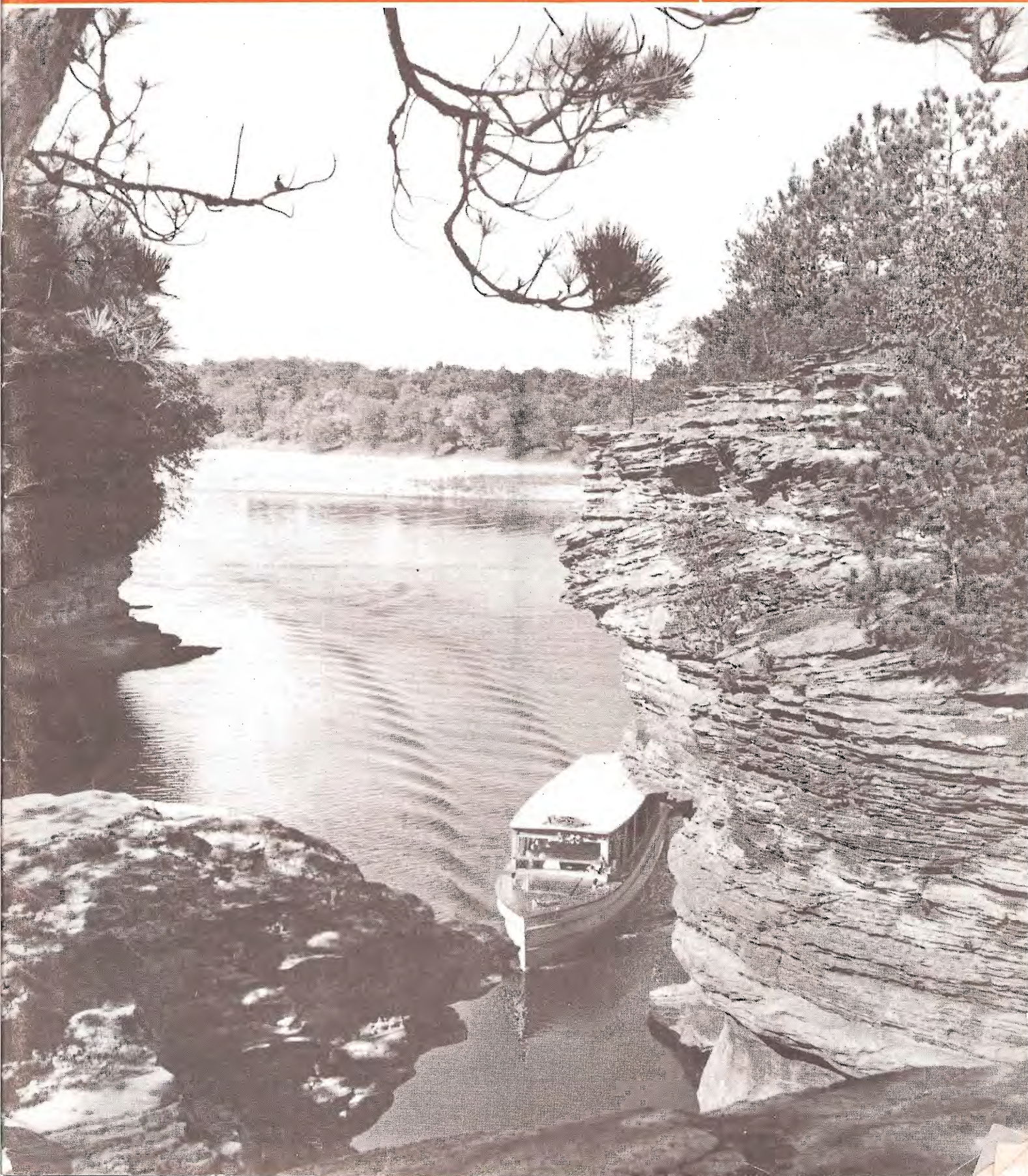


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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MARIE HOTTON
Editor

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

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Transportation Briefs

Rail Purchases in 1967

U.S. Class I railroads spent \$1,590,737,000 for operating materials and supplies in 1967—the second largest amount since 1957. Purchases dropped 1 per cent from 1966, reflecting smaller quantities bought at 1967's higher prices. Outlays for new rolling stock and capital improvements totaled an additional \$1.5 billion. Of this amount, an estimated \$900 million was spent for freight cars and \$225 million for locomotives.

Official Guide's 100th Anniversary

To commemorate the 100th anniversary of The Official Railway Guide, the publishers are issuing a



reproduction of the first volume in June 1868, of which only one copy is known to exist. It will include an outline of the historical background of the Guide and an appendix identifying the current affiliation of the more than 350 railroads listed in 1868. The 280 original pages contain several editorials on non-railroad subjects, such as "Various

Uses of India Rubber" and "What Shall We Do With Our Young Ladies?" A special cloth-bound edition is being issued, together with paper-bound copies which will be offered for general sale at \$3.00 as long as the supply lasts.

Railroad Travel Safest

A preliminary report from the Department of Transportation shows that railroads had only 13 passenger fatalities in 1967 compared to 27 the previous year. The fatality rate per 100 million passenger miles dropped from .16 to .09. Domestic air travel figures in a preliminary report of the National Transportation Safety Board show a fatality rate of .30, and the latest figure for bus travel (1966) is .18. The 10-year average for airlines is approximately .34 fatalities per 100 million passenger miles, compared to the railroads' .12.

First Railroad AIDC Officer

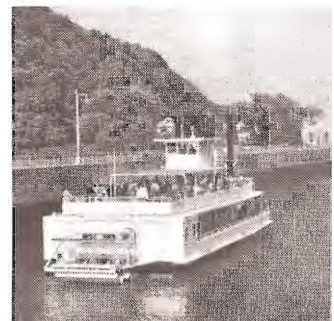
At the annual conference of the American Industrial Development Council in St. Paul, Minn., May 13-15, E. J. Stoll, vice president-real estate and industrial development of The Milwaukee Road, was elected second vice president and a "fellow member." He is the first railroad representative in the official line-up since the AIDC was founded in 1922.

Gold Spike Medal Announced

President Johnson signed legislation May 10 that authorized the striking of 500,000 commemorative coins. (Continued on next page)

THE COVER

Among the Milwaukee Road's most heavily patronized summer package tours, and which are being repeated this year, are its one-day week end excursions to the Wisconsin Dells and to historic Galena, "Little Switzerland of Illinois." During the 1967 vacation season, both of these were operated to capacity. Our cover is a scene on the Lower Dells of the Wisconsin River, famous for natural beauty and unique rock formations, which is viewed by Dells excursionists. The Galena tour offers a riverboat cruise on the Mississippi, with breathtaking views of the mighty Palisades (right). For those interested in longer visits to the Dells, the railroad features a selection of vacations ranging from two-day to week-long package trips throughout the summer vacation season.



McManamon Named President of Everett Transportation Club



Gilbert E. McManamon, general agent at Everett, Wash., was recently elected president of the Everett Transportation Club. The club, organized in 1958, serves a membership of

152 in the area north of Seattle to the Canadian border.

Mr. McManamon has been with the Milwaukee Road since 1920, starting as a clerk at Othello, Wash. He advanced through various positions on the Coast Division to general agent at Everett in 1955.



Participating in the transfer of title to Pier 57 are Robert Brooke Albertson, title officer of the Pioneer National Title Insurance Company (seated from left); L. H. Dugan, Milwaukee Road vice president and western counsel; J. Eldon Opheim, general manager of the Port of Seattle; E. J. Stoll, the Milwaukee's vice president-real estate and industrial development; Fred Crawford, assistant general manager of the Port (standing from left); P. W. Scott, western director of real estate and industrial development for the railroad; and P. W. Davis, western manager-real estate development.

TRANSPORTATION Cont'd

tive medals for the 100th anniversary of the driving of the golden spike that completed the railroad link between the Atlantic and Pacific coasts at Promontory, Utah, on May 10, 1869. The medals will be minted with suitable emblems and inscriptions, and sold at cost to the National Golden Spike Society in Box Elder County, Utah. Distribution will be arranged by the Golden Spike Celebration Commission appointed last year, which includes eight members of Congress.

AAR Opens New York Office

The Association of American Railroads officially opened its new office in New York City Apr. 4 with an open house attended by representatives of business, government, the military, the press and a number of railroads. More than 300 people attended the housewarming at Two Pennsylvania Plaza.

DOT Approves New Ohio Bridge

The Department of Transportation has given the states of Ohio and West Virginia the go-ahead for replacing the highway bridge that collapsed last Dec. 15. Collapse of the Silver Bridge spanning the Ohio River between Point Pleasant, W. Va., and Gallipolis, Ohio, led to the establishment of the White House Task Force on Bridge Safety. Construction of the bridge, about two miles downstream from the

Pier 57 Changes Hands; Acquired by Port of Seattle

THE Milwaukee Road's Pier 57 on the Seattle waterfront figured in maritime news on May 21 when ownership was conveyed to the Port of Seattle. The total consideration in the sale was \$535,000.

As previously reported, the pier is expected to play an important role in waterfront modernization plans projected by the Port, the City of Seattle and private developers. The area in which it is located is one that has been proposed as a site for the Seattle World Trade Center.

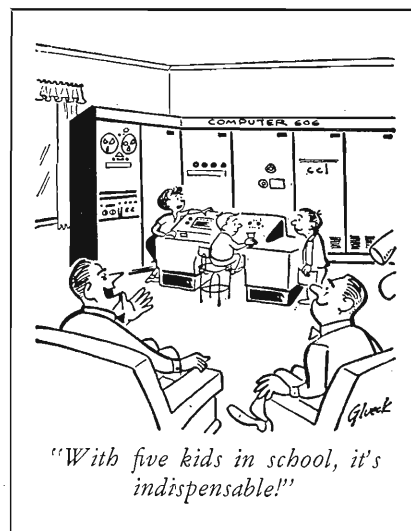
The site has 71,900 square feet of

dock area, of which 44,420 square feet are occupied by a two-story building. The facility, originally known as Pier 6, was built during the period 1903-05 for the A. R. Aden Company, and acquired in 1908 by the Milwaukee Terminal Railway Company to provide a connection between its main line and barge service to Bellingham, Wash. The Milwaukee Road acquired the Terminal Railway company in 1918, and proceeded to use the facilities for many years. Since 1954, it had leased the pier to the Seaport Fish Company for a fisheries receiving station.

former span, is expected to start this summer and to be completed in September 1969.

'67 Rail Earnings Drop

Underscoring their need for recently-requested freight rate increases, the nation's railroads reported a drop of 35 per cent in net operating earnings in 1967—a decline from \$1,048 million in 1966 to \$677 million last year. The rate of return on net investment slid to 2.45 per cent, the lowest since 1961. The petitions for rate increases cited spiraling costs of wages and materials as causing the downward trend.



Rocky Mountain Employees Claim 1967 Safety Contest Trophy



SAFETY is a habit, it is said, and judging by the outcome of the 1967 system-wide safety contest, the employees on our Rocky Mountain Division seem to have established the winning habit.

For the fourth time in eight years, their record for the prevention of personal injuries was the best among the 11 operating divisions of the railroad. They are the first division group to win four times since the annual competition was started in 1941.

The achievement reflected the persistent effort of Rocky Mountain personnel to lay claim to the President's Safety Trophy since their previous victories in 1959 and again in 1964 and

President Curtiss E. Crippen presents the safety trophy to Superintendent W. F. Plattenberger, captain of the "outstanding safety team for 1967." Taking part in the ceremony are Vice President F. G. McGinn, right, and G. J. Barry, superintendent of safety.

1965. In the meantime they were among the leading contenders, finishing just short of that goal in 1962, and twice among the top three standings.

The 1967 trophy was awarded by President Curtiss E. Crippen at a ceremony in Spokane, Wash., on Apr. 23. Division Superintendent W. F. Plattenberger accepted it for the employees—the second time he has had that honor.

In presenting the trophy, Mr. Crippen noted that "Winning is not an indi-

vidual accomplishment—it takes a lot of joint effort and teamwork. It happens by everybody pulling together. Congratulations are in order for the Rocky Mountain Division."

Mr. Plattenberger said that the showing indicated wholehearted support of the safety program throughout the entire division. Observing that the 1967 performance was notable for marked improvement over that of the previous year, he expressed his thanks for the

A scene during the operating department staff meeting showing officers and supervisors who attended the presentation of

the safety award. Addressing the group is Q. W. Torpin, general superintendent of transportation.



"fine cooperation of all employees who made this award possible."

The presentation ceremony was part of an operating department regional staff meeting held in the Ridpath Hotel. Assembled for the occasion were many of our principal officers from Chicago and Seattle-Tacoma, as well as operating officers and supervisors from points throughout the region west of Miles City, Mont., including 35 from the Rocky Mountain Division.

In addition to Mr. Crippen, the group included F. G. McGinn, vice president-operation, who presided; L. H. Dugan, vice president and western counsel; B. J. Worley, vice president-chief engineer; E. J. Stoll, vice president-real estate and industrial development; S. W. Amour, vice president-labor relations; L. V. Anderson, general manager-system; Q. W. Torpin, general superintendent of transportation; and G. J. Barry, superintendent of safety.

Mr. Barry, in addressing the group, pointed out that supervision plays a vital role in the creation of a safety record, through educating employees in safe working methods, enforcing rule compliance, and finding ways to prevent accidents. "All of us agree, I'm sure, that concern for the safety of people merits our fullest attention. People are the most important asset the Milwaukee has."

In the area of "commendable concern for safety" demonstrated by supervisory personnel, District Safety Engineer C. C. Clinker was credited with playing a key role in the over-all performance on the 1,200-mile division. Mr. Clinker, it was noted, had a hand also in developing the winning records of 1964 and 1965.

Mr. McGinn, in his review of the various departments, called attention to many fine individual and group performances. Special recognition went to the track men under the jurisdiction of Division Engineer R. S. Johnson, who turned in an "all clear" record for the year.

Commended also were the electrical department forces under the supervision of Electrical Engineer T. B. Kirk. The electrical department employees experienced no reportable injuries either, a performance that put them at the top of all departmental groups on the railroad. The largest segment of the road's electrified operation is the 440-mile line between Harlowton, Mont., and Avery, Ida., on the Rocky Mountain Division.

In this connection, it was pointed out that the electrical department has been cited also by the National Safety Coun-



Vice President McGinn hands out commendations for a fine job of accident prevention. From left, with Safety Superintendent Barry standing by, are Division Engineer R. S. Johnson, District Safety Engineer C. C. Clinker and Electrical Engineer T. B. Kirk.

cil to receive a special award for outstanding effort in the interest of industrial safety.

The Rocky Mountain employees won the trophy with a casualty rate of 3.68 per million manhours worked during the year. This represented a reduction from the rate of 4.48 which won the contest for the Iowa, Minnesota & Dakota Division in 1966. During 1967 there were no fatalities among the Rocky Mountain employees, and only six injuries of a reportable nature. The La

Crosse Division employees finished second in the contest and the Milwaukee Terminals employees placed third.

As announced at the meeting, each Rocky Mountain Division employee will receive a pocket notebook and desk secretary set conveying Mr. Crippen's "Appreciation of a Job Well Done." In addition, 37 departments on various divisions who went through the year without a reportable injury have been presented merit plaques.

AAR Streamlines Safety Standing Reports

An expanded program to promote increased railroad safety, launched by the World Safety Research Institute, was off and running as of Apr. 22.

The basis of the stepped-up program is intensified competition among U.S. railroads for the annual Harriman Memorial Awards, which this year will cover a broadened scope. Gold, silver and bronze awards will be presented for outstanding safety achievements in five different categories—large, medium and small Class I line-haul railroads, switching and terminal companies, and passenger-carrying lines. Certificates will also be awarded in the first four of these categories, based on improvement of safety programs and specialized activities in the safety field.

"By increasing the number and types of awards, the Harriman memorial program should prove to be more effective than ever before in rallying accident pre-

vention enthusiasm among men out on the line, and sharpen the spirit of achievement," Institute President Thomas N. Boate said.

The key to intensification of competition is a streamlined system of accident reporting through the Association of American Railroads' Washington headquarters. The new reporting method will make it possible for each railroad to know from month to month how it stands safety-wise in comparison with other carriers.

A committee headed by Harold F. Hammond, president of the Transportation Association of America, will select the award winners on the basis of reports filed by the railroads with the Department of Transportation and the Interstate Commerce Commission. These results will be checked by ICC computers to assure accuracy and fairness in judging.

Speaking at the annual meeting of stockholders in the Chicago Union Station May 14, Board Chairman Leo T. Crowley and President Curtiss E. Crippen reviewed the status of company progress and factors bearing on the outlook for 1968. On the subject of the Milwaukee Road-Chicago and North Western consolidation, which is of particular interest to the stockholders, they expressed confidence in a favorable decision by the Interstate Commerce Commission.

Mr. Crowley pointed out that hearings in the case were closed on Jan. 12 and that briefs were filed by the various parties on Apr. 26. He remarked that the examiner's proposed report could be ready by the end of the summer, and there are indications that it may be sooner. "If this happens, it is conceivable that the full Commission could render its report by the end of 1968 or early 1969," he said.

Mr. Crowley observed that events of the past year, particularly the steadily rising costs of doing business, confirmed the resolve to effect the consolidation at an early date, "so we can begin to enjoy the benefits of the great savings which the merger would make possible. We are confident that the decision of the Commission will be favorable because, as we have said many times before, the Milwaukee and the North Western are indeed natural merger partners."

Discussing other merger cases in which the company has an interest, Mr. Crowley noted that the ICC had authorized the merger of the Burlington, Great Northern and Northern Pacific (delayed by litigation at the time of the meeting) subject to all of the conditions the Milwaukee had requested. He remarked that these conditions, among other things, open 11 western junctions to Milwaukee Road traffic, give the Milwaukee entry into Portland, Ore., and Billings, Mont., and trackage rights north of Seattle to better serve points in Canada.

With regard to the case in which the Union Pacific-Southern Pacific on one hand, and the North Western-Santa Fe on the other, hope to merge with or gain control of the Rock Island, Mr. Crowley stated that the Milwaukee is opposing the Union Pacific and supporting the North Western. "Our interest here is in the traffic we would lose at Council Bluffs and Kansas City to the merged company, which we estimate at over \$6 million per year."

He referred also to the traffic diversion the Milwaukee faces in connection with the proposed merger of the Norfolk and Western system and the Chesapeake and Ohio-Baltimore and Ohio.

That merged company would include the former Wabash Railroad which reaches into Milwaukee Road territory at Des Moines, Kansas City and Omaha. Mr. Crowley informed the stockholders that the Milwaukee has requested conditions to be imposed, if this merger is granted, to offset these losses.

Commenting on the board's decision

in February to defer action on a common stock dividend in order to protect the cash position of the company pending developments later in the year, Mr. Crowley said "We will continue to study the question of a dividend as the year progresses."

Mr. Crippen, reporting on activities and results from the operation of the railroad, characterized 1967 as a year of



Leo T. Crowley, chairman of the board of directors, presides over the business of the meeting. At his left are President Curtiss E. Crippen and Vice President E. O. Schiewe.

THE ANNUAL MEETING OF STOCKHOLDERS

Reports on the Company's Progress, the Outlook for Consolidation, Plans for 1968, and Other Business

The Milwaukee Road Magazine



slowdown, both with regard to the national economy and the pace of the railroad industry. He pointed out, however, that the Milwaukee had been able to reduce operating expenses, whereas those of the industry generally increased.

Mr. Crippen noted that net income in 1967, on a consolidated basis, was \$5,066,542, well below the 1966 figure. In comparing results, he noted that the figures for 1966 had been adjusted over those previously reported to reflect the settlement of the long-pending transcontinental "divisions" case, on which the United States Supreme Court ruled in 1967, plus some minor adjustments pertaining to 1966 results.

Reporting that consolidated operating revenues in 1967 were \$261,446,099 and consolidated operating expenses totaled \$210,060,080, Mr. Crippen said these figures reflect a decrease of about \$5.2 million in operating revenues and a reduction of nearly \$1 million in operating expenses. He explained that the company was able to absorb the increased cost of higher wages and material prices and to reduce operating expenses only by making economies wherever feasible and still maintain the railroad in safe operating condition.

Commenting that "for some time the industry has been faced with costs in-

President Curtiss E. Crippen reports on the financial results from the operation of the railroad in 1967 and from the first quarter of 1968, "a reasonably satisfactory first quarter."

A view of the new Milwaukee Road traffic solicitation office opened in Tokyo, Japan, on Mar. 1. Shown with George F. Flynn, director of sales, are Miss Chieko Matsumoto, his secretary, and Kozo Nakamura, office assistant.



The Stockholders' Meeting

creasing faster than could be offset by improved efficiency, operating economies or growth in traffic volume," Mr. Crippen declared that the general freight rate increase of approximately 3 per cent which went into effect last August has proved to be too little and too late. In this connection, he observed that the industry has found it necessary to move ahead again with proposed selective freight rate increases averaging about 5 per cent with a proposed effective date set for June 24.

On the matter of 1967 activities that had shown strength and progress, Mr. Crippen cited an increase of more than 17 per cent in piggyback traffic volume compared to the industry-wide gain of less than 4 per cent; the acquisition of 25 new diesel locomotives and nearly 1,500 new freight cars of various types; the rebuilding and modernization of nearly 1,400 cars; and the accelerated pace of industrial development. During the year, 128 new industries were located on the railroad, another 51 industries already served made plant expansions, a 237-acre industrial district in the Chicago vicinity was opened for development, and an additional 702-acre area was acquired for future development.

Mentioned also was the expansion of the company's IBM Model 360 "third generation" computer system to serve important equipment utilization and management information programs. Mr. Crippen pointed out that video display units installed last year to expedite car tracing and the movement of shipments are the first such units to be used by a midwestern railroad.

Remarking that the Milwaukee intends to stay in the forefront of computer applications, Mr. Crippen announced that this fall "third generation" computers will replace the present equipment which handles accounting, financial, record-keeping and similar functions. "This will give us greater capacity, greater flexibility, greater speed, better results and better efficiency."

He added that another area in which the Milwaukee intends to take a leading role is the development of containerization and the "land bridge" concept of handling containerized freight. "The volume of goods moving to and from Japan, the United States' No. 1 foreign customer and supplier, is growing rapidly," he pointed out. "So, too, is containerization developing rapidly."

He noted that, in order to keep informed on these developments, and to

protect the company's very substantial import-export traffic through North Pacific Coast ports, a traffic solicitation office was established in Tokyo on Mar. 1 of this year.

Mr. Crippen concluded his remarks with some brief comments about the results of the first quarter of 1968 and the outlook for the remainder of the year.

The first quarter was relatively good, he said, in fact, one of the best first quarters experienced in the last 15 years. Consolidated net income increased from \$857,399 to \$1,340,357, comparing the 1967 and 1968 quarters.

He announced that some of the improvement was attributable to less severe weather than had prevailed a year earlier, a condition which assisted the railroad in controlling expenses and allowed shippers to load and unload more freely. Grain traffic, however, which normally makes a greater contribution than any other commodity to Milwaukee Road carloadings and revenues, continued to reflect the market uncertainties of the second half of 1967 and declined 24 per cent from that handled the previous year.

Among the significant improvements in traffic volume, piggyback gained nearly 23 per cent, motor vehicle traffic was up 45 per cent, lumber increased nearly 10 per cent, other wood products rose about 10 per cent, and primary iron and steel products increased nearly 36 per cent, as compared with 1967. Sales of industrial properties also contributed to the results.

Commenting on the outlook, Mr. Crippen said that unresolved problems in the national economy make the remainder of the year difficult to evaluate from the railroad standpoint. "The uncertainties of the war in Vietnam, the possibility of a steel strike, the trend of the inflationary currents and tightness of money all are reflected in the level of our business," he remarked. "The ultimate settlement of pending labor and wage matters in our own industry, the results of our efforts to obtain freight rate increases and the progress of various merger proposals all bear directly upon the results for the remainder of 1968."

"While we have had a reasonably satisfactory first quarter, favorable resolution of pending matters is necessary to our continued economic health."

For the information of stockholders, there followed a colored slide presentation of important industrial development activities throughout the railroad system shown by Vice President E. J. Stoll.

As the final order of business, five di-

rectors whose terms expired at the meeting were re-elected, namely Arthur S. Bowes, Joshua Green, Joseph A. Maun, Louis Quarles and Edwin O. Schiewe.

At a meeting of the board of directors immediately afterward, Mr. Crowley was re-elected chairman of the board and chairman of the finance committee, and J. Patrick Lannan was re-elected chairman of the executive committee.

C. L. Schiffer Elected Treasurer

All elective officers of the company were re-elected, with the exception of Treasurer Charles T. Lannon, whose retirement became effective that day. Charles L. Schiffer, assistant treasurer, was elected to succeed Mr. Lannon.



Charles L. Schiffer

Mr. Schiffer is a native of La Crosse, Wis., who has been with the railroad 26 years. He was employed in clerical capacities at Viroqua, Wis., and Red Wing, Minn., and during World War II served as captain in the Army Air Force for four years in the South Pacific. Upon returning to the railroad, he advanced to traveling auditor in 1950, and in 1958 was appointed chief traveling auditor-system. He joined the treasurer's staff in 1963 as chief clerk, and was elected assistant treasurer on Oct. 1, 1964.

Salute to Trade With Japan

Seattle's 12th annual Maritime Day featured the dedication of a plaque commemorating the establishment of trade with Japan. The bronze plaque was unveiled at the foot of Union Street, where the NYK steamer Miike Maru tied up on Aug. 31, 1896. Participants included Louis Hill of St. Paul and Miller Griffiths of Seattle, grandsons, respectively, of Great Northern founder Jim Hill and Seattle shipping tycoon Capt. James Griffiths, who joined forces to persuade the Japanese to schedule their first regular ocean service via Seattle.

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The WGN-TV studio in Chicago during the taping of the Transportation Week program, as the camera was trained on President Curtiss E. Crippen. Participating in the discussion are James H. McBurney, dean of the Northwestern School of

Speech (from left); William Stanhaus, chairman and president of Spector Industries, Inc.; Martin Ennis, vice president of United Air Lines; and John Drury, WGN-TV newscaster.

President Crippen Speaks on "Your Right To Say It" Transportation Week Forum

President Curtiss E. Crippen, appearing as a guest on the "Your Right to Say It" show broadcast from Chicago May 11, spoke for the railroad industry on a public affairs program designed to give television audiences a clear insight of significant changes taking place in transportation technology and services.

The program, produced by Northwestern University and Station WGN-

TV, was the kick-off event for the observance of National Transportation Week in the Chicago area. It was entitled "Transportation: America's Lifelines." Featured with Mr. Crippen were William Stanhaus, president and chairman of Spector Industries, Inc., and Martin Ennis, vice president of United Air Lines, in a discussion of their industries—their problems and promises for the

future—and transportation topics in general.

As is customary on "Your Right to Say It," the discussion was built largely around questions put to the panel. James H. McBurney, dean of the Northwestern School of Speech, moderated the presentation, with John Drury, the WGN-TV newscaster, serving as interviewer.

The program, in color, was featured at later dates on 10 other television stations in key cities. In addition, approximately 200 radio stations affiliated with the Mutual Broadcasting System will carry the audio portion in the future.

C. E. Morgan Retires as Track Welding Superintendent

C. E. "Cliff" Morgan, superintendent of track welding, retired on Mar. 31 with the good wishes of a legion of friends on the railroad. His fellow employees in the Chicago engineering department honored him at a luncheon in the Union Station Canterbury Room, and expressed their regard with a handsome gift. Among the hundred or more present were President Curtiss E. Crippen, Vice President F. G. McGinn, and V. E. Glosup, retired vice president-chief engineer.

Mr. Morgan had been with the railroad since the summer of 1927, when he graduated from the University of Idaho with a degree in electrical engineering.

He started as a special apprentice in the locomotive department at Milwaukee Shops, served at intervals as a special research assistant at the University of Illinois, and in 1933 became inspector of work equipment with headquarters in Chicago. He was appointed superintendent of work equipment in 1934, and advanced to superintendent of track welding in 1953.

In anticipation of enjoying a life of ease, he and Mrs. Morgan made plans to sell their home in Northbrook, Ill., and locate at Coeur d'Alene, Ida. They expected to move into their new home there on June 25.



Mr. and Mrs. Clifford E. Morgan shown at the luncheon in their honor, with B. J. Worley, vice president-chief engineer (right), and W. E. Fuhr, assistant chief engineer-maintenance.



The Kitchens of Sara Lee plant at Deerfield, Ill., looking northwesterly from Waukegan Road. At right is the administration building, at far left the storage building for dry bulk commodities.

THE MILWAUKEE ROAD SERVES the world's largest cake bakery

The largest and most modern cake bakery in the world . . . computers used for the first time in the baking industry in process and quality control . . . the most modern bulk handling system in the food processing business . . . the only variety bakery in the world with its complete production frozen fresh from the oven.

These striking statistics are just a few of many that impress visitors to the national headquarters of the Kitchens of Sara Lee, a subsidiary of Consolidated Foods, located on the main line of the Milwaukee Road at Deerfield, Ill. Since the multi-million dollar plant was completed in 1964, it has become a magnet for tour groups. Each year about 30,000 people come to inspect and admire the facilities, and sample the taste-tempting baked goods dispensed in the company's hospitality room.

In the parade have been luminaries ranging from the Duke of Windsor to Gromyko's son-in-law and hockey's Bobby Hull. As a showcase for specially engineered equipment, it draws accolades from food processing experts. Delegations from as far away as England, France, Germany and Japan have studied the huge plant and the techniques designed to assure the high

standard of quality associated with Sara Lee products.

"Nothing but the best" is an advertising cliché that tirelessly makes the rounds, but for Sara Lee, the phrase has a very real—and profitable—meaning. This basic recipe has been the company's hallmark ever since the founder, Charles W. Lubin, started out at the back of a neighborhood grocery in Chicago. He named the business after his young daughter. That was in 1949.

Today the company is a trend setter in its field, with a product line of frozen baked goods available in all 50 of the United States, a plant in Canada supplying the British Commonwealth countries, and distribution outlets reaching the far corners of the world. With the new bakery at Deerfield, it has been able to expand production to about three dozen varieties of cakes, rolls and Danish pastry, and recently to institutional foods.

This mushrooming growth in barely 19 years has been based on catering to the branch of today's society that insists on quality when it comes to food. As in the beginning, the extra something that gives Sara Lee's products their unique identity—and makes them difficult or impossible for competitors to reproduce

—is its tried and true recipe calling for fresh, prime ingredients, plus freezing methods that obviate the need for pres-

A. J. Berry, Milwaukee Road assistant manager of sales for the Illinois Region, left, and Sara Lee's traffic manager, Edwin M. Weisskopf, study a timetable schedule for inbound freight cars.



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Cream cheese cakes, one of the most popular products in the Sara Lee line, proceed from one of the ovens toward the blast freezer. Refrigeration is powered by gas turbines similar to those used on jet aircraft.

ervatives. On the strength of this reputation, it has created a market that has grown to 120 million units a year.

The decision to build at Deerfield resulted from a study of sites adjacent to both railroads and truck lanes that would best fit the company's plan to serve national markets from a centralized location and regional distribution centers on the east and west coasts, as well as numerous public warehouses.

The Milwaukee Road serves the plant with both inbound and outbound tracks to handle the many hundreds of carloads of ingredients inbound for production lines and shipments that emerge ready for movement by rail. For the input, the Milwaukee hauls flour from Minnesota, sugar coming from Idaho and New Orleans, butter from Iowa, and fruits, nuts and raisins from California points.

The mammoth complex, south of

Deerfield Road, is a 500,000 square foot building of pre-stressed pre-cast concrete construction that includes 430,000 square feet of baking facilities and 70,000 square feet of office, research and pilot plant space. It is located on a 52-acre site beautifully landscaped to conform with the surrounding countryside. Seven decorative fountains in front of the offices enhance its appearance by day and also by night, when they are effectively lighted.

The facade of the administrative building is of glass and aluminum with a canopied entryway supported by six marble columns. This section houses a large visitors' lobby decorated in the contemporary mode, and the hospitality room, which is equipped with dining facilities for 150.

Fanning out at the rear are the vast kitchens; the research and development

facilities—test bakery, chemical, bacteriological, physical and package testing laboratories, and equipment development center; a storage building for dry bulk commodities; and the Milwaukee Road tracks.

The dry storage building is a cavernous structure. Here, at inside receiving docks, covered hopper cars of flour and sugar are unloaded pneumatically into one of 28 storage bins, each of which will hold 100,000 pounds.

Largest User of Dairy Products

The delivery of commodities is timed to keep storage bins at levels needed to meet computer-controlled production schedules, in proportion to the requirements of the bakery that uses more dairy products daily than any other in the world. Butter, for instance, is stored in a



The giant holding freezer, focal point of Sara Lee's revolutionary material handling system. On command from the computer, stacking cranes not only store pallet loads of cartons by variety, but retrieve them to fill orders.

Plant-wide operations by this Honeywell 610 digital computer is a "first" in the baking industry. From the desk console an operator can order the computer to report the status of any item of equipment it directs. On panels are sequence of mixing operations for various products which can be performed independently of the computer.

room with a holding capacity of 450,000 pounds—Sara Lee uses only 93 score grade AA, which is kept here at controlled temperatures. Altogether, in the course of a year, the bakery uses 12 million pounds of butter, 6 million pounds of fresh whole milk, 9 million pounds of fresh eggs and 3 million pounds of cream cheese.

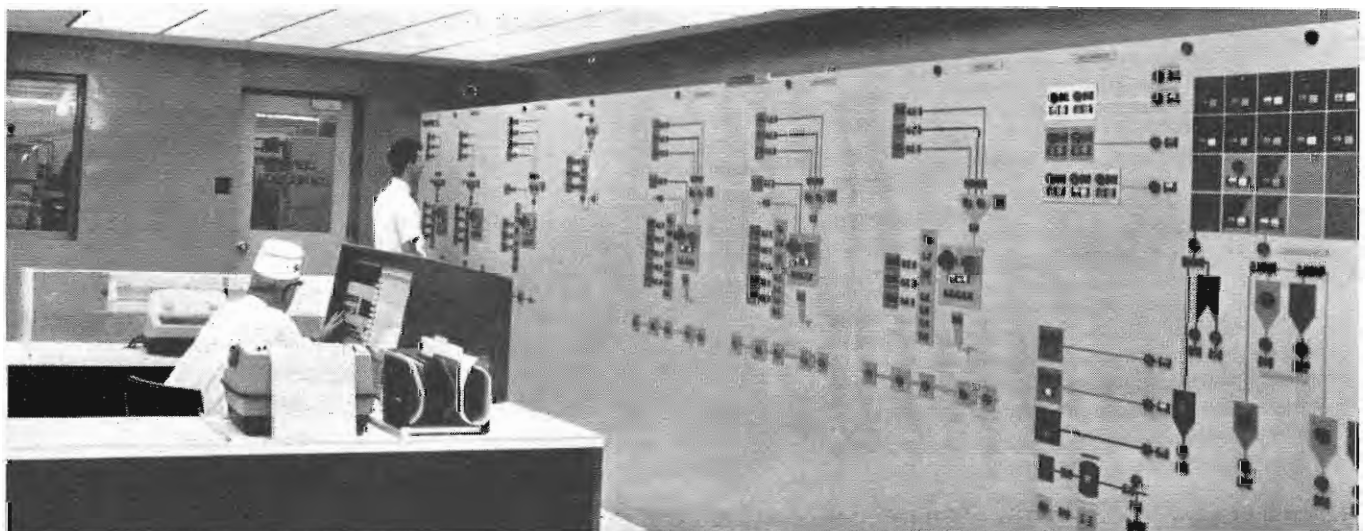
Computer System a "First"

The nerve center of plant-wide operations is a Honeywell 610 digital computer control system, supplemented by skilled hand operations—the plant employs about 1,150 people. The Sara Lee system is the first in the baking industry in which a computer controls and monitors all equipment through complete production and freezing cycles, from the measuring of ingredients for each batch of dough, to assembling customer orders for shipment.

The kitchens themselves are marvels of efficiency, pervaded by the hum of machinery and conveyor belts. Moving in studied rhythm, baking ingredients are fed into mixers through stainless steel tubing (13 miles), batter is metered into row upon row of foil pans, and the pans travel slowly through ovens 110 feet long and 12 feet wide. At the exit, baking completed, they are placed on a cooling conveyor, from which they pass in a continuous stream through a blast freezer operating at -40 degrees Fahrenheit. Thus, flavor and texture are captured and frozen within minutes of leaving the oven.

From the freezer, the pans pass under topping depositors, which automatically apply icings, proceed through a packaging and lidding line, and are sealed in cartons.

The cartons, coded for optical scan-





Treasurer C. T. Lannon and the group of well wishers who attended the luncheon in his honor. Seated at the head table are S. J. Cooley, retired vice president-real estate and industrial development (from left); E. O. Schiewe, vice president

and general counsel; Mr. Lannon; Leo T. Crowley, board chairman; President Curtiss E. Crippen; F. G. McGinn, vice president-operation; and R. F. Kratochwill, vice president-finance and accounting.

Treasurer Charles T. Lannon Retires

ning, are automatically stacked on wooden pallets and transported on conveyors to a holding freezer—an icy warehouse 180 feet wide, 300 feet long and 45 feet high maintained at 10 degrees below zero. There, stacking cranes grasp the pallets and haul them away to their appropriate storage bins. The computer stores in memory the kind of cake on each pallet, the day it was baked, and the exact bin into which it was placed.

The freezer can store 7,800,000 cakes, and another freezer in the same area will hold an additional 120,000.

Stacking Cranes Fill Orders

Output from the holding freezer is one of the control system's most fascinating aspects. Orders for cakes or rolls are internally stored into the central computer, and rail cars or trucks are scheduled for specified hours. As the time for loading nears, the stacking cranes, on command from the computer, retrieve the items needed and deposit the pallets on conveyors that carry them to the assigned dock. At the time requested for loading, the entire order is assembled. Fork-lift truck operators then load the cartons swiftly, and the shipment is on its way.

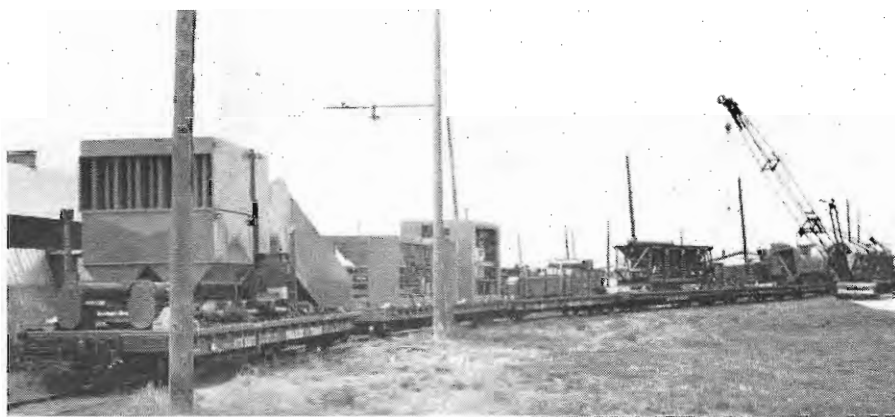
The remarkable efficiency of these techniques has resulted in mounting sales for Sara Lee, more jobs for plant and office workers, and rising tonnage for railroads. The bulk of outbound movements is to warehouses and the regional distribution centers. High cube mechanical reefer cars have service advantages in this distribution pattern, which relies on environmental control over the long haul to maintain the standard of quality which the consumer public expects of Sara Lee products.

Treasurer Charles T. Lannon, a veteran of almost 51 years of service in the treasury department, retired on May 14. An official luncheon in the Chicago Club hosted by Leo T. Crowley, chairman of the board of directors, and President Curtiss E. Crippen, marked the close of his long career during which he had established, in the words of Mr. Crippen, "an enviable reputation for integrity, sound judgment and devotion to the interests of the railroad."

Mr. Lannon, a native Chicagoan, started with the railroad on July 1, 1917 at the age of 14, working as an office boy in the treasurer's department during the summer vacation period. Offered a per-

manent job, he had been there ever since, holding virtually every position in the department. He was promoted to assistant treasurer in 1952, and elected treasurer of the company in 1954. Speaking at the luncheon, he recalled that in the past 100 years the Milwaukee has had only five treasurers and that he had worked under all of the other four.

On Mr. Lannon's last day of service, his staff in the Chicago Union Station office held an open house in his honor. Among the throng of well wishers who attended were many retired employees and personal friends. He and Mrs. Lannon will continue to make their home in Chicago.



Giant "Batch" Plant Unloading Operation

A 200-ton portable asphalt batch plant, the largest ever used in the state of Washington, is shown being delivered by the Milwaukee Road to the Washington Asphalt Co., Inc., of Seattle for use on the construction of the 10-mile Vantage Hill section of Interstate 90. The \$500,000 plant, manufactured by the Barber-Greene Co. of Aurora, Ill., was shipped on 10 specially equipped flat cars. Part of it is pictured being unloaded at Kittitas, Wash., after four days in transit. The advantage of the portable feature is that it can be moved from project to project in minimal time. Production from the plant is approximately 3,500 to 4,000 tons daily.

Milwaukee-Olympic Tree Farm Certified For IFA Conservation Program



District General Car Foreman W. C. Maurer, left, and Superintendent of Transportation R. P. Huntsman demonstrate finger tip control of the 16-foot door opening on one of the new 60-foot boxcars delivered recently to the railroad at Tacoma, Wash. Observing them are, from left, Traveling Engineer-Trainmaster W. E. Ferrier, Assistant General Manager M. Garelick, Sales Representatives J. R. Rider and G. E. Montgomery, and D. L. Failor, assistant to division superintendent. The 100-ton capacity cars are specially suited to the handling of forest products.

Some 50,000 acres of the Milwaukee Road's timber holdings in the state of Washington were certified for membership in the American Tree Farm System on Apr. 24, through the agency of The Milwaukee Land Company, the road's real estate subsidiary.

The property involved in the certification is the second tree farm of Land

Company ownership approved by the Industrial Forestry Association for inclusion in the forest products industries' nationwide conservation program. The first, the Milwaukee-Cowlitz Farm in Lewis County, Wash., was certified in 1947.

The second, called the Milwaukee-Olympic Tree Farm, encompasses Land

Company forestland located in the western parts of Clallam and Jefferson counties on the Olympic Peninsula. R. G. Sackerson, general manager of the Land Company, announced that the management plan programmed for its development is similar to that being used on the Cowlitz farm.

Requirements for Certification

The certification of an area as a tree farm, Mr. Sackerson said, requires the owner of the land to plan and complete a specific five-year program for the development of the proposed farm; to agree to maintain it for the production of forest crops; to provide reasonable protection from fire, insects, disease and excessive grazing; to harvest the timber in a manner that will insure future crops; and to furnish information annually to the IFA on the progress, future plans, and improvements in protection and cutting practices.

The Land Company, organized in 1881 to buy land and sub-divide it for townsites along the lines of the railroad, extended its activities to the purchase of timber land in 1907. The purpose of these forestland purchases was to encourage the establishment of wood-using industries which would ship their products long-haul to eastern points.

As the consequence of long range planning, the company owns about 236,000 acres of forestland in Washington, Idaho and Montana. Most of this land was acquired in the period up to 1910 and purchased from early day holding companies and individual owners,

An area of the Milwaukee-Cowlitz Tree Farm in 1951, before hand seeding with Douglas Fir.



The same area in 1959. The seedlings, making amazing growth, are almost 7 feet tall.



Still growing in 1967, at the rate of 2½ to 3 feet a year. Trees average 30 feet in height.



with the result that it is scattered throughout these states.

In the early 1920's the company began a series of land exchanges designed to consolidate Milwaukee ownership in areas adjacent to railroad trackage, so as to make the properties more attractive for logging and milling operations by prospective customers. At the present time, two exchanges are under consideration with the Idaho Forest Service, which

would benefit both the railroad and the state, and others are being considered with the state of Washington and a private land owner.

The timber on the Land Company property is harvested by several major lumber products firms. However, the areas logged are not permitted to remain unproductive for long. For instance, in one area of the Milwaukee-Olympic farm where logging has been under way for

about 20 years, re-seeding for a paying crop has been carried out annually since 1955.

Altogether, 3,099 acres have been hand-planted with seedling trees and 18,204 acres re-seeded by air over the past 15 years, in accordance with a company policy calling for reforestation after cutting. Under Mr. Sackerson's supervision, the Milwaukee was the first railroad to undertake aerial forest seeding.



Vice President E. J. Stoll presents a colored slide showing of industrial development activity on the railroad.



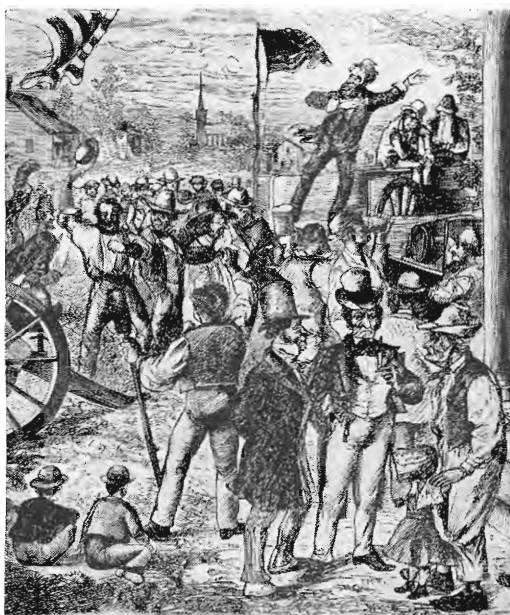
President Curtiss E. Crippen discusses aspects of corporate finance.

Operating Department Staff Meeting

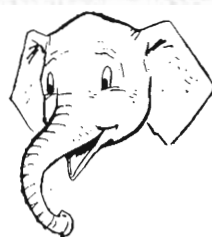
This was part of the fast-moving program at an operating department regional staff meeting on Apr. 5 in St. Paul, Minn., attended by general officers and supervisors from Chicago-Milwaukee, including officers of other departments, and men throughout the central territory of the railroad. Vice President F. G. McGinn presided at the day-long session, which covered a broad range of operating topics, together with a variety of related matters. President Curtiss E. Crippen discussed with the group the outlook for the company and other subjects, including problems that need attention, financial aspects of operations, and what is being done, or can be done, to increase the operating efficiency of the railroad. The meeting was one of three major conferences held by the department this spring, the others having been held in Milwaukee, Wis., on Apr. 3 and Spokane, Wash., on Apr. 23,

Vice President F. G. McGinn presides at the meeting. At his left are P. J. Cullen, assistant vice president-sales and service; W. E. Fuhr, assistant chief engineer-maintenance; J. A. Jakubec, assistant to vice president-operation; L. V. Anderson, general manager-system; and A. W. Hallenberg, assistant chief mechanical officer.





Presenting the Next President



IN 1844, an important political message hummed across telegraph wires in the East. It was an announcement from Senator Silas Wright that he could not accept the Democratic nomination for Vice President. But the delegates to the national assembly in Baltimore were suspicious of the new-fangled instrument, and refused to withdraw his name until confirmation came hours later with a courier on horseback.

In the early years of our country, Presidential candidates did not attend a convention, and sometimes days passed before they got word of their own nominations. Cannon were fired to convey the news from convention cities that a nomination had taken place. Today, thanks to television, candidates and the public see events at the second history is made.

In 1956, for instance, Senator John Kennedy was in his hotel bathtub when he heard a television report that he was gaining on Estes Kefauver in the balloting for the Democratic Vice Presidential nomination. Kennedy came out to the TV set wrapped in a towel, and by the time he dried off, learned that Kefauver had won.

But in 1832, when Andrew Jackson was nominated for President, five days elapsed before news from the Democratic assembly in Baltimore reached New York City—by stagecoach. Three weeks later, Missourians passing the

time of day in general stores heard the clatter of hoofs—a messenger on horseback was just then bringing word.

Later, the penny press made the information generally available, but the papers didn't reach people in remote areas until the conventions were long over.

And in bygone years, many a speaker was drowned out in convention uproar. In 1868, when Gen. Ulysses S. Grant was a Republican candidate, the hall in Chicago was so crammed with Civil War veterans whooping up enthusiasm for their leader that only a few ringsiders heard the speeches.

Because of the lag in news distribution, it became traditional for the successful candidates to be notified in a formal ceremony, sometimes several months after the convention. Lincoln received word of his nomination at his home in Springfield, Ill., McKinley accepted the nomination on his front porch in Canton, Ohio.

The breakthrough came in 1924, when radio brought political oratory to the public. Four years later, a primitive television camera covered a convention from the floor, though only a handful of Americans owned receiving sets.

It was said that Franklin D. Roosevelt and radio were made for each other—his opponents weren't in his league as orators. Landon had a rasping, ineffective voice, and Willkie, a vigorous

campaigner, appeared at a disadvantage behind a microphone. Dewey came closest to giving him vocal competition.

Roosevelt's chatty "fireside" speeches from the White House were instrumental in getting him elected for four terms. In 1932, he broke the tradition of nominees being formally notified after the convention. He heard the news on radio and hopped a plane to Chicago to deliver his famous "New Deal" acceptance speech.

The first convention televised, the 1948 assembly in Philadelphia, was covered on an experimental basis. By 1948, about 10 million viewers, mostly in the East, could see a convention on a home screen.

With nationwide coverage adding sight and sound to the 1952 and 1956 campaigns, Eisenhower and Stevenson provided viewers with a fascinating contrast in style. The impeccable phrases of Stevenson won wide acclaim, but Eisenhower's advantage rested in his friendly grin and the "father image" he projected into millions of homes. Kennedy's television image was also a major advantage in his campaign for the Presidency.

This year, better than 92 million television viewers will have front row seats at the upcoming Republican and Democratic conventions. In contrast to the penny press reports of yesteryear, an army of newsmen and technicians will cover the historic drama for newspapers, television and radio. Thus, when votes are cast in November, it will be with knowledge of the issues and the candidates gained from instantaneous coast-to-coast communications.

• APPOINTMENTS •

Sales and Service Department

Effective Apr. 1, 1968:

John Lucchesi is appointed district representative, rail-highway sales, Minneapolis.

Effective Apr. 16, 1968:

R. D. Walston appointed sales representative, Chicago . . . **G. B. Troske** appointed sales representative, Seattle . . . **R. N. Miller** appointed sales representative, Denver.

Effective May 1, 1968:

D. A. Keller is appointed regional manager-sales, Seattle . . . **E. E. White** appointed assistant regional manager-sales, Minneapolis . . . **M. J. Martin** appointed assistant regional manager-sales, Pittsburgh . . . **H. A. Springer** appointed manager-grain sales, Chicago.

W. E. Cartwright appointed manager-foreign freight sales, Chicago . . . **J. L. Phleger** appointed district manager-sales, Milwaukee . . . **W. R. Hayghe** appointed assistant to vice president, Chicago . . . **A. S. Dybiczyk** appointed sales representative, Philadelphia.

Engineering Department

Effective Apr. 1, 1968:

L. H. Martin is appointed superintendent of track welding with headquarters in Chicago . . . **L. H. Shisler** appointed supervisor of track welding with headquarters in Chicago . . . **R. J. Wright** appointed engineer bridge design with headquarters in Chicago . . . **J. L. Kampwirth** appointed assistant bridge engineer with headquarters in Chicago.

Effective May 1, 1968:

H. E. Hurst appointed division engineer, Coast Division, with headquarters in Tacoma . . . **F. G. Benner** appointed division engineer, Milwaukee Terminal Division, with headquarters in Milwaukee . . . **F. L. Striebel** appointed division engineer, Chicago Terminal and Terre Haute Divisions, with headquarters at Bensenville, Ill.

Law Department

Effective Apr. 1, 1968:

V. B. Dvorak, assistant district adjuster, Milwaukee, is appointed district adjuster, Omaha, succeeding W. H. Applegate, retired.

Operating Department

Effective May 1, 1968:

W. R. Auch appointed agent at Janesville, Wis. . . . **T. J. Lloyd** appointed assistant agent at Galewood, Ill. . . . **G. A. Stuckey** appointed agent at Miles City, Mont.

May-June, 1968

T. W. "Tom" Proctor Turns the Century Mark



A letter that reached the Chicago general offices recently was circulated widely among veteran employees in the traffic department. It read in part:

"As you may know, my father and your former assistant freight traffic manager, Mr. Thomas William Proctor Sr., will be one hundred years old on May 21. . . He is still very alert, keeping up with the affairs of Washington and the rest of the world by radio and television.

"I thought you might be interested in this picture of Pappa taken in the winter of 1960. He had just come from the Arlington Hotel [Hot Springs, Ark.] barber who cut his hair for many years. . . This wonderful gentleman has many fond memories of years gone by with a great railroad . . . and of his old friends who were there when he retired some thirty years ago."

The letter was signed Janet (Mrs. Jack) Driggs.

When Mr. Proctor retired in 1943 at 75 years of age, he was, before retiring, among the oldest active traffic men in the country. He was born in London, England, educated at a college in Belgium, and started his railroad career in 1885 with the Burlington, Cedar Rapids & Northern Railway. In 1893 he joined the Milwaukee, and in 1897 became a city freight agent. Advancing through various positions, including those of assistant commercial agent and general agent in Chicago, he was appointed assistant freight traffic manager in 1922. During the first World War he served the federal government as fuel administrator in the northwest region.

Mr. Proctor was one of the most colorful figures in the history of our railroad. In the 1920s, while serving as president of the Illinois Athletic Club, he "discovered" a young swimmer training there, and was instrumental in launching Johnny Weismuller on the career that led to fame and fortune.

Quite a number of employees, both active and retired, were aware of Mr. Proctor's upcoming birthday before his daughter's letter arrived. On May 21, he was remembered with dozens of cards, wires and letters, and the gift of an electric watch from his former associates in the Chicago traffic office.

Effective May 16, 1968:

B. A. Webster appointed assistant superintendent, Chicago Terminals, with headquarters at Bensenville, Ill. . . . **D. F. Gallipo** appointed assistant superintendent, Coast Division, with headquarters in Seattle . . . **R. R. Cochran** appointed assistant superintendent, Milwaukee Division, with headquarters at Beloit, Wis. . . . **T. E. Witt** appointed assistant superintendent, Iowa, Minnesota & Dakota Division, with headquarters in Sioux City.

R. D. Richter appointed assistant superintendent, Iowa Division, with headquarters at Marion, Ia. . . . **J. P. McMullin** appointed trainmaster, Dubuque & Illinois Division, with headquarters at Savanna, Ill. . . . **E. P. Galiher** appointed trainmaster, Aberdeen Division, with headquarters at Aberdeen, S. D. . . . **G. N. Mickelson** appointed trainmaster, Milwaukee Terminals, with

headquarters in Milwaukee.

A. V. O'Hara appointed trainmaster, Chicago Terminals . . . **W. J. Westmark** appointed trainmaster, La Crosse Division, with headquarters at La Crosse, Wis. . . . **B. W. Miner** appointed trainmaster, Dubuque & Illinois Division, with headquarters at Ottumwa, Ia. . . . **D. H. Burke** appointed assistant trainmaster, Iowa Division, with headquarters at Council Bluffs, Ia.

G. A. Jonasson appointed assistant trainmaster, Iowa Division, with headquarters at Perry, Ia. . . . **G. Y. Neu** appointed assistant trainmaster, Coast Division, with headquarters at Othello, Wash. . . . **M. E. Beckert** appointed assistant trainmaster, Rocky Mountain Division, with headquarters at Deer Lodge, Mont. . . . **J. D. Connelly** appointed traveling engineer-trainmaster, La Crosse Division, with headquarters at Janesville, Wis.



New Graduates of the Company-Sponsored Accounting Course

Graduation ceremonies for the third consecutive year were held at the Chicago-Fullerton Avenue office building on Apr. 9 for 16 employees who had completed a company-sponsored course in essentials of accounting. R. F. Kratochwill, vice president-finance and accounting, presented the completion certificates. The course consisted of 20 weeks of evening classroom instruction by F. H. Miller, auditor of expenditure, supplemented by home study.

In the graduation picture are Edward Zegler, special accountant (seated form left); June Mathisen, engineer accountant; Theresa Stroncak, clerk; Mr. Kratochwill; Lois

Leffelman, statement clerk; Carol Schneider, comptometer operator; Mr. Miller; Norman Swanson, bureau head (standing from left); Gordon Bayless, chief clerk to auditor of expenditure; Jack Wright, car record clerk "B"; Bureau Heads Larry Heidemann and Robert Struwe; Leroy Skierczynski, car record clerk "B"; Ronald Zabinski, assistant bureau head; Joseph Marcheschi, general percent clerk; and Edward Thinger, T&E timekeeper. Graduated also were Ferne Jolle, clerk, and Charles Morris, assistant to assistant auditor of expenditure.

Stuart P. Elmslie, Manager of Grain Sales, Retires



S. P. Elmslie, center, calls it a career with the good wishes of G. H. Kronberg, vice president-sales and service, left, and W. D. Sunter, vice president-rates and divisions.

With retirement just around the corner, Stewart P. Elmslie, manager of grain sales, was honored by a large group of his associates at a dinner party in Chicago on Mar. 22. The occasion was marked by affectionate tributes to a good

friend and co-worker whose 45 years with the railroad had brought him recognition as an authority on grain and mill products traffic. The effective date of his retirement was Apr. 30.

Mr. Elmslie is a native of Superior, Wis., where his father was a superintendent for the Lake Superior Terminal & Transfer Railway. He began his career there with the Soo Line and worked briefly for other railroads before joining the Milwaukee Road at Duluth in 1923. Later he held traffic positions in Detroit, Minneapolis and Indianapolis before being promoted to general agent in Minneapolis in 1954.

In 1962 he became assistant to vice president-traffic in Chicago, and two years later returned to Minneapolis as assistant traffic manager. He was appointed assistant traffic manager-grain sales with headquarters in Chicago in 1965, and advanced to manager in October of 1966.

Most of Mr. Elmslie's work was concerned with the railroad's grain and mill products traffic sales, particularly at Minneapolis, where it involved the movement of grain predominantly. In-

novations that came about during the years he concentrated on it included the unit train concept of transportation. Upon retiring, he observed that the next five years should witness radical changes in areas such as rate structures, marketing and equipment. Citing the efforts being made throughout the world to increase grain production, he said, "Changes in marketing methods and patterns in this country will constitute a major challenge to transportation agencies."

Although Mr. Elmslie's headquarters were in Chicago much of the time since 1962, he has lived in Minneapolis off and on since 1942, when he was first located there as city freight agent. He and Mrs. Elmslie plan to continue making their home there for the present.

Porter: "Did you miss the train, sir?"

Running Passenger: "No. I didn't like the looks of it so I chased it out of the station."

Nothing makes you feel more alive than paying your insurance premium.

The Milwaukee Road Magazine

RETIREMENT

The following employees' applications for retirement were recorded during March-April 1968

General Office & System Employees

Anderson, O. R. . . . Reg. Mgr. Sales
& Service. . . . Seattle, Wash.
Doran, Anna H. Typist. . . . Chicago, Ill.
Elmslie, S. P. . . . Manager-Grain
Sales. . . . " "
Kusis, Wm. " "
Lutz, Adele B. Reservation Clerk. . . . " "
Morgan, C. E. . . . Supt. Track Welding. . . . " "
Mosley, A. Buffet Attendant. . . . " "
Skaja, Margaret L. " "
Statistical Accountant. . . . " "
Turner, R. Waiter-in-Charge. . . . " "

Aberdeen Division

Dutch, J. R. Conductor. . . . Aberdeen, S. D.
Gilhoi, A. C. Agent. . . . Granite Falls, Minn.
Hartzell, M. M. Agent. . . . Bowdle, S. D.
Hockett, J. M. Section Lbr. . . . Flandreau, S. D.
Johnson, G. G. . . . Carman Helper. . . . Aberdeen, S. D.
Phillips, J. Section Lbr. . . . McLaughlin, S. D.
Scott, F. R. Agent. . . . Webster, S. D.
Severance, G. E. . . . Engineer. . . . Aberdeen, S. D.
Tassler, C. A. Agent. . . . Sacred Heart, Minn.
Tooker, C. A. Carman. . . . Aberdeen, S. D.
Weber, R. J. Agent-Opr. . . . Hector, Minn.
Williams, F. C. . . . Section Laborer. . . . Marmarth, N. D.

Chicago Terminals

Andrews, J. P. . . . Freight Checker. . . . Chicago, Ill.
Butz, M. J. Carman. . . . Bensenville, Ill.
Cook, Cherry Coach Cleaner. . . . Chicago, Ill.
Hanson, R. I. Bridge Tender. . . . " "
Hemm, J. I. Frt. Checker. . . . " "
Lange, H. M. Yardmaster. . . . " "
Ludvigsen, L. Loco. Engr. . . . " "
Lunetto, Angeline M. Biller. . . . " "
Mahameta, M. Elec. Helper. . . . " "
Onyszcak, W. Carman. . . . Bensenville, Ill.
Pecoraro, F. Trackman. . . . Chicago, Ill.
Plaster, Hattie S. Clerk. . . . " "
Stevens, E. J. Caller. . . . " "
Szcutowski, F. J. . . . Upholsterer. . . . " "
Trumbull, Edna O. . . . Interchange Clk. . . . " "

Coast Division

Anderson, W. H. . . . Section Frmn. . . . Worley, Ida.
Beaumont, R. R. . . . Yard Conductor. . . . Tacoma, Wash.
Gregory, C. A. Loco. Engr. . . . Spokane, Wash.
Siewert, H. H. . . . Crane Opr. . . . Seattle, Wash.
Suko, S. Section Foreman. . . . Cle Elum, Wash.
Douglas, R. S. Car Helper. . . . Savanna, Ill.
Fox Sr., F. F. . . . Telegraph Opr. . . . " "

Dubuque & Illinois Division

Applegate, W. H. . . District Adjuster. . . Omaha, Neb.
Jellison, F. W. Towerman. . . . Dubuque, Ia.
Lee, A. W. Loco. Engr. . . . Ottumwa, Ia.
Moore, C. J. Switchman. . . . Davenport, Ia.
Rocha, J. Extra Gang Lbr. . . . Elgin, Ill.
Shelly, L. T. Engineer. . . . Savanna, " "
Strader, H. E. Loco-Engr. . . . Dubuque, Ia.
Wolford, J. W. Section Lbr. . . . Kirkland, Ill.

Iowa Division

Cifme, W. Machinist Helper. . . Cedar Rapids, Ia.
Dvorak, B. P. Agent. . . . Atkins, " "
Marburger, W. A. " "
Section Laborer. . . . Green Island, " "
McDonnell, F. H. . . . Conductor. . . . Marion, " "
Talbot, D. C. Switchman. . . . Ottumwa, " "
Vasques, E. Caboose Supply Man. . . . Perry, " "

Iowa, Minnesota & Dakota Division

Daley, M. J. Section Labr. Emmetsburg, Ia.
Helsler, R. A. Agent. . . . Lanesboro, Minn.

La Crosse Division

Beardsley, S. L. Counterman. . . . Tomah, Wis.
Christenson, E. B. . . . Carman. . . . LaCrosse,
Eckelberg, F. J. Laborer. . . . Tomah, " "
Graf, H. W. " "
Station Agt. Telegrapher. . . . Brookfield, " "

Kramer, J. R. . . . Section Laborer. . . LaCrosse, Wis.
Smith, P. H. Loco. Engr. . . . Portage, " "

Milwaukee Division

Barnish, M. J. . . . Station Agent. . . Cambria, Wis.
Desotelle, H. W. . . . " "
Switch Engine Frmn. . . . Green Bay, " "
Furman, H. A. Conductor. . . Fox Lake, Ill.
Glanching, J. P. . . . Engineer. . . Milwaukee, Wis.
Koceja, E. P. . . . Ticket Agent. . . " "
Matthews, C. T. . . . Conductor. . . Green Bay, " "
McLarnon, F. V. . . . Roadmaster. . . Milwaukee, " "
Schramm, R. W. . . . Chief Clerk. . . Appleton, " "
Sloane, W. J. . . . Brakeman. . . Milwaukee, " "
Smith, W. J. . . . Trackman. . . Iron Mtn., Mich.
Stewart, E. W. . . . Loco. Engr. . . So. Beloit, Ill.

Milwaukee Terminals & Shops

Anderson, W. Electrician. . . Milwaukee, Wis.
Brey, I. J. Machinist. . . " "
Dannenburg, H. . . . Electrician. . . " "
Dickmann, C. . . . Steam Fitter. . . " "
Fletcher, C. J. . . . Laborer. . . " "
Herman, C. J. . . . Car Inspector. . . " "
Irving, W. J. Machinist. . . " "
Kowalski, B. J. . . . Rate Clerk. . . " "
Kraak, A. P. Carman. . . " "

Martin, S. F. . . . City Sales Rep. . . Milwaukee, Wis.
Roeder, H. G. . . . " "
Boilermaker Welder. . . " "
Skowlund, R. C. . . Hi-Lo Driver. . . " "
Till, G. Carman. . . " "
Weaver, C. W. . . . Clerk. . . " "

Rocky Mountain Division

Comstock, H. L. . . Sta. Fireman. . Miles City, Mont.
Czarnetzky, O. O. . . Carman. . . Deer Lodge, " "
Jenkins, H. A. . . Loco. Engineer. . Deer Lodge, " "
Kohler, M. M. . . Loco. Fireman. . Three Forks, " "
Murray, F. G. . . . Signal Mtr. . . Missoula, " "
Pitman, A. G. Agent. . . Winnet, " "
Roberts, I. F. . . Section Laborer. . Missoula, " "
Stickelmeyer, J. F. . Carman. . Miles City, " "

Terre-Haute Division

Hunter, H. W. . . . Section Frmn. . . Latta, Ind.
James, W. R. . . . Shop Laborer. . Terre Haute, " "
Ruckman, J. I. . . . Switchman. . . Faithhorn, Ill.

Twin City Terminals

Anderson, A. H. . . . " "
Loco. Fireman. . Minneapolis, Minn.
Blondo, W. J. . . . " "
Roundhouse Lbr. . . Minneapolis, " "
Gilman, G. R. . . . Switchman. . St. Paul, " "
Halloran, E. T. . . . Clerk. . . Minneapolis, " "
Johnson, K. M. . . . " "
Ass't. Stationmaster. . Minneapolis, " "
Lambert, F. W. . . . Switchman. . St. Paul, " "
Peters, G. H. . . . Machinist. . Minneapolis, " "
Placek, S. L. . . . Switchman. . St. Paul, " "
Smith, G. " "
Roundhouse Laborer. . Minneapolis, " "
Taylor, E. W. . . . Electrician Helper. . St. Paul, " "

Oliver R. Anderson Closes Sales and Service Career



O. R. Anderson, regional manager-sales at Seattle (right), receives wishes for a long and happy retirement from L. H. Dugan, vice president and western counsel.

Oliver R. Anderson, regional manager-sales at Seattle, retired at the end of April, following a career of 48 years devoted to putting freight and passenger business on the Milwaukee Road.

His friends in transportation circles expressed their best wishes at two gatherings in his honor—a dinner at the Washington Athletic Club on Mar. 25 hosted by Seattle representatives of railroad lines, and a luncheon at the club on Mar. 28 given by his Milwaukee Road associates. Attendance at the lun-

cheon numbered about 150, including officers from Chicago who were in Seattle to participate in a regional sales staff meeting.

Mr. Anderson is a native of La Crosse, Wis., who started with the railroad in 1920 at the freight office in that city. After serving in various passenger department positions in both Minneapolis and St. Paul, including general agent-passenger at St. Paul, he was transferred to Seattle in 1948 as general passenger agent and later became general freight agent there.

In 1959 he was appointed assistant to freight traffic manager-sales and service in Chicago, where he advanced the year following to general passenger agent, and in 1961 to traffic manager of the Illinois Region. He returned to Seattle in 1962 as traffic manager, and became regional manager of sales on Oct. 1, 1966, when the traffic department was reorganized.

The Andersons, having many ties in the Seattle area, plan to continue living in their home at Bellevue, Wash. Mr. Anderson is a past president of Seattle chapter of the National Defense Transportation Association, the Transportation Club of Seattle, and Seattle chapter of SKAL, the international travel organization.

Iowa Division

MIDDLE AND WEST

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

The Alliance for International Studies has announced that Kathy Kistler, Perry High School junior, will be participating this summer in its French Language Program abroad. The program also includes sightseeing in four European countries. All travel on the continent will be by train, which especially pleases her parents, Engineer and Mrs. Norman Kistler, because she will be seeing so much more of the countries and their people.



Kathy Kistler

Steve Koch, extra fireman and a grandson of G. Koch, deceased engineer, received recognition in extemporaneous speaking at the Iowa Intercollegiate Forensics Association state tournament, representing the University of Iowa. He also scored several excellent ratings in the Sigma Rho national tourney in Washington, D. C.

Mr. Robert McConahay, wife of signals and communications supervisor, was injured recently in an automobile accident enroute home from Des Moines. She is now home after two weeks in the hospital.

A son was born Mar. 18 to Mr. and Mrs. Donald McLuen. Don is relief ticket and yard clerk at Perry.

Eluterio Vasques has retired after 45 years with the company and receipt of his Silver Pass. His father was a conductor on the Southern Pacific in California. Eluterio came to Iowa in 1921 and worked a year in Council Bluffs before moving farther east. He worked many years in the maintenance of way department, many of them in Perry, and plans to continue making his home in Perry.

Superintendent R. L. Martin and Chief Clerk John Harris arranged a farewell party for J. F. Elder, who left the Milwaukee Road after 25 years in various capacities. Mr. Martin was master of ceremonies, and many of Mr. Elder's friends among the official family were present. Mr. Elder is now supervisor of operations for the Port Authority Transit Corporation of Pennsylvania and New Jersey, Camden, N. J.

Engineer and Mrs. Stanley Stewart welcomed a new son Apr. 8.

Yardmaster J. A. Snyder was named Toastmaster of the Year, on the basis of total contribution to the club and individual development as a public speaker. He has been active in Toastmasters for several years.

Announcement has been made of wedding plans in California for the son of Conductor Ray W. Peoples.

Rites were held Apr. 15 in Perry for Ralph W. Tomer, 67, after a one-week

illness. Mr. Tomer retired in March after 51 years with the Road as a machinist.

William Rubin, senior at the University of Iowa, an extra fireman and son of Engineer and Mrs. Lloyd Moss, has been chosen a candidate for this year's Outstanding Greek Man on the campus of the University of Iowa.

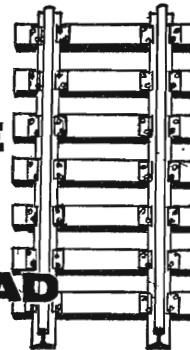
Mrs. F. H. Reid, Perry's oldest citizen and grandmother of Richard Balsbaugh, former train service employee, passed away in March.

Hager Small, 71, retired machinist, passed away in Los Angeles, where he and his wife had been making their home. Burial was at Bayard, Ia.

Otto Lewis, 90, a former machinist for the Road, died of a heart attack in downtown Perry. Last rites were held in Perry.

Superintendent R. L. Martin and Ralph Jacobovich, chief clerk in the division engineer's office, were declared winners of the Milwaukee Road mixed doubles bowling league.

ABOUT PEOPLE OF THE RAILROAD



CEDAR RAPIDS AREA

Leola Gonsales, Correspondent
Regional Data Office, Cedar Rapids

Revising Clerk and Mrs. Matthew E. Hanlon (regional data office) attended ceremonies recently honoring their son, Spec/5 Matthew J. Hanlon, upon his graduation from the Army Clinical Specialist School at Valley Forge General Hospital, Phoenixville, Pa. Specialist Hanlon received the Honor Graduate Award for the highest standing in the class of 57 graduates, and was also the recipient of the American Legion State Americanism Award—the first graduate so honored by the Legion. In addition, he received two U.S. Savings Bonds, one from the Legion and one from the hospital.

Specialist Hanlon enlisted in the Army in October, 1966, took basic training at Fort Leonard Wood, Mo., and trained for medical corpsman at the Army medical training center at Fort Sam Houston, Tex. He is currently serving as an instructor at Letterman Hospital in San Francisco.

Jon R. Van Sickle, son of General Agent M. W. and Mrs. Van Sickle, has been promoted to coordinator of ready-to-wear for 16 branch stores of Youngers, with headquarters in Des Moines. He attended the University of

Iowa for four years, majoring in business administration, and has been with Youngers the last five years, part time as a trainee and the last six months as area manager for the first floor of the Cedar Rapids store.

Chicago General Offices

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

The auditor of capital expenditures office lost four of its employees during recent months.

Meta Friske passed away on Mar. 9. She had been with the Road since 1941. Our sincere sympathy to her family.

Wanda Szypulski has retired and joined her daughter and family in California. Wanda came to the Milwaukee Road in 1956.

Carol Nelson, who had been with the Road for 12 years, left for a secretarial position in a loop office.

Assistant Engineer Bill Einecker has been drafted into the armed services. Although with us less than a year, he has a host of friends here who wish him well.

Assistant Auditor-Investment W. W. Franz has announced the engagement of his daughter Joyce Carol to William Mason. They will be married June 8 and live in southern Illinois, where they will pursue their work in the education field.

Congratulations to June Mathisen, who has completed the course in Essentials of Accounting conducted by the auditor of expenditure. June previously completed a Milwaukee Road-sponsored course in freight rates.

Assistant Engineer Jack Fraser and his wife Lillian, of the passenger accounts office, who are members of the Lords and Ladies Square Dance Club of Elgin, Ill., are looking forward to attending the National Square Dance convention in Omaha.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Best wishes for success to Robert Yurschak, formerly of the Joint Facility and Bill Bureau, in his new position at the Union Station; also to Shirley Knudsen of the same bureau, who left the railroad to take a position with another company. Both Bob and Shirley were honored with office parties.

Aileen Baker has taken a maternity leave to await the birth of her first child.

Congratulations to Olive Odessa of the Miscellaneous Timekeeping Bureau on the birth of her third grandchild. The baby, who has been named Anthony Frank, was born to her daughter and son-in-law, Charlene and Frank Vincenzo.

I am proud to report that my granddaughter, Eve Brauneis, has just received the silver medal she won at Northbrook, Ill., for second place for

The Milwaukee Road Magazine



TOP TOASTMISTRESS of Perry, Ia., is Mrs. James Birdsell, wife of Brakeman Birdsell. As the winner of both the city and rural contests and also at the council level of International Toastmistresses, she was scheduled to compete in the regional contest in May. (Perry Daily Chief photo)



◀ **AIRBORNE TROOPER** Christ Harris, 17-year-old son of Marina Harris, teletype operator in the Chicago communications relay office, makes a practice jump while training at Ft. Benning, Ga., where he received his wings and patch in May. Christ, who enlisted in the Army last November, is now taking the training course for airborne troops at Ft. Bragg, N. C.



NO-WORK-NO-WORRY CLUBBERS who attended the annual luncheon meeting of retired railroad men at the Jack Tar Harrison Hotel in Clearwater, Fla., Mar. 14 included this Milwaukee Road delegation. From left are (with former titles) P. H. Draver, vice president-traffic; E. R. Singleton, traveling freight and passenger agent; General Agents H. K. Williams and W. A. Stauffer; G. F. Fisher, district adjuster; W. C. Anderson, perishable freight agent; and F. K. Beem, assistant traffic manager. The attendance of 540 men who have become Floridians was a record for the 24-year-old organization.

WISE OWL FORESIGHT. Section Laborer John Levengood, center, made the Wise Owl Club recently as the result of exercising foresight while working near an adzing machine. A foreign object kicked up by the machine struck the left lens of his safety glasses with such force that the lens shattered completely, but that's as far as it went. Says Levengood, "There's no doubt that, except for my safety glasses, my eye would have been injured seriously." Looking on as Roadmaster Vince Perrone presents the Wise Owl Award at a safety meeting in Bozeman, Mont., are Foreman Alex Francisco (from left), Laborers Bayne Hill and R. C. Tubbs, Assistant Foreman Burt Levengood and Laborer A. L. Millirion.



PASSENGER DEPARTMENT FAREWELL. ▶

Mrs. Bernice Murphy, retiring from the Chicago reservation bureau in May, shown at an open house in her honor with well-wishers B. F. Fuechtmann, assistant to general manager-passenger services (left), and Harold Williamson, manager of the reservation bureau. Mrs. Murphy, after 25 years of service as a reservation clerk, has moved to Springfield, Ill. She has two daughters, one living in Springfield, six grandchildren, and a great-grandchild.



RAILROAD SCALEMAN OF 1968. Henry F. Lucas, assistant engineer with headquarters in Chicago, is the recipient here of a National Scale Men's Association Casey Jones Award, as the outstanding member of the Railroad Division for 1968. The plaque was presented at the annual meeting of the Association in St. Louis Apr. 29-30. Mr. Lucas is a charter member of the Railroad Division, which was organized in 1964.

Awarded Bronze Star for Action in Viet Nam

Lance Corporal Timothy W. Markowski, 19-year-old son of Chicago Terminal Engineer Walter Markowski, is shown here receiving the Bronze Star Medal for heroic achievement in Viet Nam, with the congratulations of Maj. Gen. W. B. Kyle, commanding officer of the 5th Marine Division at Camp Pendleton, Calif., where Tim is now stationed.

The action for which Tim was cited occurred last August when he was on a search and destroy operation of the First Marine Division south of DaNang which came under fire from a numerically superior Viet Cong ambush force. In the encounter, five Marines were wounded. Disregarding his own safety, Tim started delivering a heavy barrage of counter fire and hand grenades which enabled his platoon to establish a defensive position. As the battle continued, he repeatedly exposed himself to fire while marking Viet Cong and friendly positions with smoke grenades for an air strike.

Upon the arrival of a relief force, the enemy launched a mortar attack in which Tim was painfully wounded, but



ignoring his injury, he helped to care for other casualties and with the evacuation of equipment. The citation read, "During five and a half hours of vicious fighting, his bold initiative, dauntless courage and selfless devotion to duty at great personal risk . . . were in keeping with the highest tradition of the Marine Corps." Previously he had been awarded three Purple Hearts.

the whole state of Illinois in her age group (9) for the Illinois Panathlon speed skating contest.

Sincere sympathy to Barbara Wangerin of the Miscellaneous Timekeeping Bureau on the loss of her brother, and to Marge Mason of the Joint Facility and Bill Bureau on the loss of her sister.

TRAFFIC DEPARTMENT

Kitty Slattery, Correspondent

Roxanne Wernsung, secretary-sales and service department, was married on Apr. 27 to Jim Bettonville, an industrial engineer for the Penn Central. The newlyweds honeymooned in Las Vegas and California for two weeks.

Sharon Patula of Westmont, Ill., was welcomed to the freight department force on Apr. 8. Sharon graduated from Moser Business College in March of this year.

OFFICES OF AUDITORS OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Kathy Wicklander, Correspondent

AUDITOR OF FREIGHT ACCOUNTS: Welcomed to the department recently were Gayle Mattick and Marilyn Mastro, comptometer operators, and Carol Ann Eddy, Judy Loring and Sue Sandback, waybill filers.

Elmer Berry, chief claim revisor, celebrated his 45th year at the road Apr. 22. All his friends extended best wishes.

New promotions were: A. V. Gallagher appointed assistant to auditor of freight accounts & overcharge claims, and Jim Lynch advanced to chief clerk.

AUDITOR OF FREIGHT SETTLEMENTS: Recently welcomed to the Interline Bureau were Chris Juul and Elaine Koenig as waybill filers. Also, Jim Emperado is now working as a

misroute clerk in the Revising Bureau.

A June 29th wedding is planned by Chris Juul and Ron Long, former Marine from Indianapolis. A double ring ceremony will be performed at the Inglewood Community Methodist Church, with a reception following at the Renwood Country Club.

After working in the chief statistician's office, Dave Kronon has returned to his former job as misroute clerk in the Review Bureau.

Bells of happiness rang for July Lake, Interline Intermediate Bureau, and Earnie Smolik on May 18, after a double ring ceremony in Fox Lake. They are now living in Fox Lake.

George Maley celebrated his 50th year at the Road on Apr. 25.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Charles E. Whitt, retired assistant supervisor of wage schedules, passed away on Apr. 11. Funeral services were held at Rockford, Ill. Mr. Whitt retired on May 31, 1960, since which time he had lived in Rockford. He is survived by his wife.

G. H. Borgman, retired assistant to chairman, who lives in Chicago, spent three weeks in California during March.

Sympathy was extended to Edward C. Adams, office assistant to president, on the death of his mother, Mrs. Mary E. McNeill, who passed away at Clear Lake, Ia., Mar. 29 at the age of 90 years.

District Safety Engineer L. G. "Bud" Reeve suffered a fatal heart attack at La Crosse, Wis., on Apr. 25. Funeral services were held at St. James Episcopal Church in Minneapolis, and interment was in Veterans Cemetery, Ft. Snelling, Minn. He is survived by his wife and a son and daughter.

Eldred D. Wolff, sergeant of police for many years and later labor agent in Chicago, died Mar. 15 in North Miami, Fla. He had made his home in North Miami since retiring in 1958 at the age of 60. Funeral services were held there, with interment in Southern Memorial Park. He is survived by his wife, the former Evelyn Kerl of the police department office force.

M. A. (Mike) Cavallo, who retired from the transportation department in September 1964 with 47 years of serv-

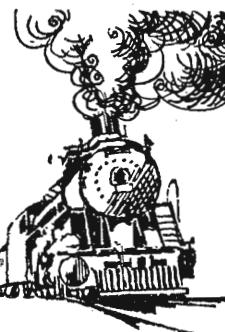
(Continued on page 24)

**SERVING THE MILWAUKEE ROAD SINCE
1926—TREATED TIES, STRUCTURAL
TIMBERS AND TIMBER PILING**



WYCKOFF COMPANY

560 WHITE-HENRY-STUART BUILDING • SEATTLE, WASHINGTON 98111



The Milwaukee Road Magazine



WEDDING IN THE FAMILY of Roundhouse Foreman Tom Golden, Montevideo, Minn., was attended by railroad friends of the Golden and their daughter Mary, who became Mrs. Roger Gronholtz on Apr. 20. Following the ceremony at Our Saviors Lutheran Church, a reception was held at the Hotel Hunt.



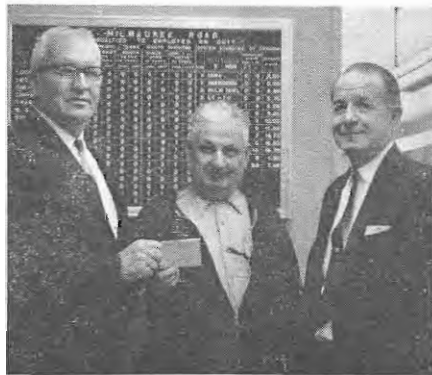
JOINING THE WISE OWLS, Signal Maintainer R. A. "Bob" Stowell is shown (right) at Austin, Minn., receiving his membership certificate with congratulations from W. J. Cassidy, supervisor of signals and communications. Stowell was cited for wearing safety goggles while rebonding rail, and saving himself from an eye injury when a piece of flying metal shattered one of the lenses.

Woman's Traffic Club Aids Leader Dogs for the Blind

Hazelle Collins Anderson of the office staff of vice president-sales and service and president of the Woman's Traffic Club of Chicago presides at a luncheon sponsored by the club on Apr. 20 for the benefit of Leader Dogs for the Blind. She is presenting a check for \$2,000—the price of a Leader Dog—to Norman R. Dahl of the Blind Activities Committee of the Lions of Illinois. Taking part is William C. Wetendorf, director of development for "Dialogue," a recorded service for the blind. About 275 attended the luncheon in the Pick-Congress Hotel.



"SUPERIOR SERVICE" EMPLOYEE. Mose Pearson, warehouse foreman at Rockford, Ill., receives a 25-year Superior Service Award in recognition of that number of years during which neither he nor forces under his supervision have been involved in a reportable injury. Presenting the award card is Agent J. S. Lawbaugh.



FIFTIETH ANNIVERSARY of service on Apr. 9 is observed with the presentation of a Gold Pass to B. J. Ranallo, general section foreman on the Chicago Terminals-Terre Haute Division. Superintendent J. W. Stuckey is doing the honors as Division Engineer F. L. Striebel looks on. Foreman Ranallo, who started in 1918 as a laborer, is employed at Mannheim, Ill.



SILVER PASS STATUS. S. L. Lester, shop engineer in the mechanical department at Milwaukee Shops, and L. L. Lentz, engineer of car construction (center, left and right), receive Silver Passes in recognition of 45 years of service. Doing the honors are L. P. Tarrence, mechanical engineer (left), and V. L. Green, assistant mechanical engineer.

MARRIED FIFTY YEARS, Mr. and Mrs. G. W. "Pete" Hall of Clinton, Ind., celebrated on Apr. 21 with a family dinner and an open house at the Blanford Sportsman Club. Mr. Hall retired in 1959 as foreman of the Terre Haute roundhouse after 37 years of service. He started as a machinist at West Clinton in 1922 after prior service with the C&EI, and was night foreman there before being promoted to day foreman at Terre Haute in 1954. The Halls' son, Thomas, is general foreman of the Bensenville diesel house. They also have two daughters and eight grandchildren, including Tom's daughter Robin, who works in the superintendent's office at Bensenville.



First Quarter Ending March 31 1968 1967

RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.	\$66,520,237	\$62,930,776
PAID OUT IN WAGES		
PER DOLLAR RECEIVED (cents)	42.4	44.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,123,525	3,048,063
PER DOLLAR RECEIVED (cents)	4.7	4.8
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest	34,568,487	32,104,895
PER DOLLAR RECEIVED (cents)	52.0	51.0
Ordinary Income or (Loss)	\$ 640,080	(\$491,154)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars	264,524	263,649
Increase 1968 over 1967	875	—

(Continued from page 22)
ice, passed away May 5 in Lake Forest Hospital. He is survived by his wife, Sarah, a son, Michael Jr., and a daughter, Mary.

Claudette J. Labus, secretary to Superintendent of Transportation R. E. Beck, is home awaiting the stork. Her feminine co-workers honored her at a luncheon in the Cafe Bohemia, at which she was presented with gifts from her fellow employees.

Two gals in the transportation department, Katherine M. Mack and Mary Lou Gleason, took a two-week vacation trip to Spain.

Miss Jeanne McGinn, youngest daughter of Vice President and Mrs. F. G. McGinn, became the bride of Brian J. Redding on Apr. 20 at Our Lady of Perpetual Help Church, Glenview, Ill. They will reside in Skokie, Ill.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

After being away for several months, I'll try to report some of the happenings in this office during that time.

A wish for much happiness to the former Florence Batek, who became Mrs. George Seif, and to the former Anne Ryan, who became Mrs. William Serritella.

Dan and Joann Chabowski of the TOFC bureau are the proud parents of Karl, born last November. Joann brought him to the office recently for a short visit. She expected to return to work on May 1.

Kenneth Konczyk is now bureau head of the Foreign Car Record Bureau, and Robert Jones is special accountant, the position formerly held by Kenneth. Frank Seiser of the office of auditor of freight settlements is now assistant bureau head of the Local Car Record Bureau. Richard Hoehne, also from the office of auditor of freight settlements, is now bureau head of the Switching Bureau.

Best wishes to the following, who retired during the last half of 1967: Ernestine Harrer, Mary Lemke, Mary Kelly and Elsie Vehlow of the Reclaim Bureau, after 49, 40, 48 and 42 years of service, respectively; Juanita Chambers and Genevieve Shields of the Local Car Record-Statistical Bureau—Juanita with 42 years' service and Ge-

nevieve with 35; Julia Feindt of the Foreign Car Record Bureau, after 41 years; William Rosenka, bureau head of the Switching Bureau, who retired after 55 years' service; and Walter Fendt of the same bureau, after 44 years' service.

Tom Ziebell is back with us after two years in military service at Pirmasens, Germany. While there, he visited many of the nearby cities, including Munich, Frankfurt, Heidelberg and Paris.

We also welcomed John O'Malley after two years in service, mostly in Vietnam. Since that time he has joined the Chicago police force.

Agnes Strong, Reclaim Bureau, has returned from a three-week leave following surgery, looking and feeling very well.

Congratulations to Robert L. Jones. He and Mary Ann Calabrese were married on Apr. 20 at St. Bartholomew's Church.

PURCHASING DEPARTMENT

Don C. Russo, head of the price section, left the railroad May 24 to go into business as owner and manager of "Chicken Unlimited," 5353 N. Harlem Ave. (for delivery call 774-6180). The location is just a short walk from the Russos' home. In addition to chicken, he will serve hamburger, fish and hot dog specialties. Don is an expert cook and has entertained the idea of launching a business of this type for some time. He was with the railroad 27 years, including his military leave.

ENGINEERING DEPARTMENT

Janice Little, Correspondent
Signals and Communications Office

Irma Knoll, supervisor's clerk in Milwaukee, was honored recently at a dinner party in the Milwaukee Turner Hall on the occasion of her retirement after more than 50 years of service. About 125 attended, coming from various points on the railroad—Chicago, Green Bay, Savanna, Tomah, Horicon and others. She was presented a purse containing folding money, and some lovely personal gifts.

Irma started her service in 1911, working in the car record office, and transferred to the superintendent's office in 1918. In 1931 she was furloughed due to the Depression, and rejoined the Road in 1936, in the signal department. She transferred to the superintendent's office in 1955, and worked there until 1959, when she returned to the signal department. She will continue to live in Milwaukee.

Congratulations to Wayne Kelly on his promotion to assistant communications engineer . . . to Ray Brown, who was promoted to assistant engineer communications . . . and to Merv Nimbar, promoted to relay office supervisor-system.

And belated congratulations to Tom M. Hanlon, son of Supervisor Signals and Communications Tom Hanlon, on his marriage to Norma Perry of Wichita, Kans.



Miss Irma Knoll, supervisor's clerk in the signal department office in Milwaukee, shown with some of her co-workers who wished her well when she retired recently after more than 50 years of service. For details, see the engineering department news from Magazine Correspondent Janice Little.



M. E. Hanlon, revising clerk at the Cedar Rapids regional data office, and his wife at the graduation of their son Matthew from the Army Clinical Specialist School, Valley Forge General Hospital, Phoenixville, Pa. Matthew is holding the American Legion State Americanism Award, on which his name is inscribed as the first recipient. For details, see the Iowa Division news.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Army Specialist Four Richard L. Leonard, son of William Leonard, checker at House 2, was assigned as a switchboard operator with the 43rd Signal Battalion in Viet Nam Mar. 20.

Charles Kadlec, checker, who had been ill for some time, passed away in April. He is survived by his widow, a son and daughter and two grandchildren.

Sympathy was extended to Matilde Nauheimer, retired clerk, on the death of her husband in March.

At this writing, Ed Mueller, retired clerk, is in the V.A. Research Hospital awaiting surgery.

General Foreman John Socha and Foreman Ted Deron are the recipients of Superior Service Awards in recognition of their good safety record for the men under their supervision.

BENSENVILLE

Delores Barton, Correspondent

Robert P. Mueller, eldest son of District Master Mechanic E. J. Mueller, will receive his Doctor of Dentistry degree June 7 at the Chicago Medical Center of the University of Illinois. Mr. Mueller's youngest son, Raymond Charles, who is a sophomore at the University of Illinois, was honored at the Honors Award Convention on May 3 at Champaign.

Retired Crane Supervisor Henry (Hank) Sorenson, who is now living in Venice, Fla., has advised us that his wife, Eunice, passed away on Apr. 9. We extended our sympathy.

Sympathy was also extended to the family of Leo I. Piero, retired yard clerk, who passed away Mar. 25.

May-June, 1968

Carloadings

JANUARY-MAY 1968 compared with same period in 1967

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	Loading of these commodities	FIVE MONTHS			
		INCREASED		DECREASE	
	in 1968 over 1967	1968	1967	1968 over 1967	% of increase
8.4%	Lumber or dimension stock	24,383	22,569	+ 1,814	+ 8.0%
6.2	All other paper or allied products	29,582	28,921	+ 661	+ 2.3
3.8	Motor vehicles	10,091	7,390	+ 2,701	+ 36.5
3.5	All other chemicals or allied products	15,161	14,874	+ 287	+ 1.9
3.5	All other wood products (incl. plywood)	11,651	10,297	+ 1,354	+ 13.1
3.0	Industrial chemicals	8,810	8,204	+ 606	+ 7.4
2.8	Primary iron or steel products	18,232	12,590	+ 5,642	+ 44.8
2.8	Stone, clay or glass products	16,079	15,249	+ 830	+ 5.4
2.5	All other transportation equipment	15,000	12,895	+ 2,105	+ 16.3
2.3	Pulp or pulp mill products	6,568	6,018	+ 550	+ 9.1
2.0	Waste or scrap materials	10,679	10,659	+ 20	+ .2
1.9	Nonmetallic minerals, except fuels	15,381	14,268	+ 1,113	+ 7.8
1.2	Electrical machinery or equipment	6,025	4,527	+ 1,498	+ 33.1
1.0	Dairy products	5,377	5,170	+ 207	+ 4.0
.6	Beverages; except malt liquors	4,107	3,661	+ 446	+ 12.2
.6	Metallic ores	2,637	1,810	+ 827	+ 45.7
.5	Coke oven or blast furnace products	3,476	3,462	+ 14	+ .4
.4	Potatoes, other than sweet	2,542	2,472	+ 70	+ 2.8
8.7	All other carload traffic	31,966	30,907	+ 1,059	+ 3.4
.1	Small packaged freight shipments (LCL Mdse)	112	109	+ 3	+ 2.8
55.8%		237,859	216,052	+ 21,807	+10.1%
	loading of these commodities	FIVE MONTHS			
		DECREASED		DECREASE	
	in 1968 under 1967	1968	1967	1968 under 1967	% of decrease
12.1%	Grain	27,849	35,820	- 7,971	- 22.3%
3.7	Coal	36,540	36,737	- 197	- .5
3.7	Meat, fresh, chilled or frozen	16,937	17,054	- 117	- .7
2.8	Grain mill products	23,370	23,574	- 204	- .9
2.8	All other food products (incl. sugar)	11,300	13,043	- 1,743	- 13.4
2.8	All other primary metal products	6,918	7,335	- 417	- 5.7
2.7	Canned fruits, vegetables or sea foods	10,095	10,638	- 543	- 5.1
2.1	Freight Forwarder and Shipper Assn. traffic	10,155	10,840	- 685	- 6.3
1.8	Primary forest products	19,763	20,514	- 751	- 3.7
1.8	Fabricated metal products	7,285	7,469	- 184	- 2.5
1.5	Petroleum, natural gas or gasoline	8,622	9,680	- 1,058	- 10.9
1.5	Farm machinery or equipment	6,977	7,926	- 949	- 12.0
1.5	All other machinery; except electrical	3,741	3,957	- 216	- 5.5
1.4	Malt liquors	7,658	8,107	- 449	- 5.5
.9	Soybeans	2,808	3,940	- 1,132	- 28.7
.5	Fresh fruits and vegetables	2,342	2,814	- 472	- 16.8
.4	All other farm products (incl. sugar beets)	3,203	3,531	- 328	- 9.3
.2	Livestock	1,032	1,187	- 155	- 13.1
44.2%		206,595	224,166	- 17,571	- 7.8%
100.0%	Total	444,454	440,218	+ 4,236	- 1.0%

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Fred Benner, formerly division engineer in Chicago Terminal, was given a farewell party on May 10 at Plentywood Farm, which was enjoyed by some 50 people. Fred was appointed division engineer in Milwaukee. His friends remembered him with a Polaroid camera and carrying case, and a Wellington pipe for his "lonely" evenings.

Our congratulations to F. L. "Ted" Striebel on his appointment as division engineer, CT-TH Division.

Barbara Bachelor of the car department thoroughly enjoyed her trip to Hawaii, and the suntan is really something.

Mrs. Joseph Bodenberger, 87, widow of the retired general foreman of engines, passed away at St. Joseph's Hospital in Elgin on Feb. 12. She was a charter member of Bensenville Chapter of the Women's Club and its second president and a former member of the club's general governing board. Surviving are a daughter, Mrs. Francis Suter of Bardilou Farm, Elgin, four grandchildren and 31 great-grandchildren.

WESTERN AVENUE

Three veterans of the sleeping and dining car department—Augustus Moseley, Purcell Hunt and David Anderson, were honored by their co-workers at a cake and coffee party held on Mar. 28 to mark their recent retirement. Mr. Moseley had been with the railroad since 1923, working on the Olympian for 16 years, later on the Hiawathas, and as a buffet attendant on the "City" trains ever since the Milwaukee assumed their operation. While employed on them, he had served many notables, including Vice President Humphrey, Dr. Preston Bradley, Elizabeth Taylor, Richard Burton and Frank Sinatra. After working 45 years, he intends to take life easy and indulge in some leisurely traveling.

Mr. Hunt, who entered service in 1940 as a waiter, had been employed on most of the trains the Road operates, from the Hiawathas to the "City" trains. Among the pleasurable aspects of his work, he too, had served many celebrities, such as Katherine Hepburn, Sammy Davis Jr., Frank Sinatra

Carl E. Berg III Wins Bronze Star and Top Airman Award



S/Sgt. C. E. Berg

S/Sgt. Carl E. Berg III, son of our company's retired assistant engineer at La Crosse, Wis., has been awarded the Bronze Star for service as a ground radio operator with the 19th Tactical Air

Support Squadron at Bien Hoa Air Base, South Vietnam. The action for which he was cited occurred when he was detached from his unit and sent in support of a brigade of the Army's 1st Infantry Division. The citation read, "His superior management of the division radio control . . . and ability in making innovations in equipment were great assets to the tactical air control party." He received the award on Feb. 28, his 26th birthday.

Sergeant Berg has also been selected "Airman of the Year" by his air wing and entered in competition for the Air Force Association's "first term reenlistee." He enlisted in 1962, and plans to make his career in the Air Force. Since returning from South Vietnam last year, he has been stationed at Dyess Air Force Base, Tex., as a radio operator with the 96th Strategic Aerospace Wing.

and Ralph Edwards, to name a few. He is associated with an insurance firm, and intends to continue by "writing one or two policies a week, just to keep busy."

Mr. Anderson came to the railroad in 1944 as a porter, starting on the Columbian and working later on the Olympian and Hiawatha runs. In the course of his assignments, he also had served many people prominent in public life. After a well-deserved rest, he plans to take a trip to Mexico.

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TAPERED ROLLER BEARINGS



Augustus Moseley, Purcell Hunt and David Anderson (seated from left), who retired recently from their respective positions as buffet attendant, waiter and porter, are guests of honor at a cake-and-coffee party in Chicago on Mar. 28. With them are W. R. Jones, superintendent of the sleeping and dining car department (from left); Roy Fagan, retired waiter; Waiter J. I. Wilson; and W. Sommer, assistant to superintendent of the sleeping and dining car department. For the details, see the Chicago Terminals news.

were honored at a banquet in the Stout State University Student Center, Menomonie, Wis., on May 8, at which their son, William Jr., received a Certificate of Merit as an outstanding student. The banquet is sponsored annually by community organizations under the leadership of the Menomonie Area Chamber of Commerce, to recognize students at the University and the various high schools in the county who have excelled in leadership and achievement. Each school is invited to select the top 10 per cent of its graduating class for the awards. Young Mr. Massie, an honor student at the University, has worked for the railroad as a commissary clerk and coach porter during his last two summer vacations and during the last Christmas holidays.

GALEWOOD

Linda Gallagher, Correspondent

We recently welcomed Thomas J. Lloyd as our new assistant agent at the freight office. Mr. Lloyd comes all the way from Miles City, Mont.

Former Assistant Agent W. R. Auch has been appointed to the agency at Janesville, Wis. As a parting gift, he was presented with a shotgun, something he has wanted for a long time.

Sorry to report that Gerry LaGrano, relief clerk, and his mother were in an automobile accident recently. Gerry came out alright, but Mrs. LaGrano suffered broken ribs and painful bruises. She is home from the hospital and doing fine at this writing.

Mrs. Anna Brosna, mother of Dorothy Parsons, mother-in-law of Irv Parsons, and grandmother of Judy Parsons, passed away on May 9 after a long illness.

Barbara Longley, keypunch operator, became Mrs. Philip Roeseke on

Apr. 27. The girls in the office served cake and coffee and presented her with a toaster and other gifts.

Galewood, too, has its Twiggy, Shrimpton and Vertushka—Maryann Walsh, Judy Sottysik and Delores Bindon were among the models for the Milwaukee Road Women's Club fashion show held recently in the Union Station.

April 16 marked 45 years of service for Edward J. Glowczewski Sr., better known as "Glower." He was presented with a Silver Pass by Mr. Joynt, and coffee and cake were served in his honor.

Sympathy was extended to Ann Zenger, transit clerk, on the death of her father in April.

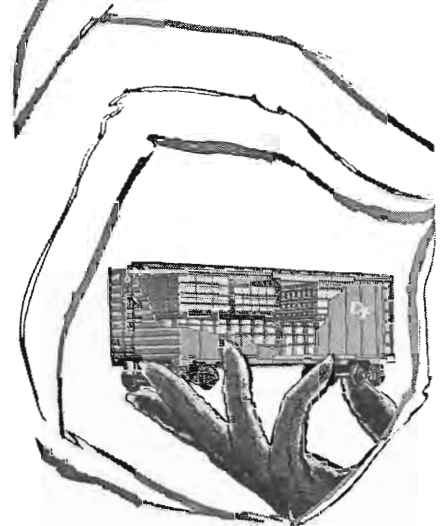
Both Edna Trumbull, interchange clerk, and Hattie Plaster, waybill stripper, retired recently. We all extended best wishes for a long and happy retirement.

Roger Conway, machine operator clerk, is a new employee in the office.

Agent F. H. Joynt, Assistant Cashier Nate Abrams, Robert Schlegel, revising clerk, and Ralph Bode, demurrage clerk, attended the 22nd annual Junior Achievement Future Unlimited banquet at the International Amphitheatre on May 1, and a good time was had by all.

Sidney Beaubien, retired cashier of the regional data office, and Mrs. Beaubien were honored guests at the Illinois Sesquicentennial Commission "Chicago Day" dinner held in the Pick-Congress Hotel Apr. 18. Governor Kerner and Mayor Daley were principal speakers at the dinner held in commemoration of 150 years of Illinois history and the incorporation of Chicago in 1837. Mr. Beaubien is a descendant of Jeane Baptiste Beaubien, one of the first settlers of what is now Chicago.

ONLY FROM EVANS...

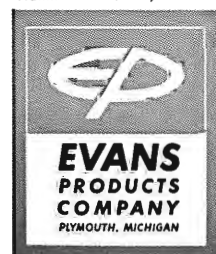


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Congratulations to Mr. and Mrs. Wayne Headley on their recent marriage. Mr. Headley is a check clerk at the freight house. They spent their honeymoon in Florida.

Sam Riggio, check clerk, who had been ill since last October, returned to work May 13.

Sam Bitakis, stower, is recuperating at home from a recent illness. He reports he is doing fine and hopes to return to work soon.

John Hurley, retired foreman, passed away suddenly on May 13.

Both J. I. Hemm, and E. Stevens retired recently from the freight house.

Aberdeen Division

EAST END

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

With the inauguration of the new colored hard hats being worn by the employees at the Minneapolis roundhouse, the picture is indeed colorful. The supervisors wear white; the machinists green; the pipe fitters yellow; the electricians red, and the laborers tan. Their names are on the cap, too, so nobody gets mixed up with anybody else.

Engineer Ron Boerger and his wife and daughter had a wonderful trip to Europe, dashing from one country to another. Mrs. Boerger is employed by the airlines, and that explains it.

Engineer Jerry Ross' family has been increased by yet another girl (that's five of them and one brother). Catherine Ann was born on Easter day, and she's awfully cute.

Roadmaster John Spatafore and his wife are proud grandparents because their nine-year old granddaughter, Terri Lynne Seymour of Mellette, won a superior rating in the regional piano recital at Redfield, with over 400 other piano-pounders competing.

Helpful rails gave a lift with spring chores at the home of recuperating Engineer Leon Hainrich. After the switch engine tied up one afternoon, the storm windows came off and the screens went on at 114 North 7th Street. The "good guys" were Harold and Les Natzel, Warren Sanford, Vern Miller, Jim Billings and Ken Jorgenson, assisted by Ken's young son, Kevin. Another day, Conductor Bud Jensen and his wife swooped down on the Hainrich lawn and did a raking job. Then along came Switchman Gene Tryon and clipped the hedge.

Roundhouse Foreman Tom Golden has had a whirl of exciting events. His first grandchild arrived Mar. 30 at the home of daughter Pat, and then came the wedding of his daughter Mary to Roger Gronholtz on Apr. 20.

Roadmaster LeVere Natzel passed away suddenly at the Aberdeen Hospital early on Easter morning, as the result of a heart attack. Burial was at

Milbank, S. D. He was a brother of Roadmaster Kenneth at Lewistown, Mont., and Trainmen Harold, Les and Wally of Montevideo.

Safety Engineer Lawrence (Bud) Reeve passed away Apr. 24 of a heart attack at LaCrosse, where he had gone to hold safety meetings. Bud was an Aberdeen Division locomotive engineer before his promotion to safety engineer several years ago.

Retired Conductor Roy Copeland died Apr. 11 in Minneapolis. Retired Brakeman Herb Lewnau passed away at a rest home in Milwaukee. Florence, the wife of Retired Engineer Steve Brophy, passed away Apr. 15 in Minneapolis. Retired Engineer Furn Selle died in January in Minneapolis. Retired Conductor John Sedgwick passed away Mar. 24, and Retired Dispatcher Arnold Jerde of Aberdeen died Mar. 18 following a long illness.

Sectionman Mark Kisling of Stewart is the father of twins, born in March. They have been named Marie Antoinette and Mark Anthony.

Being stuck in a snow drift in your car from 3 P.M. to 7 A.M. the next day, while on your honeymoon through New Mexico, was the experience of Engineer Jess Schaller and his bride. Luckily it wasn't too cold, they had plenty of gas to run the motor now and then, and oranges to ease the hunger pangs. Some 300 cars were stuck in the same area.

Engineer Phil McKeown's latest child arrived just two days short of Mar. 17, but they named him Colin Patrick, after the good saint, anyway.

After trying his hand at trucking for a few months, Dave Taylor is back with us as a brakeman. Railroading got in his blood during the time he was with us.

D & I Division

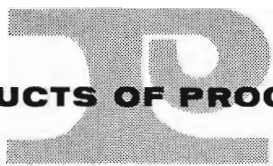
Eunice Stevens, Division Editor
Superintendent's Office, Savanna



Pfc. Alan Marshall

His next destination is Vietnam. Alan's Army service has delayed wedding plans with Miss Nyla Mosser, teletype operator in the Chicago communications relay office and daughter of Fred A. Mosser, Chicago Terminals electronic equipment maintainer.

Casper A. Stearns, retired conductor of the D&I First District, has become active in local politics and was elected supervisor of the First District of Vilas County, Wis., on Apr. 2. He now makes his home at Presque Isle, Wis. Mr. Stearns is a former president of local 78 of the ORC&B.



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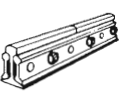
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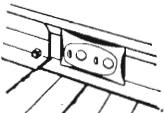
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HIS HONOR, THE MAYOR. In the Apr. 2 election at Lisbon, Wis., Erdmond T. Smith, retired footboard yardmaster, won the race for mayor by a large majority vote. He also came within two votes of being elected county supervisor from District No. 20.



FIFTY YEARS AT TOMAH SHOPS. Machinist Archie Benjamin receives a Gold Pass marking his 50th year of service with the good wishes of F. J. Reese, superintendent of Tomah Shops, left, and Emil Olson, frog shop foreman. All of Benjamin's service has been at Tomah, starting in 1918 as a machinist helper and as a machinist since 1942, during which time he has worked without a reportable injury.



GUESTS OF HONOR. Trainmaster and Mrs. W. F. McCann shown at a farewell luncheon held at the Moose Club in Savanna, Ill., on May 10 by about 50 of their friends on the Dubuque & Illinois Division. Mr. McCann left the railroad at the end of May for a position with Consolidated Freightways.

May-June, 1968



FORTY FIVE-YEAR VETERAN M. O. Schorr receives a Silver Pass with congratulations from Assistant Superintendent P. Bridenstine, Dubuque & Illinois Division. Schorr is the Road's agent at Clinton, Ia.



NEW MILWAUKEE ROAD COUPLE shown at their recent marriage in the Church of the Nazarene, Osseo, Minn., are Erlene Thelen and Bruce Marsh, brakeman on the Farmington line. They are now "at home" in New Hope, Minn. Mrs. Marsh is a receptionist for the Cosom Corporation in Golden Valley.



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The annual luncheon of Savanna Chapter of the Women's Club held May 13 at Gordon's Sea Food Inn was attended by 64 members and guests, including three new members—Mrs. Max Shore, Mrs. H. Windisch and Mrs. Wayne Mangler of Clinton, Ia. In introducing them, Mrs. L. H. Walleen, president, announced that the chapter had met its membership goal for the ensuing year and was entitled to a general governing board prize. Mrs. Ralph Vannella, secretary general of the club, spoke also, and issued an invitation to the district luncheon which will be held in Chicago in October. Afterward, a social period was enjoyed in the Knights of Columbus hall.

Retired Roadmaster N. F. Kelsey died at his home in Savanna on Mar. 20, at the age of 72. He had retired in 1960 after 49 years of service. Survivors include his wife, three sons, a daughter, 14 grandchildren and five great-grandchildren. Services were held at St. John the Baptist Catholic Church, with interment in Savanna Cemetery.

I M & D Division

SIOUX CITY AREA

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

The correspondent for this column of the Magazine was both surprised and honored on being selected Secretary of the Day for the Sioux City area by radio station KMNS on Apr. 18. Marking it as an event to be remembered, she received an orchid corsage, and theater tickets, and had her picture taken at a portrait studio.

W. H. "Bill" Applegate, district adjuster with headquarters in Omaha, retired on Mar. 31, after 47 years of service. His associates in the claim and law departments joined in honoring



Sophia McKillip



HONORED AT MASON CITY, IA., Ice House Laborer Christ Serakos receives a retirement gift from his co-workers with the good wishes of Agent R. J. Finnegan (left) and H. I. Quandahl, chief clerk to agent. Christ's retirement followed more than 52 years of service.

him at a luncheon in Chicago, held at the Tower Club on Mar. 29. Among the group of well wishers were various retired members of both departments.

Bill started his career in 1921 as a messenger in the general office of the claim department, and after serving on various positions, was promoted in 1944 to district adjuster at Aberdeen, S. D. He was transferred to Omaha in the same capacity in 1956. He and Mrs. Applegate plan to continue living in Omaha.

Announcement has been made of the forthcoming marriage of Ross Martin Isaacson, son of First Trick Operator E. M. and Mrs. Isaacson of Sioux City, to Linda Jeanne Gray, daughter of Dr. and Mrs. Burton J. Gray, Valley Forge, Pa. The wedding will take place Nov. 23 at the Collegiate Presbyterian Church, Ames, Ia. Both attend Iowa State University at Ames and will be graduated in June of 1969. Ross will then be commissioned a second lieutenant in the Marine Air Force, and be stationed at Pensacola, Fla., for flight training.

Mrs. Margaret Zard, trainmaster-roadmaster's clerk at Mitchell, S. D., returned to work on Mar. 27 after a leave of absence on account of sickness.

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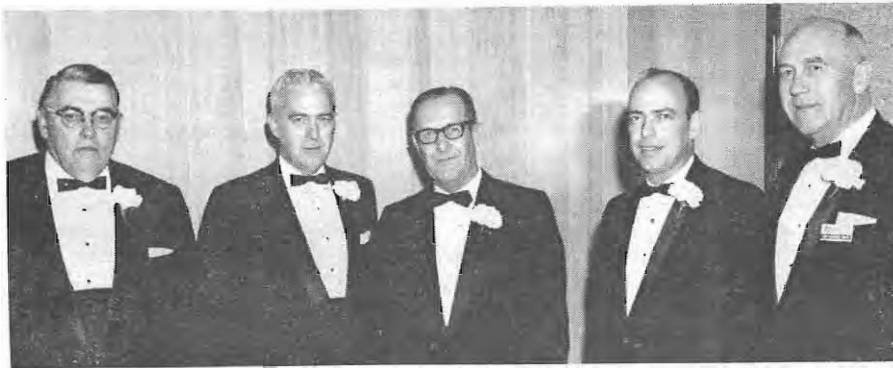
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BIG NIGHT IN SIOUXLAND. New officers of the Siouxland Transportation Club installed at the annual banquet in the Sioux City Country Club Apr. 16 included R. A. Kohlhoff, district manager-sales, Sioux City (right), who has been elected second vice president. From left are Brig Young, CB&Q, treasurer; Robert Hynes, UP, past president; H. B. Ruether, Barber Transfer Co., president; and William Cochrane, Sioux City Dressed Beef, first vice president.

The occasion drew a large turnout, including (below from left) Ray Rye, traffic manager of National Foods; and representing the Milwaukee, D. J. Miller, assistant manager rail-highway sales, Chicago; R. D. Wood, sales representative, Sioux City, who was elected to the board of directors; F. W. Baker, regional manager-sales, Kansas City (in front of Mr. Kohlhoff); H. A. Springer, manager-grain sales, Chicago; J. E. Ellis, assistant agent, Sioux City; and G. E. Danielson, Sioux City TOFC strip manager.



A farewell coffee gathering was held recently at the Sioux City freight office honoring Ron Clarstrom, rate clerk, who was drafted into the Army. We wish Ron lots of luck, and will be awaiting his return.

William Jacobs, yard clerk at Sioux City, has been welcomed back to work after a tour of Army duty in Vietnam.

H. H. Jacobs, district manager-sales at Mason City, was elected president of the Mason City Rotary Club at the board of directors' organizational meeting. He will be formally installed in June.

Sympathy was extended to A. J. Dittmar, district manager-sales at Dallas, Tex., on the death of his mother in New Orleans on Apr. 11.

Harold Van de Zedde, 72, of Dakota City, Neb., passed away on Apr. 21. He was a car inspector for 42 years before retiring in 1962. Mr. Van de Zedde was an Army veteran of World War I, a charter member of the Dakota County Historical Society, and had served Dakota City at various times as mayor, a member of the City Council and on the school board. He is survived by his wife, two daughters, a stepdaughter and stepson, and seven grandchildren.

Foster Merritt, retired Mason City

engineer, died there in April. He started with the Road as a fireman in 1908 and retired as an engineer in 1960. Survivors include three sons, two daughters, 13 grandchildren and six great-grandchildren.

Peter P. Weiland, retired section foreman, Scotland, S. D., died May 3 in a Yankton hospital. He began his work with the railroad in 1917 and retired in 1957. He had lived at Baltic, Dell Rapids, Scotland, Mitchell, Hawarden and Canton. Survivors include two sons, a daughter, 7 grandchildren and 4 great-grandchildren. Funeral services were held in St. George's Church at Scotland.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Lloyd Severson, retired yard clerk at Austin, passed away on Mar. 29 of a heart attack. He is survived by his widow, Alice, two daughters, Mrs. Richard Hove and Mrs. Donald Janvrin, and two sons, Murray and Darrell. Darrell is a clerk in the MMT office at Austin.

Eric M. Carlson, retired carman from Austin, passed away on Apr. 6. Also, word was received of the death of Faye Stirn, who worked around the

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Mason City area for many years as a stenographer and clerk. She was the daughter of Conductor George Smith of Mason City. She started with the Milwaukee Road in 1916 and worked in different capacities until she joined the Southern Pacific in Long Beach, Calif.

Fred Swank, son of Chief Clerk Babe Swank, has returned from his tour of military duty in Germany and will now be stationed in St. Louis, Mo. Fred took advantage of his stay in Europe to see most of the countries.

At a luncheon meeting of the Austin Lions Club on Mar. 7, District Safety Engineer C. O. Post and Agent Ed Applebury cooperated in a showing of the slide film entitled "Crossroads of Life," and passed out safety bumper stickers. The program was repeated on the evening of Mar. 16, in connection with the Drivers Improvement School established under the joint auspices of the Austin Safety Council and the public school's Adult Education Division. More than 100 people attended the two showings.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

Harold J. Montgomery, Correspondent

Let's go back a few years to Aug. 27, 1936. A Milwaukee Road train en route to Milwaukee from Chicago was

cut off from the main line at Washington Street and headed for the Merrill Park yards for a change of engine and crew. "Secrecy" was the password, and the yards were full of police officers, detectives and so on. What was up? It so happened that the President of the United States, Franklin D. Roosevelt, was seated in the observation car, on a trip to Bismarck, N. D., to confer with a committee which had made a survey of the drought-stricken western states.

The crew from Chicago were Don Marlett, conductor; Bernard B. Kroenke, head brakeman; Arthur Schultz, engineer; Earl Schirmer, flagman; Carl Lipke, fireman; and Walter Bates, supervising engineer. The crew leaving Milwaukee for the run through Wisconsin consisted of John Wind, engineer; James McDonald, conductor; Earl Riemer and William Brauer, trainmen; and John Kiefer, fireman. Aboard also were the late Larry Benson, then the railroad's superintendent of police, secret service men and the President's secretarial staff. The train was in the yards for eight minutes, but very few people knew that the President was on board.

Carl A. Borgh Jr., son of assistant engineer of train lighting, is back in this country after serving a year in Vietnam. An airman first class, he is in line for sergeant stripes in June. He is now stationed at Luke Air Base, Phoenix, Ariz., and plans to attend Arizona

State College while there.

Sympathy was expressed to Rudolf Beier and family on the death of his brother, Augie, who spent most of his working years at Davies Yard.

Your correspondent, who recently competed in the Masonic Wisconsin State bowling tournament, bowled 585 in the team event, 583 in the singles and 580 in the doubles (scratch scores). The total of 1748 was good for third place.

To clear up a little confusion created by Cabinetmaker Robert A. Brahm being included among employees listed in the March-April Magazine as applying for retirement, it should be known that the report was "greatly exaggerated." The misunderstanding came up while he was on sick leave for several months. Upon recovering, he returned to work on Mar. 15, and at this writing is very much on the job.

Milwaukee Division

SECOND DISTRICT

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

Ronald McGregor, son of Orland McGregor, operator at Green Bay, has been named salutatorian of the Channing High School graduating class of 1968. His average mark was 3.63. In addition to taking part in all class activities, Ronald played four years of basketball and two years of baseball, was president of his class in his sophomore year, and leading man in the senior class play in April. After graduation, he plans to attend the University of Wisconsin, Green Bay branch, and study engineering.



Ronald McGregor

Sulo W. Lannet, former clerk-trucker at Green Bay and Iron Mountain, is home from the hospital after surgery. We wish Sulo a speedy recovery.

Sympathy was extended to Ted Peterson of Channing, whose wife, Bertha, passed away Apr. 4. They had recently celebrated their 61st wedding anniversary. Ted retired as a passenger conductor 13 years ago.

Frederick A. Charles, former freight conductor, passed away on Mar. 27, and Elmer Hansen, retired engineer, on Apr. 28.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Conductor Bert Davis has advised that all should take note that next year's annual bowling tournament will be held in Tomah, Wis., at a time to be announced later.

Engineer Conrad Mueller, who

The Milwaukee Road Magazine

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CLEAN SWEEP IN SAFETY. H. E. Schrab, chief carpenter of the Milwaukee Division, displays the Safety Plaque awarded to his group for working throughout 1967 without a reportable injury. Above him is the plaque awarded to the division's B&B men for the same performance in 1966.

worked out of Horicon, was killed in a highway automobile accident near Mayville, Wis., on Apr. 26. Sympathy was expressed to his family.

Your correspondent, on a recent tour of Florida, stopped in Gulfport at the home of Retired Engineer Vaughn Williams and found him a busy man, caring for his home, lawn and flowers, and still taking time out to mount rattlesnake heads.

Walter Kroening of the Northern Division is the new local chairman of the BLF&E, replacing La Crosse Division Engineer Harry Henke.

Quite a number of changes in agents have taken place on the Northern Division. We find Rose Streff at Granville, and R. W. Lange at Cambria in place of M. J. Barnish, who has retired. W. G. Krueger has taken Markesan, and D. J. Lesnick has taken over at Ripon. Clarence Resop then went to Horicon as operator.

On the First District, Henry Thigpen has been appointed to regular third trick at A-20, with Operators Brumm and Zelesko filling in temporarily on first and second tricks.

Engineer Irv Kennedy made his last run on the Walworth suburban job on Apr. 16 after service dating back to December 1916. He was promoted to engineer in 1943. He served many years as local chairman of the BLE and as legislative representative for that group.

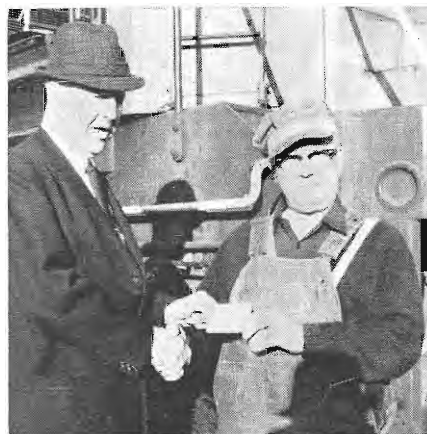
We had some promotions to conductor recently, those in line being Brake-men R. J. Strizel, M. G. Jerome, M. C. Morris, R. W. Neumann, G. A. Kay, C. R. Ward. Newly promoted from fireman to engineer are R. M. Smith and W. W. Kroening.

Conductor H. A. Furman retired on Apr. 1 after 44 years of train service, which in late years had been as collector on suburban runs.

May-June, 1968



DOUBLE HANDSHAKE. Harvey Corbett, chief clerk to freight agent of the Milwaukee Terminals, left, is congratulated by Agent R. E. Chalifoux on completing 45 years of service. The anniversary coincided with his 60th birthday.



FORTY FIVE YEARS OF SERVICE are represented in the Silver Pass being presented here to V. E. Cooper, engineer on the Madison Division. Offering congratulations is Assistant Superintendent E. L. Hubbs.

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Section Foreman F. E. Hafemeister of Granville, Wis., recently became eligible for a 38-year Superior Service Award, that being the number of years in which neither a reportable or lost time injury has been incurred by him or a man under his supervision.

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

F. V. McLarnon, roadmaster for the Milwaukee Terminals, was honored on two occasions following his retirement on Mar. 31. At a dinner party in the Tyrolean House on Apr. 6, he and his wife were guests of 150 or so supervisors and other officials and their wives and personal friends. General Superintendent R. R. Brown was master of ceremonies for the party, at which Mr. McLarnon received many gifts. Again, on Apr. 27, the men in his crews and other railroad associates held a dinner in his honor at Greenfield Hall. The gathering, with their wives, numbered more than 100. Jack Fenno, assistant division engineer, emceed the affair, at which Mr. McLarnon was presented



F. V. McLarnon, roadmaster of the Milwaukee Terminals division, and his wife take a bow at the party in Milwaukee on Apr. 27 marking his retirement. For details, see the Milwaukee Terminals news.

with an Acutron watch.

Mr. McLarnon started with the Road on a section crew in 1926 and became a foreman in 1934. Subsequently he worked as a general extra gang fore-

man. He was promoted to roadmaster on the Aberdeen Division in 1942, and was transferred to Milwaukee shortly afterward. He and his wife, Gertrude, have one son, Ralph, and four grandchildren.

Congratulations are in order for the Charles Schultz family, which announced the arrival of baby daughter Debra Lynn Apr. 1.

A surprise retirement party was held at the Knights of Pythias Hall on Apr. 28 honoring Yardmaster Earl Falconer. His service on our railroad began Jan. 1, 1910, when he was employed as an electrician apprentice. He went firing in 1912, became a switchman in 1917, and was appointed yardmaster in 1936.

Mr. Falconer was responsible for the organization of the yardmaster's union on the Milwaukee Road in 1946. He was elected vice chairman of the Union in 1948 and has been on the executive board since 1955. He has 22 years' membership in the yardmasters' organization and 58 years of railroad service. Among his friends and fellow employees who attended the party were Retired Superintendent J. J. Dombrowski and Retired Assistant Superintendent Ray Hummer and their wives, Superintendent R. H. Love and Assistant Superintendent Frank Deutsch. About 60 were present, including Mr. Littner of the executive board of the Yardmasters. Howard Quandt, secretary of Lodge 42, was responsible for the success of this fine party. All good wishes go with Earl in his retirement.

Fred Huck, retired switchtender, reports a visit to Arizona, where he called on Nathan Hale in Sun City; also Retired Engineer Art Sullivan and Retired Engineer Joe Gross, who reside there.

It is great to see Randall Odekirk back on the job in the Adams Yard after a long leave of absence due to illness.

Sympathy was extended to the Peter Rooney family on the death of son Michael, who was killed in an auto accident in February. Trainmaster Patrick Rooney is a brother of Michael.

Our sympathy also to Switchman Lester Gutknecht, whose mother passed away in February, and whose wife died on Apr. 26 at the age of 52.

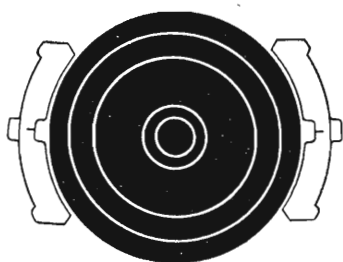
Retired Switchman Hudson Brown died on Feb. 19 at Encino, Calif., and was buried there . . . After a lengthy illness, Yardmaster Ernest Crystal died on Mar. 8 . . . Patrick Desmond Casey, retired car clerk and car distributor at Muskego Yard, passed away May 7, following surgery. His service date was Aug. 5, 1915, and his retirement date 1964.

Boys from Muskego now on military leave are Car Inspector Gregg Gerbing (Yardmaster Gordon Gerbing's son), and Switchmen John Wesley and Robert Mosey. Larry Williams and Wayne Julga have returned to the railroad after military service.

Fillmore A. Kuenzli, 70, passed away on Mar. 31 after a short illness.

The Milwaukee Road Magazine

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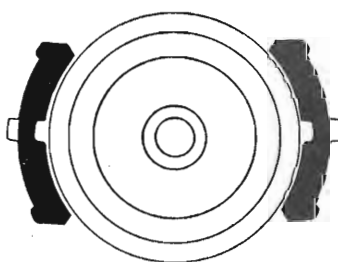


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Given Bronze Star and Purple Heart for Heroism in Vietnam

Prentice C. Connell, son of Milwaukee Terminals Trainmaster Boyd Connell, has been awarded the Bronze Star and Purple Heart for heroism in Vietnam. The Star was presented on



1st Lt. P. C. Connell

Mar. 27, the day he received his commission as a first lieutenant.

His citation was for action at Rach Kien on Jan. 8 when, after nightfall, he dug up and defused a live mortar round embedded in a trail. On Jan. 23, he was wounded by shrapnel in a mortar attack on the officers club in Rach Kien.

Lieutenant Connell has been in the army three years and in Vietnam the better part of a year. He is a graduate of officer candidate school at Fort Benning, Ga., and of jungle training in Panama.

His service with the railroad, as train clerk and weighmaster at Muskego Yard, spanned more than 27 years. Burial was from Immaculate Heart of Mary Church. He is survived by his wife, Isabell, a son, Joseph R., and two daughters, Mrs. Wayne Fisher of Washington, D. C., and Sister Mary Ann Joelle of St. Casimir's Convent.

AGENCY

Pearl Freund, Correspondent

Jerome Kurkierewicz, 18, son of Auto Messenger Bernard (Barney) Kurkierewicz, was killed accidentally on Apr. 25. He is survived also by his mother, brothers Frederick and Paul, and sisters Gloria and Theresa. Burial was from St. Veronica Catholic Church, with interment at Holy Cross Cemetery.

Tom Noegel is a new member of the messenger force, coming from the ticket office at the depot, where he handled the duties of phone clerk.

REGIONAL DATA OFFICE

Mary Barribeau left the Road on Apr. 26, to embark on a venture with her husband, operating a tavern at Saukville, which they planned to open May 3. Regional employees attended a dinner party in honor of the Barribeaus, and a swinging time was had by all at Buddy Beeks—live music and all. Barbara Voight and Bill Graves were in charge of arrangements.

Misfortune seems to be following the Stanlee family around the calendar. On Apr. 20, Outbound Rate Clerk June Stanlee and her two daughters, Carla and Sherry, were hit by a car while waiting at a traffic light, result-

ing in a badly bruised leg for June and a shake-up for the girls. A shake-up was something Sherry didn't need, since she had also figured in an accident during February's icy spell. Both incidents followed two falls suffered by June's mother in which she broke both hips—one each time. Good luck charms or horseshoes would be appreciated.

Larry Gleason, outbound rate clerk, took a position in the traffic department at the depot, following the promotion of Tracing Clerk Ron Vachon.

Susan Solberg, outbound rates, has left the Road to live in Houston, Tex., where she will be married and settle down to housekeeping. She was honored at a dinner party at the Steak Knife and presented with a lovely negligee. I might add that this was strictly a hen party.

Wallace Henkel, a new employee, came to Regional from Horicon, Wis., where he was with the County Highway Department. He is married and the father of three boys, Brian, Todd and Darin. At present, he is operating the multilith machine and billing outbound carloads.

Another newcomer, Lottie Jones, is at present an extra on the mail desk and attending Man Power Training School, studying typing. She is a graduate of Rufus King High School and Man Power Key punching.

Dolores Kondziella, new on the mail desk, was formerly employed at Harley Davidson as general clerk. She also has other interests to keep her on her toes, being a graduate of the Rosemary Bischoff School of Modeling. Dolly will continue her modeling activities on a part time basis.

A Sunshine Club has been formed officially, and the employees following will handle the duties—June Stanlee, Judy Kerr, Willard Kinast, Barbara Dominguez, John Horner and Barbara Voight.

Following a general meeting of regional employees conducted by F. E. Groves, Margaret Hagberg, assistant cashier, favored us with a showing of her home movies taken at various retirement functions. Everyone enjoyed reminiscing over these past events and seeing their former co-workers.



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TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Richard V. Anderson, retired car department welder, passed away on Apr. 27. He is survived by a son, Harold, district general car foreman in St. Paul, a daughter, Mrs. Edna Otterstad, six grandchildren, two great-grandchildren, two brothers and one sister in Sweden.

Gust Larson, retired car inspector, passed away on Apr. 12. Survivors include sons Helge, car inspector in Minneapolis, and Harold of Martin, S. D.; two daughters, Mrs. Robert Honning of Hopkins, Minn., and Mrs. Harvard Gerstner of Canby, Ore.; 21 grandchildren, 10 great grandchildren, two sisters and one brother in Sweden.

Minneapolis Coach Yard Foreman L. J. Foley is recuperating at home and improving each day after his recent surgery.

A Hawaiian vacation was enjoyed by Roundhouse General Foreman Pat Sullivan and wife in March. Flying to Honolulu, where son Bob is stationed

with the Navy, they visited with him and his wife and met their new grandson. A tour of the islands included Kauai, Maui, the garden island where sugar, pineapple, coffee and macadamia nuts are raised, Oahu and Hilo where they saw the flower gardens and a live volcano. On the return trip the Sullivans visited in Los Angeles with Mrs. Barney Weeden, widow of River Division engineer.

Friends of Johnny Flow, retired carman helper, were shocked by his sudden death on Apr. 24. Johnny retired last year.

Congratulations to Gary, son of Master Mechanic W. A. Hisman, on his election to the National Honor Society. Gary is a junior in Hastings High School.

Julius Kalberg, retired lift truck operator in the store department, and wife celebrated their golden wedding anniversary on Apr. 21 with a reception at their church in Circle Pines.

The sudden death of L. G. "Bud" Reeve, district safety engineer, saddened all who had known him. Our sympathy is extended to his family and to his father, L. B. Reeve, retired engineer, who is in St. Mary's Hospital in Minneapolis.

James E. Streitz, locomotive fireman on the L&R Division, has entered military service.

Ernest Palmer, retired general car foreman, and his wife celebrated their 60th wedding anniversary on June 2 with a reception at Hope Presbyterian Church in Minneapolis.

Jim, son of Assistant District Material Manager Norris Groth, has been chosen for Boys State. Jim is a junior at Central High School in Minneapolis, and this summer will be at Gustavus Adolphus College.

Frank Huweiler, retired coach yard employe, and wife are both in the Cass Contenta Nursing Home, 9541 Van Nuys Blvd., Panorama City, Calif. Mail from his old friends would be appreciated.

Roundhouse Laborer Pablo Tobar



A 45-YEAR VETERAN. E. J. Anglim, La Crosse Division conductor who completed 45 years of service on Apr. 2, receives his Silver Pass from Assistant Superintendent G. A. Chamberlain. Mrs. Anglim was on hand for the occasion.

retired on Apr. 1. His service dates back to October 1947.

Matt Medinger, retired district safety engineer, was recently made a life member of the Elks. He was initiated on June 14, 1907, and at the age of 86, is the oldest member in the States of Minnesota, Iowa and Wisconsin. Matt retired in 1950 after 50 years of service with the railroad.

La Crosse Division

EAST END

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

Retired Conductor Edward M. McMahon, age 83, passed away at the Portage Hospital after a long illness on Feb. 22. He was a member of the ORC and Portage Elks Club. Mr. McMahon is survived by two daughters, two sons, nine grandchildren and three sisters.

Carl Berry, age 56, died at Columbia Manor, Wyocena, after a long illness on Apr. 10. Mr. Berry was a member of the Portage Elks Club. He is survived by his wife, two sons, a grandson, a brother and three sisters. Mr. Berry worked as a conductor before his illness.

MADISON AREA

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

Thomas McDermott, 79, freight house foreman at Madison prior to retirement in 1962, died Apr. 5 in a Madison hospital. His wife, Lena, died in 1966. Surviving are a daughter, Mrs. Leonard Gorman of Madison; two sons, Leo of Madison and Robert, Decatur, Ill.; four grandchildren and a great-grandson. Services were held in St. Raphael's Cathedral, with burial in Resurrection Cemetery.

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MONTHLY INCOME OF \$300.00

for 10 consecutive months without interest or carrying charge at our Special Anniversary Rate, according to age:

Monthly premium for	Group 2 Employee In Active Service \$3,000.00	Group 3	Group 4
		Dependent Wife (maximum) \$1,000.00	Each dependent child under 18 (maximum) \$500.00
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
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Date of birth.....Age.....Height..... Weight..... Sex.....

OccupationSocial Security No.Payroll No.Work No.

THIS APPLICATION IS FOR A \$3,000.00 LIFE INSURANCE POLICY ON MY LIFE.

**POLICY FOR
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The beneficiary is to be Relationship Amount of
Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife
Wife's name Date of birth Amount of
Amount of monthly premium for wife's policy \$.....
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DEPENDENT
CHILDREN**

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

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

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

WISCONSIN VALLEY

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

Holger Randrup, clerk at Rothschild, and Louise Palms were married Apr. 27 at Green Lake, Wis. After the ceremony, a reception for immediate relatives and close friends was held at the home of Mr. Randrup's sister, and in the evening a dinner was served at Van Ryan's Supper Club. Mrs. Randrup is a nurse in the obstetrical de-

partment of Wausau Memorial Hospital.

Several parties honoring Kathleen Milne, daughter of Conductor and Mrs. James Milne, preceded her marriage to David O. Zimmerman on Apr. 13. Following the 7:30 p.m. ceremony at Immanuel Lutheran Church, Wausau, the couple was honored at a reception in the Wausau Elks Club. Friends and relatives gathered later in the Milne home to enjoy a buffet lunch. The bridegroom has served three years in

the Army, with tours of duty overseas and in Vietnam, and is presently employed at Bill's Shop-Rite. The bride attended Columbia School of X-Ray Technology, Milwaukee, and is now an X-ray technician with J. M. Foerster, M.D., and Associates in Wausau.

Conductor Alvin M. Kasten has been elected alderman of the Third Ward in Wausau.

Guy D. Reynolds, retired storehelper, passed away Mar. 7 after a long illness. Burial was in Greenwood Cemetery, Tomahawk.

Lillian G. Atkinson, 83, retired clerk, passed away Mar. 8. She had been active and in apparent good health up to a few months before her death. She will be remembered as 'Lily Ann,' correspondent for the Magazine for many years before her retirement in 1947. Immediate survivors are two daughters and two grandchildren. Funeral services and interment were at Wausau.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

In the recent primary election at Tomah, Wis., Charles E. (Pete) Bean, the road's agent at Tomah, regained his position as mayor. He served his first term of office in 1964-66.



C. E. Bean



Dale Disher

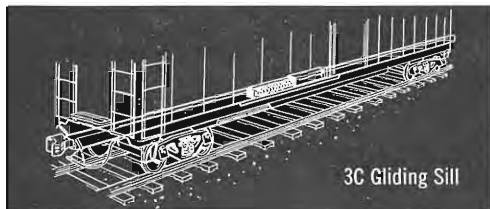
Dale Disher, son of S. A. Disher, telegrapher at Winona, Minn., has been appointed traffic manager of the Winona branch of the Bay State Milling Company. After graduation from Winona Senior High School in 1963, Dale was employed by the railroad four years as a telegraph operator at Winona.

Welding Foreman O. W. Palen was awarded a membership in the Wise Owl Club of America, following an incident which could have resulted in a serious eye injury. It happened when he was providing flag protection for his helper, who was grinding a recently welded frog. Suddenly a piece of grinding wheel flew up and struck his safety glasses, breaking the left lens. But because of the protection they provided, his eye was unharmed.

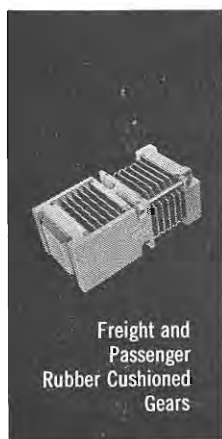
Mortar wounds received Feb. 8 in South Vietnam resulted in the death of Pfc. Anthony J. (Tony) Breuer, 21, son of the late Martin Breuer, time reviser at La Crosse for many years. Tony had been serving with the 4th Infantry Division near Dak To, and was awarded the Purple Heart. He is sur-

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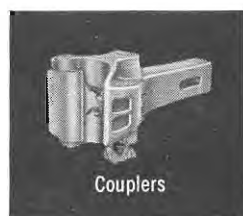
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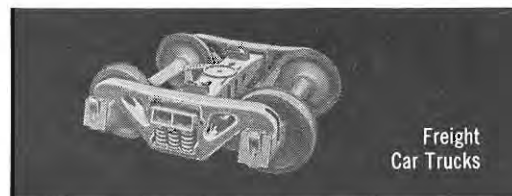
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Brown, Marvin, chief clerk-----Beloit, Wis.
Conom, G. G., sect. foreman-----Sun Prairie, Wis.
Lee, Marvin E., sect. foreman-----Fayette, Ia.
Maley, G. F., review clerk-----Chicago, Ill.
Ranallo, B. J., gen. foreman-----Franklin Park, Ill.
Rolloff, F. F., sect. foreman-----Sidnaw, Mich.
Sherman, J., bureau head-----Chicago, Ill.
Simon, H. I., clerk-----Chicago, Ill.
Sneiker, A. J., stationery
storekeeper-----Milwaukee, Wis.
Swanson, Grace, tracing clerk-----Chicago, Ill.
Sweeney, G. S., conductor-----Minneapolis, Minn.
Weisl, J. E., storehelper-----Brookfield, Wis.

Silver 45-Year Passes

Anglim, E. J., conductor-----Portage, Wis.
Baxman, E. E., asst. foreman-----Chicago, Ill.
Berry, E. A., overcharge claim acct.--Chicago, Ill.
Binderup, H. E., local storekeeper---Mitchell, S.D.

Bolton, R. P., carman-----Sioux City, Ia.
Cooper, Wilbur, conductor-----Marion, Ia.
Fulton, L. E., gang foreman-----Monticello, Ia.
Gage, W. B., asst. master mech.---Mitchell, S.D.
Glowczewski, E. J. Sr.,
demurrage clerk-----Round Lake, Ill.
Holmberg, D. R., asst. foreman Minneapolis, Minn.
Hopballe, A., engineer-----Chicago, Ill.
Johnson, H. R., storekeeper-----La Crosse, Wis.
Lukes, A. N., loco. engr.-----Milwaukee, Wis.
Martin, M. F., sect. foreman-----Canton, S.D.
Moran, L. J., conductor-----Elgin, Ill.
Neary, G. M., blacksmith-----Milwaukee, Wis.
Noskey, A. C., conductor-----Iron Mountain, Mich.
Piche, Fred, agent-----Libertyville, Ill.
Reel, R. A., conductor-----Perry, Ia.
Roe, H. N., asst. sect. stockman Milwaukee, Wis.
Roefeldt, R., local storekeeper---Davenport, Ia.
Sack, Z. C., conductor-----Savanna, Ill.
Schorr, M. O., agent-----Clinton, Ia.
Staicar, F., engineer-----Chicago, Ill.
Thelander, L. R., buyer-----Elgin, Ill.
Turner, F. J., sect. foreman-----Williamsburg, Ia.
Zunker, E., crane operator-----Milwaukee, Wis.

vived by his mother, a sister, Mrs. Burleigh Keller of Onalaska, Wis., and a brother, Martin Jr. of St. Paul, a conductor with the Road.

Retired Brakeman Adrian W. Umberger, 75, passed away in a Minneapolis hospital on Apr. 13. He is survived by a son, Robert of Minneapolis, and three daughters, Mrs. Earl Scott of Dallas, Tex., Mrs. Neil Canfield of Wayzata, Minn., and Mrs. Joseph Steckler of Golden Valley, Minn. Burial was in La Crescent, Minn.

John H. Coughlin, retired La Crosse Yard switchman, passed away in La Crosse on April 29. He is survived by two daughters, Mrs. George Kochanski of Milwaukee, and Loretta, who is with the Red Cross in Viet Nam; three sisters and two brothers. Mr. Coughlin retired in 1960 after 45 years of service. Burial was in the Catholic Cemetery at La Crosse.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL ADJUSTER'S OFFICE: Roy P. Jorgensen, assistant general adjuster, and Mrs. Jorgensen attended the 79th annual meeting of the General Claims Division of the Association of American Railroads in Denver Apr. 30 through May 2.

REGIONAL MANAGER-SALES OFFICE: Harry A. Sauter, assistant regional manager-sales, and Mrs. Sauter welcomed their first grandson on Apr. 17. The arrival, born in Swedish Hospital to Mr. and Mrs. Steve Urlacher, was named Steven Gerard and joins a sister, Lynne. Mrs. Urlacher is the former Mary Ann Sauter.

GENERAL FREIGHT OFFICE: Audrey Hotten, file clerk, and husband Wilfred enjoyed an early vacation by motoring leisurely to North Dakota to visit family and friends. Having made the trip many times, on this one they

made special side trips to enjoy the scenery and historical sites along the route . . . Agnes Horak, former Magazine correspondent now retired, recently took a two-week-tour down the coast to Tijuana, Mexico, and return via Las Vegas. Stops included Salishan Lodge in Oregon, San Francisco, and the famous Hearst Castle at San Simeon, Calif.

REGIONAL DATA OFFICE: We welcomed Karen Hawkins to the machine room as key punch operator . . . Diana Barnes and Don Olson of the yard force were married Apr. 5. Diana was presented with a gift at a cake and coffee party before leaving on a week trip to Canada . . . Julie Elston Mullin became the mother of a boy, Michael Thomas, on Apr. 8, and Diane Santwire welcomed a boy, Ryan Glen, on Apr. 15 . . . Regional Data Manager M. G. Kutz and Mrs. Kutz spent a week of vacation in April entertaining his parents, who were visiting from the Midwest.

LOCAL FREIGHT OFFICE: Cupid is at it again in Local Freight. Olive Swift, a long-time employee, recently became the bride of Ed Stiles at Las Vegas. Best wishes for happiness is extended to the couple.

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TACOMA

E. L. Crawford, Correspondent
c/o Agent

A grand crowd of employees and friends observed the retirement of Division Engineer T. M. Pajari May 1, at a luncheon in his honor in the office of the division engineer at Tacoma. C. H. Tusler, retired assistant principal engineer, Seattle, presented him with their gift, which was a 30-day all-expense paid trip to Hawaii. Highlighting the occasion, accordion selections were played by Mary Kathleen Smith, talented musician daughter of W. A. Smith, chief dispatcher.

Mr. Pajari had been with the railroad since 1928, starting his service in Minneapolis. He came to the Coast Division in 1931, and was promoted to division engineer in 1942.

D. J. Duquaine, assistant chief carpenter at Tacoma, was transferred to Milwaukee as chief carpenter, effective May 1.

*

Locomotive Engineer William C. Brady and Mrs. Brady of Tacoma have received word that their son, 2nd Lt. John J. Brady, was killed in action in Viet Nam on Apr. 3. Lieutenant Brady, 25, graduated from Bellarmine Pratt School in Tacoma in 1960 and from Seattle University in 1966. He was a member of St. Theresa's Catholic Church in Dash Point. He is survived also by his wife, Diane, a sister, Mrs. Terrance Finch of Pullman, Wash., and two brothers, Daniel and Richard of Tacoma.

Rocky Mountain Division

EAST END

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

Retired Section Laborer and Mrs. George Wald Sr. were pleasantly surprised on their 40th wedding anniversary with a party hosted by Mr. and



The presentation of a gift to T. M. Pajari, division engineer with headquarters in Tacoma, highlights a retirement party in his honor (see the Coast Division news). With him are C. H. Tusler, retired assistant principal engineer, Seattle (left), and Ivar Berven, retired chief clerk to division superintendent.

Mrs. Willis Lentz. A three-tiered cake was made and decorated for the occasion by Mrs. Lentz. The Walds were married Feb. 26, 1928 at Richview, S. D. They have two sons, a daughter and 11 grandchildren.

Car Foreman and Mrs. H. J. Sweeney received word from their daughter Joan, a UPI writer in California, that she will be covering the Olympic Games in Mexico City in October. This is the first time UPI has sent a woman on this assignment.

The Milwaukee Women's Club held its regular meeting in March, using the March Hare for a theme. Hostesses were Mrs. L. G. McDonald and Mrs. Clifton Welch. Miss Bunita Barthelmess sang several selections for the group.

The Club also entertained active and retired employees and their spouses with a bowling party at the Red Rock Lanes. Each guest was given a paper with a player and lane number. This mixed the good and poor bowlers together and proved very entertaining. Glen Sarff won the door prize, Claude O'Brien won a prize for the oldest man bowler, and Mrs. Mose Gudmundson for the oldest lady bowler. By coincidence, Mr. and Mrs. Mike Lester won the high score prizes for the men and women, and Mr. and Mrs. J. R. Certain won consolation prizes for the men and women. A lunch was served after the party. Many expressed the hope the Club would make this an annual affair.

Our new signal inspector, Duane Marin, and his family have been welcomed to our territory. Duane came from Wabasha, Minn. The Marins have purchased a home in Miles City and are busy getting settled.

Harold Hamilton, son of Car Foreman and Mrs. Virgil Rask of Harlowton, was a Miles City visitor following a year's duty in Vietnam. After his leave he will be sent to Germany for the remainder of his three years service.

The Milwaukee Road Magazine



LAST DAY OF WORK for Sam Suko, section foreman on the Coast Division, was Mar. 1. He started in 1923 as a B&B, employe and was promoted to section foreman in 1929, with headquarters at Cle Elum, Wash., since 1948. Golf, travel, and "just plain loafing" figure in his plans for the future.

Brakeman John R. Bagley has reported back to work following his recent discharge from the Marines. John spent four years in the service, during which time he saw a considerable bit of this "old world", including duty in Vietnam.

WITH OUR BOWLERS: Ann St. Peter, wife of Fireman J. R. St. Peter, posted a 636 series recently, the highest ever bowled by a woman in Miles City. Ann bowls only once a week in a mixed league and is carrying a 173 average . . . Grace Zuelke, wife of Fireman R. H. Zuelke, and a first year bowler, placed 7th in a recent women's association bowling tournament . . . Yard Clerk T. M. Bankey placed 5th in a recent 10-game invitational tourney . . . Yardmaster J. A. McElroy also placed in the tourney, besides winning a shift prize and a week end prize.

Seaman Apprentice T. D. Tonn, son of Engineer and Mrs. T. A. Tonn, recently graduated from basic training at the Naval Training Center at Great Lakes, Ill.

ABOUT OUR STUDENTS: Joe Lemire, son of Trainmaster and Mrs. P. M. McLean, competed in national AAU luge championships at Lake Placid, N. Y. . . . Connie Ingalls, granddaughter of Yard Clerk L. S. Richey, won the Cow Belles Beef Cookoff in Missoula recently with a recipe for finger steaks . . . Gary L. Gunther, son of Agent and Mrs. Leo Gunther, received his appointment to the U. S. Air Force Academy . . . Kathy Sweeney, daughter of Car Foreman and Mrs. H. J. Sweeney, returned to Bozeman to resume her studies. Kathy spent the past quarter in California receiving actual experience with one of the country's top accounting firms. She will graduate in August and, like her sister Joan, will have completed four years of college in three years . . . Mike Lester, son of Signal Supervisor and Mrs. M. S. Lester, and Ronnie St. Peter, son of Fire-

man and Mrs. J. R. St. Peter, were members of the Sacred Heart basketball team which won the district tourney, the divisional tourney and placed third in the State tourney . . . Students making the National Honor Society were Don St. Peter, son of the J. R. St. Peters, and Donna Huffman, daughter of Mr. and Mrs. V. H. Wells . . . Mike Galvin, son of DF&PA and Mrs. F. J. Galvin, made the Honor Roll at Montana State University in Bozeman.

Sympathy is extended to the K. D. Natzel family of Roundup. Kenny's brother passed away recently, and we now have word Mrs. Natzel's father passed away . . . to Retired Engineer H. F. Schultz, whose wife, Alma, passed away Mar. 9 . . . to the family of J. L. (Dub) Labrie, who passed away Apr. 15. Mr. Labrie was a conductor on the Musselshell seniority district of the Rocky Mountain Division . . . to the Joe Brady family, whose brother James passed away Apr. 14 in Oregon. Jim worked for many years at Miles City as a clerk for the Milwaukee . . . and to the Ralph Jensen family of Baker. Ralph was our



FIFTY YEARS OF SERVICE are marked here with the presentation of a Gold Pass to G. G. Conom, section foreman at Sun Prairie, Wis. Starting on Apr. 2, 1918, he has served at Sun Prairie since 1921, when he was promoted to foreman. On hand for the occasion are Division Engineer R. H. Peterson, left, and Roadmaster F. J. Herlehy.



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agent at Baker for many years, and passed away Apr. 9 at work.

Section Foreman J. C. Houston of Ingomar, Mont., recently became eligible for a 38-year Superior Service Award, that being the number of years in which neither a reportable or lost time injury has been incurred by him or a man under his supervision.

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

A. M. "Pete" Peterson, agent at Lewistown, Mont., was honored at a party at the Eagles Club for serving 60 years with the Milwaukee. Many out-of-town guests and railroad people attended, including a daughter, Helen. H. J. Mahoney acted as toastmaster.

Mr. Peterson hired out in 1908 at Stillwater, Minn., worked later in Wisconsin, married Mabel Schleicher from Millville, Minn., and shortly thereafter came to the Great West. Both Al and Mabel worked as operators and agents

from East Portal to Highwood, Geraldine, Square Butte, Hanover, Grass Range and Lewistown. Their first jobs required living in box cars. Later, as agents, they had living quarters in depots. They moved into Lewistown in 1927, and Mrs. Peterson passed away in 1959.

"Pete" took over as agent at Lewistown when Morty Boyd retired, and still handles the job with enthusiasm and agility. This writer had the privilege of working with "Pete" in Lewistown, and will always remember his even temper and obliging attitude to his co-workers and the public. Our railroad has benefited much from men of his caliber. In earlier years, "Pete" was very active in baseball. One of his hobbies now is bowling. At the party, he was given a bowling ball and bag.

Grace May Hutchinson passed away recently. She worked in the car department at Harlowton a few years back. Among surviving children, a son, Vernon, is a carman-welder at Harlowton.

Lenna Sue Morse, daughter of Mrs.

A. W. Martin, has received a scholarship to the College of Nursing of Valparaiso University, Valparaiso, Ind. Her father was a carman at Harlowton, as is her stepfather.

Sam W. Murphy, former conductor and resident of Harlowton, passed away recently in Hamilton, Mont.

J. O'Dore, retired assistant superintendent of Harlowton, and his wife have moved to the Kirkland-Seattle, Wash., area.

Section Foreman Ivan Sperry has returned to his duties at Harlowton after an illness of several months. I. L. Naasz, assistant foreman, came to us from Roundup to fill in during his absence.

Teacher: "If I gave you five dogs and then one more, how many would you have?"

Pupil: "Seven."

Teacher: "How can you get seven when you add five and one?"

Pupil: "I have a dog at home myself."

Joe Lancaster, Sales Representative and Ranking Musician



Joe Lancaster, second from right, appears on the program at the official opening of the Japan Cultural and Trade Center.

Playing with the ensemble is Mrs. Haru Suwada, his music teacher in San Francisco.

In all the United States, interpreters of traditional Japanese music aren't numerous enough to stand up and be counted. It would be hard, for instance, to find one who plays the samisen. Which is why J. J. Lancaster, a Milwaukee Road sales representative in Chicago, rated an invitation to perform at the dedication of San Francisco's new Japan Cultural and Trade Center.

It would be hard, also, to find anyone who was more surprised than Joe when he was asked. But as he explains it, "While I was working in our San Francisco office—before I came to Chicago two years ago—I had played with Japanese groups and taught a course in ethnic music at San Jose State College. I was invited to participate by the Japan Council in San Francisco, which had gotten in touch with my music teacher there."

The Japan Center, seven years in planning and construction at a cost of 15 million dollars, covers a three block area off Geary Street between Laguna and Fillmore. The complex includes four large commercial buildings, a 14 story hotel, a unique section of specialty shops, a theater, several Oriental type restaurants, and a rock garden and tea house. Centered in the covered malls and concourses is a Peace Plaza dom-

inated by a 100-foot high Peace Pagoda.

The Japanese-American community celebrated the completion with a three-day program of events, starting Mar. 29 with its first annual Cherry Blossom Festival. Participating dignitaries included the Japanese ambassador to the United States, city and state government officials, and representatives of cultural, business and trade agencies from Japan as well as this country. Music was furnished by the Sixth U.S. Army Band.

Joe played the samisen with an ensemble which gave three performances of traditional Jiyuta music. The banjo-like instrument, of ancient Chinese origin, still has a coterie of followers in Japan, but few exponents elsewhere. He became interested in it while he was stationed in Japan with the Army, and looked up a tutor.

During school years in his home town of Lombard, Ill., Joe studied piano and the guitar, but the samisen must be learned by rote. Upon joining the railroad at San Francisco in 1961, his interest revived, and he again became a student. Fellow musicians there tell him that, to their knowledge, he is the only Caucasian who has mastered it.



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IT'S THAT TIME OF THE YEAR. Miss Ellen Dowell, being crowned Miss Perry of 1968 at the beauty competition staged recently in the auditorium of the Perry (Ia.) High School, will compete this summer for the title of Miss Iowa. She is the daughter of the late Engineer Chesley Dowell. (Perry Daily Chief photo)

THE MILWAUKEE ROAD EXHIBITS IN JAPAN. At the Osaka International Trade Fair Apr. 9-29, George F. Flynn, the Milwaukee Road's "Man in Tokyo," welcomes visitors to the joint exhibit of the Milwaukee Road, the Great Northern and the Northern Pacific railroads. Mrs. Flynn is helping him hand out Japanese language brochures describing the Milwaukee's facilities for handling shipments over import-export trade routes. Attendance at the international fair, the eighth in Osaka, averages about 2 million people.



CUSTOM BUILT FOR PIGGYBACK, six new 1968 Ford tandem axle gas tractors are delivered to the Milwaukee Motor Transportation Company, the trucking subsidiary of the Milwaukee Road, for operations at the Milwaukee, Wis., piggyback terminal. The heavy duty trucks, designed in accordance with MMTC specifications, feature devices that facilitate the handling of piggyback trailers.



May-June, 1968



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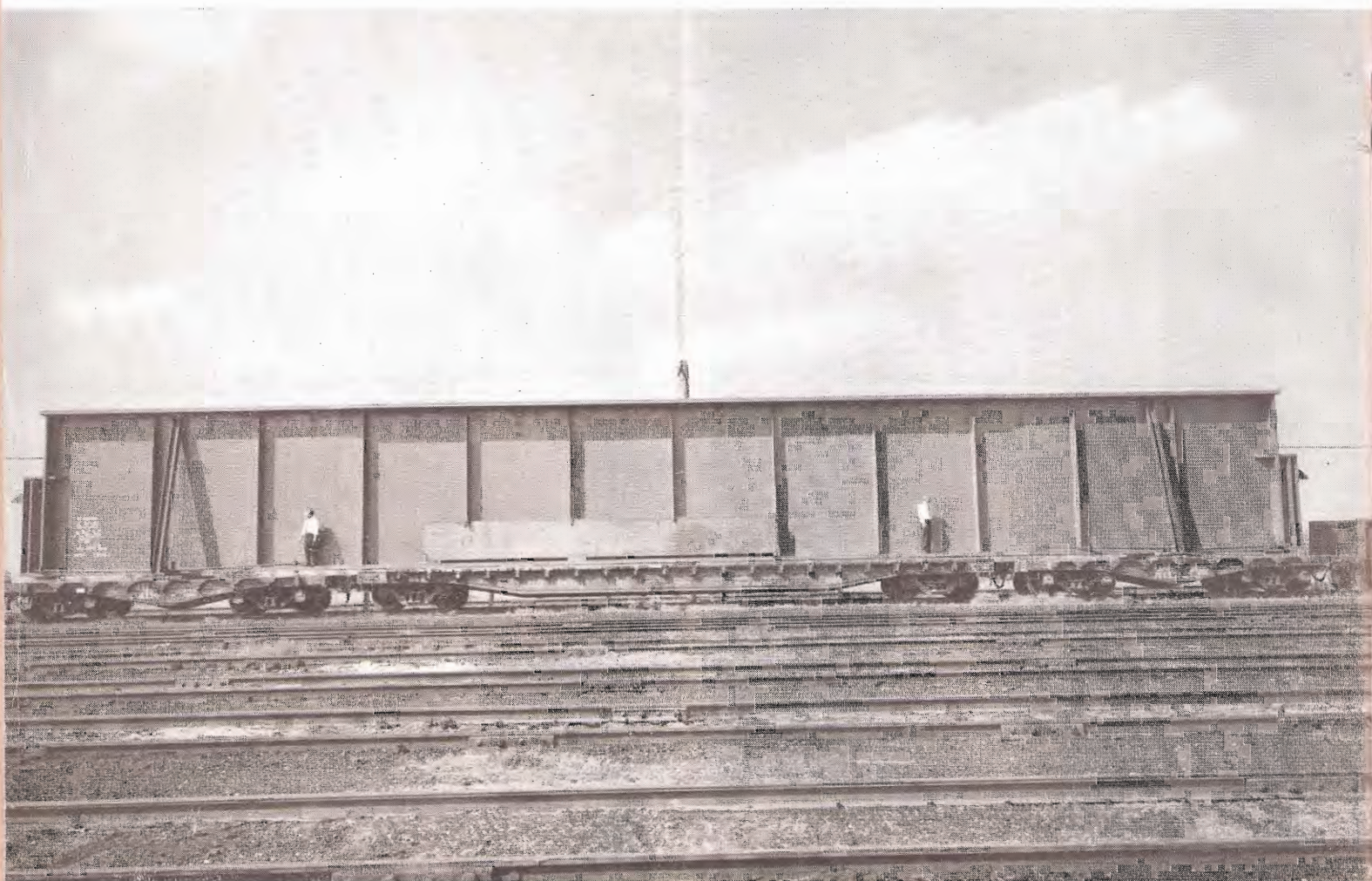
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An immense girder weighing 288,000 pounds moves out of the Milwaukee Road's classification yard at Bensenville, Ill., en route to the Youngstown Sheet and Tube Company works at East Chicago, Ind. Its length of 128 feet 6 inches extends over three flat cars (two load-bearing cars with an idler car between). Standing 19 feet 10 inches above the top of the rail, heavy steel slabs were added to the cars to lower the center of gravity. The shipment was handled as a special train at less than 10 miles an hour via a circuitous 303-mile route to provide for the

necessary clearances. It came to the Milwaukee from Melrose Park, Ill., via the IHB and was delivered to the Penn Central at Ladd, Ill., from where it went to Hartsdale, Ind., for destination movement by the EJ&E. Inspecting the shipment are J. F. Wilbur, district general car foreman, Bensenville (left), and J. A. Schnell, assistant car engineer, Milwaukee Shops. The girder was fabricated by Joseph T. Ryerson & Son to serve as a structural member for a basic oxygen furnace at the Indiana Harbor works of the Youngstown Sheet and Tube Co.