

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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# Transportation Newsgrams

THE  
**MILWAUKEE ROAD**  
MAGAZINE

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*Editor*

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## NRLC Moved to Washington, D. C.

The National Railway Labor Conference, which handles labor matters for the railroad industry on a national level, moved on Sept. 4 into its new offices in Washington, at 1225 Connecticut Avenue, N.W. The organization, founded five years ago and since then headquartered in Chicago, has 160 member and participating railroads and negotiates with 26 standard and 15 smaller unions. Reason for the move was the increasing amount of time spent by the members in the nation's capital.

## Wise Owl Club Comes of Age

The Wise Owl Club of America, sponsored by the National Society for the Prevention of Blindness to recognize workers who have saved their eyes by wearing eye protection at the time of an industrial accident, observed its 20th anniversary this year. The Society reports that today the club has about 5,100 chapters spread across all 50 of the United States, with more than 40,560 members. The membership figure represents a total of 50,700 eyes saved.

## To Keep America Beautiful

President Lyndon Johnson, in a recent message to Congress entitled "To Renew a Nation," said, "Impress upon every citizen the contribution he can make simply by observing the 'No Litter' sign as he drives along the highways and walks along the street. Clean-up is costly. For example, it takes \$2,000 of the taxpayers' money each year to keep each mile of highway leading into the nation's capital free of refuse."



## For Safety at the Crossing

The National Transportation Safety Board released a railroad grade crossing accident report this year which, among other things, urged local authorities to be as strict with grade crossing law enforcement as with enforcement at highway intersections. The NTSB suggested also that it might be desirable to use Federal highway funds to improve grade crossings on roads not included in the Federal Highway System. Currently, only Federal highway crossings qualify for such funds.

## Coupling System Study Launched

The Association of American Railroads and the Federal Railroad Administration announced on Aug. 15 the establishment of a joint study to explore new ways to boost the safety and efficiency of coupling and uncoupling the industry's 1.8 million freight cars. The primary effort will be to study the possibilities for a self-acting or fully-automatic coupling system. The move was hailed as "a significant step toward developing train performance criteria to meet emerging demands for more speed and greater freight hauling capacity, and improved safety for operating employees."

## THE COVER

Our aerial photographer has here covered the railroad's harborside facilities at the Port of Tacoma, Wash., which, with the Ports of Seattle and Longview, helps to handle the very substantial volume of import-export traffic we carry to and from the North Pacific Coast. In the area above the log booms are the yard and dock house installations, and at the upper left are the car and locomotive shops. Shown in the lower left corner is the Port's new bulk alumina handling facility.

## Rail Film Cited for Award



The film entitled "Railroads—Route of Illinois Progress," produced by the 24 major railroads serving the state, has been chosen to receive a Chris Certificate Award from the Film Council of Greater Columbus, Ohio. The film, produced in observance of the 150th anniversary of the state's admission to the Union, is being shown throughout Illinois during this sesquicentennial year. Illinois became the 21st state on Dec. 3, 1818.

## Man of the Century

Joshua Green, western director of the Milwaukee Road, will be named Seattle's Man of the Century by the Pacific Northwest Variety Club at an 800-guest luncheon on Nov. 27. Proceeds will go to the club's heart and cancer clinic at Children's Orthopedic Hospital. Mr. Green celebrated his 99th birthday and began his 100th year on Oct. 16.

## Miscast in Concrete

A story from Fergus Falls, Minn., tells of a boxcar of powdered dog food and another of cement that got switched. A concrete company actually tried to use the dog food in a construction project and wondered why the concrete wouldn't harden. No dogs were silly enough to try to eat the cement.

## Golden Spike Commemorative Medallions Now on Sale



Driving the Golden Spike in 1869

Medallions commemorating the 100th anniversary of the first transcontinental railway across the U.S. are now on sale, Nathan H. Mazer, executive director of field operations for the Golden Spike Centennial Celebration in Ogden, Utah, has announced.

The medallions, struck at the U.S. Mint in Philadelphia, come in two sizes

— $1\frac{5}{16}$  and  $2\frac{1}{2}$  inches in diameter. Either may be purchased in bronze, and the larger size also in silver alloy.

One side depicts the engines Jupiter and No. 119 nosing together against a mountain background on the Utah desert at Promontory. The inscription reads: "The Central Pacific and Union Pacific Railroads Linking the Nation. Promontory Summit, Utah. May 10, 1869."

The opposite side shows a section of rail bearing the dates 1869 and 1969, separated by a railroad spike. The inscription around the edge reads: "The Oceans United by Railway. Golden Spike Centennial Celebration Commission."

On this side the larger medal also bears the names Sacramento-Promontory-Omaha, the eastern and western terminals of the original line and the place where the two lines met.

Included with each medallion is a brochure citing the historical significance of the transcontinental railway, with several sidelight stories concerning its construction.

The bronze medallions sell for \$2.50 and \$7.50, the silver alloy for \$25. Proceeds from sales will go toward financing the year-long nationwide celebration of the Golden Spike centennial. More than 5,000 were sold in the first week they became available, and the total sale is expected to exceed 100,000. Orders should be addressed to Field Headquarters, Golden Spike Centennial Celebration Commission, Room 2419 Federal Building, Ogden, Utah 84401.

It's That Time of  
The Year to Order  
YOUR HIAWATHA  
PLAYING CARDS



There's a lot of good card playing coming up this winter, and because the demand for our Hiawatha playing cards also goes up at this time of the year, we are well stocked to fill orders. It's not too early, either, to get them now, if you intend to use them for Christmas stocking stuffers. The price is still 50 cents a deck, or just about cost—a bargain for cards of the Redi-Slip plastic coated type.

The cards come in both bridge and pinochle decks and in a choice of blue or maroon backs decorated with the Running Indian emblem associated with the route of our railroad's streamliner passenger trains. They are available to the general public, as well as to Milwaukee Road employes and members of their families. In placing your order, specify which type and color you want, and send your check or a money order to G. W. Hyett, District Manager-Passenger Sales, Room 275 Union Station Building, Chicago, Ill. 60606.



R. G. Sackerson, general manager of the Milwaukee Land Company, right, and H. C. Johnston inspect the sign erected recently on the Milwaukee Olympic Tree Farm. Johnston is

chief forester for the 50,000-acre farm, which was certified for membership in the American Tree Farm System this spring.

## Guardians of Our Forest Crops

*Tree planter, fire fighter, bear tracker, land appraiser . . .  
the forest farmer plays many roles on his appointed rounds*

When Herbert Johnston joined the Milwaukee Land Company in the fall of 1951, he was just in time to pitch in and fight a fire at Forks, Wash., that laid waste 34,000 acres of timber stands and almost burned down the town. As a young forester with a degree from Washington State University, Herb proceeded to convince the company then and there that it had hired a good one. Today his title is chief forester on the Milwaukee Road's Olympic Tree Farm of some 50,000 acres of forest land in Jefferson and Clallam counties on the Olympic Peninsula.

The Land Company subsidiary of the railroad, under the management of Robert G. Sackerson, takes pride in maintaining its timber holdings in the Pacific Northwest with a small but select crew of field men such as Herb Johnston and his assistant, Don Moore. The territory this encompasses is about 236,000 acres of timber land scattered throughout Washington and Idaho and reaching into Montana. Included are two certified tree farms, the other being the Milwaukee-Cowlitz farm in Lewis County, Wash.

The men who work this far-flung spread handle the company's forestry practices in four areas, all of which over-

lap each other. Basically, their responsibilities are (1) reforestation; (2) administering timber contracts; (3) timber cruising and timber and land appraising; and (4) fire protection.

The reforestation program involves brush eradication; controlling insects, predators and parasites; aerial seeding; and hand-planting seedling trees.

Herb Johnston's special interest is the study of tree diseases and parasites that attack plants and trees. The Olympic Peninsula around Forks, where he is headquartered, has an average annual rainfall of 117.1 inches, and is similar to a tropical forest in the way of rapid plant growth and heavy undergrowth. This condition, which is highly conducive to the growth of parasites and plant disease, provides a natural laboratory for probing the mysteries of their causes and effects.

The biggest single task in reforestation is plant eradication, particularly the control of alder trees in areas where slow-growing seedlings can be overtaken and smothered by the faster-growing alder before they have a chance to become established and develop. Other types of trees, and shrubs such as salmon berry, vine maple and mistletoe that choke out seedlings, are hard to control

but not as prolific as alder.

Predators that leave their mark on forest lands also require constant watching. Bears, for example, seem to delight in taking a swipe at a tree and stripping off the outer bark to get at the juicy inner layer that they find particularly appetizing. The extent of the damage depends on the degree of exposure. Cut off from part of its growth cells, a tree will become defective, or if a bear is really hungry and strips more than one side, it will dry up and die. Last year damage control hunters and sportsmen killed more than 200 bears in the vicinity of the Olympic Tree Farm.

Less likely to be considered predators by the public, but just as destructive forest-wise, are deer, rabbits and mountain beavers, which seem to have an affinity for grazing on the terminal buds of seedlings.

Still another problem of concern is the predator known as the human animal. While not a deliberate one in the sense of using forest products as a source of food, man often causes costly and widespread damage through carelessness and vandalism. This predator is perhaps the hardest of all to control.

Nature's own efforts to establish and nurture timber stands receive valuable

assistance from the Land Company foresters. Cutting practices on the company's property require the loggers to leave a strip of trees standing, so as to provide natural re-seeding and erosion control. But when Nature is solely in charge, reforestation is not always completely effective, hence aerial seeding and hand-planting.

These programs are usually carried out in January and February of the year following the logging of an area and subject to the vagaries of the weather. Aerial seeding requires good visibility and a wind velocity of no more than 10 miles per hour.

The Milwaukee Road pioneered aerial forest seeding among the railroads in this country through a Land Company project initiated by Mr. Sackerson in 1951. The operation is carried out from a helicopter, with the pilot and forester working together. The seeds are placed in containers on both sides of the 'copter and fed into a meter at a predetermined rate per acre, depending on the type of terrain, the condition of the soil and other factors. From the meter they flow through a whirling tube which spreads them in a 90-foot swath. To insure full coverage, the area is cross-flown.

Seeding by air was first attempted by forestry organizations in the 1940s, but with a notable lack of success, due to disappearing seeds. Scientific sleuthing finally traced the cause to the white-footed field mouse, which was found to be gobbling them up as soon as they were distributed. As a result, the seeds are now coated with a chemical and aluminum flake that repels mice and makes them invisible to birds. Young seedlings are also treated with a repellent which makes them distasteful to rabbits.

Hand-planting of seedlings is done in small areas where aerial seeding is impractical or when a forester wants to carefully control planting or work on an experimental basis. It is slower and relatively more expensive. This method was used by the Land Company in 1957 to experiment with the introduction of Douglas fir to a hemlock stand. The experiment was successful and is now used widely on the Peninsula.

Douglas fir, in addition to having a high market value, grows faster and is more wind-firm than other commercial timber. Wind is one of the many environmental factors that affect trees on the Olympic Peninsula. A good blow off the ocean can build up a real whirler. Old timers in the area still recall the blow-down of 1921 that flattened a billion board feet of timber in one day.

Douglas firs, owing to their deep lat-

Bob Sackerson checks on the growth of a 10-year-old tree. The distance from his hand to the top of his hat is one year's growth.



eral root systems, have a natural anchor against wind force. However, species such as hemlock, spruce, cedar and silver fir, whose lateral roots spread just beneath topsoil, sometimes no more than a foot underground, are highly susceptible.

Fire, both nature and man-caused, is also a constant threat on timber land, and Herb Johnston and Don Moore are always on the alert to prevent fires or control them before they can cause serious damage. Considering the many factors that challenge tree growth, Herb often expresses amazement that a young seedling can survive to a ripe old

marketable age of from 40 to 200 or more years.

There is a saying that if a forester makes a mistake he has to look at it every day. Consequently, he can't afford mistakes. Like growers of field crops, foresters plant and tend crops for future harvests, but with the difference that the results are measured in years and generations rather than in months. For example, a Douglas fir planted in the 1950s will not be ready for cutting until the next century. The way Herb looks at it, forestry is a dedicating calling, since a forester often is raising crops he will never see harvested.



Herb Johnston takes a boring to ascertain the age of a tree. The boring tool has a hollow core which can be removed to obtain a sample of the core of a tree.

# The Sales and Service Department Talks Things Over



Assembled for the opening of the staff meeting are, seated from left, G. B. Hanson, staff assistant; J. M. Fortman, manager-automotive and implement sales; H. A. Springer, manager-grain sales; G. H. Kronberg, vice president-sales and service; W. S. McKee, general freight traffic manager-rates and divisions; R. T. White, regional manager-sales, Milwaukee; W. A. Zimmerman, manager rail-highway sales; and D. C. Workman, regional manager-sales, Detroit. Standing, from left: C. E. Goldsmith, manager MMTC eastern operations; P. J. Cullen, assistant vice president-sales and

service; D. M. Wiseman, general manager-freight sales; G. F. Quinlan, regional manager-sales, St. Louis; K. G. Hosfield, assistant general manager-freight sales; W. R. Hayghe, assistant to vice president-sales and service; F. W. Baker, Van Dunfee, P. A. Larson, E. S. Rogers, D. A. Keller and George Neu, regional manager-sales, respectively, in Kansas City, San Francisco, Chicago, New York, Seattle and Minneapolis; E. A. Welu, staff assistant; and H. S. Meislahn, director of marketing and research.

**S**ignificant trends and developments in the operation of the railroad as they relate to the promotional work of the sales and service department were the big topics of discussion among regional sales managers and the Chicago headquarters staff with officers of other departments in Chicago on Sept. 17.

The day-long session marked the resumption of regular bimonthly briefings of the regional managers following a series of meetings conducted by general officers of the department in the railroad's nine sales regions earlier this year. D. M. Wiseman, general manager-freight sales, presided, in conjunction with Vice President G. H. Kronberg, and P. J. Cullen, assistant vice president-sales and service.

The discussion was initiated by President Curtiss E. Crippen on a program that included presentations by officers of the rate, law, operating, rail-highway, Milwaukee Motor Transportation, advertising and passenger departments.

In addressing the group, Mr. Crippen provided an over-all view of the present health of the company—of what is go-

ing on and how it is doing—touching on matters such as the proposed consolidation with the Chicago and North Western Railway, the revenue and expense situation for the current period, freight and passenger operations, the trend in carloadings, and the interim rate increase granted recently to the industry. Blackboard figures emphasized some of the economic factors involved in these proceedings and the outlook for the remainder of the year.

## Law, Finance, Operating Agenda

The subject of railroad mergers was reviewed at length by E. O. Schiewe, vice president and general counsel, with attention directed to those pending before the Interstate Commerce Commission in which the company has an interest. Mr. Schiewe outlined in detail the Milwaukee's reasons for support, opposition, or requests for conditions, as the case may be, in the light of protecting its position to compete for traffic.

R. F. Kratochwill, vice president-finance and accounting, briefed the

President Curtiss E. Crippen initiates the discussion.



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Vice President G. H. Kronberg addresses the group.



Vice President E. O. Schiewe covers the merger picture.

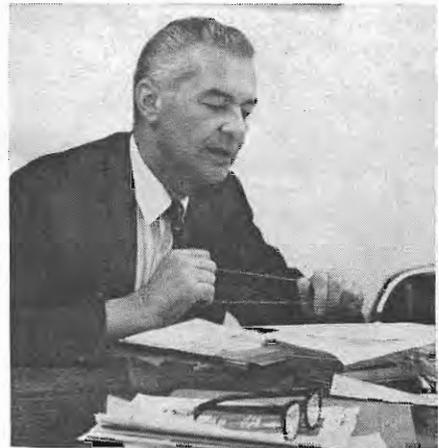


Vice President F. G. McGinn discusses operating matters.



Vice President R. F. Kratochwill presents a slide showing of financial reports.

C. C. Dilley, director of public relations and advertising, outlines plans for advertising innovations.



gathering on aspects of operations reflected in financial results for the current period of 1968 compared with the same period in 1967. The narration was illustrated with a slide showing of reports that provided a knowledgeable picture of areas indicating progress or calling for budget control.

F. G. McGinn, vice president-operation, headed the discussion with the operating department officers, in a session that included participation by L. V. Anderson, general manager-system, D. O. Burke, assistant general manager-system, and Q. W. Torpin, general superintendent-transportation.

The meeting concluded with a discussion led by Mr. Wiseman of matters general to the sales and service department. Topics on the agenda included the development of additional patronage, the department's management training program, the new implement distribution site at Othello, Wash., and advertising innovations designed to assist sales and service men in their promotional efforts.

Taking in matters for discussion with the operating department are W. R. Hayghe (from left), D. O. Burke, L. V. Anderson and Q. W. Torpin.



W. S. McKee (left) briefs the group on rate situations brought up by R. T. White (center) and W. A. Zimmerman.



# The Official Railway Guide 1868-1968

—— First Volume Reissued for 100th Anniversary ——

As far back as the oldest railroader can remember, *The Official Railway Guide* has been a familiar and handy working tool. For information about system maps, train schedules, station listings, mileage calculations, or names and addresses of people to write to, no other single periodical gets more well-thumbed use.

Aside from being the largest reference book of its type, the *Guide* is also the oldest, but just exactly how long it has been in existence came to attention this year when the June issue rolled off the press. A gold cover in a new design marked it as Volume No. 1 of its second century of monthly publication.

To commemorate the golden anniversary, the publishers delved into the archives and came up with a facsimile reprint of the first issue 100 years ago, in June 1868. The 5" x 6½" volume is an exact reproduction of what was then called *Travelers' Official Guide of the Railway and Steam Navigation Lines in the United States and Canada*.

This unique item of Americana was reproduced from an issue in the collection of the New York Public Library, owner of the only copy known to exist. It was printed in a limited cloth-bound edition, and a paper covered edition offered for general sale. The paper covered volume, snatched up by rail fans, historians, and people who just like to browse through books, has since gone into its sixth printing.

The reproduction issue tells a fascinating story of customs 100 years ago and railroading in its infancy. As late as 1850 there was not a mile of railroad west of the Mississippi River, but the country was growing by leaps and bounds, with the railroads playing a major role. Between 1850 and 1860 railway mileage increased from about 9,000 to more than 30,000 miles, and to a network of almost 53,000 miles by 1870.

## Competition Among Publishers

In the preface, Editor Edward Vernon details the need for the publication, with a sharp attack on the contemporary and monopolistic "Only Railway Guide." Before *The Official Guide* made its appearance, several others were in common use, and competition among the publishers was keen. For example, a simplified handbook of passenger schedules issued in 1857 was advertised as

containing "New arranged time-tables, so that a child can understand them; it being universally acknowledged that all other guide books are so complicated that no one in a hundred can understand them."

Vernon explained that the purpose of an "official" guide was to provide a more economical service for railway companies and more reliable information for travelers. His interest stemmed from his experience as general agent for the St. Louis, Alton and Terre Haute railroad and membership in the National Association of General Passenger and Ticket

reprint carries an appendix which lists railroads represented in the original issue and their present affiliation. Among them are five that became part of the Milwaukee Road system—the Dubuque & South-Western, Milwaukee & St. Paul, Mineral Point, Southern Minnesota and the Western Union.

Aside from his professed aims of economy and correctness, Editor Vernon clearly knew how to sell his publication. Forty pages of editorial matter preceding the timetables reveal an interesting picture of the country growing in all directions. Non-railroad articles include comparative numbers of immigrant arrivals from 1856 through 1867, with points of origin and destinations.

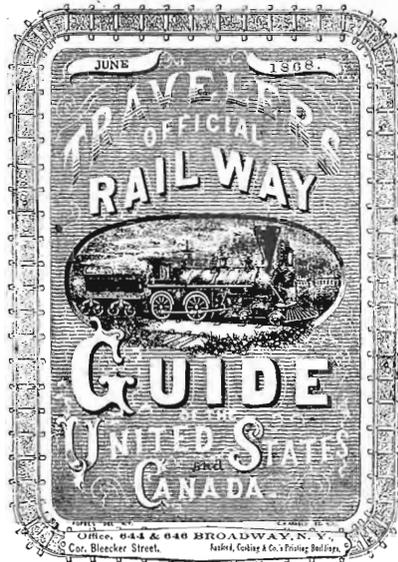
Several of the articles draw smiles. Three pages are devoted to "The Various Uses of India Rubber," a product for which an enormous demand was springing up. Another three, concerned with the great social question of "What Shall we do with our Young Ladies?", points out the need to let dependent women join the work force.

There is also an insight into problems encountered, and endured, by travelers in 1868. In "Rights of Travelers and Railroad Companies," the *Guide* states that "The Courts have decided that applicants for tickets on railroads can be ejected from the cars if they do not offer the exact amount of their fare. Conductors are not bound to make change."

Not the least of their problems was that Standard Time had yet to arrive. The *Guide* explained that each railroad adopted the time of its own locality or the place where its principal office was located, and editorialized that "the inconvenience of such a system, if system it can be called, must be apparent to all, but is most annoying to persons strangers to the fact."

To ease the confusion, the *Guide* provided a table showing the time at 90 principal cities as compared with noon in Washington, D. C., so travelers could "by easy calculation" figure the difference. Calculations were not exactly easy. For example, when clocks in Washington pointed to noon it was only 10:56 in St. Paul and 11:18 in Chicago, but already 12:12 in New York and 12:24 in Boston.

The *Guide's* advertisers told where and how to order upholstery for furniture and carriages (plushes a specialty),



Cover of the first Official Guide.

Agents (now the A.A.P.T.O.). Among the original endorsers was A. V. H. Carpenter, a lawyer from Vermont who had joined the Milwaukee Road as general passenger and ticket agent and become the western leader of the rapidly growing army of passenger traffic managers.

The first issue, of 280 pages, contained timetables of more than 350 railroads, plus some 163 divisions and branches. Only 26 of these roads still operate under the same, or a similar, name. A total of 223 were absorbed by the surviving 26, and 96 are now part of 21 roads not listed in 1868. Also included are 22 pages of station listings.

For the information of people interested in the evolution of railroads, the

125 varieties of French hybrid gladiolus (offered for the first time in this country), a combination library-dining-billiard table (the table for the home circle), and become the owner for less than \$300 of 40 acres of idyllic farmland.

From its inception, *The Official Guide* made a go of it. One by one its competitors folded, and with each year the publication grew in size and usefulness. Its fortunes were further enhanced in 1870 when ownership and management passed to the present company, in whose affairs William Frederick Allen became a dominant figure.

Allen, the resident engineer of the West Jersey Railroad, joined the National Railway Publication Company in 1872 and for the next 42 years directed its business with amazing success. In his capacity as secretary of the General Time Convention and later of the American Railway Association (a predecessor of the Association of American Railroads), he is credited with having done more than any other man to bring about the adoption by the railroads of Standard Time when it became an accomplished fact in 1883.

Altogether, members of the Allen family have served the *Guide* over a period of 96 years. William's brother, Edwin S., succeeded him as editor; his son, John S., became vice president of the company; and his grandson John Findlay Allen, the current president, has carried on the tradition since 1946. Their combined service, to date, totals 160 years.

### Circulation in Other Fields

In addition to the extensive use of the *Guide* in railway offices, it has a wide circulation in many other fields. Tourist agencies, hotels, shippers of freight, chambers of commerce, and many banks, investment houses and newspapers have been on its subscription list for years. Authors use it to verify schedules and routes taken by characters in their stories, and it has provided evidence in civil suits, divorce proceedings and even murder trials.

The latest copy is always kept for reference in the White House. In fact, the *Guide* has been a reference volume in the office of every President since Andrew Johnson. The railway ticket office maintained in the Capitol building for senators, representatives and their staffs, as well as newspapermen, keeps it for daily use. Officials in the Pentagon are frequent users also, as are members of the Department of Transportation,

September-October, 1968



B. F. Fuechtmann, assistant to general manager passenger services (left), and M. P. Burns, manager of passenger services, compare the reproduction issue of the first 280-page Official Railway Guide with the September 1968 volume of approximately 1,000 pages.

the Post Office Department, the Interstate Commerce Commission, the Railroad Retirement Board and House Committees on Interstate and Foreign Commerce.

Modern printing presses and techniques have made possible many shortcuts in the production of the *Guide*, but the underlying plan has changed little with the years. An amusing story is told of a new employe on its staff who formed the habit of staying to study the working timetables long after the other members had gone home. Questioned one day about his nightly re-

search, he confided that he was a hobo by profession and had obtained a job with the *Guide* so he could have access to data that would enable him to compile a "Hobo Guide to Fast Freights."

*The paper covered edition of the facsimile reprint of The Official Railway Guide for June 1868 is offered at \$3.00 per copy. Address checks or money orders (New York State residents, please include sales tax) to the National Railway Publication Company, 424 W. Thirty-Third St., New York, N. Y. 10001.*

### Vote on November 5—Wherever You Are

One vote counts, the National Chamber of Commerce is cautioning the business community during the current campaigns for political office. Do you know to what extent absentee votes can swing close elections?

In 1966, 44 congressmen were elected by 5 per cent or less of the total votes cast in each precinct, the Chamber points out. Approximately 20 won by less than five votes per precinct. Presidential elections can be close, too. In 1960, John F. Kennedy defeated Richard M. Nixon by less than two-tenths of one per cent of the popular votes cast.

If you travel frequently on business and are away from home on Nov. 5, be sure that you vote by absentee ballot, the Chamber urges. Make sure that the absence of your vote does not give victory to the opposition.

"For the first time in the history of traffic fraternities, a united front has been formed to promote the common interests of our transportation system and its users," G. H. Kronberg, vice president-sales and service and president of the Associated Traffic Clubs, told the members at their 45th annual conference in Minneapolis Sept. 8-11.

In his opening remarks at the educational congress in the Leamington Hotel, Mr. Kronberg said that the program theme—"The New ATC—Vocal Point for Transportation-Distribution"—emphasizes the organization's new role as a spokesman for the industry.

"To maintain an efficient and economical transportation system, it is essential that we keep the public informed about transportation, its progress and its accomplishments, as well as the part it plays in their daily lives," he said. "In



Greeting members of the ATC at the educational congress are W. D. Sunter, vice president-rates and divisions (from left); Nancy Koethe, Miss Transportation U.S.A.; G. H. Kronberg, vice president-sales and service; Mrs. Jackie Keefer, secretary to regional manager-sales, Minneapolis; and George Neu, regional manager-sales.

## ATC Maps Transportation-Distribution Educational Program

the case of transportation-distribution, the fact that the public does not view us in a more favorable light stems principally from public misunderstanding and apathy.

"This year's congress sets up our primary objective. Because of the grass roots profile of this organization, we can best articulate the importance of transportation-distribution to every economy and individual."

Discussing the major audiences to be reached, Mr. Kronberg listed five—the general public, Education, Government, other business communities, and the transportation industry itself. "I listed our own industry, because I believe we should step up our efforts to suspend talking among ourselves and start doing a better job of getting through to our outside audiences," he said.

### Outlines Primary Objectives

Mr. Kronberg announced that the programmed objectives will include the legislative area as a main target. Pointing out that laws, federal, state and local, reflect the influence of public opinion, understanding and consent, he said, "If we want fair and practical legislation, it is important to start telling our story to the publics who are the moving forces behind our lawmakers."

He informed the members that ATC has joined with the Transportation Association of America to enlist support for legislation promoting sound trans-

portation policies, and has appointed a committee to disseminate to member clubs the legislative recommendations of TAA policy panels. He noted that the passage of Senate Bill 752, the Agricultural Cooperative Bill preventing farmer cooperatives from engaging in general for-hire transport, was a result of that joint effort. "It is a first effort," he remarked, "but there will be many more in the months and years ahead."

The education program, he said, involves seeing that more and better transportation courses are offered in schools, especially in colleges. "Specifically, we intend to see that more accurate and more complete information about transportation and distribution is available in schools at all levels, and to encourage educators to develop more competent people for our growing needs. This will require continuous communication upward from the local to the national level, and then a refined collective program communicated downward to local levels."

Mr. Kronberg observed that traffic clubs, through ATC, have the collective strength to awaken public understanding and sympathy. "By the nature of our business, we go everywhere, we have people everywhere. We are in every city, town and state. This means that our story can be told everywhere . . . It's a big job, but a job we can do because we have the people, the ideas and the goals."

Harold F. Hammond, president of the

Transportation Association of America, who outlined the action programs of various organizations engaged in telling the transportation story, said that more ATC participation is needed to complete the picture.

### Legislative Area a Target

Noting that many of the industry's problems can be resolved only by Congress, Mr. Hammond cited the need for more effort directed to that level. "When you consider the number of people involved in the entire transportation industry, the potential for constructive action on Capitol Hill is tremendous," he said. "If transport management, labor, suppliers, shippers and investors were willing to join hands in a common bond, there would be no limit to what could be accomplished."

He added that local traffic clubs are in an ideal position to generate grass roots support of worthwhile transportation legislation. "When you write to your senator or congressman, he's going to pay more attention to what you're saying than he would to a letter from a national association. The same thing applies with the editor of your local newspaper or the manager of the TV or radio station. You are communicating on a personal basis, and this approach commands attention."

Keeping a watch on policies and regulations governing the transportation business is one of TAA's prime respon-

sibilities, Mr. Hammond pointed out. He explained that to help with this task it has set up within its own organization eight panels representing transport users of all types, investors, and the six carrier modes—railroad, air, freight forwarder, highway, oil pipe line and water carrier. Serving on them are 250 transport executives, all experts in their respective area, he said.

### Informing the General Public

On the subject of the transportation-distribution image, William J. Gaskill, president of T. J. Ross and Associates, Inc., New York, said that the general public's view isn't entirely clouded. He said that the carriers have strong images; that the history of the railroads is part of the fabric of America; the maritime industry carries with it the romance and sagas of the seas; and the revolution of the pioneering airlines still holds the promise of adventure.

"The carriers that have historically been involved in the movement of people have no blurred images," he remarked, "but the movement of goods is another matter, particularly what takes place short of the carrier . . . When we put it all in one bundle—when we try to think of the total complex of traffic and distribution—there seems to be lacking a bold, sharply delineated, dramatic handle that provides people with a conceptual sense of what this thing within which you work is all about."

He said that traffic people have three dramatic stories to tell: that of transportation's economic significance, its social

Vice President G. H. Kronberg presides at the conference banquet. Seated are James R. Wildman, vice president-traffic of Adolph Coors Company, who succeeds him as national president of the Associated Traffic Clubs, and Mrs. Dorothy Kolodji of Sears Roebuck, Minneapolis, who was co-general committee chairman of the educational congress.



impact, and its performance. "Once people grasp the fundamental importance of your mission, you have vast underpinnings of support for the tools and ends you seek," he said.

Speaking for the Department of Transportation, John L. Sweeney, assistant secretary for public affairs, made clear that DOT is not authorized to compel action in areas of transportation which have major economic impact, such as route awards, scheduling or rate making; that they still rest, "and rightly so," within the jurisdiction of the regulatory independent agencies.

But it is authorized to suggest reforms of the policies and procedures of the agencies, he noted. "Hopefully, we can,

by research and study, suggest new techniques that will bring a greater return to the public," he said.

Mr. Sweeney told the audience that when DOT is asked to become party to a proceeding before a regulatory agency, its concern is not based on how its participation will affect a given segment of the transportation industry. Rather, its concern is for the impact that a decision will have on the public, and in the case of DOT, this generally translates into the effect on the consumer.

"I think this fact is extremely important in telling the story of transportation-distribution to the Government," he said; "to cast the narrative in the light  
(Continued on page 12)

Participating in the panel discussion on communicating with the business sector are Allen Van Cranebrock, executive editor of Traffic Management (from left); Peter Douglas, technical director-transportation of the Chase Manhattan Bank, acting

as chairman; Harold L. Ellsworth, director of traffic, A. E. Staley Manufacturing Co.; A. Hallock Seymour, business editor of The Minneapolis Star; and J. Louis Dombrowski, syndicated financial writer for the Chicago Tribune.



## ATC Program cont'd

of the impact that a hoped for Government decision will have on the public."

Discussing how to tell the story at the grass roots level, Prime F. Osborn III, vice president-law of the Seaboard Coast Line Railroad, reviewed the great progress being made in the country in fields such as medicine and space technology despite huge internal and external problems. He noted also that, over the short span of 20 years, the Gross National Product has risen from an annual level of \$58 billion to almost \$737 billion a year.

Observing that a free enterprise transportation system is essential to the preservation of this way of life, Mr. Osborn said that the solution of national problems must take into account the solution of transportation problems. He added that local traffic clubs can be an important force in making known how the future of transportation affects the future of the country by keeping "informed and concerned" about legislation affecting transportation, with a view to serving as a persuasive voice in their communities.

With regard to communicating with the educational sector, Dr. Donald J. Bowersox, associate professor of marketing at Michigan State University's graduate school of business administration, said that this is an area in which ATC can do a great deal in a relatively short period of time for the basic reason that



Mark Egan, executive director of ATC (left), with convention speaker Rt. Hon. Lord Newall, public relations officer and special assistant to Commander Whitehead, CBE, president of Schweppes (USA) Ltd.

so little has been done to date. He said that the fact students today may be overlooking opportunities in transportation for a useful career is due in part to a lack of graduate and undergraduate courses and qualified faculty.

Doctor Bowersox suggested, for example, that consideration be given to sponsoring transportation curriculum at colleges and universities, both to educate faculties in the performance of their teaching and research responsibilities and to attract student interest. Among other educational targets, he listed short courses and trade schools—the trade

## J. Edward Goggin

General Attorney J. Edward Goggin died unexpectedly at his home in Chicago on the morning of Aug. 31. He was 52 years of age.

Mr. Goggin, a native of Chicago, received an A.B. degree from the University of Chicago in 1939 and a J.D. degree from Northwestern University in 1942. He served as a lieutenant in the Navy during World War II and began his career with the railroad in 1946 as assistant general attorney. He was named assistant general solicitor in 1948 and advanced to general attorney on Apr. 1, 1957.

Surviving are his wife, Emma, a son, John, who is studying law at the University of Mississippi, and one grandson.

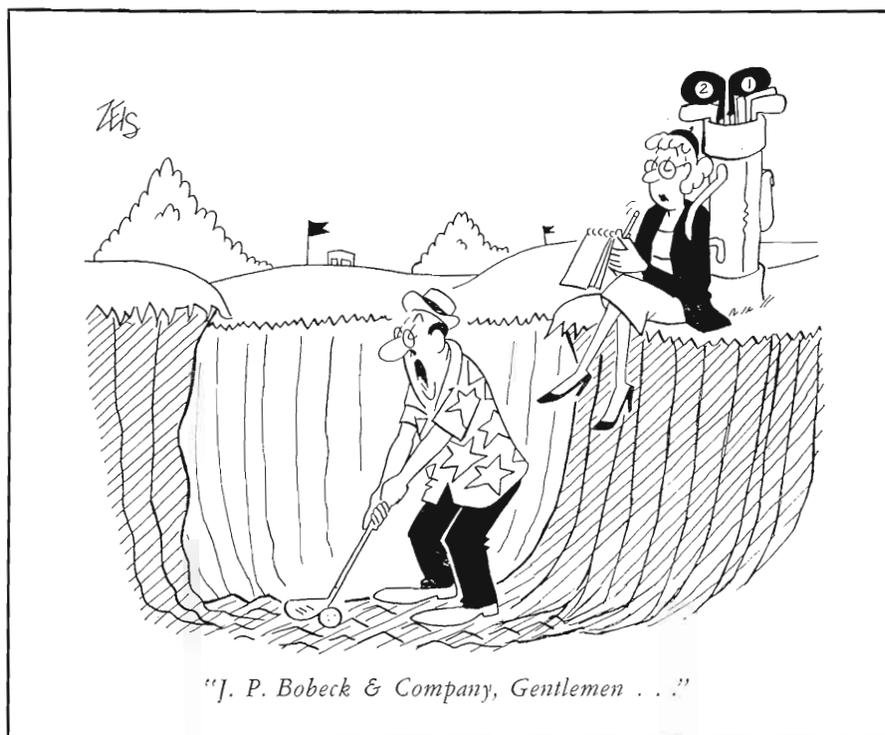
school level of education, he pointed out, is aimed directly at training specific skills for traffic and transportation jobs now opening for qualified trainees.

A panel discussion among representatives of news media dealt with how to convey the transportation-distribution message to the business sector. Participating were Brenton Welling, Jr., transportation editor of *Business Week*; Todd Fandell, transportation editor of *The Wall Street Journal*; Allen Van Cranebrock, executive editor of *Traffic Management*; J. Louis Dombrowski, syndicated financial news and editorial writer for the *Chicago Tribune*, Washington, D. C.; and A. Hallock Seymour, business editor of *The Minneapolis Star*. Peter Douglas, technical director-transportation of the Chase Manhattan Bank, New York, acted as chairman.

## Miss Transportation Crowned

Approximately 1,000 members of ATC attended the educational congress, which was preceded by the crowning of Miss Nancy Koethe of St. Paul, a secretary for the Northern Pacific Railroad, as Miss Transportation U.S.A. for 1968. Miss Koethe, who was sponsored by the Traffic Club of Minneapolis, is a former Miss St. Paul and runner-up to Miss Minnesota.

At the business session, James R. Wildman, vice president-traffic of Adolph Coors Company, Golden, Colo., was named to succeed Mr. Kronberg as national president. Mr. Wildman was previously national executive vice president of the organization. Mr. Kronberg was elected chairman of the ATC's board of directors.





G. J. Barry, superintendent of safety (right), accepts the commendation certificate for the special safety achievement of Milwaukee Road employees in 1967 from Secretary of Transportation Alan S. Boyd.

## Employees Win Harriman Commendation For 1967 Safety Ratio Improvement

The E. H. Harriman Memorial Safety Committee of Awards, headed by Harold F. Hammond, president of the Transportation Association of America, selected the Milwaukee Road as one of four U.S. railroads to receive a certificate of commendation for showing special improvement in employe safety ratios in 1967 over 1966.

A total of 21 railroads—20 American and one Canadian—won top honors in the annual competition, the World Safety Research Institute announced. Twelve were selected to receive gold, silver or bronze certificates for first, second or third place in their categories.

The Milwaukee Road was cited for its performance in "Group A"—Class I line-haul roads working 20,000,000 man-hours or more a year. Among all Class I railroads, the fatality rate for employes on duty last year was .91 per 10 billion gross ton-miles, the third lowest in history.

The awards were presented by Secretary of Transportation Alan S. Boyd at a luncheon in Washington, D. C., on Sept. 25 attended by top railroad officers, transportation executives and government officials. The certificate awarded to employes of the Milwaukee Road was accepted on their behalf by George J. Barry, superintendent of safety.

In saluting the winners, Secretary Boyd noted that the awards are the most

prestigious in the whole field of safety. They were begun in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, and are continuing under the sponsorship of two sons, W. Averell Harriman, Ambassador at Large, and E. Roland Harriman, chairman of the American National Red Cross.

This year's record number of winners represented a stepped-up program launched by the World Safety Research Institute as a means of stimulating greater competition. The Union Pacific Railroad was the gold medal winner in Group A, and six railroads tied for first place in the passenger group. To assure accuracy and fairness in judging, the railroads' reports were checked by Interstate Commerce Commission computers.

Discussing the Harriman Awards are T. N. Boate, president, World Safety Research Institute (from left), Secretary of Transportation Alan S. Boyd, Association of American Railroads' President Thomas M. Goodfellow and H. F. Hammond, president, Transportation Association of America.



## John K. Pain Retires From Passenger Department Post

John K. Pain, manager of passenger services, retired on July 31, following a career of more than 50 years with the railroad, all but 10 months of which were spent in the passenger traffic department. As one of the top supervisors in that department and the officer in charge of rates and ticketing, he was widely recognized as an authority on railroad passenger traffic.

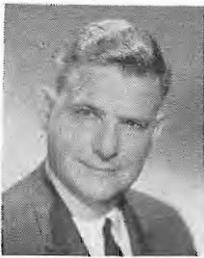


John K. Pain

Mr. Pain, a native of Astoria, Ore., began his service in the general freight traffic department at Seattle on Feb. 12, 1918, but by December had transferred to the passenger department there. He went to Spokane in 1939 as city ticket agent, to Portland in 1944 as district passenger agent, and in 1947 returned to Seattle in the same capacity. In 1953 he transferred to Chicago as assistant to general passenger agent, advancing the following year to assistant general passenger agent, and to the position of manager of passenger services in February, 1961.

The Pains are considering moving to Seattle. Their two sons, George and John Jr., live in the Seattle area, George being located at Auburn and John at Renton.

*A surprise storm caught commuters on an evening local unprepared, and there were moans and groans from the women passengers as the train pulled up to a snow-blanketed platform. Tension was eased, however, when the conductor called out, "All gentlemen with big feet get off first and make tracks for the ladies."*



W. H. Ploeger



J. E. Nelson



A. W. Summers



R. K. Johnson



P. S. Patterson



Elsie Hoffman



C. W. Burg



W. M. Bert



M. P. Burns



O. R. Anderson

## APPOINTMENTS

### Finance and Accounting Department

Effective Sept. 1, 1968:

**P. S. Patterson** is appointed chief statistician . . . **Miss Elsie M. Hoffman** appointed assistant chief statistician . . . **C. W. Burg** appointed statistician . . . **W. B. Ficht** appointed assistant to comptroller . . . **W. M. Bert** appointed paymaster . . . **S. Pucci** appointed assistant paymaster . . . **D. G. Hanratty** appointed assistant general accountant.

### Law Department

Effective July 16, 1968:

**W. H. Ploeger** is appointed western counsel with headquarters in Seattle . . . **J. E. Nelson** appointed general attorney with headquarters in Seattle.

Effective Aug. 1, 1968:

**R. K. Johnson** is appointed general attorney with headquarters in Chicago . . . **A. W. Summers** appointed general attorney, Chicago.

### Operating Department

Effective Aug. 16, 1968:

**R. M. Emerson** is appointed general agent at Crane, Ind.

Effective Sept. 1, 1968:

**R. J. Blanchard** is appointed district safety engineer on the Milwaukee and the La Crosse Division First and Third District territory with headquarters in Milwaukee.

Effective Sept. 16, 1968:

**J. J. Nentl** is appointed special representative to vice president-operation with headquarters in Chicago . . . **M. T. Sevedge** appointed superintendent of the Coast Division with headquarters in Tacoma . . . **F. A. Barton** appointed superintendent of the La Crosse Division with headquarters in La Crosse, Wis. . . . **R. L. Martin** appointed superintendent of the Aberdeen Division with headquarters at Aberdeen, S. D. . .

**R. H. Love** appointed superintendent of the Iowa Division with headquarters at Perry, Ia. . . . **N. H. McKegey** appointed superintendent of the Milwaukee Terminals with headquarters in Milwaukee . . . **R. L. Tewell** appointed superintendent of the Twin City Terminals with headquarters in St. Paul . . . **K. F. Crouse** appointed trainmaster in the Chicago Terminals with headquarters at Bensenville.

### Engineering Department

Effective Aug. 16, 1968:

**W. C. Whitham** is appointed division engineer on the La Crosse Division with headquarters at La Crosse, Wis.

### Sales and Service Department

Effective July 1, 1968:

**J. Cerri** is appointed perishable freight agent in Chicago.

Effective Aug. 1, 1968:

**I. A. MacPhail** is appointed district manager-sales at Edmonton, Alta., Canada . . . **T. P. Martyn** appointed sales

representative at Vancouver, B. C., Canada.

Effective Sept. 1, 1968:

**M. P. Burns** is appointed manager-passenger services, Chicago . . . **O. R. Anderson** appointed assistant manager-passenger services, Chicago . . . **J. R. Novak** appointed sales representative, Chicago.

Effective Oct. 1, 1968:

**R. H. Fortney** is appointed district manager sales at Eugene, Ore. . . **V. P. Petermeyer** appointed sales representative at Sacramento, Calif.

### Everett C. Larson

Everett C. Larson, 60, assistant general freight agent in Chicago, died unexpectedly at his home in Elgin, Ill., on Sept. 2.

Mr. Larson was a native of Elgin whose entire career was spent in the freight department, starting in 1923. He occupied numerous positions in the department prior to being appointed special rate officer on Nov. 1, 1966, and advancing to assistant general freight agent on Jan. 1 of this year.

He is survived by his brother Howard, also an assistant general freight agent in Chicago, and by three sisters, Mrs. Emil Olander of Rockford, Ill., Mrs. Adolph Voss of Crystal Lake, Ill., and Mrs. Harry Anderson of Elgin. A memorial was established in his name for the Church Radio Ministry of the First United Methodist Church of Elgin.

*The Milwaukee Road Magazine*

## In the Retirement Spotlight

### Rudolph N. Edman



R. N. Edman

R. N. Edman, a veteran of 46 years of service in Chicago, retired as the Road's chief statistician at the end of August. The occasion was marked with a host of good wishes from employes in the Chicago general offices and his wide circle of acquaintances elsewhere on the railroad.

"Rudy," as the jovial Mr. Edman is generally known, had been with the finance and accounting department throughout his career, which began in his native Chicago in November 1922. Starting in the office of the auditor of equipment accounts, he transferred in 1924 to the statistician's office and joined the staff of the chief statistician in 1931. In the latter office, he held various positions, including that of special accountant, before being advanced to auditor of equipment accounts in 1954. He was named chief statistician of the railroad on Apr. 1, 1956.

He and his wife, Kay, will continue to make their home in Chicago. They are interested in traveling, and their after-retirement plans include enjoying a full measure.

### William E. Swingle

W. E. "Bill" Swingle, assistant to vice president-operation, retired on July 31, having completed more than 50 years of service in the operating department.

Mr. Swingle is a native of Prairie du Chien, Wis., who started with the railroad in 1918 at McGregor, Ia., and later held various positions at Marquette and Dubuque. During World War II he served as agent at Camp McCoy, Wis., and after the war as a trainmaster and assistant division superintendent. In 1950 he advanced to superintendent of

the Twin City Terminals, and in that capacity served subsequently on the Terre Haute, the former Trans-Missouri, and the La Crosse Divisions. He transferred to Chicago in 1958 as assistant general manager, and has been assistant to vice president since 1963.

He and Mrs. Swingle moved in September to Harrison, Ark., where they have purchased a new home. After they are settled they plan to travel, which will include visits with their family of three sons, two daughters and 13 grandchildren in various parts of the country.



W. E. Swingle

### Edward H. Sowle

Paymaster E. H. Sowle, whose signature had appeared on employe paychecks for more than 14 years, called it a career on July 31. Upon retiring, he and Mrs. Sowle were honored at two farewell parties in Chicago, a dinner dance at Ferrara Manor on July 26 and a reception in the Fullerton Avenue office building on his last day of service.

At the dinner party in their honor, Paymaster and Mrs. E. H. Sowle (right) are wished a happy retirement by Vice President and Mrs. F. G. McGinn. More than 400 employes and members of their families attended the testimonial dinner.



For many years, starting long before he became paymaster, Mr. Sowle handled all employe retirement matters for the railroad. After becoming paymaster, he was also in charge of Railroad Retirement pension records, health and welfare insurance, unemployment and sickness benefits, and a variety of other matters which had led to a close relationship with a great many employes.

Speaking at the dinner party, President Curtiss E. Crippen observed that Mr. Sowle had performed a notable service for the company, not only as an officer dedicated to its interests, but as a financial counselor to Milwaukee Road people. "It is with great sincerity that I wish him a happy retirement and say thanks for the fine job he has done," he said.

Mr. Crippen was one of a half dozen or so speakers on the program, for which F. H. Miller, auditor of expenditure, acted as master of ceremonies. Attendance at the dinner totaled well over 400 employes, including many from the retired ranks; delegations from the Railroad Retirement Board and railroad Brotherhoods; and insurance representatives. Present also were the Sowles' son, John, an officer of the Shell Oil Company in New Canaan, Conn., and his wife Melissa, with their four children.

Mr. Sowle is a native of Tomah, Wis., and was first employed in 1921 at Tomah Shops, where he advanced through various positions to shop and store accountant. He later held accounting assignments in Milwaukee before transferring to the payroll tax department in Chicago in 1937. In 1946 he became supervisor of payroll taxes, and in 1952 was made auditor of machine accounting, a new position that evolved from the growth of machine accounting practices. He was appointed paymaster on May 1, 1954.

## Tomah Shops Gets Second NSC Award



F. A. Upton, chief mechanical officer of the railroad (third from left), presents the 1967 Certificate of Commendation from the National Safety Council to F. J. Reese, superintendent of Tomah Shops. Representing their fellow employes are Vern Lamb, blacksmith committeeman (from left); Emil Olson, shop foreman; Ralph Phillips, assistant shop foreman; Harold Krueger, tinsmith committeeman; and Henry Friederichs, machinist committeeman.

Employees in our Tomah Shops mechanical department, whose safety record for 1966 merited a Certificate of Commendation from the National Safety Council, have received the same commendation for their performance in 1967.

In congratulating the railroad on the department's accomplishment, Howard Pyle, president of the Council, noted

that the Tomah, Wis., plant was one of only five in its category in the country to qualify for the award, which is conferred for a low injury rate. Tomah's rate for both the number and the severity of injuries in 1967 was 100 per cent better than its par rate.

Par rates are computed by the Council on the basis of a plant's experience in

other years and from the rates of the industry in which it is classified. The award is presented only when a performance satisfies the rigid requirements laid down in the Council's plan for recognizing good industrial safety records.

The Tomah mechanical department was cited for operating a total of 480,692 man-hours from July 27, 1964 through December 31, 1967 without a reportable injury. Superintendent F. J. Reese, in accepting the commendation plaque, said it reflected the cooperation of every employe in the shops organization. "Safety must be earned," he pointed out. "Like good fellowship, regard for one another's safety must be a positive attitude that comes from within. This award represents the efforts of many people pulling together to keep up the good work."

### Containerization Forecast

Kaiser Aluminum has prepared a market forecast on containerization in which these are the highlights: piggyback trailers on U.S. railroads will reach 200,000 by 1977; production of new and replacement units will grow from 12,000 annually to 30,000; the number of van containers for movement of maritime transport will grow 500 per cent by 1977, reaching 315,000 units; U.S. manufacturers will be turning out 35,000 containers a year by 1977, double the 1966 production.

### Old Railroad Songs

The U.S. congressional library, which maintains its own archive of U.S. folk music, has released a new LP record of authentic songs of early railroading as part of a series it has been producing. The library is preserving the songs and spreading their memory through a grant from the Carnegie Corporation.

### Revised RRB Booklet Available

The Railroad Retirement Board has announced the revision of the booklet describing benefits payable under the Railroad Retirement and Railroad Unemployment Insurance Acts to include changes in the laws resulting from 1968 amendments. The booklet, Form IB-2 "Benefits for Railroad Workers and Their Families," is available free from the Board's district offices or from the RRB Information Service, 844 Rush Street, Chicago, Ill. 60611. Copies may also be purchased for 15 cents each from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.

## WHAT IS A CUSTOMER?

*The "What Is a Customer?" article has appeared in many publications, including this one, but the version below includes variations which make it well worth repeating.—Ed.*

- A CUSTOMER --- is the most important person in any business.
- A CUSTOMER --- is not dependent on us—we are dependent on him.
- A CUSTOMER --- is not an interruption of our work—he is the purpose of it.
- A CUSTOMER --- does us a favor when he calls—we are not doing a favor by serving him.
- A CUSTOMER --- is a part of our business—not an outsider.
- A CUSTOMER --- is not a cold statistic—he is a flesh and blood human being with feelings and emotions like our own.
- A CUSTOMER --- is not someone to argue or match wits with.
- A CUSTOMER --- is a person who brings us his wants—it is our job to fill those wants.
- A CUSTOMER --- is deserving of the most courteous and attentive treatment we can give him.
- A CUSTOMER --- is the fellow who makes it possible to pay your salary whether you are a Sectionman, Bridgeman, Signalman, Telephone Operator, Engineman, Trainman, Solicitor, Shopman, Office Man, Switchman, in fact, each and everyone on the payroll.
- A CUSTOMER --- is the lifeblood of this and every other business.

# From Accountant to Gentleman Farmer-Forester—After 65

In 1964, George K. Ubl, then assistant to the comptroller of the railroad and a resident of suburban Deerfield, Ill., ended a 44-year career in the finance and accounting department to get a head start on becoming a retired country gentleman. Two years before, he and his wife, Lucille, had plunked down a chunk of their savings for a 200-acre farm near Westfield, Wis., envisioning it as a retreat from the workaday world.

Farm ownership would not be for everyone contemplating the gold-plated years, but it certainly has been for the Ubls. For their investment in rural living, they have acquired a spacious home, the companionship of kindred spirits, a hobby, and a wide range of fresh interests.

The original farmhouse and barn were not exactly to their liking, but drawing on unsuspected skills—unsuspected, at least, by George's railroad co-workers—they set about changing them to provide the needed improvements, and a few extras, as well. Today, evidence of their painstaking handiwork is everywhere.

In the course of rejuvenating the place, they also began changing the landscape, following modern forestry practices. Attesting to their success, George was honored last year by the Marquette Council Soil and Water Conservation District as its best woodland conservationist. Further recognition came from the nine-county Area VI Association of Soil and Water Conservation District, which awarded him a certificate for his efforts in 1966-67 and a plaque in acknowledgement of his interest in forest management.

Each award recognizes an individual who has done an outstanding job in conservation work. Some of the credit was directed to Mrs. Ubl, an excellent cook, who was honored unofficially for providing "the nourishment and inspiration to see that the work gets done." To which was added, "Regardless of who gets the credit, we extend heartiest congratulations to Mr. George Ubl, adopted son and good neighbor of Marquette County."

Guided by a Forest Management Plan and a Soil and Water Conservation Plan, the Ubls have planted more than 46,000 trees to date. They have also carried out some pruning and timber stand improvement, and planted food patches of corn, rye and alfalfa.



Mr. and Mrs. George K. Ubl display the certificate and plaque awarded to George for outstanding work in soil conservation and forest management. Mrs. Ubl was credited with "providing the nourishment and inspiration to see that the work gets done."

"Living here, doing the things I like doing, are my retirement enjoyment," to quote George. "This consists mainly of clearing and underplanting with pines and several other species undesirable oak trees, of which we have many acres.

"Ten acres of alfalfa supplement our income—not in proportion, though, to the pleasure we get from watching deer graze on it from spring to fall. The old orchard and our vegetable garden pro-

vide their favorite snacks and bring them within a stone's throw of the house."

Wildlife shrubs also encourage song and game birds. As one of their first retirement projects, the Ubls dug a wildlife pond which is now a haunt for deer, raccoon, waterfowl, birds, and an occasional skunk.

Occasionally they close up the place to  
*(Continued on page 18)*

A white Christmas, 1966. This is a back view of the Ubls' home, the original farmhouse, showing some of the results of modernization. The upper story contains guest bedrooms.





George Ubl inspects one of the timber stands on the 200-acre farm. He is gradually underplanting inferior oak stands with pine and other more valuable species.

visit their children and grandchildren. Last winter they were away eight weeks, including the Christmas holidays, for trips east and south. Their son, who lives in Wadsworth, Ill., and teaches school and Indian arts at Beach Park

north of Waukegan, has two children, and there are two children, also, at the home of their daughter in Summit, N. J. But they are always glad to get back when spring rolls around and the grass and trees start turning green.



## OL' SPIKE SPEAKS OUT...

It has been called many things—politeness, thoughtfulness, tact, company manners, and what have you. But boiled down, it still comes out *courtesy*. And *courtesy*, in this commercial world, means business. Specifically to us, it means railroad business.

It is never quite that simple, of course. *Courtesy*, in the final analysis, means being the kind of person people find it easy to get along with. But there are times when being courteous can be a big pain in the neck, and it doesn't take much to make it so.

Like standing at a counter waiting patiently for service, only to have someone with a loud voice come barging up and get waited on immediately . . .

Or trying our best to satisfy the inquiry of a telephone caller, only to have him sound off as though he couldn't care less . . .

Or being polite to a customer who absolutely—and cussingly—refuses to understand the reason for changing a train schedule . . .

We've probably all had these experiences, and many more of the same kind, so there is really nothing special about them. They're simply an unavoidable part of our daily living. And when we look at them in this light, it's plain how surmountable they are.

Even so, there's a sense of achievement that goes with refusing to let disagreeable situations get the best of us. It's an achievement in which our companies gain, our customers gain, and we gain—a winning combination.

— are —

## T. W. Proctor, Centenarian, Claimed by Death

The railroad was informed of the passing, on Aug. 25, of Thomas W. Proctor, retired assistant freight traffic manager, who celebrated his 100th birthday on May 21 of this year. Funeral services were held in Clarksville, Ark., where he had made his home for many years.

Mr. Proctor retired in 1943 following 53 years of service, in the course of which he became one of the country's best known railroad men. He was a native of London who was educated in Belgium and started his career in this country in 1885 with the Burlington, Cedar Rapids & Northern Railway. He joined the Milwaukee in 1893 and held numerous traffic positions before being made assistant freight traffic manager in 1922. During World War I he served as federal fuel administrator and in the 1920s as president of the Illinois Athletic Club for several terms.

He is survived by his wife, Lillian; a son, Thomas Jr.; a daughter, Mrs. Jack Driggs; and a grandson, John Driggs.

## A. N. Whitlock

A. N. Whitlock, retired vice president and general counsel of the railroad, passed away on July 26 in Richmond, Ky. Funeral services were held in Richmond, which was his birthplace.

Mr. Whitlock was a graduate of the University of Kentucky and of the Harvard Law School who started general practice in 1911 at Missoula, where he became associated with the University of Montana as dean of the law school. He joined the law staff of the Milwaukee Road in 1917 in the office of the state solicitor for Montana, and in 1939 was made general attorney with headquarters in Seattle. He was appointed general counsel at Chicago in 1939 and elected vice president-general counsel in 1945.

In 1950 he asked to be relieved of the duties of general counsel, but continued to serve the company as a consultant until January 1953, when he retired.

*The man is a success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of children; who has filled his niche and accomplished his task; who leaves the world better than he found it; who never lacked appreciation of earth's beauty or failed to express it; who looked for the best in others and gave the best he had. His memory is a benediction.—Robert Louis Stevenson*

The Milwaukee Road Magazine

# RETIREMENTS

The following employes' applications for retirement were recorded during July-August 1968

## General Office & System Employes

Bicking, Ruth ..... Typist .. Chicago, Ill.  
 Birch, J. M. .... Cook .. " "  
 Biancalana, Helen .. Statistical Clerk .. " "  
 Bloom, Tillie M. .... Clerk .. " "  
 Broker, A. J. .... Clerk .. " "  
 Chesterman, L. L. .... Secretary .. " "  
 DeWitt, Winifred R. .. Stenographer .. " "  
 Edman, R. N. .... Chief Statistician .. " "  
 Fullbright, L. E. .... Waiter .. " "  
 Fuller, F. E. .... Ass't. Engineer .. " "  
 Hegg, Eileen M. .... Typist .. " "  
 Jackson, A. A. .... Waiter .. " "  
 McGuire, W. D. .... System Supv. Telephones .. " "  
 Miller, Lucille K. .... Clerk .. " "  
 Pain, J. K. .... Manager—Passenger Services .. " "  
 Searcy, Annie B. .... Coach Cleaner .. " "  
 Stout, W. G. .... Tie & Treating Inspector .. " "  
 Swingle, W. E. .... Ass't. To Vice Pres. .. " "  
 Wallace, Elinor E. .... Typist .. " "  
 Welling, Mary A. .... Secretary .. " "

## Aberdeen Division

Bachmeier, J. .... Section Lbr. .. Aberdeen, S. D.  
 Bagaus, T. A. .... Section Frmn. .. " "  
 Bleichner, C. .... Section Lbr. .. Lakeville, Minn.  
 Heckel, F. C. .... Section Frmn. .. Aberdeen, S. D.  
 Jorissen, L. J. .... Agent .. " "  
 Kruggel, O. R. .... Section Frmn. .. Stewart, Minn.  
 Lahren, A. C. .... Agent .. Graceville, Minn.  
 Naasz, A. .... Machinist Helper .. Aberdeen, S. D.  
 Spatafore, J. .... Roadmaster .. Montevideo, Minn.

## Chicago Terminals

Benjamin, T. .... Laborer .. Chicago, Ill.  
 Brooks, H. W. .... Track Lbr. .. " "  
 Casserly, J. F. .... Assembler .. " "  
 Castiglia, J. .... Assembler .. " "  
 Cisar, Romualda .... Car Cleaner .. " "  
 Cooney, E. R. .... Carman .. Bensenville, Ill.  
 Gowans, K. L. .... Car Inspector .. " "  
 Lilla, H. L. .... Repairman .. Chicago, Ill.  
 Owens, G. M. .... Track Lbr. .. " "  
 Parr, C. .... Yardmaster .. " "  
 Parsons, I. J. .... Clerk .. " "  
 Reily, T. .... Frt. Caller .. " "  
 Repa, K. .... Laborer .. " "  
 Shipman, O. C. .... Freight Handler .. " "  
 Shorter, J. L. .... Ass't. Gen. Frmn. .. " "  
 Tonner, E. H. .... Loco. Engr. .. " "  
 Trammel, A. .... Carman .. " "  
 Vanalstine, A. G. .... Switchman .. " "  
 Wells, P. J. .... Loco. Engr. .. " "  
 Zwicker, O. F. .... Machinist .. " "

## Coast Division

Barrow, W. E. .... Electrician .. Tacoma, Wash.  
 Booth, J. G. .... Laborer .. " "  
 Cox, W. A. .... Carpenter .. Bellingham, Wash.  
 Fuller, J. .... Section Frmn. .. Coeur D'Alene, Ida.  
 Goggins, R. A. .... Electrician .. Tacoma, Wash.  
 Hershey, A. A. .... B&B Carpenter .. Bellevue, Wash.  
 Hoffman, K. O. .... Switchman .. Tacoma, Wash.  
 McClellan, Mary F. .... Coach Cleaner .. " "  
 Mozier, R. J. .... Machine Operator .. Spokane, Wash.  
 Rooks, T. T. .... Loco. Engr. .. So. Cle Elum, Wash.  
 Sandberg, C. W. .... Ass't. Frmn. .. Tacoma, Wash.  
 Sheridan, H. .... Welder .. " "  
 Wampler, A. C. .... Carman .. " "

## Dubuque & Illinois Division

Dyson, W. L. .... Section Frmn. .. Savanna, Ill.  
 Eckstein, F. E. .... Chf. Clerk to Agent .. Dubuque, Ia.  
 Hocking, W. C. .... Chief Bill Clerk .. " "  
 Keiler, W. D. .... Carpenter .. Savanna, Ill.  
 Kurt, F. B. .... Clerk .. Marquette, Ia.  
 Lynn, M. K. .... Conductor .. Chicago, Ill.  
 Servin, P. .... Foreman .. Savanna, Ill.  
 Vesely, R. C. .... Brakeman .. " "

## Iowa Division

Brown, K. H. .... Section Laborer .. Clinton, Ia.  
 Burgess, F. .... Section Lbr. .. Madrid, Ia.  
 McRunnels, W. W. .... Loco. Engineer .. Perry, Ia.  
 Pazour, W. W. .... Laborer .. " "  
 Ruff, A. J. .... Section Lbr. .. Dubuque, Ia.  
 Sams, D. E. .... Agent .. Delmar, Ia.

Sanborn, A. W. .... Agent .. Mapleton, Ia.  
 Sheeley, W. W. .... Brakeman .. Marion, Ia.  
 Welby, L. J. .... Switchman .. Perry, Ia.

## Iowa, Minnesota & Dakota Division

Albert, A. W. .... Section Laborer .. Lesterville, S. D.  
 Anderson, E. H. .... Section Frmn. .. Britt, Ia.  
 Block, H. H. .... Brakeman .. Canton, S. D.  
 Carlson, P. H. .... Clerk .. Lake City, Minn.  
 Diede, L. W. .... Section Frmn. .. Scotland, S. D.  
 Kerr, E. V. .... Carman .. Sioux City, Ia.  
 Mattson, R. A. .... Boilermaker Helper .. Austin, Minn.  
 Palmer, L. H. .... Cashier .. Madison, S. D.

## La Crosse Division

Algrim, A. H. .... Yard Clerk .. Janesville, Wis.  
 Benjamin, I. L. .... Laborer .. Crivitz, Wis.  
 Bigelow, H. C. .... Ex. Gng. Frmn. .. Lake City, Minn.  
 Blank, E. E. .... Engineer .. La Crosse, Wis.  
 Brown, L. E. .... Chief Clerk .. Janesville, Wis.  
 Cooper, V. E. .... Loco. Engr. .. Madison, Wis.  
 Diebel, E. R. .... Chief Clerk .. Wausau, Wis.  
 Heinrichs, F. M. .... Relief Clerk .. Plymouth, Wis.  
 Holland, A. J. .... Clerk .. Janesville, Wis.  
 Johnson, H. R. .... Storekeeper .. La Crosse, Wis.  
 Jowett, S. H. .... Mail Handler .. Portage, Wis.  
 Kolter, C. S. .... Brakeman .. Minneapolis, Minn.  
 Oweke, H. A. .... Rate Clerk .. Winona, Minn.  
 Renfro, T. D. .... Ex. Gng. Lbr. .. Minneapolis, Minn.  
 Smith, E. C. .... Section Laborer .. La Crosse, Wis.  
 Smith, W. R. .... Agent-Opr. .. Wyocena, Wis.  
 Zoepfel, W. .... Loco. Engr. .. Madison, Wis.

## Milwaukee Division

Garrity, T. E. .... Signal Maintainer .. Hartland, Wis.  
 Lake, P. L. .... Brakeman .. Fox Lake, Ill.  
 Lockwood, R. C. .... Sig. Mtr. .. Milwaukee, Wis.  
 Prasnok, E. C. .... Switchman .. Milwaukee, Wis.  
 Thompson, B. A. .... Engineer .. Green Bay, Wis.  
 Waskow, A. J. .... Loco. Engr. .. Chicago, Ill.

## Milwaukee Terminals & Shops

Adolphson, Dorothy L. .... Clerk .. Milwaukee, Wis.  
 Benson, A. B. .... Carman Welder .. " "  
 Budziszek, V. .... Steamfitter .. " "  
 Bullman, W. J. .... Ass't. Coach Yd. Frmn. .. Chicago, Ill.  
 Calhoun, Willie D. .... Janitress .. Milwaukee, Wis.  
 Crowley, J. P. .... Supt. Diesel Service .. " "  
 Donner, W. L. .... Carman .. " "

Falconer, C. E. .... Yardmaster .. Milwaukee, Wis.  
 Goldie, N. J. .... Machinist .. " "  
 Gruber, H. J. .... Chauffeur .. " "  
 Hawn, A. F. .... Gateman .. " "  
 Ladewig, E. F. .... Machinist .. " "  
 Makoutz, M. M. .... Blacksmith Helper .. " "  
 Marquart, E. E. .... Clerk .. " "  
 Matson, C. C. .... Store Dept. Helper .. " "  
 McCann, T. M. .... Machinist .. " "  
 McMartin, R. F. .... Carman .. " "  
 Minzer, E. A. .... Carpenter .. " "  
 Nordquist, C. O. .... Conductor .. " "  
 Olson, E. W. .... Store Helper .. " "  
 Pawlak, W. F. .... Tinsmith .. " "  
 Placek, R. A. .... Chief Clerk .. " "  
 Polcyn, B. H. .... Retarder Opr. .. " "  
 Robertson, C. J. .... Boilermaker .. " "  
 Rossbach, P. C. .... Chauffeur .. " "  
 Schmechel, E. R. .... Sheet Metal Worker & Pipe fitter .. " "  
 Schultz, A. C. .... Janitor .. " "  
 Siem, J. A. .... Machinist Helper .. " "  
 Varick, Jos. J. .... Switchtender .. " "  
 Westerlund, C. L. .... Electrician .. " "  
 Wurl, E. R. .... Switchtender .. " "

## Off Line

Parker, R. G. .... Sales Rep. .. Kansas City, Mo.

## Rocky Mountain Division

Baer, Reinhart .... Engineer .. Moberg, S. D.  
 Grensten, J. R. .... Section Frmn. .. Great Falls, Mont.  
 Howard, R. W. .... Brakeman .. Deer Lodge, Mont.  
 Joslin, L. E. .... Section Frmn. .. Ringling, Mont.  
 Lynam, J. A. .... Switch Frmn. .. Miles City, Mont.  
 Mohr, P. .... Section Foreman .. Alexandria, S. D.  
 Schatz, Ida .... Custodian .. Mahto, S. D.  
 Severson, L. H. .... Internal Auditor .. Missoula, Mont.  
 Smith, W. A. .... Loco. Engineer .. Alberta, Mont.  
 Timmons, M. E. .... Laborer .. Miles City, Mont.

## Terre Haute Division

Bodle, C. M. .... Conductor .. Bedford, Ind.  
 Halling, P. W. .... Train Dispatcher .. Terre Haute, Ind.  
 Sparks, R. C. .... Carman .. " "

## Twin City Terminals

Clark, C. S. .... Engineer .. St. Paul, Minn.  
 Davison, D. M. .... Crane Operator .. Minneapolis, Minn.  
 Holmberg, D. R. .... Foreman .. " "  
 Lambert, F. J. .... Switchman .. St. Paul, Minn.  
 Manser, F. M. .... Car Inspector .. Minneapolis, Minn.  
 McKersie, A. V. .... Switchman .. " "  
 Nelson, A. H. .... Machinist .. St. Paul, Minn.  
 Prestemon, J. P. .... Switchman .. " "  
 Trowbridge, D. R. .... Welder Frmn. .. Minneapolis, Minn.  
 Urbano, L. .... Track Patrolman .. St. Paul, Minn.



"Now, children, don't bother daddy!"

## "Pete" Peterson Retires; Honored in Great Falls



"Pete" Peterson accepts the best wishes and a gift of luggage from his fellow employees at the dinner in his honor. Shaking hands with him is Roadmaster K. J. Anderson, and at right is Chief Carpenter D. F. Corneill, Deer Lodge. Seated at Peterson's right is C. A. Nummerdor, retired general superintendent transportation, and looking on is L. F. Walsh, retired district manager-sales, Great Falls.

When the heavy movements of livestock begin this fall at Lewistown, Mont., Agent A. M. "Pete" Peterson will be taking life easy. Wearing all the clothes he could get into, Pete would sometimes be out supervising the loading at the chutes until long past midnight.

But northern Montana weather is an old story to Pete, who was honored at a retirement dinner in Lewistown on Sept. 7 marking his completion of 60 years of service. Among the approximately 40 people who gathered to pay him tribute at the Yogo Inn were a number of men he worked with over those years and their wives. Leo Walsh, retired district manager-sales, came from Great Falls to be master of ceremonies, and among the guests was C. A. Nummerdor, a resident of Lewistown for many years who returned after he retired as general superintendent of transportation.

Others who came for the occasion included Assistant Superintendent Harold Mahoney and Trainmaster Howard McQuinn from Harlowton; Frank Galvin, district manager-sales from Great Falls; and Division Engineer R. H. Michaels and Chief Carpenter D. F. Corneill from Deer Lodge. Pete's daughter and son-in-law, the Ty Stapletons of Lewistown, were special guests.

It was a grand night for reminiscing, for over the span of 60 years Pete has seen a lot of changes on the railroad and in the communities where he

worked. He started in 1908 on the old River Division, went west for several years to work between Avery and Deer Lodge, returned briefly to the cashier's job in Eau Claire, Wis., and went back to Montana in 1914. He has been there ever since.

When Pete first arrived in Montana the passenger station at Lewistown was just being completed and the line to Great Falls was under construction. When the line was finished he was sent to Lewistown to work the cashier job. This was a great period of expansion in northern Montana, and Pete recalls that around 1916 immigrants were arriving at the rate of about 12 cars each week.

In those early years both Pete and his wife, Mabel, worked as operators and agents along the Harlowton-Great Falls line. On their first jobs they lived in box cars. Later, as agents, they had living quarters in the depots. They moved to Lewistown in 1927, and Pete had worked there permanently since 1943. Mrs. Peterson passed away in 1959.

Pete and his wife had two children, their daughter and a son, Ray, who was born while he was working at Grass Range. It was when Ray was six months old that Pete learned how the railroad cares for its own. The baby swallowed an open safety pin which lodged in his chest, and it was necessary to take him to a specialist in Chicago. Pete was brought by train from Grass Range,

and the family was put on a train to Harlowton, where the mainliner for Chicago was held until they could board.

Pete's friends remember that he came very near being a professional ball player. In 1922, while he was working at Hanover, he managed the local team, on which he played shortstop and first base. When the team folded he played with a Lewistown team and was accepted to play with the Union League composed of teams in Salt Lake City, Ogden, Butte and Missoula. But baseball didn't pay as well as railroading at that time, so he stayed with his job. Now that he's 78, bowling is one of his favorite pastimes, and he bowls at least a couple of times a week.

*A cowboy ambled into a blacksmith shop and picked up a horseshoe without knowing it had just come from the forge. Instantly he dropped the hot shoe, shoved his hand into his pocket and tried to appear nonchalant.*

*"Kinda hot, wasn't it?" asked the blacksmith.*

*"Nope," said the cowpoke. "Just don't take me long to look at a horseshoe."*

*You'll notice it's the older fellows in the crowd who burn their draft cards. The young ones need them when they go to a bar.*

*An inmate of a mental institution was about to be discharged and was undergoing the final questioning.*

*"Now that you've been pronounced cured, what are your plans?"*

*"Well, I used to be a lawyer, so I may go back to that. Then again, being a CPA, I might try that for a while. Or I might try teaching. And if I don't like any of those, I'll probably try architecture or maybe piloting a plane.*

*"Of course," he added, "what I would really like to be is a teakettle."*



## La Crosse Division

### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

Effective Aug. 16, W. C. Whitham, Aberdeen, S. D., was appointed division engineer with headquarters at La Crosse, Wis., replacing R. H. Peterson, who resigned. Effective at the same time, R. P. Peacock was appointed assistant division engineer of the La Crosse Division, with headquarters at La Crosse, replacing J. H. Crippen, who resigned.

Mrs. Frank Kuklinski, 66, lifelong resident of Kellogg, Minn., passed away on Aug. 2. She is survived by her husband; one son, Dean, at home; two brothers, Louis and Martin, of Kellogg; and four sisters, Mrs. Lavina Schouweiller and Mrs. Marcella Tibor, of Kellogg, Mrs. Norman Ludwigson, Alma, Wis., and Mrs. John (Lucille) Burrichter, Wabasha. Burial was in the church cemetery at Kellogg.

Russ Bakkum, cashier in the La Crosse freight house, recently won the seventh annual Onalaska Open at the Coulee Golf Bowl. It was the first open conquest for Russ. He won the senior tournament at Lake City, Minn., last year in a playoff with Hillview professional Ivan Van Slate. He attributed his good play to a new set of aluminum clubs he purchased a few days earlier.

### WISCONSIN VALLEY

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

James Michael Parker, son of Agent and Mrs. Howard Parker, and the former Judith Dallman were married Aug. 10 in St. Mary's Catholic Church, Menasha. Adding much to the bridal procession were the tiny flower girl, Cheryl Gajewski, of Hoffman Estates, Ill., and Scott Parker, ring bearer, granddaughter and grandson, respectively, of Agent Parker. Also in the bridal party were two brothers of the groom, Howard Parker, Jr., Huntington Beach, Calif., as best man, and Donald Parker, Neenah, as one of the ushers. The bridal party was entertained by Agent and Mrs. Parker the evening before the wedding. After the wedding ceremony, a reception and dinner were held at Alex Plantation, Neenah. The young couple's honeymoon trip took them to Los Angeles, where they will make their home.

Clerk W. W. Tetzlaff, Wausau, has proudly announced the birth of his first grandchild, a boy named Todd.

Cards and presents were received by Retired Carman Otto Zander when he reached the age of 92 on July 13. Visits of friends during the afternoon brightened the day for him. "Company in the afternoon and going out with my son and his wife for dinner, that's enough of a party at 92." Otto does all of the usual chores necessary to keep

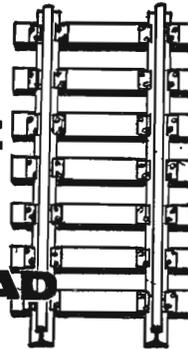
his home in repairs, his own cleaning, and proudly shows visitors through it with the remark: "If you can find any dust in this house, I'll give you five dollars". He has never had to part with a five.

Harold G. Jowett, 70, died Aug. 27 in a hospital at Wausau after an illness since May 3. Funeral services were held at First Presbyterian Church in Portage and burial was at Portage. Mr. Jowett retired in 1963 after working 47 years for the Milwaukee. Survivors besides his wife, Irene, include two sons and five grandchildren.

Joseph Braun, 78, retired roundhouse employe, died suddenly at a Milwaukee hospital Aug. 11. Funeral services were held at St. Mary's Catholic Church and burial was in St. Michael's Cemetery, Wausau. Immediate survivor is his wife, Regina.

A recent letter brought news of Wil-

## ABOUT PEOPLE OF THE RAILROAD



bur M. Dolan, a long-time employe at Wisconsin Rapids who now lives in Bethany, Okla. Mr. Dolan, 83, had cataract operations on both eyes last June, since which time he has regained almost full vision. He makes his home with his son, Dr. Claude J. Dolan, who works for the state of Oklahoma. For the information of Mr. Dolan's friends, his address in Bethany is 8209 Northwest 28th Street.

### FIRST DISTRICT

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

Stanley C. Hanson, demurrage clerk in the Chevrolet District at Janesville, passed away recently after a very short illness. He started with the Road in 1937 and was day yard clerk for many years before going to the demurrage job. He was an active member of Local 98 of the Brotherhood of Railway Clerks, having served as an officer for several years, and at his death was vice president and on the board of trustees. Stan was also very active in bowling circles, and was serving as president of the Janesville Bowling Association. As a long-time member of the First Lutheran Church, he had been a teacher in Sunday School for many years. Surviving are

his wife and two daughters.

Several other changes in personnel have taken place in Janesville recently, with the retirement of employes.

Agent K. P. Thompson retired the first of July and is now taking it easy watching baseball and waiting for the football season to start on TV. He wants to catch up some on his traveling also.

Succeeding Mr. Thompson as agent was W. R. Auch, former assistant agent at Galewood. However, after a month's stay, Mr. Auch moved on to Kansas City as agent of the Joint Agency. He was succeeded by Paul F. Mueller of St. Paul.

Retiring on July 15 was Adolph "Ott" Holland, delivery-demurrage clerk. Ott started with the Road in Edgerton, Wis., where he still makes his home. He plans to keep busy around the house and yard. He is quite a bird expert and loves to feed them on his well-shaded lawn.

The first of August saw the retirement also of L. E. "Gene" Brown, chief clerk to the agent. Gene was top man on the clerk's roster on the La Crosse Division. He started as a clerk when the old freight office was on Main Street in the heart of the city and moved to W. Court Street and finally to the depot on N. High Street. Gene and his brother, former agent J. M. Brown, worked together for nearly 40 years and had a total of 97 years on the Road.

Blaine Larson is the new chief clerk, coming to us from Madison, where he was rate clerk. Jim Tortorici, 3 to 11 p.m. yard clerk, went to the delivery-demurrage job, and Dick Mason, a new man, is on his job. Conrad Taylor, also a new man, is on the Chevrolet District demurrage job.

### EAST END

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

Retired Section Laborer Hugh Cross, 79, died Aug. 7 at Divine Savior Hospital, Portage, after a brief illness. Mr. Cross retired in 1955. He is survived by a daughter, Mrs. Walter Scheel of Poynette, six grandchildren and nine great-grandchildren.

A happy retirement to the following employes who retired this past summer: Conductors E. J. Anglim, S. A. Hunter and E. J. Smith; Engineers E. E. Blank and E. W. Koepke; Agent W. R. Smith; Section Foreman E. L. Guenterberg; Section Laborers R. J. Kohnlein and A. L. Wollin; and Mail Handler S. H. Jowett.

Trainmaster S. E. Lee is now headquartered at Portage. He formerly lived at Winona, Minn.

Harold Jowett, 70, passed away at St. Mary's Hospital, Wausau, following an extended illness. He was a retired roundhouse foreman. He is survived by his wife, Irene, two sons, and five grandchildren. Also, one brother, Seldon, of Portage.

## A Wisconsin Honorary Kentucky Colonel

Hanging in a place of honor in his home near Portage, Wis., Edward C. Burdick, retired La Crosse Division conductor, has a signed and sealed certificate commissioning him a Kentucky Colonel. Here's the story, as he told it recently to the Portage Daily Register:

"Last summer my nephew brought the mayor of Worthington, Ky., to my home for a visit. We sat and talked about many things, and had a barbecue in the back yard. After one of my famous mint juleps, the mayor said I definitely had to be a candidate for Kentucky Colonel, and that our hospitality here was second only to the true southern hospitality.

"I didn't hear anything more about it until Christmas time, when my nephew arrived at the house with a special Christmas gift—the Kentucky Colonel certificate."

The Burdicks' home and its furnishings reflect a southern atmosphere. Hung over the colonial brick fireplace are two pictures of Civil War soldiers, the Blue and the Gray, separated by a plaque of an American eagle.

"My wife and I built the house ourselves," Burdick explains, "every board of it. Edna said that anyone who can mix cake batter can mix mortar, so she mixed it and I built the basement. We moved here in 1953, looking to the woods for retirement, and found just what we wanted."

Keeping the couple company are two dogs and a spoiled parrot. Jose, the parrot, is 14 years old and has an astonishing vocabulary. Talking on the tele-



Bernard Burdick displays his Kentucky Colonel certificate, with Jose looking over his shoulder. (Portage Daily Register photo)

phone is often quite an experience with Jose around, they say, because he likes to fill in the second part of the conversation.

"He's a little nuisance at parties, too," Burdick says, "especially when we play cards. Sometimes he gets so loud that I cover his cage, but it doesn't do much good, because he'll peek out at us from under the cover and watch for hours. When he's naughty, we talk about giving him away to our children, but we couldn't do it. Jose's one of the family. He rules the roost here, and he knows it."

time, Patti was also initiated into Phi Theta Kappa, honorary scholastic society for junior colleges.

**GENERAL FREIGHT DEPARTMENT:** The rate department welcomed Laurie Mann as its new tariff clerk and Dale Evans as division clerk. Laurie will be on the job until Julie Morrison returns from maternity leave. A cake and coffee party was given Julie on July 31 at which she was presented with a gift for the coming event . . . A picnic was enjoyed by members of the rate department at Lake Fenwick on Aug. 4 . . . Audrey Hotten and Kay Miller, along with your former Magazine correspondent Agnes Horak (now retired), motored to Sequim, Wash., on a recent Saturday to visit their former boss, Glenn Williamson, retired assistant traffic manager, and Mrs. Williamson. The girls report the Williamsons are fine and really enjoying their beautiful new home. After a brief visit with John Agner (also retired from the traffic department) and Mrs.

Agner who live nearby, the girls returned via Hurricane Ridge and Dungeness, where they dined at the Three Crabs Restaurant.

**REGIONAL DATA OFFICE:** Two recent vacationists from the department were Esther Ray, who spent a week along the Oregon coast with her parents, and Lela Thompson, who vacationed in Jasper National Park and Lake Louise . . . Before she left for school in California, Karen Hawkins of the machine room was the guest of honor at a farewell cake and coffee party on Aug. 30 . . . Regional Data Manager M. G. Kutz and family were called to Minneapolis by the illness and death of his mother on Aug. 21.

Miss Margaret Hickey, secretary to superintendent of transportation in Tacoma, retired Sept. 1 after many years of loyal service in various departments on the railroad. A coffee and cake get-together was held in the trainmaster's office and a going away remembrance presented. Many other luncheons were given in her honor by various friends and associates. Margaret's future plans are unknown at the present time, but we do know several trips have been planned.

Bob La Hatt, a former city freight agent in Seattle, was recently named Business Man of the Day by Station KIXI. The announcement was made on a program sponsored by Northwest Orient Airlines. Bob was recently appointed manager of forest product sales, with headquarters in Chicago.

Sympathy was extended to the Medley family on the death of Mrs. Bess (Clyde) Medley, president of Tacoma chapter of the Milwaukee Road Women's Club, and of her sister, who were killed in an auto crash in Tacoma on June 21. Mrs. Medley was buried in Seattle.

## Coast Division

### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

**REAL ESTATE AND INDUSTRIAL DEVELOPMENT DEPARTMENT:** A new nurse was added to the roster at Providence Hospital in Seattle when Patti Argue, daughter of R. D. Argue, assistant western



Patti Argue

director-real estate and industrial development, began working in the hospital's nursery in August. Patti was graduated in June from Shoreline Community College's two-year nursing program as a registered nurse with an Associate of Science degree. At that

## I M & D Division

### SIoux CITY AREA

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

Sympathy was extended to the family of John J. Leibold, 91, Clear Lake, Ia., retired conductor, who died in August due to a truck-pedestrian accident on Aug. 13. He retired in 1946. He is survived by his daughter, one granddaughter and four great-grandchildren.

Also to the family of William J. Herbel, 73, retired carman, Sioux City, Ia. Mr. Herbel retired in 1959 after 43 years of service. Survivors include the widow, two daughters, a brother and five grandchildren.

And to the family of Joseph L. Ide, retired section laborer, Mitchell, S. D., who died in August. Survivors include his wife and a sister. Funeral Mass was held at Mitchell in Holy Family Catholic Church.

*The Milwaukee Road Magazine*



**TELEPHONE CHIEF RETIRES**

William D. McGuire, system supervisor of telephones, is shown as he was presented a wallet filled with greenbacks at an office party marking his retirement on July 31. Wishing him well are B. J. Worley, vice president-chief engineer, right, and D. L. Wylie, assistant chief engineer-signals and communications. "Mac" retired with more than 40 years of service, which included two years at Channing, Mich., before joining up in 1928 as a telegraph operator in Chicago. He became assistant chief operator in 1942, advanced to supervisor of telegraph operations in 1950, and had served as system supervisor since 1952.



**IN FRIENDSHIP'S NAME.** The presentation of a Silver Pass to Ann Welling, secretary to assistant vice president-sales and service, highlights a dinner in the Chicago Union Station Gold Lion restaurant at which she was honored by this group of co-workers when she retired on July 31. Vice President W. D. Sunter is doing the honors, with Assistant Vice President P. J. Cullen at her right. Ann retired with more than 45 years of service in the Chicago freight department. She plans to make her home in Reseda, Calif.



**JOINS RETIRED RANKS.** E. H. Berger (left), who retired from the No. 1 yardmaster position in the Chicago Terminal on Sept. 1, is being wished well here by Superintendent J. W. Stuckey. His service with the company totaled more than 48 years. Upon retiring he was cited for an outstanding safety record, having worked that many years without injury.



**FIFTY-YEAR VETERAN** F. F. Roloff, section foreman at Sidnaw, Mich., receives his Gold "Lifetime" Pass. Presenting it is Roadmaster Ed Hawkins of Iron Mountain.



**FORTY-EIGHTH WEDDING ANNIVERSARY.** Mr. and Mrs. Urban T. Budzien posed for this picture in July as they celebrated their 48th wedding anniversary at their home in Clearwater, Fla. Mr. Budzien retired as assistant auditor of expenditure in 1960, following more than 46 years of Milwaukee Road service.



**FROM THE SUNFLOWER STATE.** This giant sunflower at the home of the R. R. Kremers in Marion, Ia., was still growing like sixty when the children, Michele and Kevin, posed alongside of it this summer. It was grown from seed brought along from their former home in Prairie Village, Kans., when Mr. Kremer was transferred late in 1966 to the position of assistant agent in Cedar Rapids.

# Carloadings



## JANUARY-SEPTEMBER 1968 COMPARED WITH SAME PERIOD IN 1967

### NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS				
		INCREASED in 1968 over 1967	NINE MONTHS		INCREASE	
			1968	1967	1968 over 1967	% of increase
8.8%	Lumber or Dimension Stock...	44,198	42,718	+ 1,480	+ 3.5%	
5.9	All Other Paper or Allied Products .....	52,377	49,983	+ 2,394	+ 4.8	
3.6	Motor Vehicles .....	15,971	13,168	+ 2,803	+ 21.3	
3.5	All Other Lumber or Wood Products .....	21,739	19,328	+ 2,411	+ 12.5	
3.5	Stone, Clay or Glass Products..	34,245	33,014	+ 1,231	+ 3.7	
3.4	Coal .....	60,569	60,521	+ 48	+ .1	
3.2	All Other Chemical or Allied Products .....	23,892	23,346	+ 546	+ 2.3	
2.6	Primary Iron or Steel Products..	29,606	21,509	+ 8,097	+ 37.6	
2.5	Industrial Chemicals .....	13,135	12,904	+ 231	+ 1.8	
2.2	Nonmetallic Minerals; Except Fuels .....	33,957	32,621	+ 1,336	+ 4.1	
2.2	Pulp or Pulp Mill Products...	11,359	10,663	+ 696	+ 6.5	
2.2	All Other Transportation Equipment .....	23,642	20,853	+ 2,789	+ 13.4	
1.4	Malt Liquors .....	15,513	14,650	+ 863	+ 5.9	
1.2	Electrical Machinery or Equipment .....	11,293	8,494	+ 2,799	+ 33.0	
.9	Dairy Products .....	9,476	9,380	+ 96	+ 1.0	
.6	Beverages (Except Malt Liquors) .....	7,514	6,290	+ 1,224	+ 19.5	
.5	Fresh Fruits & Vegetables .....	6,429	6,151	+ 278	+ 4.5	
.3	Livestock .....	2,647	2,644	+ 3	+ .1	
9.3	All Other Carload Traffic .....	58,840	56,574	+ 2,266	+ 4.0	
<b>57.8%</b>		<b>476,402</b>	<b>444,811</b>	<b>+31,591</b>	<b>+ 7.1%</b>	

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS				
		DECREASED in 1968 under 1967	NINE MONTHS		DECREASE	
			1968	1967	1968 under 1967	% of decrease
12.2%	Grain .....	50,353	64,443	- 14,090	- 21.9%	
3.8	Meat (Fresh, Chilled or Frozen) .....	30,301	30,807	- 506	- 1.6	
2.8	Grain Mill Products .....	40,722	43,183	- 2,461	- 5.7	
2.7	Canned Fruits, Vegetables and Seafood .....	18,366	18,832	- 466	- 2.5	
2.7	All Other Food (Incl. Sugar) ..	19,533	22,635	- 3,102	- 13.7	
2.4	All Other Primary Metal Products .....	11,913	12,011	- 98	- .8	
2.2	Freight Forwarder & Shipper Assn. Traffic .....	19,297	19,793	- 496	- 2.5	
2.0	Primary Forest Products .....	40,625	41,407	- 782	- 1.9	
2.0	Fabricated Metal Products .....	12,350	15,086	- 2,736	- 18.1	
1.9	Waste or Scrap Materials .....	17,210	18,679	- 1,469	- 7.9	
1.7	Petroleum, Natural Gas or Gasoline .....	16,557	17,968	- 1,411	- 7.9	
1.4	All Other Machinery; Except Electrical .....	6,356	6,645	- 289	- 4.3	
1.2	Farm Machinery or Equipment..	10,762	12,567	- 1,805	- 14.4	
1.0	Soybeans .....	5,383	7,792	- 2,409	- 30.9	
.7	Potatoes (Other Than Sweet) ..	5,083	5,406	- 323	- 6.0	
.5	Metallic Ores .....	3,468	3,609	- 141	- 3.9	
.5	Coke Oven or Blast Furnace Products .....	6,293	6,308	- 15	- .2	
.4	All Other Farm Products (Incl. Sugar Beets) .....	5,462	6,034	- 572	- 9.5	
.1	Small Packaged Freight Shipments (L.C.L. Mdse) .....	179	187	- 8	- 4.3	
<b>42.2%</b>		<b>320,213</b>	<b>353,392</b>	<b>-33,179</b>	<b>- 9.4%</b>	
<b>100.0%</b>		<b>796,615</b>	<b>798,203</b>	<b>- 1,588</b>	<b>- .2%</b>	

### AUSTIN—EAST END

R. D. True, Correspondent  
Office of Superintendent

Additions to two Milwaukee Road families in Austin occurred during recent months. Key punch Operator Ed Gudgel and his wife are the parents of a baby girl, Renee Sue, born on July 30, and Mr. and Mrs. Robert Rigdon have a new baby boy, Joseph Michael, born on Aug. 2.

There have been many changes in the positions in the Austin area. Bob Rigdon has been appointed chief clerk in the engineer's office, replacing Harvey Peterson, who drew the storekeeper's position at Austin. Lowell Meier, former storekeeper here, was appointed storekeeper at LaCrosse, Wis. A new addition to our office staff is Ron Zacharda, who hails from St. Ansgar, Ia. He is now filling the position of chief dispatcher's clerk. Ron was recently released from the Armed Services and is single.

Lawrence Palmer retired as cashier from Madison, S. D., after more than 40 years of service, and Vincent Shoop is now filling his position.

Mrs. Marion Schultz, retired clerk from Mason City, sends along the following items which will be of interest to the readers, and for which we thank her very much:

Mr. and Mrs. W. G. Schrader, retired passenger conductor and his wife, were married 55 years in June. Account of being out of town, no celebration was held, but we wish to extend our congratulations. Also, Mr. and Mrs. Louis Walter, retired engineer and wife, celebrated their 65th wedding anniversary in August. A celebration was held in their honor, hosted by their daughter, Mrs. Art O'Green. Congratulations!

Mrs. Frank Brenton, wife of retired storekeeper at Mason City, passed away. She is survived also by two sons, a stepson, a daughter and two stepdaughters.

John Leibold, age 91, a retired Milwaukee Road conductor, was struck and killed by a truck on Aug. 13 at Mason City. He retired in 1946 and was a continuous member of the BRT for 60 years. He is survived by one daughter and one granddaughter.

Bill O'Brien, engineer working out of Austin, passed away of a heart attack on Aug. 13 at the age of 54. He is survived by his widow and a son living in Austin.

## Rocky Mountain Division

### HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Tom Martyn, sales representative at Great Falls, transferred to Vancouver, B. C., as our traveling sales representative.

Ray Grensten, section foreman at Great Falls, retired after 44 years  
(Continued on page 26)

The Milwaukee Road Magazine



**WILKINSON-JOST.** Kathryn Wilkinson, daughter of Conductor and Mrs. Alfred A. Wilkinson of Green Bay, Wis., wore this beautiful Chantilly lace gown for her recent marriage to Gary Lee Jost in St. Joseph's Catholic Church, Green Bay. A dinner and reception for 200 were held at the Pamperin Park pavilion, following which the couple honeymooned in Wisconsin and Illinois. They are living in Battle Creek, Mich., where Mr. Jost is serving with the Air Force at the Custer Air Force Base.



**ENGINEERING DEPARTMENT SEND-OFF.** Mr. and Mrs. Alfred H. Soether pose with Al's co-workers in the Chicago engineering headquarters office at a Kaffeeklatsch held in their honor when he retired as assistant engineer in the B&B department at the end of August. Al is a native of Norway who graduated from the Norwegian Technological University at Trondheim specializing in bridges, docks and harbors. He has lived in the United States since 1929, and upon retiring had 21 years of railroad service with the Burlington Lines in addition to more than 11 years with the Milwaukee.



**GETS NAVY WINGS.** Lt. (jg) William J. Kohl, son of our district manager-passenger sales in St. Paul, recently received his Navy wings at the Naval Air Station in Corpus Christi, Tex. Father and son are shown here at the ceremony. Lieutenant Kohl, a graduate of Seattle University, worked during vacation periods with Milwaukee Road B&B and track crews. At present he is stationed in California; then on to Hawaii and Japan.



**SAVANNA BOWLING CHAMPS.** The employe bowling team from Savanna, Ill., that took first place in the Team Event at the 25th annual Hiawatha Bowling Tournament held this year at Northlake, Ill., pose with their trophy. In the foreground are Dispatcher A. P. Thostenson (left) and Engineer M. Decker, and standing are A. J. Cini, trainmaster-traveling engineer, from left, Jack Cottrall, yard switchman, and A. Vetricek, car department employe.



**VISITOR FROM THE U.A.R.** W. W. Rogers, staff assistant to president in charge of personnel training and development, discusses our company's programs for employes with M. Bahieldin Mandour, manager of the training department of the Egyptian Maritime Transport Organization in Alexandria. The discussion took place during Mr. Mandour's recent visit to Chicago as an Eisenhower Exchange Fellow from the United Arab Republic. He is a graduate of the Egyptian Naval Academy and a former officer on merchant vessels and in the U.A.R. Navy.



**BENSENVILLE RETIREMENT SEND-OFF.** Art Broker, clerk in the Bensenville Yard office, holds the spotlight at a retirement send-off from his co-workers. Looking on as he cuts the first slice of cake are, from left, R. Gasior, B. Miller, J. Baur, J. Diaz, D. Tonne, C. Burg, M. Merriman, T. Pugesek, General Car Supervisor W. J. Hamann and R. Kirchoff. Broker retired following 51 years of service.

(Continued from page 24)

service. It is with much regret that Mr. Grensten did not include more about himself to be added to this column, as he has been most helpful in passing on information on Great Falls news for this magazine. A person who is always interested in the Milwaukee family surely is a devoted employe. Much of this month's column is due to his efforts.

Retired Section Laborer William Hebert passed away at Elma, Wash., at age 80.

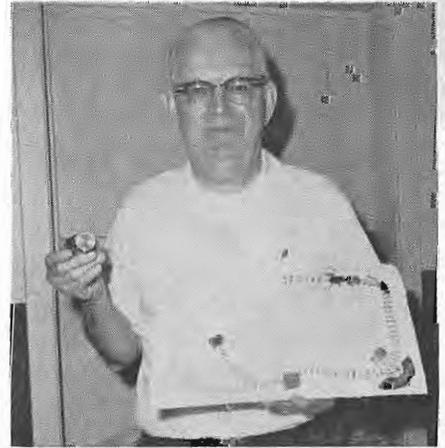
Replacing Tom Martyn at Great Falls is Fredrick LaFrance of Seattle.

Retired Section Foreman Spears and Lyle Ingalls recently underwent surgery at Great Falls, and are recuperating at their homes in Lewistown.

Conductor R. C. "Pokey" Clark retired after 23 year's service. He hired

out as brakeman in 1945, and was promoted to conductor in 1950. He has been off several months because of ill health.

Of much interest was a letter concerning Retired Master Mechanic Willard "Bill" Brautigam, who with his good wife celebrated their golden wedding anniversary at a reception at Seal Beach, Calif. The Brautigams were married in Spokane, and made their first home in Avery, Ida., where Bill was an electrician for the Milwaukee. He transferred to Tacoma as an electrical instructor, and to Deer Lodge in 1923 as roundhouse foreman. He was promoted to master mechanic in 1943. Retirement was in 1952. The Brautigams then moved to San Diego, where he was an electrical engineer and retired as plant engineer. Plans are for two years travel and then to settle in Seal Beach Leisure World, Calif.



Arnold B. Running has his hands full holding the watch and plaque presented to him when he retired recently as roundhouse clerk at Miles City, Mont., following 50 years of service. For details, see the Rocky Mountain news.

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WEST END

James F. Ranney, Correspondent  
Boardman, Three Forks

Funeral services were conducted in Bozeman for Frank C. Morrow, 64, of Three Forks, who died Aug. 22 in the Bozeman Deaconess Hospital after a long illness. Interment was in the Whitehall cemetery. Mr. Morrow was born in Waupun, Wis., and moved to Montana with his parents when he was five years old. He worked as a signal maintainer and traveling maintainer for the railroad for 48 years. He is survived by his wife, Kathern; a son, Ted, of Newark, N. J.; a daughter, Mrs. Jim Stevens of Bozeman; and a grandson, Timothy Morrow; also three sisters and two brothers.

EAST END

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

A coffee hour on Aug. 1 honored A. B. Running on his retirement following 50 years of service. A frosted plaque was presented to Arnold, which marked the course of his career with the Milwaukee from his graduation at Mankato to his first position in Moberge in 1918, then on to Miles City in 1926, where he was roundhouse clerk for many years, then his appointment as chief clerk to the superintendent at Miles City in 1950, which position he held until 1959, when the Trans-Missouri Division was merged. At that

time Arnold went back to his position as roundhouse clerk, holding the position until he retired July 15. His many friends wished him well and presented him with a watch to mark the occasion. He and Mrs. Running are planning a few trips, but expect to maintain their home in Miles City.

We are very sorry to lose Duane Marien from our signal department. Duane and his family will be leaving Miles City shortly for Ottumwa, Ia., where he will be supervisor of signals and communications. We wish to extend our welcome to Jack Holms and his family. Jack will be our new signal inspector.

Mrs. Ardis Jensen, widow of Trainmaster Dick Jensen, has been working for the Northern Pacific railroad, and was recently promoted to the general offices in St. Paul, and will be working in the accounting department. Her son, Gary, a Gillick Scholarship winner, received his Doctor's degree in mathematics at the University of California at Berkeley, and will be teaching at the Melon-Carnegie University in Pittsburgh this fall. Daughter Janet is an accountant in Minneapolis.

Dr. O. Gary Haynes, son of Conductor and Mrs. O. G. Haynes, and a recent graduate from the School of Dentistry at Marquette, has returned to Miles City with his family and become

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## Two Centenarians Honored on 100th Birthday



Fred E. Butz enjoys the garden at the Scandinavian-American Home in Milwaukee, where he was honored on his 100th birthday.

The railroad was informed recently that two retired Milwaukee Road employes have become members in good standing of the second century club.

The centenarians are Fred E. Butz, scalemaster for many years at the Schlitz Beer Line in Milwaukee, and Elliott W. Shirk, who had served as coal yard foreman and on B&B crews at Oxford Jct., Ia. Both turned the 100-year milepost this year, Mr. Butz on Apr. 11 and Mr. Shirk on June 1.

Mr. Butz, a native of Madison, Ind., has lived in the Milwaukee area 81 years. His first job was in a furniture factory, which suffered a fire. He then came to the railroad, starting in the

Chestnut Street District, and had 44 years of service there when he retired in 1937. He is now a resident of the Scandinavian-American Home in Milwaukee.

On his birthday he was honored at a party held at the Home by Knights of Pythias lodge 141, of which he has been a member 64 years. He also received numerous cards and letters, including greetings from the Milwaukee Road Women's Club and congratulations from President Johnson, Governor Knowles of Wisconsin and Mayor Maier of Milwaukee.

Mr. Shirk, who was born in Woonsocket, Ill., moved to Oxford Jct. with his bride in 1892 and began working for the railroad the year following. He retired in 1938 with 45 years of service.

His 100th birthday, celebrated over a week end, brought together all of his six children for the first time since 1914. On Saturday there was a family dinner for 46 members, and on Sunday the parishioners of the Methodist Church honored him at morning services and later at a potluck lunch and open house.

Both centenarians are lively and alert and enjoy having visitors. Mr. Shirk, once an avid gardener, still sprinkles his speech with gardening terms and likes to tell stories of his green-thumb success. Mr. Butz has a fund of stories, too. For example, he remembers that when he started working for the railroad, the Schlitz line handled only two cars a day and that the Uihlein brothers gave each batch of brew their personal attention.

associated with one of the local dentists.

Kathy Sweeney, daughter of Car Foreman and Mrs. H. J. Sweeney, graduated in August from Montana State University, and has taken a position with an accounting firm in Los Angeles. Kathy flew to New York City for a week-long orientation course at the head office, and upon returning to Los Angeles attended a week's special course at UCLA before starting her job.

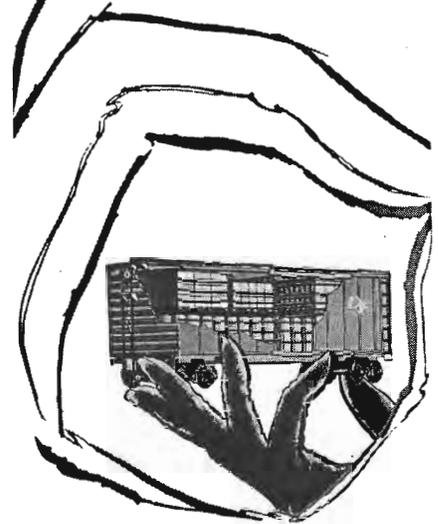
Katy Lemire, daughter of Trainmaster and Mrs. P. M. McLean, was a member of a tennis team that represented Montana in the Intermountain Tennis Tournament in Denver.

With our service men: Marine Sergeant Gary J. Norton, son of Retired Yardmaster and Mrs. W. J. Norton, and Interior Communications Electrician Fireman Apprentice Wesley R. Gilbertson, USN, son of Assistant Car Fore-

man and Mrs. Elmer Gilbertson, are serving aboard the *USS Yorktown*, and participated in the traditional Equator-crossing ceremony. Seaman Apprentice Robert C. Smith, son of Conductor and Mrs. P. J. Smith, is serving aboard the *USS Bennington*, which participated in an anti-submarine exercise in the Sea of Japan.

We regret to report the passing of the following employes, and extend our sympathy to their families: Oscar E. Achamire, retired carman, passed away July 2 . . . James E. Murray, former shops employe, passed away July 24 . . . John M. Volk, retired carman helper, passed away July 29 . . . Peter Brooks, retired B&B carpenter, passed away July 11 . . . Jack Riley, retired conductor, passed away July 16. Jack worked for the Northern Pacific before coming to Miles City with the train that laid the Milwaukee rails in 1907 . . . Loren E. Palmatier, a retired con-

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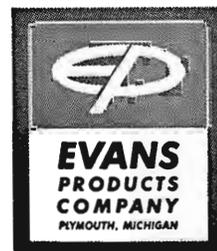


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ductor, passed away in Missoula at the age of 89 on Aug. 23 . . . Retired Engineer Leland Kent passed away July 23, following a long period of failing health.

Word was received from Mrs. Charles Lincoln of Tomah, Wis., that her husband, one of the first engineers at Miles City, passed away June 25 at the age of 91. He and Mrs. Lincoln would have celebrated their 60th anniversary on Sept. 9. Mr. Lincoln was a Spanish-American War veteran, and graveside rites were conducted by the Veterans of Foreign Wars.

Roy V. Tarbox, a retired conductor, passed away suddenly at his home in Miles City on July 27. Rudolph Lange, retired crossing watchman, passed away at the age of 85 on Aug. 28.

## Chicago General Offices

### TRAFFIC DEPARTMENT

Sharon L. Penington, Correspondent

Congratulations are extended to Bill Schauer, of our GFD, and his wife, Kathy, who became the proud parents of a bouncing baby boy on July 18. They have named their second son Peter Matthew.

The welcome mat was extended to Dorothy Naddy, who joined our company on July 15. Dorothy came to us from Kemper Insurance Co. She now lives in Chicago.

Our deepest sympathy goes out to Bob Fleming, AGFA, and family in the death of his father on Aug. 8.

Our get-well wishes are extended to Kris Gerstein of our GFD, upon her recent appendectomy. Hope she is now on the road to recovery and will return to us shortly.

Howard J. Ahrens of the passenger sales department passed away unexpectedly on Aug. 10 following surgery at St. Joseph's Hospital in Elgin. Funeral services were held in Bartlett, Ill., with interment in the Bartlett Cemetery. He is survived by his wife, JoAnn, and a son, Joseph. Howard had been employed in the passenger traffic department since 1945, starting as a messenger and advancing through various positions in the reservation bureau and city ticket office. He was promoted to rate clerk in 1958 and appointed a sales representative in the Chicago area on Feb. 1, 1967.

### PRESIDENT'S OFFICE

Friends of Jay L. Franz, retired office assistant to president, were notified recently of his passing on June 27. At the time of his death he was a resident of Winter Park, Fla.

Mr. Franz had a wide acquaintance among Milwaukee Road people, and particularly operating department employes, having served many years as a chief clerk in the department's Chi-



**PROJECT MANAGER RETIRES.** Stanley H. Johnson and his wife, Elaine, are shown (center) at an employe get-together in the Fullerton Avenue office building marking his retirement on Aug. 30. With them are C. D. Rogers Jr., manager of systems and procedures (left), and K. C. Donisch, the assistant manager. Mr. Johnson was honored also at a dinner party. His retirement as project manager in the systems and procedures department concluded 44 years of service.

ago headquarters. He started in 1906 in his home town of Marion, Ia., and in 1910 became chief clerk to the superintendent at Marion. Transferring to Chicago in 1922, he served successively as chief clerk in the offices of assistant general manager, general manager and vice president-operation. He was appointed office assistant to president in 1950, and retired on Nov. 30, 1951.

Following his death, a memorial service was held in the First Presbyterian Church of Orlando, Fla. Mrs. Franz survives her husband, together with their son, Rev. James G. Franz of Pittsford, N. Y.

Frank C. Lowry, who retired in 1961 as file clerk for the president's office, passed away in Chicago on Aug. 7. He was a veteran of 54 years of service, starting in 1907 as office boy for the commerce counsel while attending school at night. Later he became a clerk in the law department, from which he transferred to the office of the president, then A. J. Earling. Upon retiring, he held the unique record of having served under six presidents of the railroad.

Mr. Lowry was also an ordained minister of the African Methodist Episcopal Church, and the author of a weekly syndicated column called "Sentence Sermons" for the Associated Negro Press. Funeral services were held at the St. John A.M.E. Church in Chicago. He is survived by his wife, a concert singer and teacher known professionally as Thelma Waide Brown; sons Frank Jr., Roland and Isaac; and a daughter, Ruth Henderson.



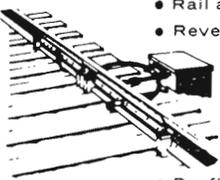
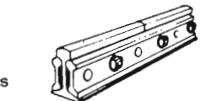
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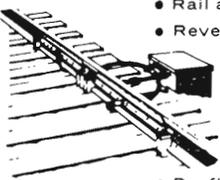
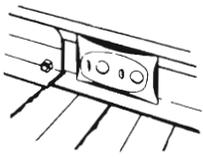
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**MARKING 45 YEARS OF SERVICE**, Elsie M. Hoffman receives a Silver Pass with congratulations from Chief Statistician R. N. Edman and other of her co-workers in the Chicago "stats" office. Starting in the auditor of equipment accounts office in 1923, Elsie later transferred to the chief statistician's office and became a special accountant in 1943. Upon the recent retirement of Mr. Edman, she was appointed assistant chief statistician, the first woman to hold that position on the railroad. P. H. Patterson, right, succeeded Mr. Edman as chief statistician.

#### OPERATING DEPARTMENT

Ashley Wilhite, Correspondent  
Office of Vice President-Operation

G. J. Barry, superintendent of safety, enjoyed a vacation trip to Ireland during September with his brother, Msgr. D. D. Barry of Saint Bernard's Rectory, Wauwatosa, Wis.

Mrs. Loretta West is the new assistant statistician in the office of superintendent of safety. She replaced Robert F. Shive, who has gone into the training program of the operating department. Mrs. West previously worked as an agent-operator on the Milwaukee Division.

David J. McCloskey, who retired July 31, 1966 from the position of chief clerk in the transportation department, passed away Aug. 31 after a long illness. Mr. McCloskey had been with the Milwaukee Road since 1920, and since 1941 had served in the transportation department as traveling car agent, chief freight car distributor, and on special assignment (handling

high-wide loads) before being appointed chief clerk in 1963. He is survived by his wife, daughter, four grandchildren, a brother and two sisters.

#### ELECTRONIC DATA PROCESSING

Shirley Kutil, Correspondent

The biggest news we have to report is that Theo. S. Gajewski, manager of electronic accounting machine operations, retired on July 15, after 48 years of service. Hundreds of things could be said about him, all of which would be compliments, and all of them would be true. This man didn't like to be fussed over, but did appreciate what was done for him. He would go out of his way to do things for others. He was deeply concerned about his employes, and his office door was open to them for help as their supervisor and as their friend. What a nice thing it is to be able to say that about your boss.

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own office, he found time for outside activities. He held the position of secretary in the data processing association for two years. He also served many years as president of the Hiawatha Credit Union and is a charter director of that organization, having been active in it for over 25 years, from its outset.

He came to the Milwaukee in 1920 as a record clerk, and worked in the paycheck bureau, for the auditor of expenditures department, under the supervisor of machine accounting, in 1940. Mr. Gajewski was made bureau head of this division in 1958. Both the day and night shifts were under his supervision, and the Fullerton Avenue accounting center in Chicago became his "home away from home." Mr. Gajewski was appointed manager of E A M operations in 1961.

Ted gave freely of his time toward the furtherance of the Road's progress in the field of new and ever-changing accounting machines, from their inception 28 years ago. With this background, he knew his work thoroughly and enjoyed its challenges as few men do. His co-workers know that he will never be bored as a retiree, being keenly interested in living life fully. For instance, that sporty, new green car he drove in with, on Mr. Sowle's last day, sure didn't look anything like a rocking chair! All good wishes go to him and Mrs. Gajewski for a happy retirement.



T. E. "Ted" Gajewski, who retired recently as manager of electronic accounting machine operations, following more than 48 years of service. For details, turn to the Chicago general office news.

Hello to Judi Chipman, our newest keypunch operator.

Sally Resterhouse was one of the many Milwaukee friends who attended Colene Elsenbroek's recent wedding.

Condolences to Deloras Ennis, who took an emergency leave to attend the funeral of her sister, Carol G. Allen, who was killed in an auto accident in Los Angeles.

Eddie and Amanda Klank send regards to their friends by messenger Len Sabac. Mr. and Mrs. Sabac, while

enroute to Florida for their vacation, stopped to visit with the Klanks in Hot Springs, Ark., where they are enjoying their new retirement home.

Ed and Helen Schroeder vacationed in San Gabriel, Calif., this year, while Dorothy Kuczek, with all four of her menfolk, helped Illinois celebrate its sesquicentennial year by adding 1800 miles to their car's mileage meter while touring the state. They especially enjoyed the shrines that they visited.

Kay Steller just loves her California vacations, with her relatives living there, and this one was more fun than ever.

#### AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

Assistant Engineer Walt Mahaffa, head of the A.F.E. section, passed away on Aug. 21. Interment was at Rockwell City, Ia. Walt's abilities and congeniality merited him a place of respect and friendship from all who knew him.

Sympathy also went to File Clerk Marion Frank on the death of her father July 16, and to Ted Bahwell, head of the accounts section, on the death of his sister, Mrs. Irene Snyder, on Aug. 12.

Gifts and good wishes went to Accounts Clerk Donna Potucek, who became Mrs. Roy Rankin on Aug. 31 at the Slovak Lutheran Church.

Welcomes are extended to Irene Barry and Linda Garsee, who joined our force as head typist and stenographer, respectively, and to Jean Boyett, the new accounts clerk.

#### AUTHOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Edward Sowle, paymaster, retired July 31 after 47 years of faithful service (see article elsewhere in the Magazine). A testimonial dinner was held in his honor at Ferrara Manor to commemorate the occasion. More than 400 guests attended, including Messrs. Crippen, McGinn, Kratochwill, Jacobson, F. H. Miller and many others.

It was nice to see H. G. "Hank" Russell and his wife in from Minneapolis, Pete Dietrich from Florida, and Amanda Klank and husband from Hot Springs, Ark., to attend the dinner. A large "open house" was given in his honor on July 26. He was presented with a color TV set and many personal gifts. It is our sincere wish that he and Mrs. Sowle will enjoy a long, healthy, happy retirement.

Ann Doran, an employe of the railroad for 39 years, retired in April and is now making her home in Rockford, Ill. She was presented with money and many personal gifts.

Congratulations to William Bert and Sam Pucci on their appointment as paymaster and assistant paymaster, respectively.

Recent visitors to the office were the

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A scale model of a multi-purpose car that illustrated a recent Berwick Forge & Fabricating Corp. ad in *Railway Age* caught the eye of Tom Tancula, son of Bruno Tancula, train director at Bensenville Yard, as matching his own HO gauge equipment. The car was unique in design, and as he wrote to Walter Vorbleski, BFF's vice president sales, "I began thinking I would really like to have it for my layout. Therefore I am asking you for this car, if you and your company would be kind enough to give it to me . . . I will be very grateful if I get it, but if I do not I thank you very much any way."

The letter and this picture showing Tom receiving the car from Mr. Vorbleski illustrated a subsequent ad in *Railway Age* that carried the following statement: "When a twelve year old purchasing agent with the initiative of Tom Tancula recognizes BFF can deliver the car to meet his railroading needs, we can't very well turn him down. So in only two days we delivered our special flat-hopper-box-pulp-gondola car right to his door. . . . But then, Tom was a model customer."



following retirees: Elvira Ahlberg, Grace Larsen, Florence Almen, Russ Risberg and John Ritter.

Congratulations and best wishes to Mara Pucci and Carl Meade who became Mr. and Mrs. at Santa Maria Adolorata Catholic Church on Aug. 24. Lena Carl was maid of honor, and Carl's brother was best man. A reception was held after the ceremony at the Club House Cafe. They honeymooned in Colorado Springs.

Sincere sympathy to Ruth Nuel of miscellaneous timekeeping on the loss of her husband, and Jean Hendzel of the joint facility and bill bureau on the loss of her grandmother.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

We are glad to have Frank Chereck with us again after two years in military service.

Ken Fredrickson, who has been in military service since March 1966, was in for a visit recently. He has spent much of the time in Germany. Stephen Michael, in service since October 1966, also came to see us while on leave. He is now at Ft. Riley, Kans.

Robert, four-year-old son of Assistant Bureau Head Frank Seiser, was severely injured recently when he fell from his little wagon and hit his head on the pavement. He is home now and doing well, Frank says.

Harry Trickett and his family flew to Miami for their vacation in July. It was his first flight, and he enjoyed it very much. On July 28 he and his wife celebrated their 25th wedding anniversary having a back yard garden party at their home in Elgin.

*A vacation is going some place without having to.*

September-October, 1968

## Milwaukee Division

### SECOND DISTRICT

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

Dorothy Kiernan, relief clerk in the Green Bay freight office, along with husband Mike, recently welcomed David Michael, the fourth addition to the Kiernan boys.

We are happy to see David Winter back at work after a short spell in the hospital. David is the assistant superintendent's secretary at Green Bay.

Richard Gohr, 81, passed away recently. He was transfer foreman for our Road before retiring in 1951.

John F. Millea, 83, died recently. He had been employed as a locomotive engineer prior to retiring in 1959.

The death of Bernhardt Bublitz was reported to us. He was a carman for over 40 years.

Fritz Lindeman died Aug. 3. He had



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been employed since 1937, and as a locomotive engineer since 1943.

We received word of the death of Lyle Worthing, 68, of Channing, Mich. He had been employed by our road for 45 years, retiring in 1962. He was a member of the Association of Railroad Superintendents. He is survived by his wife, his mother and two sisters.

**FIRST DISTRICT AND SUPERINTENDENT'S OFFICE**

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

Retired J-Line Engineer John K. Bolton passed away suddenly on July 31. He is survived by his daughter, Jane, of Fox Lake, Ill.; a son, J-Line Engineer John M. of McHenry; five grandchildren and a great-grandchild. Mr. Bolton retired from his run on suburban trains 134-139 on June 27, 1959 after 47 years of service.

**Milwaukee Terminals**

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Wedding vows were exchanged at St. Bernard's Catholic Church on Aug. 10 by Sally Anne Koster and Norman Wayne Lindstrom, relief clerk. The young couple both teach in the Milwaukee vicinity, Norman at Brown Deer elementary and Sally Anne at Sussex, Wis. Norman is a nephew of Milton Croasdale of the Fullerton Avenue office of auditor of freight accounts, where he is a bureau head. The young couple was honored at a reception in the Holiday Inn Central. Both attended UofW-Milwaukee as students.

Al Jesko's retirement came off to a rather bad start, since he was hospitalized the first week and will require a rest cure for the balance of the year.



**THE GOOD LIFE.** Mike Tatt, retired Chicago Terminal engineer (left), has callers at his new trailer court home in Clearwater, Fla., Coach Yard Switchman Ralph DiBiase (center) and Retired Engineer Walter Rapp. Mike enjoys fishing in Tampa Bay and visits the local swimming pool every day. Walter and his wife have a cooperative apartment in Clearwater.

We hope there will be many happy years to look forward to upon his recovery.

Geraldine Hartner has returned to work following surgery at St. Mary's Hospital. She had been on sick leave two months. Barbara McPhee has been confined to St. Joseph Hospital for tests and treatment. Howard Andersen, rate clerk, has returned to work following a month's sick leave. He was hospitalized at Columbia Hospital for tests, x-rays and treatment.

California vacationers were Vern Melcher, cashier, and his wife, and Ray Gatzke, inbound rate clerk, and his family. Ray, his wife Brigit, son Alan and daughter Gail went to Disneyland, Los Angeles and the Universal City tour, Reno, Las Vegas, Hoover Dam, etc., and reported a wonderful time on their motor tour. Typical rail, Vern and his wife went by train to San Francisco, Los Angeles, Las Vegas and Denver. He also reports a wonderful time, and departing Las Vegas with a pocket full of winnings.

Georgia Slavitz, key punch operator, has left service to attend school full-time at Milwaukee Tech college. She was honored at a farewell dinner party at Club 76, and presented with a parting gift.

Newcomer Willie Powell has been assigned to carload billing. Willie has completed three years of study at Southern U. in Baton Rouge and will enroll at U.W. of Milwaukee to obtain his degree. His wife, Edith, has a Master's degree in music from Southern.

Shirley Schmidt is a new employe handling carload billing and other duties. She was a former employe of McGraw-Edison, where she performed secretarial work and key punching. Shirley's sister, Diane, was a former secretary-timekeeper at Milwaukee regional before her marriage.

Mail Clerk Joy Jones was employed as a rater at Continental Casualty In-

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TAPERED ROLLER BEARINGS



**FORTY-FIVE YEAR VETERANS** of service in the Milwaukee Terminals receive Silver Passes with congratulations from Agent R. E. Chalifoux. Edward J. Farrell, left, has spent 45 years on yard clerk positions, the last 25 years at the A. O. Smith Hi-Tower. E. F. "Gene" Howe, right, is a veteran of 45 years in the Muskego Yard District, his current position being assistant chief clerk of the Muskego Yards Control Center.



**MUSIC-MINDED.** Debra Teske, daughter of Dispatcher Harvey Teske of Aberdeen, S.D., has provided many happy hours for residents of Mother Joseph Manor in Aberdeen by playing her battery-powered chord organ for religious services. Last year she was selected to play with the all-state school orchestra and band and won a music scholarship for a week this summer of the University in Vermillion. She is now in her senior year of high school and plans a career in music. In addition to her school work, Debby takes horn and piano lessons and is active in the Wesleyan youth group. (Aberdeen American-News photo)



**RETIREMENT RUN.** Milwaukee Division Conductor E. J. Millard (right foreground) with fellow employes and friends who were on hand to see him off on his last trip before retiring at Green Bay, Wis. Millard held a seniority date of Jan. 15, 1920 as a brakeman on the former Superior Division of the railroad.



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#### AGENCY

Assistant Chief Clerk Joseph M. Hoerl and his wife, Eleanor, covered 2900 miles on their motor trip to Colorado, stopping at Denver and Central City and visiting points of interest such as Garden of the Gods, Lookout Mountain, Estes Park, etc. This trip was quite an accomplishment, considering that Joseph had considerable eye treatment and surgery the past year.

#### MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

We are sorry to report the death on July 23 of O. G. "Ollie" McKagan, 52, chief rate clerk in the traffic department and president of the Hiawatha Credit Union. He had been with the railroad since 1941, holding clerical positions in all parts of the Milwaukee Terminals before December 1955, when he transferred to the traffic department. Since that time he had

served as chief clerk to D.F.A., tracing clerk and rate clerk before being promoted to chief rate clerk. He is survived by his wife, Mary; a daughter, Mrs. William Machtel, whose husband is employed in the car record department in Milwaukee; a son, Richard; and two grandchildren. Services were held at St. Gerard Church, with interment in Mount Olivet.

### Chicago Terminals

#### GALEWOOD

Linda Gallagher, Correspondent

Sorry to report that, at this writing, Agent F. H. Joynt is in Wesley Memorial Hospital recovering from a recent illness. His many friends and co-workers wish him a speedy recovery.

Archie Sinclair, retired check clerk, paid a visit to old friends at the freight house while on vacation from his home in Florida.

Sympathy was extended to Evalyn Olinski, bill clerk at Bensenville, whose father passed away, and to Bruno Lapinski of the regional office, whose wife passed away July 24.

Coffee and cake were served on July 19 for Keypunch Operator Helga Schank, who resigned after 11 years of service.

Many retired employes were on hand Sept. 13 when coffee and cake were served in honor of Tillie Bloom, who retired Aug. 6. Tillie, who had been on sick leave since March 1968, when she was involved in an accident, never looked better and was presented a wallet and a gift of money from her friends and co-workers.

We welcomed Mrs. Mary Lloyd, Patsy Martin, Joe Cooney and Joseph Hedera as new employes in the freight office; also Rosemarie Nunchuck as a new keypunch operator in the regional office.

#### BENSENVILLE

Delores Barton, Correspondent

Charles Parr retired from Galewood on July 31, with 48 years of service, 26 years as a yardmaster.

Engineer E. H. Tonner retired on July 31, and Yardmaster Stotz arranged for a few of "the boys" to come in for cake and coffee to wish him well. Mr. Tonner and wife will make their home in Oxford, Wis.

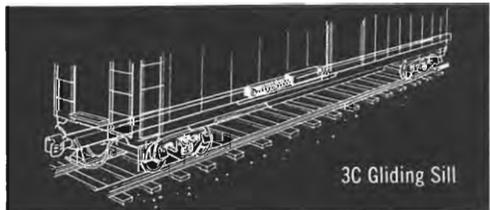
Sympathy was extended to the family of Robert L. Kerch, who passed away in August. Mr. Kerch was a retired signal maintainer. Also to the family of Switchman W. P. Kerby, who passed away Aug. 17.

At this writing, Yardmaster Tom Walsh and Phone Director C. N. Smith are still on the sick list. We wish them a speedy recovery.

On Aug. 10, Fireman Kenneth Paulsen was married at Resurrection Church in Chicago, with a reception following the wedding. On Aug. 3, Mi-

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Good wishes and a gift from his Chicago co-workers marked the recent retirement of John Shorter, general foreman of the Galewood freight house, after 42 years of service. Pictured are Ernest DiLabio, local chairman of the BRC (from left), Assistant Agent H. P. Gallagher, General Foreman John Schroeder, Mr. Shorter and Agent F. H. Joynt.



**SILVER PASS SERVICE.** Stanley Teszlewicz, roundhouse foreman at Elgin, Ill. (center), receives a Silver Pass for 45 years of service with the congratulations of E. W. Prindiville, assistant general road foreman of engines, as his son, Robert, a brakeman on the Dubuque & Illinois Division, stands by. Teszlewicz has performed all of his service without a personal injury.

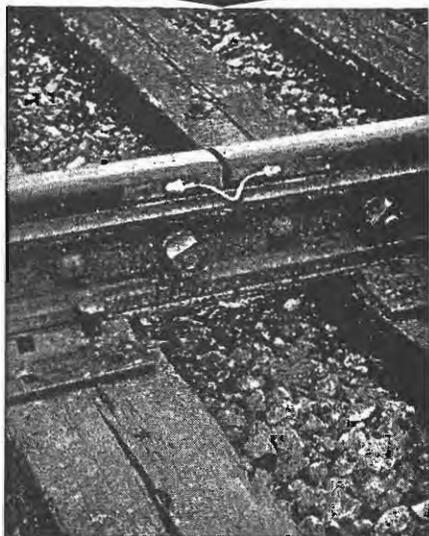


**LAST TRIP.** Engineer Anton Lukes (center), making his last run on trains 12 and 23 between Chicago and Milwaukee on Aug. 30, receives good wishes from Trainmaster Ed Gromacki (right) and Fireman George MacEwan. Lukes retired with a Silver Pass for 45 years of service, during which he had also filled assignments as a traveling fireman.



◀ **MARRIED FIFTY YEARS,** Mr. and Mrs. Sivert Reksaas, left, and Mr. and Mrs. Hjalmar Burud of Minneapolis attended each other's golden anniversary celebrations in June. The four share many activities. The men were co-workers at the Minneapolis lumber yard before they retired, and their wives were roommates before they married.

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chael Whalen, son of General Yardmaster and Mrs. L. F. Whalen, was married to Kathleen Fleming at Elgin.

Engineer H. J. Huart and wife recently received a 45-year Silver Pass.

Dorothy L. Camp, IBM clerk, was married on Sept. 3 at River Grove.

Robin Hall of the superintendent's office is "glowing" these days. She received an engagement ring on Aug. 14.

#### WESTERN AVENUE

The electricians and car department employes of the Western Avenue coach yard held a retirement party for William Bulman on Aug. 2. The main dining room of Stella's Restaurant in Chicago was well filled with employes of all departments of the Milwaukee. Bill started as a commissary clerk in 1917, and had been a foreman in the car department since 1925.

Now that he has retired, he plans to see a lot of White Sox ball games and to use the golf cart that the well-wishers gave him at the party. He was also given a matched set of corncob pipes, as his old pipe retired when he did.

Fred J. Bennett and Henry Sanders, who retired recently from the sleeping

and dining car department, were honored by their co-workers at a coffee party held in the dining car office in mid-August. Pictures were taken for the Magazine, but with negative results, due to a faulty film.

Mr. Bennett, second cook, had been with the department since 1937, starting on trains 27 and 28 operating between Chicago and Milwaukee and working later on the "Valley" line. From there he transferred to the Coast trains, on which he was employed until that service was discontinued. For the past 21 years he has lived in Grand Rapids, Mich. Upon retiring he remarked that he was "planning to do as all retired men do—enjoy a little fishing, reading and just relaxing at home."

Henry Sanders started with the Road in 1948 as a cook, having held that position in hotels and cafeterias. "When I began, everything had to be prepared from scratch," he noted; "soup, ice cream and so on. Certainly things are different now, with all the prepared foods available on the market." After coming to the railroad, much of Mr. Sanders' service was on the Olympian Hiawathas. During the last seven years he has also been a clergyman, a calling which has provided him with a full and interesting life. At present he is affiliated with the Church of God and Christ at 72nd and Peoria Streets in Chicago.

Clarence E. Parks, 61, chef in the sleeping and dining car department, passed away in St. George Hospital in Chicago on Sept. 8. Mr. Parks was a native of Chattanooga, Tenn., who started with the Road as a cook in 1925 and attained the position of chef in 1929. He was one of the first employes assigned to the original Hiawathas when they went into service in 1935. In addition to his regular runs, he had also worked as a business car attendant for the traffic department. Mrs. Parks survives her husband.



William J. Bulman, car department foreman at the Western Avenue coach yard in Chicago, poses with the corncob pipe and golf cart presented to him by well-wishers at a retirement party in his honor on Aug. 2 (see the Chicago Terminals news for details).

## Aberdeen Division

### EAST END

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

The big news flash is that the Aberdeen Division heads the list in the 1968 safety drive. We hardly breathe for fear we'll change our wonderful record.

Roadmaster Cliff Awe barely got used to living in Montevideo when he had to have surgery for a hernia, and Lloyd Bagauss came from Aberdeen to help out until Cliff healed up enough to go back on the job. With the big tie-changing-out program on this division, everybody has been racing around in circles, including a large group of college boys who worked all summer, like troupers, putting in ties and piling up tuition funds.

Blood flowed at the Montevideo Armory in July during Bloodmobile days. A group of rails and friends designated their pint of blood for Mrs. Harvey Teske, wife of the dispatcher at Aberdeen, who takes periodic trips to the hospital for transfusions. Spearheaded by Agent Lynn Van Horn, who drummed up donors, the following rails gave the "gift of life" for a most deserving gal: Mr. and Mrs. Lynn Van Horn, Bennie and George Ryman, By McKeown, Mrs. J. D. Anderson, Mrs. Cliff Awe, Alvin Moe, Blackie Paugh, Wayne Hill, Warren Sanford, Mrs. Norm Ronning, Ward Halverson, Clyde Adamson and Ken Stenberg.

Bob, the son of Engineer Art Starbeck, married Kay Gilsrud while he was on leave from the Navy in July. Bob is a petty officer, third class, and two of his Navy buddies stood by during the ceremony, as attendants.

Former Assistant Superintendent J. W. Wolf, now living in Sun City, Calif., advises that he has quit smoking. He saw a movie showing a lung

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Ages under 39 Inc.	\$3,000.00	\$1,000.00	\$500.00
Ages 40-59 Inc.	\$3.75	\$1.75	.50
Ages 60-64 Inc.	\$6.75	\$2.25	
Ages 65-69 Inc.	\$9.75	\$4.25	
	\$13.75	\$6.25	

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

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

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

Date.....

Signature of applicant

cancer operation and it scared him so his final cigarette fell right out of his hands, and that was the end of the habit for "Uncle John".

Ed Mason, former section foreman at Milbank, passed away in July, and Retired Conductor John "Jake" Hammer passed away in Santa Ana, Calif. He had retired in 1952. Lawrence Homelstad, recently retired from Chicago shops, passed away at his Minneapolis home the first of August.

Retired Engineer Walt Ness and Mrs. Jennie Wisner were married in July at Montevideo. They now reside on the Benson Road in Montevideo.

Switchman Les Natzel didn't like the pain that suddenly developed in his right side while on duty in Montevideo yard one day in August. So he went to the doctor at the end of his tour of duty and, before another hour was up, his appendix was out. He spent the next couple of days playing checkers with a 13-year old roommate, who also was minus his appendix.

Kent Nord, the "bachelor school teacher" who has helped out with braking this summer, married Mary Ann Riedman (also one of the Montevideo public school teachers) Aug. 17.



**PARTING GIFT.** E. F. Hatzenbuhler Jr., traveling engineer with headquarters in Aberdeen, S. D., is surprised with a gift of luggage at a party in Aberdeen on the occasion of his recent transfer to Perry, Ia. Looking on are his wife and Traveling Engineer Phil Anderson.

During the process of decorating the groom's car, a slight error crept in. Instead of the groom's car, it turned out to be the priest's. But everything turned out all right. He was a brother of the bride and a real good scout about the mistake.

## Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND REGIONAL DATA OFFICES

Bonnie Glotter, Correspondent

A hearty welcome to the many new people around the offices. Steven Halvorson, Robert Quackenbush, David Drummond and James Carlson are the new ones in the regional office; Marvin Bell and Dennis Athmann in the local freight. However, David Drummond will be leaving to attend MIT at Cambridge, Mass., on a full scholarship, and James Carlson to attend Hamline University, also on a full scholarship.

Also working during summer vacation were Virgil Magney and Linda O'Rourke. Virgil plans to return to the U of M and Linda to college at Winona.

Wedding bells recently rang for Steven Halvorson, Robert Quackenbush and Dennis Athmann.

Sympathy was extended to the family of Reuben T. Oden, former Minneapolis freight handler more recently employed in the St. Paul car department, who passed away July 28.

Mr. and Mrs. Wilmont O. Ray celebrated their 30th wedding anniversary on Sept. 1 with an open house at Berea Lutheran Church in Richfield.

Friends of Joel Flaherty will be interested to know he is presently in a sort of health resort operated by a doctor in Mexico. His mother tells me he went there July 1 and may stay for the winter. His address is c/o Villa Del Sol, 45 San Antonio Fracc Las Feutes, Guadalajara, Mexico. He would appreciate hearing from you.

### TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Carl Matson, storehelper in the St. Paul materials division, was honored at a dinner at Hafner's Supper Club in St. Paul. Carl retired from the railroad with 45 1/2 years service. His co-workers and many friends wish him a very happy retirement.

Jimmy Nelson transferred from the locomotive department to the position of storehelper in the materials division.

The locomotive department welcomed Lester Browman, who joined its force as roundhouse clerk.

Sincere sympathy is extended to the family of Reuben T. Oden, car department laborer and formerly of the Minneapolis freight house. Mr. Oden passed away July 28 at 59.

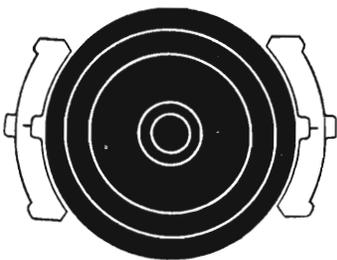
Fred Tingstad, retired car department welder, passed away July 14, and was buried in Sunset Memorial Cemetery in Minneapolis.

Halder Anderson, retired carman, passed away in August. He retired in 1954.

Ira Bundy, carman, St. Paul, is presently a patient in Bethesda Hospital after undergoing surgery.

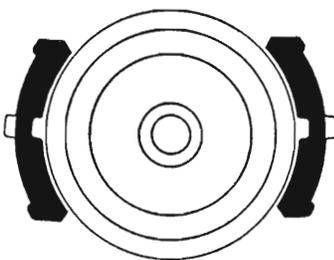
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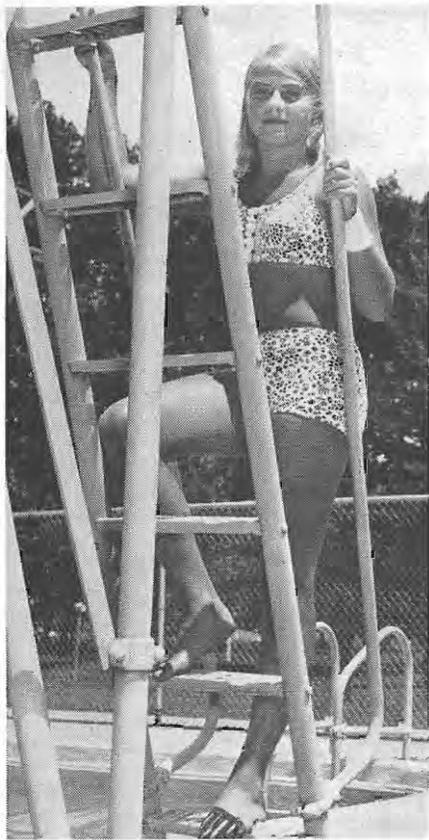
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**AQUABELLE.** Joni Orman, daughter of Conductor and Mrs. Jean Orman of Perry, Ia., made the sports pages this past summer as the winner of state-wide swimming competitions. The golden-haired Joni, who is a member of the Perry swimming team, competed in events for girls in the 13-14 age division. (Perry Daily Chief photo)

Assistant Car Foreman Jim Dahl has recuperated from surgery and, at this writing, expected to be back at work very soon.

A. L. Parsons transferred from the car department in Milwaukee to St. Paul as assistant car foreman.

After 45 years of service in various capacities in the roundhouse in Minneapolis, Dave Holmberg retired on Aug. 1 from his position as assistant roundhouse foreman.

Machinist Francis Wilson escorted his daughter, Sandra, down the aisle of Gethsemane Lutheran Church in St. Paul on Aug. 10, when she was united in marriage to Clifford Japs. The newlyweds will live in Japan, where he is with the Army security division.

Gary, son of Robert Rodin, assistant car and wrecking foreman, won the Minnesota State Junior Golf Tournament. Gary played nearly perfect golf for the 45-hole match at Hastings Country Club on July 19 and 20, and finished with two over par 182.

Trans Load Foreman Harry Bealke, St. Paul freight house, was honored by being inducted into the Minnesota Baseball Association Hall of Fame. A dinner for the new inductees was held Sept. 21 at the Moose Hall in St. Cloud.

## Iowa Division

MIDDLE AND WEST

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

Funeral services were held recently in Marion, Ia., for Retired Machinist Ivan (Olie) Peterson. He had retired in 1967, after working for the Milwaukee in Perry, Chicago, and Cedar Rapids, Ia.

Retired Machinist Orin J. Lutze passed away at the home of his sister, Mrs. Gladys Lutze, on July 15. He had been in failing health for the past few years. Survivors include two sisters; a brother, Floyd G. Lutze, retired Milwaukee engineer; and a nephew, Traveling Engineer Paul Slater, as well as other nieces and nephews.

Mrs. Raymond (Linda) Spangler, daughter of Division Engineer's Chief Clerk and Mrs. Ralph Jackovich, recently graduated from Creighton Memorial St. Joseph's Hospital School of Nursing, in a class of 69.

A most interesting summer reading program for Perry's youngsters was based on railroading. The program included films, and had speakers to explain the different phases of work to be done to operate trains. Among the recent speakers were Engineer Robert Harrison, explaining some of the operating facets of railroading, and Dispatcher Larry Harvey, who had copies of the Morse Code used by operators and dispatchers and an explanation of how the CTC board is used by dispatchers to safely pass trains up and down the tracks. This type of program helps to acquaint youngsters with the ever-changing railroad industry, which has played such a big part in the development of Perry.

Final services were held in Perry July 20 for Retired Conductor Harold L. Lientz . . . Funeral services were held at Perry for Retired Crane Opera-

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tor Malcom H. Nelson, who died following a brief illness . . . Death came July 23 to Charles E. (Cirk) Robbins of Perry, following several months of failing health. He had been retired as a switchman for the Road for the past 17 years.

Word was received by Conductor and Mrs. George McLellan that their son-in-law, Captain Stephen Garrett, was awarded the Distinguished Flying Cross for action flying the F-4C on Aug. 22, 1967.

Wedding bells rang Aug. 3 for Connie Mansfield and Lonnie Barton at St. Patrick's Church in Perry. The bride is the daughter of Conductor Frank (Buz) and Mrs. Mansfield and the sister of Brakeman Jack Mansfield. The couple are making their home in Ft. Ord, Calif., where the groom is serving as an army dentist.

Services were held recently in Perry for Retired Hostler Harry S. Carhill, following a brief illness.

A fall wedding was planned following the announcement by Roundhouse Foreman and Mrs. William Wasson of Perry of the engagement of their daughter, Sandra. She is a graduate of the Mercy School of Nursing, received

her B.S. degree in nursing from the University of Iowa, and is presently teaching at St. Luke's School of Nursing in Davenport, Ia. Her fiance is a partner in a law firm. The date set was Oct. 5.

Retired Engineer Walter Callahan has been a patient in the University of Iowa Hospital for the amputation of a leg. He is getting along very well—no doubt helped by the fact that his daughter is on the staff there.

Engineer's Clerk and Mrs. Eugene Peel welcomed a baby son Aug. 17. He is their first child.

Of the many avid golfing fans who work for the Milwaukee Road, two recently made headlines for tournament play. Dispatcher Glenn Frease won the championship of the second flight in the city tournament, and Chief Dispatcher John Galiher had the lowest net score carded during the Handicap Night Golf League the same week.

Many long time friends of Walt Mahaffa were saddened by word of his sudden death in Chicago, where he was transferred from Perry about five years ago.

Chief Clerk and Mrs. John Harris recently attended exercises where their son, Jack, received his certificate in mechanical technology. Mrs. Harris also serves the Milwaukee in Perry as statistician.

Roundhouse Clerk Herbert Langdon is recovering at home in Perry following foot surgery in Des Moines. He will be wearing a cast for about six weeks.

### D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

Wedding Anniversaries: Mr. and Mrs. Oluf Schmidt, retired mechanical department employe and wife, Savanna, celebrated their golden anniversary on July 30 with an open house in the Fellowship Hall of St. Peter's Evangelical Lutheran Church . . . Mr.



**VETERAN EMPLOYE RETIRES.** Irv Parsons, retiring recently as dock foreman at the Colewood freight house in Chicago, is presented a gift from his co-workers by Agent F. H. Joynt (left) and Assistant Agent H. P. Gallagher. Irv is a veteran of 47 years of service.

and Mrs. John Ramirez, Savanna, were honored with a reception June 6 celebrating their 50th anniversary. They were married in their native Mexico and came to Savanna 40 years ago. Mr. Ramirez is a retired maintenance of way employe . . . The Lou Rabuns of Savanna celebrated their 48th anniversary earlier this year. Lou, now retired from railroad service, is very active as township supervisor . . . Yard Clerk and Mrs. Frank H. Cimino celebrated their 25th anniversary this year with an open house.

Student Activities: Robert Powers, son of Electronics Supervisor Ben F. Powers, Savanna, received an appointment to the United States Military Academy at West Point and reported there July 1. Bob was active in football and wrestling throughout his high school years, and won a state wrestling championship . . . Bob Cini, son of Traveling Engineer-Trainmaster A. J. Cini, Savanna, is now settled at Ouahtha Baptist University, Arkadelphia, Ark., on a football scholarship. Son Mike is attending Clinton Community College, Clinton, Ia., and daughter Debbie is starting training at St. Anthony's School of Nursing, Rock Island.

Janann Groezinger, daughter of Switchman and Mrs. Glenn J. Groezinger, Savanna, recently graduated from the Rockford School of Business and Engineering and is now employed by the Canfield Medical Clinic in Rockford.

Recent deaths in the Railroad Family: W. A. Adams, retired First District agent who was located at Thomson, Ill., many years, in the Sterling Community Hospital Aug. 24 at age 92; funeral services in Thomson with burial in Lower York Cemetery . . . Otto Radke, retired Savanna Yard switchman, in Veterans Hospital in Iowa City July 2; funeral services in Savanna with burial in the township

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### Gold 50-Year Passes

Borkenhagen, H. R., engineer---Milwaukee, Wis.  
 Kruse, Bernice, clerk-----Milwaukee, Wis.  
 Olinger, J. E., foreman-----Spokane, Wash.  
 Running, A. B., dieselhouse clerk Miles City, Mont.  
 Shively, R. W., engineer-----Cedar Rapids, Ia.

### Silver 45-Year Passes

Arndt, E. H., chief yard clerk---Milwaukee, Wis.  
 Benjamin, Tom, laborer-----Chicago, Ill.  
 Berscheid, R., spl. acct.-----Elmhurst, Ill.  
 Brimacombe, Loren E., engineer---Austin, Minn.  
 Case, Sam E., engineer-----Minneapolis, Minn.  
 Collings, J. E., chf. carpenter---Aberdeen, S.D.  
 Corbett, H. W., chief clerk-----Cudahy, Wis.  
 Cracraft, F. C., engineer-----Joliet, Ill.  
 Dewalt, F. W., cashier-----Aberdeen, S.D.  
 Diede, L. W., ret'd. section foreman-Scotland, S.D.  
 Elsner, B. L., engineer-----Austin, Minn.  
 Farrell, E. J., yard clerk-----Milwaukee, Wis.  
 Foster, R. L., engineer-----Sioux City, Ia.

Grothe, A. W., engineer-----Moberly, S.D.  
 Hall, LaVerne E., clerk-----Chicago, Ill.  
 Hauser, E. A., chief stockman---West Allis, Wis.  
 Hawe, E. F., asst. chief clerk---Milwaukee, Wis.  
 Hill, H. W., brakeman-----Fox Lake, Ill.  
 Hoffman, Elsie M., spl. acct.-----Chicago, Ill.  
 Huart, Henry, engineer-----Des Plaines, Ill.  
 Kopitsch, Ramona, secretary---Milwaukee, Wis.  
 McCormick, L. D., yard clerk---Aberdeen, S.D.  
 Messmore, C. W., engineer-----Austin, Minn.  
 O'Brien, R. J., clerk-----Milwaukee, Wis.  
 Parr, Charles, ret'd. yardmaster---Chicago, Ill.  
 Phillips, W. S., engineer-----Savanna, Ill.  
 Prehm, W. W., crane engineer---Wood Dale, Ill.  
 Pritchard, M. J., buyer-----Glenview, Ill.  
 Rackow, Emil, foreman-----Chicago, Ill.  
 Richey, L. S., chf. clk. to agt.--Miles City, Mont.  
 Robertson, C. J., ret'd.  
 boilermaker-----Sioux City, Ia.  
 Smith, M. R., engineer-----Austin, Minn.  
 Tonner, Edward, ret'd. engineer---Bensenville, Ill.  
 Weiland, E. A., engineer-----Sioux City, Ia.  
 Welling, Mary A., ret'd.  
 secy.-asst. VP-----Glenview, Ill.



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cemetery . . . John Zubalik, retired car department employe, who had been living in Beaumont, Tex., in a hospital there on July 2; funeral services in Beaumont . . . Retired Iowa Division Conductor William Ellithorpe on June 18 in Iowa Veterans' Hospital, Iowa City; funeral services and burial in Savanna. . . Henry Winkler, retired Savanna roundhouse employe, in Savanna City Hospital June 5, following an illness of several weeks.

Charles E. Hersey, retired Savanna roundhouse machinist, in a hospital at Maquoketa, Ia., July 17; burial in Savanna Township cemetery . . . George Saltow, retired Savanna car department employe, in Moline Hospital Aug. 12; services in Savanna with burial in Center Hill Cemetery . . . Mrs. Zernie Sack, wife of Conductor Sack, in Mercy Hospital at Clinton, Ia., July 20; burial in Mt. Carroll . . . Mrs. William Madison, wife of retired Iowa Division engineer, at their home in Savanna July 20; services in the Catholic Church at Savanna with burial in Du-buque.

Deaths Earlier This Year: Lee

Smith, retired Savanna Yard switchman, in a nursing home in Freeport; services in the Savanna Community Church . . . Retired Switchman Ger-vase Smith at his home in Savanna; services in St. John's Catholic Church with interment in the Catholic cemetery . . . Daniel Brkljack, retired Savanna car inspector, in the Savanna City Hospital after a long illness . . . William Klein, retired car department welder, at his home in Savanna; services in the Baptist Church with interment in the township cemetery . . . Jesus Amesquita, Savanna maintenance of way employe, in the Savanna City Hospital; burial in St. John's Catholic Cemetery . . . Glen Gunn, retired Iowa Division engineman, while visiting in Glendale, Ariz.; services in Savanna with burial in the township cemetery.

Earl Hess, retired First District engineer, at his home in Savanna; services in St. Paul's Episcopal Church and burial in the township cemetery . . . N. F. Kelsey, retired roadmaster, at his home in Savanna; services in the Catholic Church, burial in St. John's

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**STOUT-HEARTED COLTS.** The Brookwood Cardinals, coached by R. E. Stuckey, general supervisor of signals and communications lines (left), battled their way into a three-way deadlock for the Western Division title of the DuPage County (Ill.) Colt League this summer before bowing out of the pennant race. In the championship playoff, on a blistering hot afternoon, they defeated Wheaton, but succumbed 3-1 to Naperville, which drew a bye and had only to play the first-game winner. However, Coach Stuckey was proud of his team and pretty happy with the 1968 season. Tom Stuckey (at his father's left) was the Card's number two hurler and son Dennis was batboy. (Paddock Publications staff photo)

Cemetery . . . Orson T. Bush, Second District engineer with a service date of 1920, in the Lutheran Hospital, La Crosse . . . For the information of those who have wondered about Retired Conductor Lee O'Donnell, have learned that he passed away last December in Vallejo, Calif.; learned also that Retired Engineer Bob Patch passed away some months ago.

Conductor R. C. Vesley retired at the end of July and Conductor Zernie Sack at the end of August. They expect to remain in Savanna.

July 1 was the beginning of retirement for Earl Eckstein, chief clerk at

the Dubuque freight office, and Walter Hocking, chief bill clerk at Dubuque. Earl began his railroad career in 1918 as a clerk in Dubuque and came to Savanna at the time of the D&I Division merger as Second District timekeeper. Later he decided to return to Dubuque. Walter started in 1919 working on various positions at Dubuque and Marquette. Both were honored at a retirement party held in the Chateau Supper Club in Dubuque. Earl is also a licensed mortician and plans to continue in that line for a time.

The retirement of these two "top-notchers" boosted F. B. Kurt of Mar-

quette to the top of the clerk's seniority list. Since that time he also has retired, following 49 years of service.

Recent Weddings: David Engaldo, son of Car Foreman and Mrs. Carl Engaldo, Savanna, and Nena Sue Melendy were married in the Catholic Church in Savanna. A reception followed in the Knights of Columbus Hall. At the start of the school year this fall, they will live in De Kalb, where David is continuing his education at Northern Illinois University . . . Larry E. Dunn, formerly of the electronics department at Savanna, and Joan Whitmer, daughter of Engineer and Mrs. Harold Whitmer, Savanna, were married in the Savanna Methodist Church. They are making their home in Butte, where Larry is now employed.

Mary Ann Anderson, daughter of Retired Yard Clerk Earl Anderson, Savanna, became the bride of John H. Anderson in the Catholic Church at Savanna. A reception followed in the Knights of Columbus Hall. The newlyweds' first home will be in Tulsa, where the groom is employed by the Skelly Oil Co. as a process engineer . . . Penny Collins, daughter of Car Department Employee Robert Collins, became the bride of Robert Gharst in the Catholic Church at Savanna. A reception was held in the Knights of Columbus Hall. After a honeymoon in the South, they are making their home south of Savanna . . . Frank S. Cimino Jr., son of Yard Clerk and Mrs. Cimino of Savanna, and Bonnie Suzanne Weins of Niles were married in St. Paul of the Cross Church, Park Ridge, Ill. A reception followed in the Evans-ton Country Club.

*The yard foreman was explaining nature to his young son, and as the sun was about to set, said: "Now watch. When I count up to 20, the sun will disappear."*

*Pop slowly tolled off the count, and just as he reached "20" the sun disappeared.*

*"That's great, Dad," the kid exclaimed, "do it again."*

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# With the 757th on ANACDUTRA



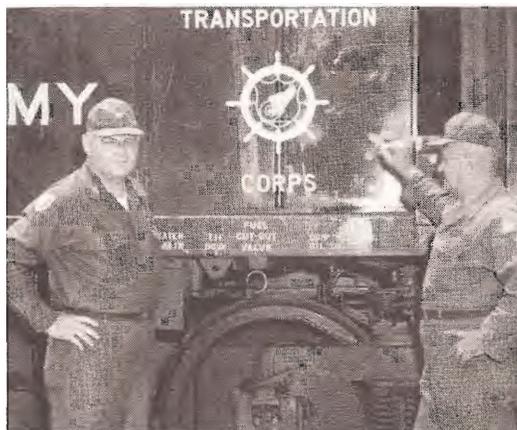
Chief Warrant Officer E. R. Becker, left, directs the operation of a railway crane.

Reporting for their annual tour of military duty, members of the 757th Transportation Battalion, the Army Reserve unit affiliated with the Milwaukee Road, are pictured here in active training at Fort Eustis, Va. Under the command of Maj. R. D. Andrews, chief clerk to shop superintendent in Milwaukee, summer exercises were conducted at the Army Transportation Center during the periods of July 28-Aug. 11 and Aug. 11-25.

The battalion functions as a supporting unit of the Third Transportation Railway Command, of which Col. L. V. Anderson, the Milwaukee's general manager-system, is the commanding officer. W. K. Peterson, superintendent of the Iowa, Minnesota & Dakota Division, holds the rank of major in the operations section of the Command.

The 757th has four attached companies—the 1150th and the 1152nd, which perform car repairs, and the 1151st and 1153rd, which make diesel electric locomotive repairs. Its unique role is to keep in readiness for maintaining railroad rolling stock that would be required to serve the Army in the event of national mobilization.

During this year's encampment at Fort Eustis, E. R. Becker, wrecking foreman at Davies Yard and chief warrant officer of the 1152nd unit, received special commendation for displaying outstanding leadership and professionalism in working with officers and men from the rip track section. He was commended specifically for designing a combination journal box cleaner-lubricant applicator and a portable structural member straightening device. The citation noted that the devices will save many man-hours of work in the future. (U.S. Army photos)



Col. L. V. Anderson, general manager-system of the Milwaukee Road, left, and Lt. Col. G. J. Cosatt, director of apprentice training, St. Louis-San Francisco railway, inspect operations.



Welder doing maintenance work on a diesel engine.



Above left: Pulling traction motor from wheel assembly of diesel locomotive.



Above right: Applying planking to a gondola car.

Below: Replacing a brake beam on the truck of a caboose.





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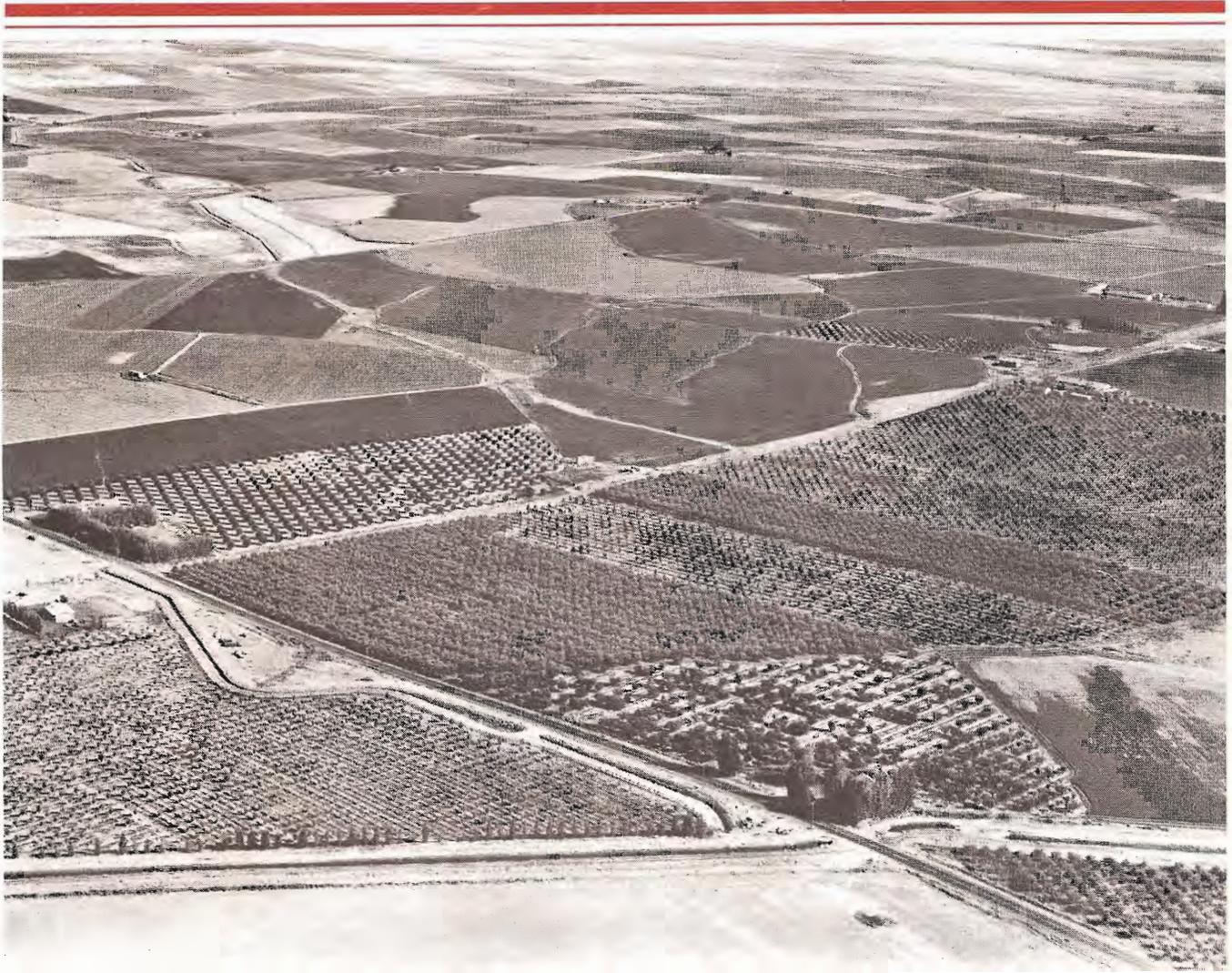
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## Along the Royal Slope Line of The Milwaukee Road

Water from Grand Coulee Dam and the pioneering spirit of hardy settlers created this pleasing panorama of fertile farmland along the new branch line of The Milwaukee Road extending into the Columbia Basin of central Washington. The scene is in the Royal Slope region, where the long growing season is ideal for orchard development and

row crops. A wasteland just a dozen short years ago, today it is one of the most promising agricultural producers in the irrigation project. The picture was taken near Royal City, terminus of the 6.4-mile line branching from the main line of the Milwaukee Road which was completed last year to provide service for the region's burgeoning economy.