relief agent on the Madison Division. Monticello was solely a freight station, but with the assistance of the train crews and some help from the draymen and obliging shippers, Alma successfully took over not only the office details, but also the weighing and handling of the shipments, which consisted largely of farm and dairy products, cheese and consignments of livestock.

Alma is the last of the Dahnke family working for the railroad. Her late husband was agent at New Glarus, Wis., and her brother-in-law, Carl F. Dahnke, retired from the passenger department at Milwaukee. In 1958, Alma worked as a clerk at Freeport, Ill., then transferred to the Madison freight office until the regional office opened in 1960, when she joined its force as bill and expense clerk. She will accompany her son and his family to Expo 67 and a tour of Canada. She plans on remaining in her home at New Glarus.

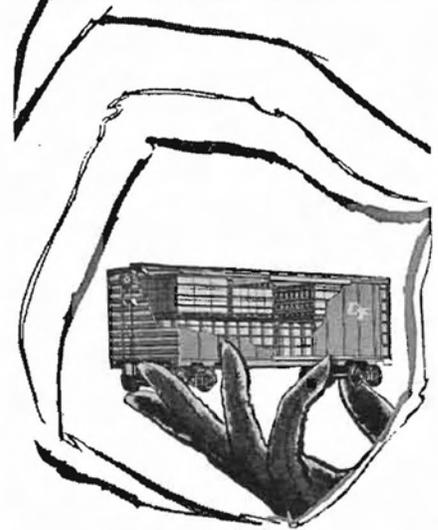
Kathy Skidmore, steno-clerk in the assistant superintendent's office, and her husband, Ken, agent at Stoughton, have returned from a week's camping trip with their family to northern Wisconsin.

We are very glad to report that Frank Lemanski is progressing nicely at home after his heart seizure in March.

Frank L. Love, retired assistant superintendent, is also recuperating at home after surgery. Mr. and Mrs. Love enjoyed a month's vacation touring Europe in June, given as a present from their two children.

Willard Shipley, conductor, retired June 30. He started working for the railroad in 1915. He will be missed this year on the "Santa Claus Special" from Madison to Stoughton and

ONLY FROM EVANS...

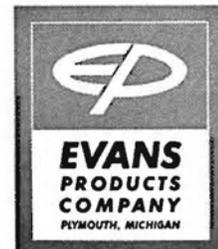


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return, as he has been our conductor on the "Special" for a number of years.

Ben Eller, agent at New Glarus from 1957 through 1966, passed away Aug. 12. Ben, who hired out as an operator in 1916, was agent at Richland Center for many years.

Edward F. Bender, agent at Mazomanie, retired in June. Mr. Bender hired out as an operator in 1917. He is now enjoying his retirement at his Muscoda home.

Jack Wermuth, conductor, retired on Aug. 11 after 40 years with the railroad.

Fredrich C. Kuhn, agent at Milton Junction, Wis., retired June 1. He started with the Milwaukee as an operator in 1918.

EAST END

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

On July 16 in St. John's Lutheran Church, Brakeman Kenneth O. Kuhn and Madge Wuerch were married. A wedding reception followed at the home of the bride's parents.

Jennie Lynn, daughter of Conductor and Mrs. G. H. VanWormer, Portage, who was a freshman at the University of Wisconsin-La Crosse, was placed on the Dean's list with a grade point average of 3.25.

Chicago Terminals

GALEWOOD

Linda Gallagher, Correspondent

Rusell Lemke, third class petty officer in the Navy, son of E. A. Lemke, rate clerk, while stationed on the *S.S. Forrestal* in Vietnam was very fortunate in that he escaped injury when the ship exploded recently, killing close to 200 men.

Lt. Jack Joynt of the Air Force, son of Agent F. H. Joynt, recently received his orders and will be stationed at O.S.A.N. Base, Seoul, Korea, for 13 months.

Robert Colletti, auto mail clerk, was recently drafted into the Army. Any-



WEDDING BELLE. Pictured on their wedding day are Mr. and Mrs. Hugh Gallagher Jr., who were married recently at St. Viator's Church in Chicago. A reception for 300 was held at Robert and Allen's Banquet Hall, followed by a honeymoon in the Bahamas. Mrs. Gallagher is the former Linda Kuchl, stenographer to the agent at our Galewood freight office and also the Milwaukee Road Magazine correspondent there. Her husband is a lithographer for the I. S. Berlin Company.

one wishing to write him can get his address from Chuck Colletti at the freight office. We all wish him the best of luck and hope to be seeing him soon.

Get well wishes are extended to Edna Trumbull, general clerk, and to Hattie Plaster, waybill stripper.

John Wysoczan and Dan Sullivan recently returned to work at the freight house after completing their two years in the service. John was stationed in Vietnam and Dan in Germany.

Happy to report Emil Rackow, foreman, is back at work, and hope Joe Imundo and George Makalondra get well soon and do the same.

The new employees you probably noticed recently at the freight office are Dominic Kozlowski, auto mail clerk; George Heinze, machine operator clerk; Edward Zubeck, machine operator clerk; John Carpinelli, general clerk; and Patrick Battaglia, general clerk.

Lillian Winslow recently resigned from the railroad to raise her family.

WESTERN AVENUE

The sleeping and dining car department held open house on July 26 for seven fellow employes whose retirement was effective in July or within recent months. In addition to those pictured elsewhere in the Magazine, Waiters Sherman Edwards and William Brock were honored in absentia, Edwards having moved to his home state of Alabama, while Brock was visiting relatives in Arkansas. Those present were:

Waiter B. T. Dooley, who retired after 26 years of service. He will remain in Chicago, being active there in church work and a follower of the Cubs. He has many other interests to

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Seven employees who retired recently after many years of service are guests of honor at an open house held in the Commissary Building at Western Avenue Yard in Chicago July 26. Seated are (from left) Waiter B. T. Dooley and Porters D. C. Hunter and H. L. Martin. Standing (same order) W. Sommer, assistant to superintendent of the sleeping and dining car department, Waiter Roy Fagan, Superintendent W.R. Jones, Chef Jodie Hicks, Cook Charles Thompson, and Waiter Nathaniel Drew. For details, see the Chicago Terminals news.

keep him occupied, including his stamp and coin collections and an extensive record collection of classical and popular music.

Waiter Nathaniel Drew, who had 48 years of service. He intends to give his undivided attention to caring for his wife and nursing her back to health . . . Chef Jodie Hicks, who retired after 39 years of service. Hicks, who is active in the Shrine, attended the Shrine convention in New York City and plans to go again this year.

Waiter Roy Fagan, who retired with 51 years of service. He plans to work part time as a courier for a brokerage house or bank, and was planning a trip to Washington, D. C., in August for his grandson's wedding.

Porter H. L. Martin, a veteran of 24 years' service. He was planning to take life easy and devote himself to caring for his wife, who has been ill . . . Porter D. C. Hunter, who had 25 years of service. He and his wife, who live in South Bend, were planning a trip this fall to Los Angeles and Mexico City. He expects to do hospital volunteer

work.

Cook Charles Thompson, retiring with 23 years of service. He intends to spend his time caring for his home—this is almost a full time job—and take a trip this year with his wife to California.

Invited to the open house also were three retired employees, Waiters Claude Bowman and James E. Rile, and Embe Alexander, former waiter in charge. Alexander, who retired in 1958 after 43 years of service, has been busy with the care of his home and spending time with his children, grandchildren and great-grandchildren. Bowman retired in 1953 after 30 years of service, since which time he has been active in community work. He has served since 1956 as president of the Dorchester Block Club, is also treasurer of the Parkside Community Council, and a member of the Third District Police Workshop. Rile, retired since 1960 after 49 years of service, has not been idle either, being the owner of an apartment building on which he does his own maintenance and repair work.

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BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to Phone Director Joe Camp and wife, Dorothy, on the passing of Dorothy's mother after a very long illness. Hope that Dorothy will soon be feeling like herself and be back with the rank and file.

Engineer E. J. Brown retired July 10 with more than 50 years of service. Earl and his wife plan to keep their home in Bensenville. At this writing, Mrs. Brown is convalescing from surgery at Dupage Memorial Hospital, and hope that she will be on her feet soon so

the Browns may enjoy their long-deserved retirement.

Yardmaster Bill Stotz' son, David, now in service in the military police branch, has won another award while stationed in Germany. Will have more details on that when they are available.

Glad to have Yardmaster Jim Cowart back after illness and working at the Western Avenue freight yard. He and Fran are back in their home in Elgin, and both are feeling fine. Young Jim returned to Whitewater State Teacher's College at Whitewater, Wis., to begin his sophomore year.

Among other college students we have Charlotte O'Hara, daughter of Yardmaster Al O'Hara, starting her sophomore year at Whitewater State Teacher's College; Allen P. Steinhofel, son of Switchman P. R. Steinhofel, attending Milwaukee School of Engineering; and Marguerite Birkholz, daughter of Switchman W. L. Birkholz, and Janet Verstege, daughter of Train Clerk Jack Verstege, attending Western Illinois University at Macomb.

Contributed by Dorothy Lee Camp

A Golden Wedding anniversary was celebrated by Mr. and Mrs. Joseph Jorgensen (retired switchman) on June 26. They were guests of their son, Paul, and his wife, who treated them to an evening of dining and dancing at the Palladium. The Jorgensens have a granddaughter and two great-grand-



FIFTY-YEAR VETERAN. Cyril L. Verfurth, stock clerk in the materials division at Milwaukee Shops, receives a Gold Pass in recognition of 50 years' service with the Road. Presenting the pass is E. F. Volkman, manager of materials.

daughters living in Florida. Joe worked as a machinist's helper in Austin, Minn., which is where he met his wife, and later worked at Miles City.

The Jorgensens really enjoy life at their mobile home, which is at 30 Outer Drive, 400 Mobilestates Park, Santa Paula, Calif. Life is really a ball with potluck suppers, shuffle boards, a swimming pool, club house and other attractions. For one thing, they are located where they can look out over flowers grown for seed by the Burpee seed company. As Joe puts it, "We look out over our own Cloud Nine of beautiful flowers, and I don't have to pull a weed or do a lick of work to enjoy them."

Thanks to the many friends who sent flowers and memorials in memory of my beloved mother, Alta May Sherwood, who passed away on July 22 after 11 years of being bed-ridden from illness. Mother had celebrated her 87th birthday on July 11, and was so grateful for the many cards and flowers. She often expressed her appreciation for being remembered by so many of you at times other than on her birthday. Interment was at Mount Emblem cemetery.

Lillie Josephine, wife of Johnny Malvin, retired trainmaster of Lancaster, Calif., passed away on July 22, with interment at Joshua Memorial Park at Lancaster.

Mrs. Walter H. Hoth, wife of the afternoon car foreman, was killed in a tragic accident in late July. Then, just a week later Walter passed away and was laid to rest beside his wife at Lake Street Memorial Park. The Hoths had just sold their home at Bartlett, Ill., where their son, daughter and their families still live.

The James Cowart family is once more in their lovely home in Elgin. James Sr. is the afternoon yardmaster at Western Ave., and young James has been working in the IBM department at Bensenville during the summer. The Gowarts surely were missed during the year they spent in Wisconsin. James Jr. returns to college this fall.



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MILWAUKEE SHOPS SEND-OFF.

R. A. "Russ" Harrington, engineer of train lighting (fourth from left), and his wife shown at an office gathering which marked his retirement on July 31 after 44 years of service. His well wishers, all retired veterans, are (left to right, including their former positions) A. W.



Buetow, schedule engineer; A. L. Schultz, office engineer; John Nitz, traveling electrician; G. J. Bilty, general passenger shop foreman; Carl Wood, communications engineer; and H. A. Grothe, shop superintendent.

Paul "Pete" Norris Jr., a Gillick Scholarship winner who has been working at the post office facility on River Road during the summer, returned to college on Sept. 26.

August found Liz LeBow of the master mechanic's office, her son, Marvin "Butch" Brown of the roundhouse, and your contributor on a trip to St. Paul and Minneapolis, by way of the good ol' CMSTPP railroad. The trip was most pleasant, and the buffet car served some delicious fried chicken, as well as other goodies. It also was nice to have Conductor Lindstrom from here to Milwaukee, and back again—he's a most pleasant conductor. The train was packed both ways.

Fall finds Evelyn Phillips, wife of Glen, the general yardmaster, once more looking forward to teaching ballroom dancing at East Leyden High School night school courses. She has taught there for several years, and is widely known in dancing circles. Their son, John, was heading back to Coe College at Cedar Rapids, Ia., and daughter Johanna began teaching after having received her degree last spring from Kent State University.

Glenview Station Agent Ed McLean is once more a proud grandfather, inasmuch as son-in-law Bud and daughter Kathy Baltz of Milwaukee presented him with a granddaughter, Margaret Ann, born July 22.



Donna Sue Schroeder, daughter of Ed Schroeder, check clerk at House 4 of the freight terminal in Union Street Chicago, graduated this year from Florence (Ala.) State College with a Bachelor of Science degree. She started teaching this fall at the Lincoln School in Cicero.

ence degree. She started teaching this fall at the Lincoln School in Cicero.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Carol Rader, Correspondent

Andy Jurgenson, reclamation foreman, retired on June 30 after more than 50 years of service. He started in 1917 at Montevideo, Minn., as call boy, car checker, machinist helper and machinist apprentice, and after finishing his apprenticeship at Milwaukee Shops, worked at various other points. He was promoted to foreman in 1945, in which capacity he served in the roundhouse and back shop until retirement. He will continue to live in Wauwatosa, and expects to do a lot of traveling with his wife in this country and Canada.

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RETIRING WITH 50 YEARS OF SERVICE, Milwaukee Terminal Engineer J. J. Wissing (third from right) is congratulated by Glendale Yardmaster E. C. Bauman and the crew of the day beer train, Switchmen Roeder and Isleb, Conductor Zimmerman and Fireman Schultz (left to right).



Retiring after more than 50 years of service, A. H. Jurgenson, reclamation foreman at Milwaukee Shops, accepts the good wishes of Machine Shop Foreman R. R. Rydlewicz. For details see the shops news.



Miss Ruth Brimmer, payroll clerk in the material Division at Milwaukee Shops, retired recently after 41 years of service. Her co-workers held open house in her honor.



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NEW FACES: The locomotive department general office recently welcomed Sally Jablonski to the staff. Sally started her employment with the Road on Aug. 31, 1966 in the car department as a timekeeper for the freight shop, and in September registered for a stenography course at the Shorewood Vocational School. Upon completing the course this year, she transferred in July to the locomotive department as a stenographer. Sally and her father, Norbert Jablonski, blacksmith in the car department blacksmith shop, spend many hours in their backyard garden in Muskego. One of Sally's pastimes is picking strawberries in the peak of their season.

Engineer Robert W. Engelke retired on July 31 after a total of 37

years of service. Bob started with the Road in 1918 as a machinist apprentice but quit after a year to complete his education at the La Cross High School. He returned in 1921 and finished his apprenticeship in 1925, whereupon he went to the Galewood Shops and worked until 1931, when he enrolled in a mechanical engineering course at the University of Wisconsin. He returned to the railroad in 1936 as an engineer in the mechanical engineer's office and in 1941 became boiler engineer. He held that position until 1959, at which time he transferred to the test department. Bob has two sons, both married and living in Denver. He plans to go into teaching or architectural engineering, in both of which he has had experience.

Aberdeen Division

EAST END

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

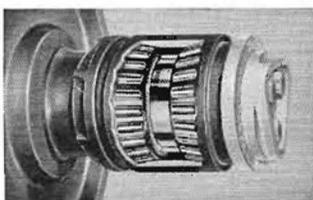
Brakeman Roger Funk (the son of Conductor Charlie Funk) is serving in Viet Nam and has just been promoted. He's on a crew that's building barracks over there. He'll be home at Christmas on a 45-day leave, in exchange for which he's agreed to sign up for an additional six months of foreign service.

Those who recently have joined the ranks of "Grandpas" are Conductor Ted Tibbetts and Engineer Arvid Stroben. Electrician John Lanning, too,

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but it's his fourth time.

Engineer Art O'Neil has been promoting safety all on his own by making the rounds of grade schools in Minneapolis, showing slides about railroad activity and then getting in some points about staying away from railroad property so that children won't get hurt or in trouble.

Death came to several of our retired engineers recently: Ashville Austin, who has been residing at Brookside Manor; Bardon Bakke of New Trier, Minn.; George Anderson of Ortonville; Andy Noard of Luther Haven in Montevideo; and Merle Hammell of Minneapolis. Selmer Lovhaug, retired B&B man, died suddenly at his home in Granite Falls. Retired Brakeman Henry Botton passed at the Sausele Rest Home.

Mrs. Walt Ness, wife of the retired engineer, died as a result of injuries sustained in a car-truck accident on

Aug. 24. Walt was lucky, escaping with minor injuries. The couple had been visiting with their grandson at Faribault, and were returning home when the accident occurred.

Conductor Gordon Ganske had to saw off a mountain ash in his back yard at Minneapolis, and then he put a bird bath on the stump. Along came Mother Nature, who sprouted some branches on the stump, and now word has spread through bird-dom that there is an ornithological sanctuary (and private pool) in the Ganske back yard.

Sylvia Madden of the Aberdeen engineering office became Mrs. Paul Husen on July 29. They now live at Huron, S.D.—with their seven children! You see, it was like this: by previous marriages, Sylvia has three sons and Paul has three sons and a daughter, so that makes a total of 18 feet under the table at the Husen home.



R. W. Engelke, engineer in the test department at Milwaukee Shops, right, is presented with a power drill and a king size card conveying the good wishes of his co-workers upon his retirement (see the Shops news). Doing the honors is M. L. Benzer, chief engineer of tests.

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Maurice C. Chier

THREE RIGHT ARMS



M. W. Barger, Jr.



Al Clausen



Dan Gray

GREETINGS:

During the past forty years, I have developed many friendships, and policy-holders, and have seen my work mature in protecting many widows and orphans, as well as paying out large sums of money to retired employes on The Milwaukee Road.

In order to carry on this service, to which you are entitled, I've appointed M. W. Barger, Jr., in the Illinois area, Dan Gray in the Wisconsin

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

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

Maurice C. Chier

MAURICE C. CHIER, General Agent
CONTINENTAL ASSURANCE CO.

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

Agent Jerry Beck is wondering if he should polish up some apples and go back to school this fall. His son, Joe, received a Master's degree this summer from Pittsburgh State, and Jerry's wife, Helen, received her Bachelor's degree from Moorhead State—and it was with summa cum laude, yet.

Vacations deep in the Canadian wilderness don't mean that you might not see somebody you know. The Harris Klefstads were on a camping trip in the outposts of civilization, when one night a car pulled in beside their camper, and dang if it wasn't Agent Van Horn and his three sons. When they got over the shock of such an unbelievable meeting, the fishing really began in earnest.

Assistant Division Engineer E. F. Boettcher of Aberdeen retired on July 31 after 47 years of service, which he began in 1920 as a rodman at Milwaukee. At a banquet held in his honor at the Alonzo Ward Hotel, he was presented with a moving picture camera and a projector, plus some fishing equipment. Attending were Mr. and Mrs. W. E. Fuhr and R. G. Simmons of Chicago; Ed's son and daughter-in-law from Vermillion; his step-daughter and husband from Mobridge; and a host of co-workers.



E. F. "Ed" Boettcher, assistant division engineer at Aberdeen, S. D., speaks at the banquet which marked his recent retirement (see the Aberdeen Division news). With him are Mrs. Boettcher, left, and Mrs. H. A. Walter, wife of division engineer.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Candace Sue Brodbeck, daughter of Yardmaster and Mrs. J. E. Brodbeck, Savanna, became the bride of Melvin W. Edgerley, of Wheaton, Ill., in an

afternoon ceremony in the Methodist Church at Savanna, Aug. 5. A reception followed in the church's social hall. Returning from Expo '67, where they spent their honeymoon, the young couple will reside in Wheaton.

Sheila O'Rourke, daughter of Assistant Chief Clerk and Mrs. L. J. O'Rourke, superintendent's office, Savanna, was wed to Joseph Spencer at a morning service in the Catholic Church in Savanna, Aug. 19. Little Charlane O'Rourke was the flower girl for her sister. Dinner was served the bridal party and guests in the Moose Hall at noon, followed by a reception from 2 to 4. Sheila and Joe flew to the Bahama Islands for a week.

Mary Ann O'Leary, daughter of Steel Bridge Worker and Mrs. John P. O'Leary, Savanna, was married to Donald E. Pask of the Savanna Army Depot in St. John's Catholic Church on Aug. 26. A reception followed in the Moose Hall from 2 to 4. The young couple will reside at Savanna, as the bridegroom is with the 823rd Ordnance Co.

On Aug. 26 occurred the wedding of Jon Householder, son of Mrs. Virginia Householder, assistant time revisor in the Savanna superintendent's office, and Sally Jo Stevenson, daughter of the Reverend and Mrs. Robert J. Stevenson, all of Savanna. The candle-light ceremony was performed by the bride's father in the First Presbyterian Church. A reception followed in the fellowship room of the church. Following a wedding trip to Colorado, they will reside in Platteville, Wis., where Jon plans to complete work on his BBA degree at Wisconsin State University. Jon has been one of our relief operators on the 1st District the past couple years.

Mr. and Mrs. W. Skow (operator at the Mississippi drawbridge) are the happy parents of twin girls born Aug. 24 in the Savanna City Hospital. Sandra Dee and Sharon Lee join two older sisters.

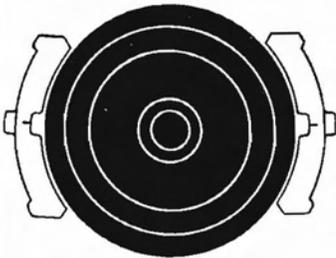
Mr. and Mrs. Jack L. Hummel of Savanna (assistant to superintendent in charge of car control) have announced the arrival of a young daughter in Mercy Hospital, Clinton, Ia., on Sept. 3. Proud grandparents are Iowa Division Conductor and Mrs. Dale Hummel, Sabula, Ia.

Retired Engineer Harry Carmichael passed away at his home in Savanna July 25. Interment was in the Savanna Township Cemetery. Surviving are the widow, Edith, and other relatives.

Retired Switchman Robert Blair, Savanna yard, passed away in his home on July 17, apparently of a heart attack. Funeral services were held in St. John's Catholic Church, with burial in the Savanna Cemetery. Surviving are the widow, one son, two daughters and three grandchildren.

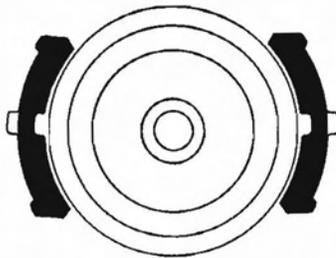
Kenneth W. Brown, retired Savanna roundhouse employe, passed away in the City Hospital at Savanna on July 19 following a long illness. Burial was in the Catholic Cemetery. Surviving are the widow and two sons.

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WAR HERO Myron Bentz, son of Milwaukee Division Conductor Art Bentz and himself a brakeman on the Division, who was awarded the Purple Heart for action with the Marines in Viet Nam, is shown convalescing from shrapnel wounds in the Naval hospital at Great Lakes, Ill. The television set was a gift from his co-workers on the CGM line. Visiting with him are his father, Conductor Donald Kennedy, Brakeman William Burris and Conductor R. L. Severs (left to right).

Retired Conductor George Savage, Savanna, passed away in the Savanna City Hospital on Sept. 1. Burial was in the Savanna Cemetery. Surviving are two sons, Walter of Washington, D.C., and Merrill of San Diego, Calif., one sister, one grandchild and three great-grandchildren.

Sympathy is extended to the Hotchkiss families in California because of the death of young Michael, 21, son of Mr. and Mrs. Jennings Hotchkiss, formerly with traffic, and grandson of retired Superintendent and Mrs. W. J. Hotchkiss of Anaheim, Calif. Michael was reported killed in action in Vietnam on Aug. 9.

Mr. and Mrs. Charles H. Plattenberger (Esther and Happy), of Savanna, celebrated their Golden Wedding anniversary on Sept. 13. Happy formerly was with the Savanna superintendent's office, and later was chief clerk to the superintendent at Aberdeen from 1955 to 1958 and then at La Crosse from 1958 to 1963, which was when he retired. Clara Westfall, a sister of Esther and an engineering department employe at Savanna, entertained at a family dinner in their honor. The Plattenbergers have two children, Wilma (Mrs. LaVern Mischnick of Hopkins, Minn.) and William, superintendent at



FOR FIFTY YEARS WITH THE COMPANY. L. O. Olson, conductor on the Milwaukee Division, receives a Gold Pass for 50 years of service from Assistant Superintendent F. B. Cederholm. His son, Conductor O. L. Olson, is looking on.



MILWAUKEE TERMINALS RETIREMENT. Conductor Don Zimmerman is wished "the best" by Assistant Superintendent R. A. Hummer upon finishing his last assignment on the day beer train. Entering service in 1920 as a switchtender, he advanced to switchman in 1925, and for many years was foreman at West Yard in Milwaukee.

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Deer Lodge, Mont., and three grandsons, Thomas, Bruce and John Plattenberger, all of Deer Lodge.

Dewey Ferris, retired car department employe of Savanna, and his wife celebrated their Golden Wedding anniversary just recently. They are the parents of two sons, two daughters and a nice group of grandchildren.

Retirement records of the past few months disclose that three veteran clerks in the clerical department of the Dubuque freight house decided to "pull the pin" and wind up their railroad careers. They are Dorrance Jaeger, with the railroad since 1919; D. T. Council, with us since 1925; and Lyle Kempter, whose seniority dates from 1918. The first two retired as of July 1, and the other on Aug. 1. All were guests of honor at a retirement party held in the Chateau Supper Club at Dubuque on July 7.

Then, we find veteran Clerk-Yardmaster A. J. Cush retiring as of July 24. Art began his career in the Savanna freight office in 1917, and transferred to yardmaster service in 1950.

Earl Anderson, veteran yard clerk at Savanna, began with the railroad in 1917 and closed his career on Aug. 1,

advancing with the years as the little old yard office grew from a one-story building to a two-story one equipped with the latest in IBM machinery. Earl and his family have not decided where they will make their future home, but they seem to have a hankering for the Arizona climate.

And now comes Frank Withhart of the Savanna freight house, who closed his 30 years of railroading on July 21 as chief clerk to the agent. Frank also saw some service as traveling car agent during this period. An ardent Rotarian, Frank will find more time to assist with the work of Rotary and the many other things he enjoys.

Within the past few months we find veteran switchtender Fred B. Smith, Savanna, retiring from service in Savanna yard. He and Mrs. Smith will continue to reside in their home on Hill St. Now the rattlesnakes will catch it, for Fred will have plenty of time to hunt for their dens—he and brother Phil have made quite a hobby out of gathering rattlesnake skins and rattles.

Sam H. Zimmerman, a machinist at the old Dubuque Shops for many years, passed away Sept. 3 at Mercy Hospital



MILWAUKEE NUPTIALS. Sherry Miller, keypunch operator in our Milwaukee regional data office, and Dale Mrotek, who were married recently in Blessed Savior Lutheran Church, shown at the reception in the church parlors. Sherry's sister Shannon was maid of honor and her sister Toby was flower girl. The Mroteks spent their honeymoon at Waubesa Lake. Dale is a Math major at Whitewater State College.

in Clinton, Ia., following a stroke on Aug. 25. He was more than 98 years of age, and until he was stricken had retained an interest in reading about the railroad in the Magazine. After the shops in Dubuque were closed, he transferred to St. Paul and knew people there also. Funeral services were held in Fulton, Ill., where he is survived by a daughter, Mrs. John W. Mohrman.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Russell J. Fons, son of Jerry Fons, yardmaster at Humboldt Yard, has been appointed trade publications supervisor for the Miller Brewing Company. Russell worked as a switchman for the Road for four years and is a 1966 journalism graduate of the University of Wisconsin - Milwaukee. He joined the Miller Brewing Company last October as publicity assistant, after some experience editing a Milwaukee-based trade magazine.



Russell Fons

On Aug. 9, it was a boy for the David Wallis. The new arrival was christened Christopher James. Another son, Craig David, is now two years old.

Norman Lindstrom, a perennial summer clerk, bade goodbye to the regional office on Aug. 30 in order to pursue his final studies at University of Wisconsin-Milwaukee. He began his practice teaching in September at West Milwaukee High School. We are sure that he will be an asset to the teaching profession as he was to the railroad.

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Ages under 39 Inc.	\$3.75	\$1.75	.50
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Ages 65-69 Inc.	\$13.75	\$6.25	

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TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

Jerry Hofkes brought back his usual interesting travel tales on his return from a whirlwind tour of the principal countries. He also brought back a wealth of movies and pictures.

Europe was the vacation goal of Rate Clerk Geraldine Harner and Assistant Cashier Alice Sobczak, who departed on the Railway Business Women's Tour Sept. 18. In the itinerary are the Oktoberfest at Munich, Yugoslavia, Hungary and departure from Vienna for home. Many places along the Adriatic Sea will be included in the tour. An interesting feature will be the banquet at Munich hosted by the Railway Business Women of Munich.

Newcomers are Sandy Talaska at the mail desk, and Carol Gatzke, key-punch operator, daughter of Rate Clerk Ray Gatzke.

Word has been received of the death of James Waterman, former Milwaukee yard clerk who transferred to Tucson, Ariz., due to ill health. James never recovered from the asthmatic condition with which he was afflicted, and which eventually caused his death at the age of 50. He is survived by his wife, June (also a former railway clerk), two sons, his mother, two sisters, and brothers Mel, Bob, and Frank. Brother Mel is employed at the Humboldt control center, Milwaukee.

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Iowa Division

MIDDLE AND WEST

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

Clarence Gregerson, section foreman at Madrid, Ia., passed away on July 3 of a heart attack at St. Louis Park, Minn. He and Mrs. Gregerson had just started their vacation, and had gone to visit a son in Bloomington, Minn. They made their home in Maxwell, Ia., where he had been section foreman for a number of years before taking over the Madrid section. Clarence was a past master of the Masonic Lodge, past patron of the Eastern Star, and a member of the Methodist Church and the American Legion. He is survived by his wife, Dorothy, four sons, his father, four sisters and a brother.

Donzella Harrison, mother of Mechanic William Harrison, passed away on July 3 at the Perry hospital. She had been ill about two weeks. She is survived also by another son, Henry of Ohio, three daughters, 22 grandchildren and a brother. Funeral services were at Perry.

Joseph Windal, a long-time employe of the B&B department on the Iowa Division, passed away July 13 at the Perry hospital. He lived with a daughter, Mildred, at Herndon, and he also is survived by another daughter and a son. Burial was in Richland Cemetery near Herndon.

Mrs. Viola Ranes, stenographer in the superintendent's office at Perry, retired on July 14 and was honored with a party given by her fellow workers, who presented her with a corsage, plant and some folding money. She had been in the superintendent's office for a number of years.

R. R. McConahay, signal supervisor at Perry, was advised in mid-July that his father, J. F. McConahay of Seattle, a retired signal department official, was seriously ill, and Robert and his family made a trip to Seattle during two weeks in August to be with his father.

Donald Stoelk, an employe in the



MERIT CITATION. Retired Machinist A. J. Althaus, for 28 years a member of the Custer County Selective Service Board at Miles City, Mont., receives a citation for meritorious service following his recent retirement from the Board. He retired from his railroad job in 1954.

traffic department at Portland, Ore., passed away July 30. He was at the Des Moines traffic office for several years before being transferred to Portland three years ago. He is survived by his wife, Betty, three sons, a daughter, his father, a brother and three sisters.

Ruby Eckman, retired long-time employe and a magazine correspondent, was advised of the death of her brother in Kansas City during late July. He was found dead in his home by neighbors.

K. "Skinny" Nelson, sectionman at Madrid, Ia., has received a Silver Pass for 45 years of service. He started with the Road in May of 1922 and was promoted to foreman in August, 1935. All of his service has been on the Madrid section.

Contributed by John Gohmann

Congratulations are in order to the following East Iowa Divisioners upon their new arrivals:

Engineer Chuck Mangler and his wife are the proud parents of a baby girl, which makes the new little one the fourth member of his family. Chuck, who works between Savanna and Ottumwa on freight, lives in nearby Sabula. He has a daughter, Connie, who attends Missouri State Teachers College, and two boys who are attending school in Sabula. The Mangler name is familiar to railroaders in Savanna for, besides Chuck, three of his brothers, Lloyd, an engineer, and Albert and Wayne, conductors, work in freight service out of Savanna.

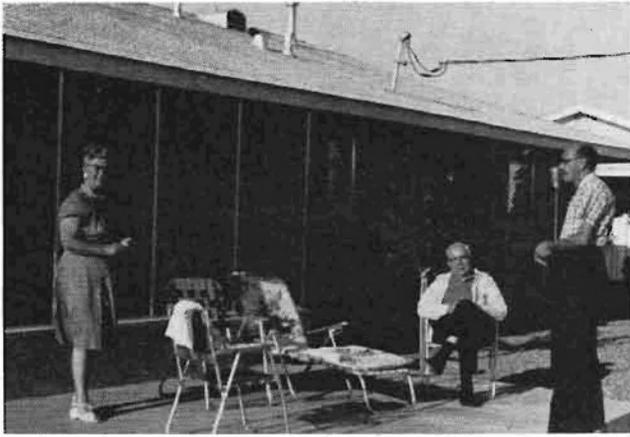
Marion, Ia., Freight Brakeman Johnny Marr and his wife, Linda, had their first-born child, a boy, Brian Wayne, a hearty and healthy seven-pounder.

Railroading is old business to William Ebert, a retired Milwaukee Terminal switchman now residing in Marion. Bill, 82 years old, is still just as spry and witty as in the days when he kicked boxcars down the lead, and

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SETTLED IN SUN CITY, T. M. Byrnes, retired captain of police, right, and his wife enjoy a call at their ranch home from Retired Captain A. J. Peters. The Peterses have also built a home in the Arizona community, which they anticipated occupying on Oct. 1.

he enjoys spending his days fishing with members of the local trainman's union in Marion. He doesn't get too far from Milwaukee tracks because, from his apartment's front porch, he sits nightly and watches the City of Denver and City of Los Angeles glide into the Marion depot. Bill sincerely would enjoy hearing from any of his old working buddies. If you know him, just drop him a line in care of the Milwaukee Ticket Office, Trainman's Locker Room, Marion, Ia.

Passenger trainmen from Marion wish to extend sincerest sympathies to a fine man and chair car porter, Johnny Barber, on the loss of his wife who recently passed away. All of us enjoy working very much with Johnny, and hope that we can help him in any way possible. Johnny works on the "Cities" trains between Chicago and Omaha.

We extend a hearty "get well" wish to Frank H. "Mac" McDonnell, for years a passenger brakeman and conductor on the City of Denver-City of Portland and City of Los Angeles-City of San Francisco, as he recovers from a leg amputation operation. Mac, who was taken ill very quickly, was always his chipper self and never complained of any problems. He was very popular with the dining car crews and all his associates.

Passenger Conductor E. I. "Spinner" Starks recently was hospitalized for a spinal operation, but we are happy to report that he is progressing very well and should be back at work very soon.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Willard Stevenson, section man at Harlowton, is absent from work due to disability, and has applied for retirement. Willard has 34 years with the company, working from Winnett, Mont., to Piedmont at the base of the Continental Divide.

Engineer Lyall Moritz, 69, of Lewistown, Mont., passed away Aug. 25. He came to central Montana at age 14. He later farmed near Moore, Mont. until 1943, at which time he joined the Milwaukee. Mr. Moritz retired several years ago due to ill health. The Mor-

itz's have two daughters, one of whom is Mrs. Bruce Cederholm, now of Green Bay, Wis. Bruce is assistant superintendent there, and recently from Great Falls.

Doug Nissen, son of Conductor E. V. Nissen of Harlowton, broke the existing state record of 2:29 in the 200 yard freestyle with a new time of 2:25.2 at the Cody, Wyo., meet. The Harlowton swim team has broken four state records in two years, with Nissen capturing three of the four. The team instructor is Doug Yates, son of for-



"WHISTLING IT OFF", J. H. Marken, engineer on the Dubuque & Illinois first district (left), retires from his veteran service at Savanna Yard. Extending good wishes is Traveling Engineer-Trainmaster A. J. Cini.

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mer car foreman Pat Yates. Brakeman Don Hammel assisted in instructing and coaching.

Roundhouse Foreman James Girard took his family to Germany this summer, where Mrs. Girard's brother is a major in the Air Force and in charge of special assignments. The Girards toured other countries in central and southern Europe before returning to Harlowton.

Arthur Tadewaldt, son of Trainman Charles Tadewaldt of Great Falls, was awarded the Freshman Honor

Scholarship in Civil Engineering. He will attend MSU in Bozeman this fall.

Central Montana has suffered dry conditions this summer, but because of heavy moisture in early summer there is a bumper wheat harvest. Moisture is needed for fall grass to avoid moving cattle to market earlier than usual.

John H. Fischer, 83, retired operator-agent, passed away. Burial was in New Ulm, Minn. His service with the Milwaukee started at Truesdale, Ia. He came to Shawmut, Mont., in 1911, where he served most of his railroad

career, and retired in 1949.

Electrician Fred Fulks, Navy WWII, took to the water again in the Annual Yellowstone River Float from Livingston to Billings. Fred blew the bugle at every bridge en route. Very high waters from the mountain's snow melt caused many to drop out before the 149-mile journey was completed.

EAST END

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

Retired Agent Lulu L. Metzall now living in California sent an interesting clipping from a local paper concerning another retired agent, Mrs. Emma Cornell, now living in Santa Barbara, Calif. Seems a group of old-time telegraphers gathered in Sacramento recently to commemorate the 176th anniversary of the birth of Samuel Morse, and though Mrs. Cornell did not make the meeting, a reporter devoted two columns to her activities on the railroad.

Now 89 years young, Mrs. Cornell is still active in many organizations, and at the time of her interview was getting ready to attend the Grandmother's Club. She has just recently joined the Channel City Women's Forum. Emma retired in 1942 from the agency at Gascoyne, N. D.

Sue Lathrop, wife of Retired Locomotive Carpenter Herb Lathrop, has completed her year as state president of the World War I Veteran's Auxiliary. Sue has traveled over 4,000 miles in Montana during her term and made trips to Washington, D. C., visiting congressmen and attending the Woman's Forum on National Security; San Diego, attending the national convention; and Salt Lake City, attending the regional meeting.

Miss Brenda Richards, granddaughter of deceased Chief Dispatcher C. H. Richards, was both the Miles City and the Montana Champion Teenage Girl Road-e-o Driver, which gave her the opportunity to advance to the National Jaycee Safe-Driving Auto Road-e-o in Detroit this summer. She was selected from 50 girl contestants to go to Detroit early to help with advance publicity for the national finals. The contest is in its 16th year and this year about 350,000 teenagers from 2,300 communities competed in local programs. Miss Richards placed 14th in the girls division.

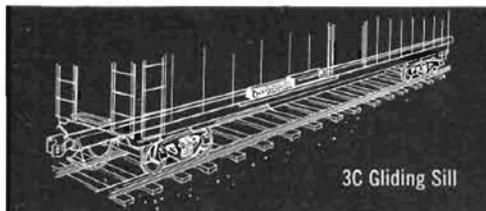
Rafting and raft races on the rivers in Montana seem to be one of the newer sports, and an enthusiastic participant in the Glendive Jaycee-sponsored event was Don Sullivan, clerk in the DM-S office in Miles City. The race was down a 14-mile course on the Yellowstone River.

Alice Mae Watts, daughter of Mr. and Mrs. Homer Watts of Terry, Mont., was married to Carman Helper Richard D. Hill on July 22 in the First Lutheran Church in Miles City. A reception was held at the home of the groom's parents, Mr. and Mrs. Vern Hill.

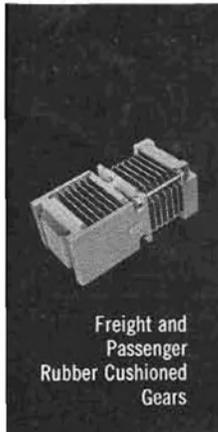
Marie Caroline Little, daughter of

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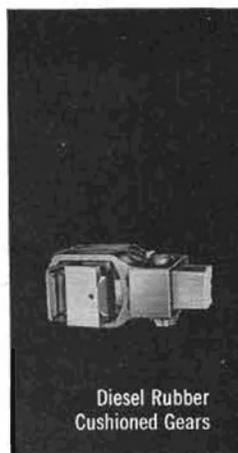
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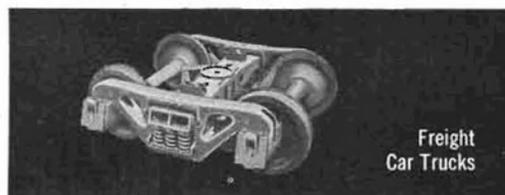
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Section Foreman Charley Aleck (right), retiring with 54 years of service, receives a Gold Pass from Roadmaster N. J. Munoz.

"I, CHARLEY ALECK, left my home in Arumta, Lebanon, Arabia in the spring of 1913 when I was 18 years old. It took 29 days to reach New York City. From there I went to Michigan City to look for work, but was told I was too

young to work in the factories.

"I went then to Sioux Falls, S. D., and got a job in the roundhouse of the Milwaukee Road, worked three years in the coal house, quit that and started on the section.

"I married in 1915, and in 1917 moved to Harrisburg, where I became section foreman. In Harrisburg I bought two acres of land and three lots and built my own home. We had five sons and two daughters, and in World War II I had four sons in service. Every month I bought \$50 in Savings Bonds. I have 13 grandchildren and five great-grandchildren.

"A few years ago I took over as foreman in Sioux Falls. My first wife passed away in 1959, and I married again and moved back to Sioux Falls in 1965. This year I made up my mind to retire in August; to relax, go fishing, and sit in the shade with a glass of cold beer. In the 54 years I worked for the railroad there was only one labor accident in my territory. I loved my work, and took care of it like I take care of my own home."

Mrs. Ella Little and the late W. T. "Tommy" Little, retired switchman, was married July 22 to John F. Cuthill Jr., of Winter Haven, Fla., in the Baptist Tabernacle Church in Miles City. A reception was held in the church parlors. Marie attended Omaha Bible College, Montana State University, and is a junior at Tennessee Temple College. Her husband attended Stetsen University and is presently a senior ministerial student at Tennessee Temple College in Chattanooga. He is known as "Johnny C" of WDXB, and is also minister of music at the Northside Baptist Church. The young couple will reside in Chattanooga.

Marilynn K. Leitholt, daughter of Mr. and Mrs. William Leitholt, was married July 15 at the First Lutheran Church to Arthur A. Arnoldt, son of Mrs. Lila Arnoldt and the late Albert A. Arnoldt, a carman at Miles City. A reception was held at the Eagles Hall. The bride attended Miles City Community College, and the groom has served three years in the Navy, the past year in Viet Nam. He will be stationed in Long Beach.

Retired Conductor Ira M. Caine and wife Mabel celebrated their 50th wedding anniversary at Hamilton, Mont., where they now reside. The Caines were married in 1917 at Harlowton, Mont., residing at Harlowton and Roundup before moving to Miles City in 1936, where they lived until Mr. Caine's retirement in 1956. Three of their four children, along with several grandchildren, were present to help them celebrate the occasion. One son serving overseas was unable to be present.

It is with regret we report the deaths of the following Milwaukeeans: Retired Carman Frank "Doc" Robbins passed away July 10, at age 77. Doc practiced dentistry in Miles City several years prior to entering railroad service. He is survived by his wife, Mary, and one daughter . . . Services were held June 28 for Retired Brakeman H. W. Davis, who passed away at age 77. Mr. Davis came to Miles City in 1917, working for the Milwaukee from then until his retirement in 1955. He is survived by a daughter and five sons . . . Mrs. Opal Shine, widow of

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Clerk Charlie P. Shine, passed away July 24 in Seattle, where she had been residing the past six years. She is survived by her daughter, son and five grandchildren, all living in Washington . . . August W. Paeth, 85, died Aug. 19, following an extended illness. Mr. Paeth started his career with the Milwaukee in Wisconsin, coming to Miles City around 1916, and continued at Miles City as car inspector until his retirement in 1950.

The Miles City chapter of the Milwaukee Women's Club is sponsoring a bowling team this year for the first time. Members of the team are Mrs. R. Golden, Mrs. Ray Zuelke, Mrs. Sadie Glover, Mrs. Earl Steiner, Mrs. Vern Jones and Mrs. Lou Hinrichs.

Jeff Roberts, son of Trainmaster's Clerk E. E. Roberts at Miles City, represented Rowland Thomas and Co., an accounting firm he is employed by, at a training program which is sponsored by the American Institute of Certified Public Accountants at the University of Colorado at Boulder. He was the only Montanan attending.

A potluck picnic was held Aug. 6 at the pumping plant in Miles City for all active and retired Milwaukee employees and their families. The Milwaukee Women's Club sponsored the affair and furnished Sloppy Joes along with 10 attendance prizes.

A retirement party was held at Bowman, N. D., for Section Foreman George Rankin at Gene's Restaurant.

George was presented with a wrist watch from the group and his wife received a pin. They were serenaded to the tune "I've Been Working On The Railroad" on mouth organs played by Roadmaster L. A. Timberman and Retired Roadmaster Leo Miller.

Dr. Maurice R. Hilleman, son of the late brakeman Robert H. Hilleman, has again received national notice, being mentioned in the Aug. 25 issue of Time magazine. Dr. Hilleman, "already famed for his work in developing a mumps vaccine and Enders measles vaccine," according to Time, is now working on a new defense against virus infections. He also developed the Asian flu vaccine several years ago and has done work on cancer vaccine.



In the living room of the Anderson home, the cabinet at J. D.'s left houses a stereo with dual speakers at each end. Other speakers are located in the recreation room.



Field stone partitions the patio from the lawn house and fish pond. The mill wheel is propelled by diverted rain water or controlled water pressure.

The House That Dennis Built

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

THE home of Conductor J. Dennis Anderson at Dawson, Minn., is full of delightful surprises, indoors and out, which are all the satisfying results of J. D.'s own plans.

Not the least of its charm is the way it spreads out over four terraces. The lion's share is given over to the house, which has a view of the Lac qui Parle River. Pass through the walk-out recreation room, and you're in a patio overlooking a secluded lawn house and fish pond, and below that is a neat orchard.

Anderson devoted a number of years to designing the home for his family, consisting of his wife, daughter Cheryl, 16, and son Steve, 14. Actual work began in the fall of 1963, with contractors doing the preliminaries under J. D.'s supervision. After that he took over, doing all the finishing, and giving it the last swipe of polish at Christmas time, 1966.

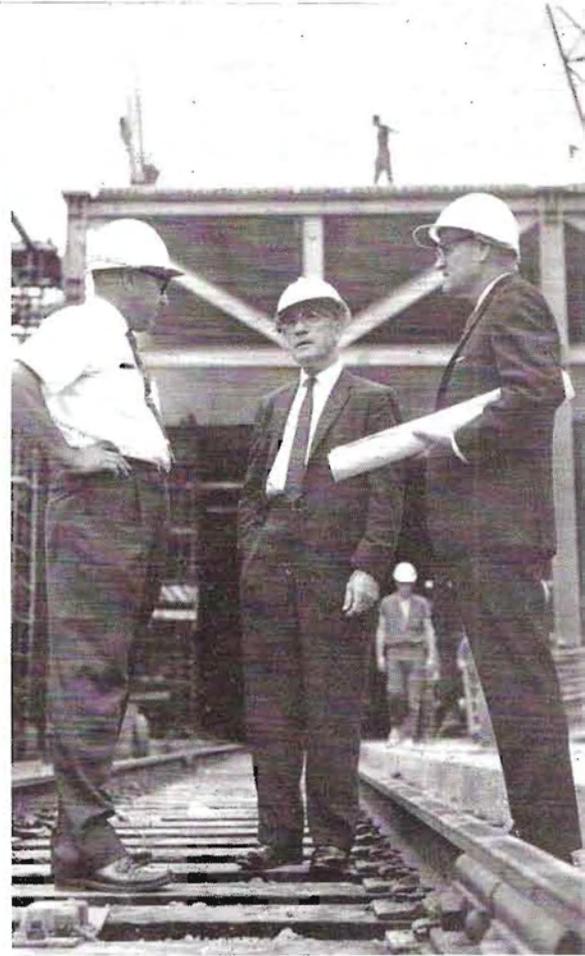
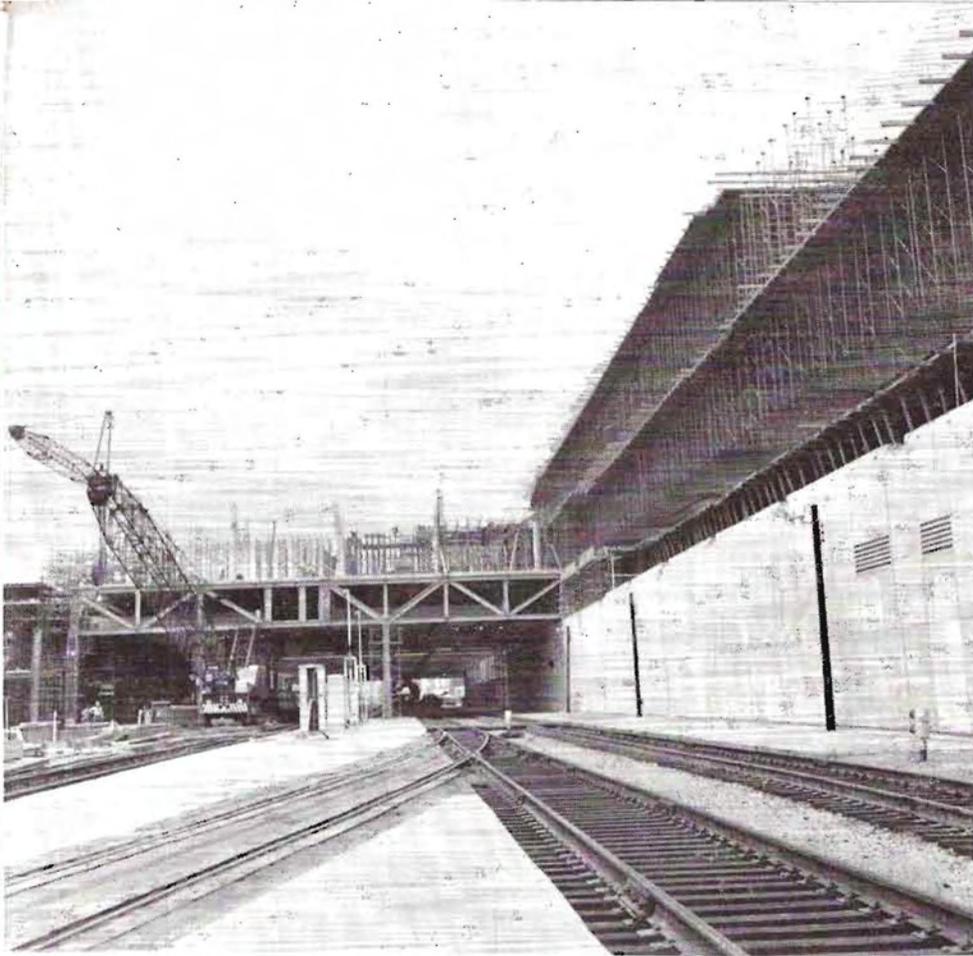
The finishing included beautiful wood paneling and cabinet work, much of which is native black walnut that J. D. cut and cured over a period of years. At one time he had a wind-

fall when a friend offered him a grove of 18 trees, which were his for the cutting. Another time he cut down a tree that was bothering a neighbor, and the wood from that now forms the paneling above the living room fireplace and artistic built-in shelves. The fireplace is of Bedford limestone.

An interesting part of the house is the intercom system, which has the master unit in the kitchen and six throughout the house, with individual volume control. The idea of putting units in the bedrooms was to make it easier to wake up the youngsters in the morning, but sometimes the idea goes sour when Steve and Cheryl shut off the volume.

Notable also is the wrought iron work throughout the house and grounds, and the use of field stone for walling the patio and lawn house. J. D. keeps garden tools in the lawn house, and Steve is the custodian of the pool, which is stocked with goldfish, tadpoles and other water creatures.

J. D. became interested in building his own home while serving in the Seabees, where he had some basic woodworking instructions. While waiting for calls to go out on the railroad he studied some more, and finally the plan came to a head. The rest of the family lent a hand from time to time, and J. D. gives due credit to his wife, who cleaned up after him, and kept a good disposition over the years of making the dream house become a reality.



REDEVELOPMENT BOOM. Milwaukee's new \$23 million post office rising just east of the Milwaukee Road passenger station on a 12½-acre site purchased from the railroad is now less than a year away from its completion date. More than 300 building tradesmen are working on the project, a four story concrete structure, of which a portion will straddle air rights

over the station tracks. In connection with it, the railroad is building a new mail handling facility south of the tracks in the area at the west end of the station. Discussing the project are H. E. Hurst, division engineer of the Milwaukee Terminals (from left); C. V. Lund, assistant chief engineer-structures; and B. J. Worley, vice president-chief engineer.

FROM THE BUREAU OF INDIAN AFFAIRS. Authentic reproductions of the "po-gan-mo-gan" war clubs used in the early days by the Chippewo tribe were presented recently to the Milwaukee Road in appreciation of efforts to promote industrial use of Indian lands. Accepting them from Robert N. Huey, officer in charge of the Bureau of Indian Affairs' industrial branch in Chicago, are P. W. Scott, western director

of real estate and industrial development (left), and E. J. Miglio, industrial engineer. The "po-gan-mo-gan" was usually fashioned from a hardwood tree stump, using the grain swirl from the bole to give it toughness. These were made by craftsmen on the Turtle Mountain Reservation at Belcourt, N. D., where an industrial plant turns out reproductions of Chippewo culture.



TV PERSONALITY IRNA PHILLIPS and her daughter Katherine relax in the lounge car of our City of San Francisco streamliner which the well known radio and television author rode recently to the West Coast to develop background material for a new CBS show titled "Love a Many Splendored Thing." Miss Phillips' continuing serial "As the World Turns," televised Monday through Friday on the CBS network, currently holds the number one rating for doytine dramas.





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CONTAINER TEST. One of the first container movements directly from Japan to Minneapolis arrives at Lyons Food Products, Minneapolis area outlet for the New York importing firm of Nozaki and Associates. It consisted of two container loads of canned goods—a 20-foot one shipped from Shimizu on a Showa Line vessel, and a 40-foot Milwaukee Road van loaded in Seattle with "loose cargo" shipped on the same vessel. The two moved from Seattle via the Milwaukee Road as a piggyback shipment. The Japanese government, through the Japan Container Association, arranged for movement of the 20-foot container in

connection with establishing procedures for handling containerized freight. Discussing the test are, from left, A. R. Boschee, Lyons' secretary-treasurer, David Arneson, president, and Toshihiko Watanabe of the Showa Shipping Co. Milwaukee Road men present were, above from left: 1) T. S. Hartnett, Milwaukee Motor Transportation terminal manager; 4) W. E. Cartwright, assistant to vice president for import-export traffic; 6) C. E. Goldsmith, manager MMTC eastern operations; B. H. Desens, district manager-sales; and W. A. Maile, sales representative.

