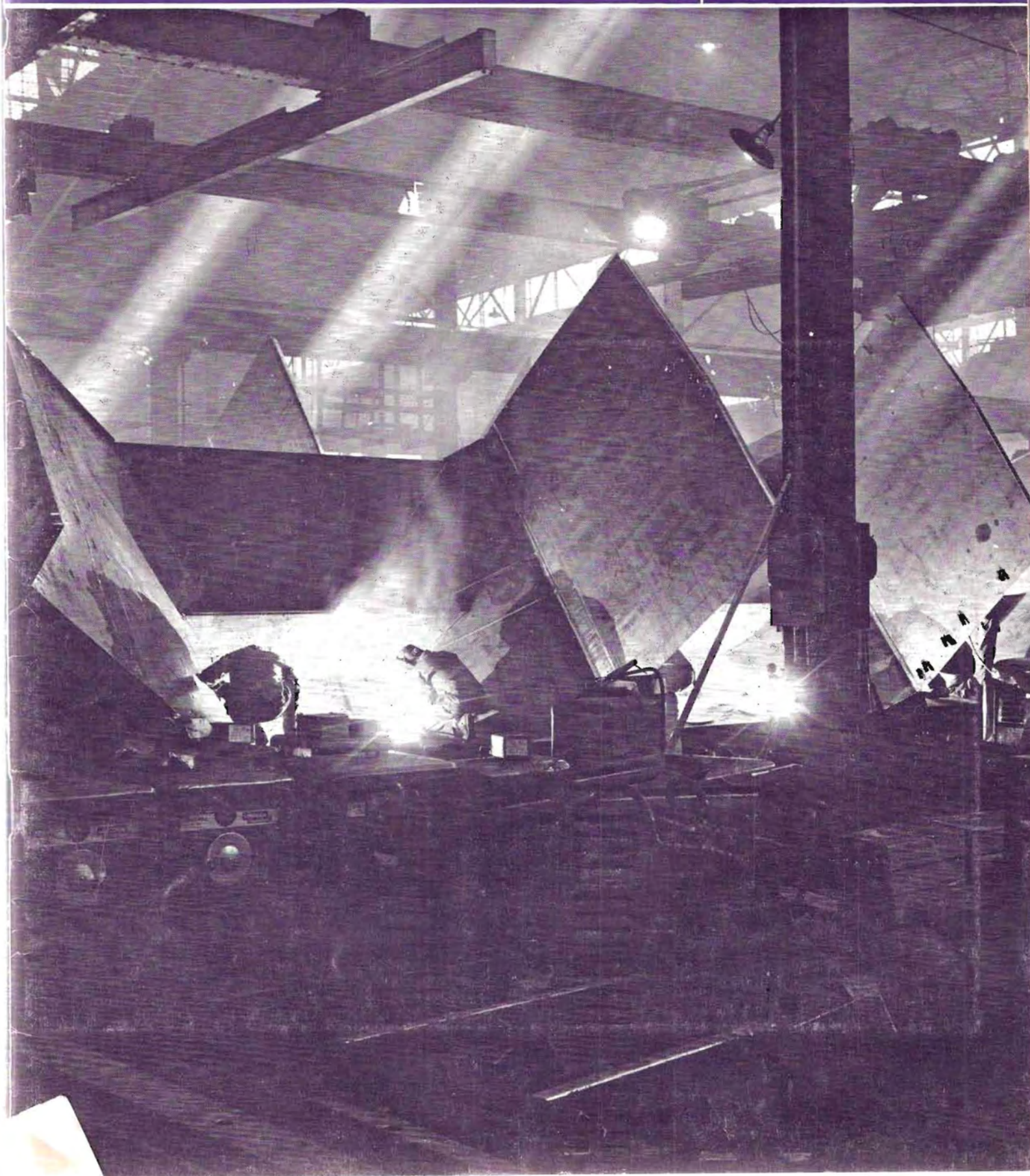


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

january
•
february
1967



THE MILWAUKEE ROAD MAGAZINE

Vol. 54 January-February 1967 No. 6

MARIE HOTTON

Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

contents

New Training Program for Men Who Sell Our Services	4
B. J. Worley Named Vice President-Chief Engineer ..	6
Reviewing Our Plan for Progress ...	7
Close-Up of a Big Lift	9
Mission to Viet Nam	10
Vice President Virgil E. Glosup Retires	13
Retirements	14
Appointments	15
About People of the Railroad	16



Transportation Briefs

"NEW DIRECTIONS IN MODERN RAILROADING," a 27-minute color film just produced by the Association of American Railroads, captures the dynamic action behind the recent rail comeback. Scenes of the railroads' new "customerized" services and other imaginative ideas for reshaping rail operations emphasize that, through them, the railroads have boosted freight traffic by 32 per cent since 1961. The 16 mm. motion picture was shot over the past year at locations throughout the United States and is narrated by Chet Huntley.

THE RECENT McCORMICK PLACE FIRE will not prevent the 1967 American Railway Progress Exposition from being held in Chicago, according to the executive committee of the Combined Railway Suppliers, which is sponsoring the event. The inside exhibit has been moved to the International Amphitheatre, and the Exposition, including an outside exhibit of \$50 million worth of equipment and supplies, will take place Oct. 8-13.

JOHN EDGAR THOMSON FOUNDATION established by the third president of the Pennsylvania Railroad to help educate and care for the daughters of railroad employees who have died while in service anticipates vacancies in the enrollment after June graduations. The grants apply to girls 17 years of age or under. For information, write to Mrs. Helene M. Lane, director of the Foundation, at 135 South Eighteenth St., Apartment 403, Philadelphia, Pa. 19103.

'66 PIGGYBACK SETS NEW RECORD. The year's total of 1,162,371 loadings reflected an increase in the average number of trailers or containers per load to 1.64 from 1.53 five years ago. Total rail movements in 1966 piggyback service, which accounted for almost 4 per cent of the railroads' total carloadings, amounted to nearly 2.7 million trailers or con-

tainers, including non-revenue empties—a 16 per cent increase over 1965. Speaking before the National Railroad Piggyback Association, ICC Commissioner Virginia Mae Brown cited surveys as showing that, over medium distances, trailers on flat cars can be transported for 5 to 10 cents a mile less than estimated over-the-road truckers' costs per road mile, and that on distances of 2,000 miles or more, savings mount from 20 to 30 per cent.

FIRST ANNUAL PACIFIC INSTITUTE OF TRANSPORTATION, sponsored by the University of Hawaii in cooperation with Aloha Chapter of the National Defense Transportation Association, will be held in Honolulu Mar. 12-15. The conference will feature addresses and workshops based on "The Containerization Explosion."

RAILROAD RETIREMENT LEGISLATION calling for an across-the-board increase of 20 per cent in benefits to pensioners under the Railroad Retirement Act and similar benefits for those receiving social security was introduced in Congress on Jan. 23 by Rep. Henry S. Reuss of Wisconsin. Provisions of the bill include a cost of living clause that would automatically raise benefits annually by the same amount that prices rise, and paying the cost of the proposed increases from federal income tax receipts.

CLOSING OUT THE 1966 TRAFFIC YEAR, the Association of American Railroads announced that freight volume set an all-time record, with an estimated 744 billion ton-miles. The total topped the previous all-time high of 737 billion registered in the World War II peak year of 1944, and exceeded last year's 698 billion ton-miles by 6.6 per cent. Carloadings were up 1.3 per cent over last year to a total of 29,617,728 cars. The increase in carloadings, coupled with longer hauls and heavier loadings, produced the new record.

THE COVER

A scene at the Butler, Pa., plant of Pullman-Standard, with which the Milwaukee Road has placed an order for 300 new 100-ton covered hopper cars to be delivered early this year. The car here is in a tilted position for the purpose of welding the slope sheets. The Milwaukee anticipates capital expenditures during 1967 in the range of \$34 million, of which more than \$25 million will be for locomotives and freight cars. The new covered hoppers, of 4,427 cubic foot capacity, have fiberglass sectionalized hatch covers.

D. W. Goodwin Heads Junior Traffic Club in Portland



D. W. Goodwin

THE Junior Traffic Club of Portland, Ore., has elected D. W. Goodwin, Milwaukee Road sales representative in that city, president for 1967. He has been stationed in Portland since

Mar. 1, 1962, when he was appointed to his present position, until recently with the title of city freight and passenger agent.

Mr. Goodwin entered the service of the company on Aug. 16, 1957 as a stenographer-clerk in our traffic office at Eugene, Ore. While he was employed there he served as president of the Eugene Traffic Club for 1960.

S. J. Oberhauser Cited as Outstanding Agriculturist



S. J. Oberhauser, left, accepts the Distinguished Service Award of the Greater Minneapolis Chamber of Commerce from Orin T. Hanson, manager of the Chamber's agriculture department.

S. J. OBERHAUSER, the road's agricultural agent headquartered in Minneapolis, was honored recently with the Distinguished Service Award of the Greater Minneapolis Chamber of Commerce as an outstanding Minnesota agriculturist.

The award also cited his service to the Chamber's Agricultural Committee, of which he has been a member since it was formed in 1946.

Honors conferred on Mr. Oberhauser in the past have included being named by Minneapolis newspapers as Minnesota's Man of the Year in agriculture for 1948, at which time he was president of the Minnesota Farm Managers Association. In the transportation field,



Projecting Industrial Use of Indian Land

INDUSTRIAL development on Indian reservations is the topic of discussion here at a meeting in Chicago on Dec. 8 between officers of the railroad and of the Bureau of Indian Affairs. Exploring the possibilities of expediting the potential of such areas particularly in South Dakota are, from left, L. B. Horton, the road's commissioner of agricultural and mineral development; E. Duane Harder, area industrial specialist of the B.I.A., Aberdeen, S. D. (standing); Robert N. Huey, officer in charge of the Bureau's industrial development branch, Chicago; E. J. Miglio, field engineer for the railroad; James S. Massie, project development officer from the Cheyenne River Agency of the B.I.A. in Eagle Butte, S. D.; and P. W. Scott, the road's manager of industrial development.

The meeting, which established a close liaison between the two groups, was in keeping with the desire of the Secretary of the Interior to promote the industrial use of Indian lands and employment for Indian labor.

he served for many years as chairman of the Agricultural Development Committee of the railroads' Northwest Claim Conference. In connection with receiving the Chamber of Commerce Distinguished Service Award, he was saluted by radio station WCCO in Minneapolis as "Good Neighbor of the Day."

J. J. Dunne Heads National Passenger Rate Association

AT the 53rd annual meeting of the American Association of Passenger Rate Men held recently in Atlanta, Ga., John J. Dunne, chief rate clerk of the road's passenger traffic department headquartered in Chicago, was elected national president. He succeeded W. J. Bowling, assistant general passenger agent of the Louisville & Nashville Railroad.

Mr. Dunne has been active in the Association in various capacities over a period of years. Prior to assuming the

presidency he had served two terms as secretary of the Central-West Region, as president of the same Region, and most recently as national vice president.

J. J. Dunne (right), takes over the presidency of the American Association of Passenger Rate Men from W. J. Bowling, assistant general passenger agent of the Louisville & Nashville Railroad.





President Curtiss E. Crippen discusses with the new class of trainees the facilities they will visit on their tours of the railroad. From left are J. D. Lemke, manager-marketing research, who implements several phases of the training program; D. W. Cooksy, district manager-sales, Davenport,

Ia.; L. I. Larson, sales representative, Spokane, Wash.; R. L. Audas, assistant manager-freight sales, who is responsible for setting up the schedule; and M. E. McCarrell, district manager-sales, Cleveland, Ohio.

New Training Program for Men Who Sell Our Services

A Liberal Education in How to Qualify for a Management Job

"We figured we had a good chance to get this shipper's business," explained the instructor, "and the rate we came up with reflects our position to handle the larger loads." The statement triggered a flow of questions from a small, intent audience—questions about volume, net revenue, anticipated movements, and so on. One of the answers called for further steering. "Well, first we had Market Research run a study for us . . ."

In frank, direct language, the speaker kept the class keyed up until lunch time, for this was a typical session of the new management training course under way at Chicago traffic headquarters for men in sales and service—just four students gathered informally around a company officer or department head describing how his branch of our business functions. In the discussions, conversation and ideas flow freely.

The men in this case were W. S. McKee, general freight traffic manager-rates and divisions, filling in that day when Vice President W. D. Sunter was

detained at a meeting, and on the listening end, but by no means confining themselves to it, three of the trainees who started the course on Jan. 6—M. E. McCarrell, district manager-sales at Cleveland, Ohio, D. W. Cooksy, who fills the same position in Davenport, Ia., and L. I. Larson, one of our junior sales representatives at Spokane, Wash. S. R. Graf, who was recently appointed district manager-foreign freight sales at Seattle, joined the group later.

The training program, now in effect a little over a year, was established under our former traffic vice president, W. W. Kremer, and has been progressed enthusiastically since his retirement by G. H. Kronberg, vice president-sales and service. As personnel development programs go, it is similar to various

others conducted by our company, but an innovation in that the men work at it full time. The courses now extend over four months, but in the near future they will be stepped up to concentrate them in a three-month period.



G. H. Kronberg, vice president-sales and service (left), studies an outline of the current training program with T. H. Desnoyers, director-marketing and research.

Right: D. M. Wiseman, general manager-sales and service (left), talks over a phase of the program with Trainee S. R. Graf, district manager-foreign freight sales, Seattle.

Far right: The group of trainees who completed the four-month course in December posed for a "graduation" picture. Seated is J. H. Mitcham, assistant regional manager-sales, Detroit, and from left are Van Dunfee, assistant regional manager-sales, Chicago, L. R. Whelchel, sales representative, Atlanta, Ga., and D. H. Parker, district manager-sales, Los Angeles.



Trainees are chosen on the basis of ability displayed on their jobs, including the potential for making decisions at the management level of responsibility.

Summing up the various reasons for putting the program forward, Mr. Kronberg said it recognizes also the importance of research today as a way to keep our salesmen abreast of rapidly changing technology in the management and marketing of transport services. "As the transportation industry becomes increasingly dynamic, so does the need for a qualified marketing and profit oriented sales force," he stated. "This concept of management training is one way in which our railroad is meeting the challenges of the present and future."

The supervision of the program rests largely with D. M. Wiseman, general manager-freight sales, who assigns the trainees and oversees their progress, and T. H. Desnoyers, director-marketing and research, who set up the courses and got the program under way. Working closely with it also are R. L. Audas, assistant manager-freight sales (and himself a graduate of the program), who is responsible for planning and coordinating the schedule, and J. D. Lemke, manager-market research, who handles the day-to-day implementation and serves as monitor for various class sessions.

The program consists of four phases, namely (I) oral presentations, office observations, and educational tours; (II) outside workshops; (III) reading and discussion sessions; and (IV) a marketing research project.

The first phase, which is designed to give the trainees a thorough, well-rounded knowledge of departmental functions and the property, involves an indoctrination meeting with President Curtiss E. Crippen and a series of discussions with our top officers, including all vice presidents and various department heads selected on the basis of the trainees' needs for background information.

The subjects lined up for these discussions, aside from sales and service matters, usually concern policies and procedures in rates and divisions, train and mechanical operations, labor relations, management services, freight claims, public relations and advertising, engineering, real estate and industrial development, law, finance and accounting, and our Milwaukee Motor Transportation trucking operations.

Observations of office and operating procedures are arranged also to fit the specific needs or interests of the trainees. The tours cover the major offices and physical facilities in eastern territory, including both the sales and operating facilities of our terminals in Chicago, Milwaukee, St. Paul-Minneapolis, and west to Omaha.

The second phase calls for a sales management short course or seminar sponsored by a university, usually one located on the railroad. This part of the program, along with phase III, is designed to develop sales and leadership skills. The lectures focus on the manager's role in helping a company move

ahead—fundamentals of communicating with people and motivating them for better results, self-development along these lines, and the tools needed to do a complete job of supervision.

The subject is pursued further in phase III through weekly group discussions based on reading assignments. The sessions revolve around four primary topics—sales management, marketing, economics and transportation.

Phase IV involves a comprehensive research project of a certain commodity or industry directed at finding means of improving profitability of the Milwaukee Road. The end result is a recommendation of action which in several instances has been adopted. Most importantly, this phase of the program develops an analytic approach in the salesman's daily endeavor to secure the most profitable traffic.

An aspect of the program from which the trainees stand to gain considerable benefit is the opportunity to meet employees in other departments and locations on whom sales and service men must rely in order to carry out their jobs

W. S. McKee, general freight traffic manager-rates and divisions (right), answers a question raised by Trainee D. W. Cooksy in one of the group discussions with company officers. Listening in are Trainees L. I. Larson (left) and M. E. McCarrell.



successfully. As one trainee pointed out, "You call up these people or write them letters, but that's where it ends. This is a great experience, and will be a big help when I get back to work."

Not that the course isn't work—between discussion sessions, required reading and meeting project deadlines, every minute is scheduled. Classes start promptly at 8:30 and push through to five o'clock, after which the trainees bone up for the next day's assignment. Comparing it with some other courses he has taken, one described it "like going from freshman to senior; a real brain-stretcher."

Commenting on the program, Mr. Kronberg said that the results hoped for are beyond questioning. Noting that a number of the graduates have already qualified for higher positions, he added that the program is open to continuous evaluation and improvement, "but as of now, we're completely satisfied."

W. E. Cartwright Heads Forest Products Sales and Service

W. E. CARTWRIGHT, assistant manager - foreign freight sales since 1965, was appointed to the newly created position of manager of forest products sales, effective Feb. 1. In announcing the appointment, G. H. Kronberg, vice president-sales and service, said that the position was created to further improve service to the forest products industry, one of our railroad's major sources of long haul revenue.



W. E. Cartwright

Commenting on recent improvements in our service to forest products shippers, Mr. Kronberg cited the practice of substituting piggyback trailer vans for box cars in cases where doing so works to the advantage of the shipper. This practice, he noted, has had the effect of increasing the availability of equipment for the movement of finished lumber from Pacific Northwest points to destinations on our lines.

Mr. Kronberg pointed out that the railroad is also acquiring 1,600 new 50-foot wide-door box cars which are specially suited to handling forest products shipments, and recently equipped our trains operating between the Pacific Northwest and Chicago with new powerful, high speed locomotives.

Mr. Cartwright, as a native of Wash-

B. J. Worley Named Vice President-Chief Engineer; Fuhr and Wylie Promoted



B. J. Worley

At a board of directors meeting in Chicago on Dec. 15, B. J. Worley was elected vice president and chief engineer of the railroad, effective Jan. 1, following the retirement of V. E. Glosup.

Other departmental promotions which became effective at the same time included the appointment of W. E. Fuhr to succeed Mr. Worley, with the title of assistant chief engineer-maintenance, and D. L. Wylie to the position of assistant chief engineer-signals and communications succeeding Mr. Fuhr. R. L. Hettrick was appointed to Mr. Wylie's former position of communications engineer.

Mr. Worley has been with the engineering department since joining the railroad as a rodman at Chicago in 1939, the year he was graduated with a B.S. degree in civil engineering from Iowa State University. After other experience in the field, in 1943 he was transferred to Butte, and served there as assistant engineer and assistant division engineer until 1947, when he became division engineer at Aberdeen, S. D.

His career since 1950 has been centered in Chicago, first as division engineer of terminals and later as principal assistant engineer. He was appointed assistant

ington State who has worked in forest products traffic for a number of years, is thoroughly familiar with that industry. He started with the railroad at Seattle in 1942 and served in various capacities before being appointed city freight agent there in 1951. He left Seattle in 1960 to become district supervisor of rail-highway sales in Chicago, advancing to chief clerk to vice president-traffic in 1961. He was appointed foreign freight agent in 1962, and promoted to assistant manager of sales on Dec. 1, 1965.

chief engineer-signals and communications in 1957, and to his most recent position of engineer maintenance of way-track in 1959.

Mr. Worley holds a Master of Business Administration degree from the University of Chicago Graduate School of Business.

Mr. Fuhr, a native of Wheeling, W. Va., joined the Road as a rodman at Miles



D. L. Wylie



W. E. Fuhr

City in 1941, shortly after he was graduated from Iowa State University with a B.S. degree in civil engineering. After serving in various capacities at Ottumwa and Mason City and later at Aberdeen, S.D., in 1948 he was promoted to division engineer at Ottumwa, and subsequently served in the same capacity at Miles City and Savanna. He transferred to Chicago headquarters in 1957 as principal engineer, and was appointed assistant chief engineer-signals and communications in 1959.

Mr. Wylie, a native of Seattle, was graduated from the University of Washington with a B.S. degree in electrical engineering in 1943. Following Army service in World War II, he was assistant communications engineer for the Union Pacific Railroad from 1946 to 1949, when he was employed to head the electronics and communications design group of the Bonneville Power Administration. He served in that capacity until 1954, when he resigned to join the Road's engineering department as communications engineer.

Mr. Hettrick, born in Cincinnati, was graduated from the University of Cincinnati with an electrical engineering degree in 1953, and entered the communications and signals department of the Pennsylvania Railroad that year. He was assistant supervisor of communications and signals of that line prior to joining the Milwaukee Road in 1963, since which time he had served as assistant communications engineer.

Reviewing Our Plan for Progress



President Curtiss E. Crippen, left, and General Solicitor J. P. Reedy talk over a phase of our company's equal employment activities.

management discusses our equal employment opportunity programs, activities and policies

Just about three years ago, on Jan. 21, 1964, the Milwaukee Road signed its Plan for Progress, enlisting the company in a voluntary, non-discriminatory program sponsored by President Johnson's Committee on Equal Employment Opportunity.

In the time since, there's been great activity nationally in what is known variously as civil rights, racial equality, non-discrimination or equal employment. The anniversary of our Plan for Progress seems to be a good time to review what's been happening in the Milwaukee's programs: to ask how we're doing, what activities we're engaged in, what some of the problems are, and what is required of us by our commitments to our employees, communities and country.

To get answers to these questions, we recently interviewed James P. Reedy, general solicitor in the law department and the man who serves as coordinator of the company's equal employment activities.

Q. Mr. Reedy, would you review basic company policy on equal employment?

A. To put it simply, the Milwaukee Road believes in being fair, and in giving equal chances. When we hire new employees, we offer equal opportunities to all who can meet the requirements of the job. We promote our employees, or offer them training, on an equal basis. In both cases,

this means we clearly do not discriminate because of the race, religion, color or national origin of the employee. We've found that the best basis of all is to go by the individual merit of the employee.

Q. Nationally, it would appear that the civil rights programs mostly are aimed at helping Negroes. Is this true of us, too?

A. The only answer to that is yes and no. We want to see that Negroes have equal opportunities, and that Negro employees on our railroad have equal opportunities. But there's more to it than that. Our policy is that we don't discriminate against any individuals or groups. This certainly includes Negroes, but it also includes people of Oriental descent, American Indians, Mexican-Americans or others.

Q. Do we give any kind of preference to minority group employees?

A. No. There's an important point here. Preference—given to any group is discriminatory, because when you give preference to one group you automatically discriminate against another group. The Milwaukee's purpose is to avoid any discrimination, not to move the discrimination from one group to another. We want to give everyone an equal chance, which means that we won't hire or not hire, promote or not promote because a person is a Negro, an Irishman or anything else.

Q. How much of what we're doing is

voluntary, and how much is required by law?

A. I'm glad you asked that question. The best answer is that both parts apply, but the emphasis should be on the fact that the Milwaukee was carrying on a voluntary program long before we were required to do anything by law. An example of this is the Plan for Progress program, which is a voluntary, affirmative program that we've had for some time now.

Q. Could you review the things—the laws and programs—that affect us?

A. Essentially, there are three things, and I think it's important to understand the differences between them.

The most recent, of course, is the Civil Rights Acts of 1964. This went into effect in July, 1965, and eventually will affect virtually every company with 25 or more employees. This hasn't really affected us, for one good reason. We would be involved with the Act only if we violated it, or, in other words, if we broke the law. We haven't done this, and we don't plan to.

Then there's the Plan for Progress. In this, we have established a formal policy of equal employment opportunity and agreed to meet certain standards. I want to repeat again that this is a voluntary program.

One of the most important things affecting us is an Executive Order issued in 1961 by the late President Kennedy. This order, to put it in ordinary language, said that any company doing business with the government—whether selling goods or services—would have to follow equal employment practices. Railroads are covered because of our mail contracts.

This same order established the President's Committee on Equal Employment Opportunity. You could say that this Committee has two branches. The Committee was given the authority to see that companies selling to the government follow equal employment policies. The same Committee also established the Plan for Progress program, which really is a voluntary, cooperative effort by business and the government.

Q. We have been working closely with the Post Office. Why is this?

A. That Executive Order established what are called predominant interest agencies. In plain words, that means the branch or department of government that does the most business with a given company or industry. In the case of railroads, the Post Office is the predominant interest agency. Under the Executive Order, the Post Office is responsible to the government for seeing that we follow

VETERANS' REUNION to Be Held June 17 At the Radisson Hotel in Minneapolis

Attention, members of our Veteran Employees Association! The executive committee hereby announces that the reunion slated for 1967 will be held on Saturday, June 17, at the Radisson Hotel in Minneapolis, the location for which the majority of the members who attended last year's reunion expressed a preference. Accommodations are already reserved, including rooms for visiting members. For information about room rates, tickets and transportation arrangements, see the next issue of this magazine. In the meantime, take note of this date—June 17—for an all-day get-together with your fellow members on the railroad.

equal employment practices.

Q. *How do we work with the Post Office people?*

A. We work closely with the deputy contracts compliance officer in the Postmaster General's office, and with his representative in Chicago, the contract compliance examiner.

We have meetings at fairly frequent intervals here or in Washington. At these meetings, we discuss what the Milwaukee is doing. We regularly supply information to the Post Office on such things as employment figures or other matters that are pertinent. We keep them pretty well informed on company developments that would interest them. Also, at times, the Post Office representatives visit various facilities and talk with our employees.

My experience has been that the Post Office basically wants two things. One is to see that we have proper policies and that we're following them. The other is to see if our policies are adequately publicized, so that they're well-known to people inside and outside the company.

Q. *Does this put a burden on us?*

A. No, not at all. At the worst, it involves only a small amount of paperwork and some of my time. The favorable side of it is this. Now that we've worked together for some time, I have found that the Post Office people are sensible, reasonable and understanding. It's been a help to have outside, objective views on how you're doing, if you're seriously and sincerely interested in doing a good job.

Q. *How would you say we're doing?*

A. The answer to that has to be that we're doing very well. I know, from what I've heard at industry meetings and elsewhere, that the Milwaukee is considered to be a railroad industry leader in equal employment programs. It's true that we started earlier on our activities than some other railroads did.

Then, the Post Office representatives have told me that our efforts have been most satisfactory, and that we've been extremely cooperative. They've commended us for what we're doing.

I believe it's safe to say that we've been doing a good job.

Q. *What's required of us under these various programs?*

A. In general, we're required to do just about what you'd expect, and there are similarities of goals under the voluntary programs or the things required either by law or Executive Order.

The Post Office has suggested 10 basic elements as a guideline for affirmative action by railroads. I'll sum these up briefly, but not point by point. I also should mention that these repeat some of the things we do as part of the Plan for Progress.

One key point is that we develop a company policy, follow it, and make sure that employees and others know about the policy. This we have done, and are doing. Another point is that one particular company officer should be responsible for the program, and I've been delegated to be that man.

We should provide opportunities for training and further education, especially to employees who haven't had all the chances in life that some others of us have had. We're doing this through our Tuition Refund Plan and in company training and apprentice programs.

We should inspect our operations and facilities, making sure that facilities aren't segregated. As part of this, we should check regularly to see that employees are getting equal chances for advancement and training, and that there's no discrimination in hiring. We have done, and are doing, all of these things.

Q. *Do we work with other organizations besides the Post Office?*

A. Oh, yes. We have worked with the Urban League, especially in connection with recruiting employees. We're a member of the Milwaukee Voluntary Committee on Equal Employment Opportunity. We've cooperated with Negro publications which want stories on our activities.

Q. *Do we have any quotas, or percentages, of minority group employees that we should have working for us?*

A. Absolutely not. In fact, the Civil Rights Act clearly says that you should not give preferential treatment to any group. It just as clearly says that no racial, religious or other quotas are permitted or required. As I said earlier, giving any kind of preference to one group would mean that you're discriminating against another.

Q. *How many Negro employees do we have?*

A. The number varies some, but it's somewhere between 800 and 900. You mentioned problems before. One thing that we have to face isn't a problem, but something that's in the "facts of life" category. The Milwaukee's employment of Negroes is low in some parts of the country, and will stay that way for at least some years to come.

Q. *Why is this?*

A. It's because most of the total Negro population in the 12 states we operate in is concentrated in very few of the states. I checked the U.S. Census figures for 1960, and I found that about 78 per cent of the Negro population in our territory is located in just three of those 12 states: in Illinois, Indiana and Michigan.

Q. *Does this cause some imbalance in our employment?*

A. Yes, it does. I've found that about 90 per cent of our Negro employees work in Chicago, Milwaukee and the Twin Cities. The reason, of course, is that more Negroes live in these areas than in some other parts of our system.

Q. *We've talked about a lot of things by now. How would you sum this up?*

A. I'd like to do this by repeating, or paraphrasing, the way our president, Mr. Crippen, feels about these programs. He puts it pretty simply, by saying that our equal rights programs will be workable, fair and successful if we use individual merit as the basis of what we do. If you go by the individual merit of the employee, then you can't help but be fair. On this basis, there's virtually no way that you can discriminate because of race, religion or the other factors.

That's a very short, but very good, summary of what we're trying to do.



The first of the huge overhead cranes for the new multi-million dollar Jones & Laughlin steel mill at Hennepin, Ill., ready

to roll from Muskego Yard in Milwaukee. The dimension load weighed approximately 500,000 pounds.

Close-Up of a Big Lift

Moving the Huge Cranes for the New Jones & Laughlin Hennepin Mill

ROLLING out of Muskego Yard this winter, in a series of dimension loads, are the huge overhead cranes being built in Milwaukee by the Harnischfeger Corp. for the new multi-million dollar Jones & Laughlin steel mill going up at Hennepin, Ill. The loads, standing 10 feet high and five feet wide, and weighing approximately a half million pounds, move over our road to destination via daylight patrol.

The movements involve a total of 17 cranes, each equipped with two immense girders and with lifting capacities ranging from 50 to 85 tons. Four have girder lengths of 142 feet, and the others are equipped with 122-foot girders.

The method of loading and routing girders weighing some 200,000 pounds and about half the length of a football field called for special planning on the part of the railroad's and Harnischfeger's shipping experts. To determine clearances required by long crane girders, Harnischfeger has constructed a scale model of its main plant transfer track and the surrounding area, complete with buildings, a miniature girder and a model HO gauge railroad. The model set-up, scaled $\frac{1}{8}$ inch to the foot, facilitates handling spans up to 150 feet in length.

The Jones & Laughlin shipments require eight 60-foot flatcars per crane, three specially equipped cars for each girder and two for the end trucks, cabs and miscellaneous assemblies. The girders are hoisted onto the cars in the main plant, in a tandem lift by three

specially reinforced overhead cranes. Heavy tie rods are then fastened to the girders and to special bolsters with revolving upper sections mounted on the end cars of each set of three.

The center car in each set acts as an idler, thus permitting the cranes to remain rigid while rounding curves. The cars are also specially clamped to prevent their being uncoupled, and all slack has been removed from the drawbar action, so as to prevent any twisting,

stretching or bending of the girders en route.

Shipments of these dimension loads began early this winter and are expected to be completed in spring. Eight sets of cars have been made up to handle them, an arrangement which allows one crane to be loaded and shipped while another is being unloaded at the steel mill. Because of the special fittings involved, the cars will remain in this service until the final shipment is moved.

The construction now under way at Hennepin, which entails a plant expenditure of approximately 150 million dollars, is the first building phase of a fully integrated steel plant on which the Pittsburgh-based firm plans to eventually spend at least 500 million dollars. The Milwaukee Road is one of two railroads which will serve the facility.

Another view of the initial shipment, being inspected here by (from left) Henry Harnischfeger, president of the Harnischfeger Corp., R. H. Love, superintendent of the railroad's terminals in Milwaukee, and Frank M. Blum, Harnischfeger's vice president-industrial division.



MISSION TO VIET NAM

U.S. Rail Specialists Study Rehabilitation of War-Torn Lines



L. V. Anderson tests a switch adjacent to trackage at one of the port cities.

A fresh angle on the war in Viet Nam was revealed recently by a story headlined in the Saigon newspapers which also explained the month long absence from our railroad of L. V. Anderson, general manager-system, and H. E. Hurst, division engineer of the Milwaukee Terminal Division.

Under a Washington dateline, it named Mr. Anderson as heading a team of three colonels in the U. S. Army Reserve experienced in railroad operations who volunteered for a flying mission to study the battered Viet Nam National Railways, with a view to bolstering their capability for hauling military supplies.

The reconnaissance team included Mr. Hurst as the engineering expert and Robert W. Tanning Jr., general shop superintendent of the Atlantic Coast Line Railroad, as adviser on mechanical matters, together with Col. Harry E. Owens (ret.), a coordinator for the Department of Defense. Mr. Anderson and Colonel Owens were fellow officers in the 721st Railway Operating Battalion in the China-Burma Theater during World War II, in which Mr. Hurst saw service with the 442nd Field Artillery.

Until this action on the part of the Pentagon, rail service in South Viet Nam had not received priority attention in the transportation link-up, due to the ready availability of shipping by sea. Mined, bombed, infested with snipers, only a portion of the 750-mile meter gauge system is considered safe for regular hauling.

The main line runs east from Saigon to the coast and

then northward to Dong-ha, through country that changes abruptly from jungle to mountain terrain and is subject to flooding by tropical streams. Under normal conditions, it operates over many bridges and through numerous tunnels. Keeping the full length open would divert too many troops from the war front, according to Pentagon spokesmen, but despite constant harassment, trains are continuing to move wherever surveillance can be maintained.

The U.S. railroad officers were charged with evaluating the potential of the network which remains secure—determining how the fragmented sections can be improved and utilized to ease supply distribution pressure on other means of transport.

Because the railroad is the economic and military life line of the country, few days pass when it is not the scene of bloody clashes or sabotage. The American delegation was briefed on local situations at a conference in Saigon with the director general, Nguyen ngoc Lam, its chief of operations and maintenance.

The problem of rehabilitating war and sabotage damage is a familiar one to Mr. Lam, since he has been contending with it more than 26 years. First it was the Japanese invasion at the outbreak of World War II and the subsequent Allied air raids during the Japanese occupation. Next came the scorched earth policy of the long guerilla war, when the French government attempted to regain control of the country. And finally, when it seemed that normal operations could be restored, the trouble with the Viet Cong.



A steam locomotive, one of several in standby service, emerges from one of the shops maintained at strategic locations.

The inspection of the system bore out Mr. Lam's statement that the railroad is the most dangerous and difficult in the world to operate. The fact that a large part runs through dense jungle helps conceal saboteur activities, and in mountain terrain, trains are easily spotted targets. As conditions are now, there is also the problem of conveying fuel. Since the partition of North and South Viet Nam in 1954, which cut off the country's coal supply and made necessary the dieselization of the system, fuel oil must be imported.

The American party went wherever ground forces or planes could penetrate. According to Mr. Anderson, they found the system well organized despite having no continuous line, and ample evidence of conversion to modern techniques.

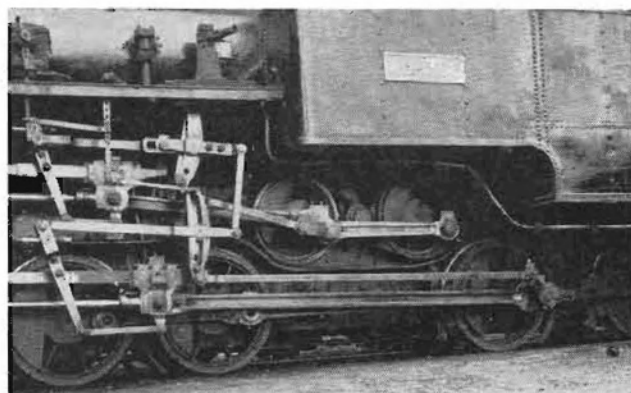
In various reconstruction programs, for example, some welded rail was installed on the main line, together with



Locomotives used on the cog and rack railway leading to Dalat, seen from the rear as they were being serviced at an outlying roundhouse.

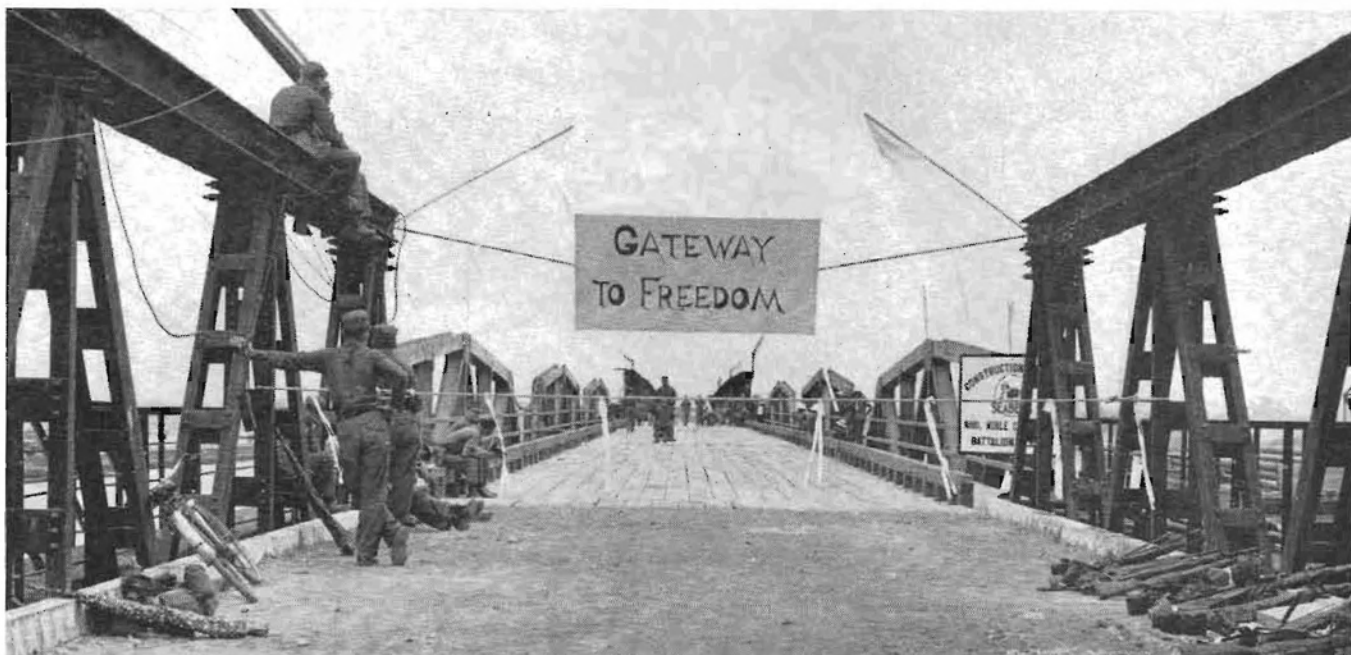


January-February, 1967



Close-up of the power assembly of a cog line locomotive—one set of drivers for the rails and another for the cog mechanism.

The U.S. railroad specialists back on active duty—Colonels H. E. Hurst, R. W. Topping Jr., H. E. Owens and L. V. Anderson (left to right). Mr. Anderson headed the mission.



A rail-highway bridge reconstructed by American "Seabees" as it appeared before tracks were relaid.



All that remained of a passenger coach which was the target of a recent Viet Cong bombing. The attack killed 23 persons and injured many more.

Stores of concrete ties manufactured in the railway's own plant, which also turns out pre-stressed concrete bridge girders.



concrete ties, and bridges were rebuilt of concrete and steel. The railroad has its own plant for manufacturing concrete girders and ties, the first in Asia.

At present, diesel locomotive repairs are being made at the main shops, and other shops for repairing cars and a few standby steam locomotives are maintained at strategic locations. The outlying shops are being equipped with modern machinery for repairing diesels, as conditions permit.

The road's block signal system has been supplemented also with a modern communications system purchased in 1965 from the United States. The system permits radio communications between stations, and between stations and moving trains.

The sections being operated include an unusual branch line of 54 miles leading to Dalat, high in the mountains near the Cambodian frontier. A portion of the line consists of a cog and rack railway having a maximum grade of 12 degrees. Here special locomotives are used, having one set of cylinders for the drivers and another for the cog mechanism.

Ambushes are not uncommon on the line, as the Viet

An armored trolley used in patrolling the dangerous sections of the line awaiting repairs in a car shop area.



Cong are adept at infiltration and remaining under cover in jungle hide-outs. Since 1961, exploding mines under trains and bombs dropped on jungle canopies have resulted in the death or serious injury of several hundred employees and travelers.

In 1963, for instance, a number of new diesels bought with an Agency for International Development loan were wrecked by exploding mines or derailments. Again, on Dec. 1, 1964, saboteurs started up a locomotive which ran wild for more than a mile and then crashed through a wall of the Saigon passenger station, killing eight persons and wounding many more. And in a recent vicious attack, a bomb that destroyed a passenger coach caused 23 fatalities and numerous injuries among the occupants.

The question natural to ask is, how does a railroad keep its trains running under such conditions? The answer, according to the American observers, lies in personnel who are thoroughly grounded in the problems of constant building and rebuilding, and surveillance by air and military forces. American planes follow many of the important trains, combing the countryside for Viet Cong activity, and members of the South Viet Nam army are detailed to ride them in armored cars included in the regular consist.

In addition, territorial troops are assigned to guarding tunnels and bridges, and forts have been built at strategic points from which troops and guards patrol the lines. On sections where Viet Cong are likely to be encountered, armored trolleys are used for this purpose. The trolleys consist of diesel-powered, box-like self-propelled cars, equipped with portholes and a turret manned by gunners.

Track walking to look for mines is undertaken also. At first the Viet Cong used a point-detonation type which exploded immediately when struck by a locomotive. The South Vietnamese solved this by putting one, two, or even three heavily ballasted flatcars ahead of the locomotive, to save the locomotive and the engineer. The Viet Cong countered with mines triggered from a distance when the locomotive is on target.

Another guerilla tactic is simply to pile on the track four or five feet of mud, packed with mines, with the expectation that the engineer will try to ram through. Should the crew attempt to shovel the mud away, it is attacked by those lying in wait.

Keeping the line open under such

Vice President Virgil E. Glosup Retires



Posed with V. E. Glosup (left) at the luncheon in his honor are Leo T. Crowley, chairman of the board of directors (center), and President Curtiss E. Crippen. Bringing up the rear are (from left) B. J. Worley, who succeeds Mr. Glosup as vice president-chief engineer; J. P. Kiley, retired president of the railroad; F. G. McGinn, vice president-operation; and E. O. Schiewe, vice president and general counsel.

VIRGIL E. GLOSUP, who started his career on the Milwaukee Road with a surveying crew and rose through the ranks to become the first chief engineer elected to a vice presidency, retired at the end of 1966. His associates joined in extending their good wishes at a luncheon in the Chicago Club.

Mr. Glosup's forbears were Texas pioneers, a heritage which has frequently exerted an influence on aspirants to executive roles. Upon finishing grade school, he struck out on his own as a mechanic and machine operator, but quit after four years to give formal education a second chance. He completed high school in three years—two at the academy of Berea College in Kentucky, and the final year in his home town of Sulphur Springs, Tex. He then financed his way through Texas A&M College, where he studied mechanical and civil engineering, and upon receiving a degree, entered bridge construction work.

Railroading claimed him in 1927, when he was employed by the Rock Island on line location and construction in the Texas and Oklahoma Panhandles.

Handicaps is an old story to maintenance of way men. As soon as track damage is reported and the guerillas are driven off, crews move in to get the track back in condition. Modern track tools, furnished by the United States, help speed repairs.

Hearing of an opening in Chicago with the Milwaukee Road, he entered service on Jan. 11, 1928 as a chainman at Western Avenue Yard, and a year later was transferred to Savanna, Ill., as an instrumentman.

Following two years of assignments at Chicago headquarters and at Aberdeen and Miles City, he served in turn as assistant engineer in Butte, division engineer at Miles City, and as principal assistant engineer of the railroad's western lines from January, 1950 to February, 1953, when he was appointed principal assistant engineer in Chicago.

After that the promotions came rapidly, starting in May of 1953 to assistant chief engineer-signals and communications, in June, 1957 to engineer-maintenance of way, in May, 1959 to general manager of eastern lines, and in December of that year to assistant vice president-operation. He was appointed assistant vice president operation-chief engineer in April, 1960, and had been vice president-chief engineer since Mar. 1, 1966.

Mr. Glosup has a wide and enriching range of interests to keep him busy in the future, including a long-time study of geology and absorption with inventions. One result of his inventiveness is the railroad's Glosup snow plow. He also enjoys a variety of sports, and rarely passes up an opportunity to attend the going events in baseball, football, hockey and polo. In recent years he has also become a golfer.

G. M. Dempsey Retires From Safety Post



Mr. and Mrs. George Dempsey (center) take a bow at the luncheon in their honor. With them are G. J. Barry, superintendent of safety (left), and Paul L. Dempsey, who has been appointed assistant superintendent of safety.

THE end of 1966 marked the retirement of George M. Dempsey, assistant superintendent of safety, after a career of 49 years which had brought him recognition as the "dean" of railroad safety officers. His associates in the safety department, including all of the district safety engineers, honored him and his wife, Joan, at a testimonial luncheon during the National Safety Congress in Chicago, and later held open house for his many well wishers in other departments.

Mr. Dempsey was the industry's ranking officer in years devoted to the advancement of safety education and legislation. He started his service with the road in 1918, working in the comptroller's office, from which he transferred to the operating department in 1923.

When the safety department was cre-

ated in 1929 to supervise all safety activities on the railroad, Mr. Dempsey was appointed chief clerk, and in 1929, when the safety, police and fire prevention programs were combined, he became general inspector of the safety division. He was appointed assistant superintendent in 1956, following the re-establishment of the separate safety department.

As a leader in the safety field, Mr. Dempsey was active in the American Society of Safety Engineers, the Association of Railroad Safety Officers, which he had served as chairman, and the National Safety Council. At the national level he is known for his work as chairman of the Council's Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings and of the Railroad Highway Traffic Safety Committee.

RETIREMENTS

The following employees' applications for retirement were recorded during November-December 1966

General Office & System Employees

Beater, I. Waiter... Chicago, Ill.
Booker, H. A. Parlor Car Porter...
Carson, L. F. Clerk...
Crossman, A. L. Typist...
Dempsey, G. M. Asst. Supt.-Safety...
Duff, G. M. Clerk...
Dunaven, R. E. Ediphone Operator...
Kerwin, J. J. Rate Clerk...
Kincaid, L. J. Home Route Clerk...
Kreinbrink, E. H. Clerk...
Lucas, J. A. Engineer Accountant...
Maronn, W. H. A. F. E. Clerk...
Stark, W. F. Clerk...
Williams, G. A. Clerk...
Wires, W. A. Chief Joint Facility Examiner...

Chicago Terminals

Angle, E. M. Engineer... Chicago, Ill.
Beltman, G. C. Yard Conductor...
Birzetis, V. A. Machinist...
Brunner, I. L. Stenographer...
Burr, L. W. Yard Trainman...
Ellermann, L. F. Loco. Engineer...
Gagliardo, T. Caller...
Henke, M. O. Car Inspector... Bensenville, Ill.
Kerl, E. J. Passenger Conductor... Chicago, Ill.
Lesiowski, J. Mechanic...
Manske, W. J. Loco. Engineer... Bensenville, Ill.

Pederson, M. Asst. Coach Yard Foreman... Chicago, Ill.
Proctor, G. L. Clerk...
Prosser, H. T. Machinist...
Ray, C. A. Switchman...
Smith, R. C. Car Inspector...
Vannella, R. Electrician Helper... Bensenville, Ill.
Whitmer, A. R. Crane Operator... Chicago, Ill.
Zately, R. E. Electrician...

Aberdeen Division

Burshiem, J. C. Section Foreman... Abercrombie, N. Dak.
Hummel, Z. O. Section Foreman... Selfridge...
Irish, F. W. Switchman... Aberdeen, S. Dak.
Manhart, S. Machinist Helper... Mobridge...
Martinson, G. C. Operator... Hopkins, Minn.
Mills, T. K. Conductor... Aberdeen, S. Dak.
Moffenbier, J. W. Carman... Aberdeen...
Schock, M. G. Baggagehandler...

Coast Division

Bock, H. G. Trainman... Raymond, Wash.
Booth, J. B. Carman... Spokane...
Burshiem, J. Section Laborer... Everett...
Johnston, G. J. Master Mechanic... Tacoma...
Kalanick, M. Machinist Helper...
McNutt, D. G. Engineer... Port Angeles...

Nelson, B. B. Auditor... Seattle, Wash.
Paige, J. C. Dist. Manager-Sales... Bellingham...

Dubuque & Illinois Division

Belford, D. D. Engineer... Ottumwa, Iowa
Carnes, C. C. Agent... Williamsburg...
Cornwell, W. H. B & B Foreman... Dubuque...
Crisci, J. A. Checker... Davenport...
Darrah, R. E. Switchman... Kansas City, Mo.
Diehl, J. H. Engineer... Chicago, Ill.
Harding, A. D. Trainman... Ottumwa, Iowa
Jackson, R. Section Foreman... Seymour...
Judd, J. J. Telegrapher... Ottumwa...
McComas, F. L. Engineer... Cedar Rapids...
Meyers, L. E. Messenger Clerk... Savanna, Ill.
Poffenberger, E. M. Locomotive Engineer...
Spinoso, P. C. Laborer...

Iowa Division

Bell, E. M. Carman... Perry, Iowa
Ellithorpe, W. M. Conductor... Savanna, Ill.
Ferris, C. F. Freight Conductor...
Henson, W. B. Section Laborer... Sigourney, Iowa
Lestina, W. J. Section Foreman... Calmar...
Parks, M. L. Chief Clerk... Des Moines...
Price, A. S. Freight & Pass. Agent...

Iowa, Minnesota & Dakota Division

Flynn, W. J. Conductor... Mason City, Iowa
Gaetze, J. J. Agent... Mitchell, S. Dak.
Holmes, L. H. Conductor... Mason City, Iowa
Kelley, N. D. Whse. Foreman... Sioux Falls, S. Dak.
Kelly, Eleanor G. Ticket Clerk...
Kent, F. F. Conductor... Austin, Minn.
King, W. W. Section Foreman... Scenic, S. Dak.
Merryman, E. R. Car Inspector... Sioux City, Iowa
Mulder, P. Section Foreman... Egan, S. Dak.
Otis, H. E. Yard Conductor... Sioux City, Iowa
Peterson, R. A. Agent-Operator... Winnebago, Minn.
Powers, C. M. Conductor... Mason City, Iowa
Schimmel, J. V. Section Foreman... Lake Preston, S. Dak.
Standish, A. J. Section Foreman... Pipestone, Minn.
West, L. F. Agent... Sioux Falls, S. Dak.
Wilkinson, R. E. Engineer... Mason City, Iowa

La Crosse Division

Carter, S. G. Yard Clerk... Madison, Wis.
Gongaware, E. K. Conductor... New Lisbon...
Gullickson, G. G. Agent-Operator... LaCrosse...
Hanson, S. C. Section Laborer... Spring Green...
Jonas, E. Brakeman... Wausau...
Kampa, M. J. Car Foreman... Portage...
Love, F. J. Assistant Superintendent... Madison...
Miller, R. R. Machinist... Tomah...
Oakes, O. T. Store Helper...
Provot, R. V. Section Laborer... Rio...
Rogowski, L. T. Brakeman... Minneapolis, Minn.
Udell, G. Gang Foreman... West Salem, Wis.
Vollmers, H. H. Clerk... Lake City, Minn.

Milwaukee Division

Cole, L. W. Roadmaster... Milwaukee, Wis.
Gutowski, V. L. Section Laborer... Menasha...
Johnson, O. H. Section Foreman... Hilbert...
Klemp, W. E. Engine Watchman... Ripon...
Kwasny, C. C. Carman Inspector... Green Bay...
Liska, F. C. Switchman... Milwaukee...
Maierle, P. M. Telegrapher... Green Bay...
Martin, J. Locomotive Engineer... Milwaukee...
Moore, D. C. Yard Conductor...
Morrell, T. D. Trainman...
Quandahl, R. E. Ticket Clerk...
Robinson, J. H. Crossing Flagman... Green Bay...

Rosner, F. Section Foreman... Ontonagon, Mich.
Taylor, J. H. Conductor... Milwaukee, Wis.

Milwaukee Terminals & Shops

Bame, R. F. Machinist... Milwaukee, Wis.
Dowd, W. J. Machinist...
Flood, H. J. Engineer...
Frahm, R. J. Stat. Engineer...
Husting, A. H. Crossing Watchman...
Pilarski, S. S. Steamfitter...
Plains, R. R. Machinist...
Post, A. F. Switchman...
Robinson, R. E. Telegrapher...
Treible, J. H. Clerk...
Zimmerman, A. J. Lifttruck Driver...

The Milwaukee Road Magazine

Rocky Mountain Division

Berryman, V. A. . . . Machinist. . . Deer Lodge, Mont.
 Carlson, E. C. . . . Chief Clerk to Agent. . . Miles City, "
 Keeler, H. L. . . . Clerk. . . Missoula, "
 Tarbox, R. V. . . . Conductor. . . Miles City, "

Terre Haute Division

DeVert, F. G. . . . Switchman. . . Terre Haute, Ind.
 Foltz, N. R. . . . Engineer. . . "
 Murray, R. R. . . . Track Patrolman. . . Cheneyville, Ill.
 Sims, S. D. . . . Track Laborer. . . Terre Haute Ind.
 Woolf, E. . . . Locomotive Engineer. . . "

Twin City Terminals

Brihn, P. A. . . . Switchman. . . St. Paul, Minn.
 Curran, T. J. . . . Engineer. . . "
 De Field, M. J. . . . Carman. . . Minneapolis, "
 Gallagan, J. J. . . . Lieutenant. . . "
 Hessburg, E. C. . . . Claim Clerk. . . "
 Keppel, J. V. . . . Yard Clerk. . . St. Paul, "
 Kluzik, R. R. . . . Signal Mtr. . . "
 Libbey, F. W. . . . Welder. . . Minneapolis, "
 March, J. O. . . . Patrolman. . . St. Paul, "
 Lindegren, R. A. . . . Steno-Clerk. . . Minneapolis, "
 Moryn, E. . . . Laborer. . . St. Paul, "
 Riegel, P. W. . . . Conductor. . . "
 Scroggins, H. H. . . . Switchman. . . Minneapolis, "
 Sullivan, J. R. . . . Yard Chief Clerk. . . "
 Vogel, H. J. . . . Loco. Engineer. . . "

APPOINTMENTS

Sales and Service Department

Effective Jan. 1, 1967:

H. S. Meislahn is appointed staff assistant to vice president-sales and service, Chicago.

Effective Feb. 1, 1967:

W. E. Cartwright is appointed manager-forest products sales, Chicago.

G. F. Flynn is appointed assistant manager-foreign freight sales, Chicago.

W. M. Van Buren is appointed assistant district manager-passenger sales, Chicago.

H. J. Ahrens is appointed passenger sales representative, Chicago.

J. M. Leahy is appointed district manager-sales, Bellingham, Wash.

F. P. Swanson is appointed sales representative, Seattle.

W. C. Halfacre is appointed sales representative, St. Louis.

L. R. Wheelchel is appointed sales representative, Atlanta, Ga.

W. J. Wilson is appointed assistant district manager-sales, Toronto, Canada.

Engineering Department

Effective Jan. 1, 1967:

B. J. Worley, elected vice president-chief engineer by the board of directors on Dec. 15, succeeds V. E. Glosup in that position.

W. E. Fuhr is appointed assistant chief engineer-maintenance.

D. L. Wylie is appointed assistant chief engineer-signals and communications.

R. N. Hettrick is appointed communications engineer.

January-February, 1967

L. W. Kelly, G. W. Larson Finish Service



A radio presented to L. W. Kelly (center) when he retired is the topic of discussion here with G. W. Hyett, district manager-passenger sales, Chicago (left), and C. C. Dilley, director of public relations and advertising.

until 1946, when he was appointed traveling passenger agent for the St. Louis territory.

His next move, in 1948, brought him to Chicago as travel promotion agent and a subsequent appointment to city passenger agent. He was promoted to assistant general agent-passenger department in 1959, and had recently received the title of assistant district manager-passenger sales.

THE recent retirement of George W. Larson as traveling freight and passenger agent in Salt Lake City brought together approximately 100 railroad people, ship-



G. W. Larson

pers, and friends in related industries for a dinner in his honor at Chappin's Town House in Boise, Ida. He and his wife, Blanche, are considered residents of Boise, having lived there since 1950.

Mr. Larson's retirement terminated 49 years with the railroad, starting in the Minneapolis traffic office. He had served as chief clerk at Duluth and on various positions in Minneapolis-St. Paul prior to 1936, when he was appointed city freight agent in Minneapolis. He was promoted to traveling freight and passenger agent for the Salt Lake City territory in 1940.

Operating Department

Effective Dec. 1, 1966:

L. F. Shanahan, traveling engineer-trainmaster, is promoted to assistant superintendent of the Chicago Terminal-Terre Haute Division with headquarters at Terre Haute, Ind.

E. J. Lynam, trainmaster, is promoted to assistant superintendent of the Rocky Mountain Division with headquarters at Harlowton, Mont.

E. L. Hubbs is promoted to assistant superintendent of the La Crosse Division with headquarters at Madison, Wis.

G. H. Ryman is appointed traveling engineer-trainmaster of the Milwaukee Division with headquarters at Iron Mountain, Mich.

W. R. Baldwin is appointed traveling engineer-trainmaster of the Iowa, Minnesota & Dakota and the Dubuque & Illinois Divisions with headquarters at Mason City, Ia.

D. K. Krider, assistant traveling engineer, is promoted to traveling engineer-trainmaster of the Twin City Terminal-Duluth Division with headquarters at St. Paul.

Effective Jan. 1, 1967:

F. R. Houston is appointed manager of claim prevention and refrigerator service with headquarters at Chicago.

A. F. Dombrowski is appointed chief merchandise supervisor with headquarters in Chicago, succeeding Roland Kiefer, who transferred to the Association of American Railroads.

J. J. Dominick is appointed freight service inspector with headquarters in Chicago.

E. S. Christenson is appointed freight service inspector with headquarters at Seattle.

R. R. Hopkins is appointed freight service inspector with headquarters at La Crosse, Wis.

Twin City Terminals

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Santa Claus came to the Minneapolis passenger station on the evening of Dec. 22, making his appearance, in keeping with railroad tradition, in a switch diesel on track 2. Four of his helpers decorated the diesel in honor of the occasion, and a line of kiddies in the depot were waiting to greet Santa and receive their presents. Behind Santa's beard was none other than Harold King, mail and baggage clerk at Minneapolis. St. Joseph's Home for Children in Minneapolis also received a big box of goodies from Santa. Assistant Captain Tom Neihart, of the railroad police department in Minneapolis, was the guiding genius for Santa's visit.

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Ray Baldwin, traveling engineer-trainmaster, has been transferred to Mason City, Ia. Dale Krider, former assistant traveling engineer, was promoted to traveling engineer-trainmaster at Minneapolis.

Roger Erickson, electrician apprentice in the locomotive department, was called for military service.

Leslie Stockamp, former machinist in the St. Paul roundhouse, has been promoted to assistant roundhouse foreman at Austin, Minn.

Ed Moryn retired as laborer in the locomotive department after 36 years of service.

'Twas the night before Christmas when burglars entered the home of Henry J. Hentges, car department welder. While the Hentges family was gone for a short while, their home was ransacked. Gifts and other valuables were either stolen or strewn throughout the house and out into the street.

Sympathy was extended to Leo Winfrey, assistant supervisor of diesel servicing, on the sudden death of his father, who resided in Las Vegas, Nev.

Charles A. Wachs, retired car inspector, passed away unexpectedly on Dec. 24. He is survived by his wife, a brother, two daughters and a son, Calvin, who is a carman on the St. Paul repair track.

Algot Caspersen, retired carman from Minneapolis, died on Nov. 30 at the age of 88.

Minneapolis Chapter of the Women's Club met on Dec. 14 for its annual Christmas party and dinner. After carol singing, Santa appeared and distributed goodies to the children. New officers for 1967 were installed, these being Mrs. Clarence Knoblauch, president; Mrs. Carl Matzoll, first vice president; Mrs. Ernest Palmer, second vice president; Mrs. Kenneth Beck, recording secretary; Mrs. Howard Scroggins, corresponding secretary; Mrs. L. E. Joslin, treasurer; and Mrs. Rosell Fahey, historian.

The chapter meets the second Wednesday of each month at the Halvorson Bowers Legion Hall, 36th Avenue South and Lake Street, for a 6:30 dinner. All employees, retired employees and family members are invited to attend.

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Joint funeral services were held in Big Bend on Dec. 23 for Mr. and Mrs. Charles A. Tennant, who died hours apart at Waukesha Memorial Hospital. Mr. Tennant, 85, retired as a yardmaster in 1948 after serving the railroad since 1902. His wife, 80, was the oldest past president of E. B. Wolcott post 16 of the Women's Relief Corps of the Grand Army of the Republic and a past national director and organizer of GAR junior clubs, as well as a musician and composer. The couple is survived by their son, Selden, Cleveland, Ohio; two daughters,

remaining until the station closed in about 1952. Back at Fowler Street, he worked as clerk in the cashier's department, then as assistant cashier. When the regional office was organized in 1960, Max became its cashier. Having been handicapped by polio since boyhood, his 50-year service represents a remarkable achievement, the result of a dogged determination. Max and his wife will continue to live in Milwaukee, where he will pursue his favorite hobby, woodworking. He creates small objects purely for pastime and enjoyment, not for profit. The Woelfs have a married daughter living at Columbus, O., and two grandchildren. The employees presented Max with a parting gift and warm congratulations.

The IBM room temporarily has lost Cliff Johannsen to the Air Force. He left Dec. 27 for Lackland Air Force Base, San Antonio, Tex.

On Dec. 3, the regional employees held a Christmas party at Inn America, complete with a tree and all the trimmings. The food and refreshments were very good.

On the Thursday preceding Christmas, the IBM room played hosts at a luncheon, which they catered, in the office. The food was plentiful and delicious and the decorations very festive. This department, under the supervision of R. Davelly, is to be congratulated on their cooperative efforts.

Roland Symicek has been assigned a position in the outbound rate department replacing Mary Boyland, who is a full-time student at the University of Wisconsin in Milwaukee.

AGENCY

Walter Geisinger, who retired in 1966 from the position of chief clerk, is now a member of the merchant police force, dividing his time mostly between the Pressed Steel Tank and Smith Engineering plants. His wife, Marie, who had a six-month struggle to regain her health following a stroke, is reported well recovered and feeling fine again.

Sympathy was extended to Ray Molling, former auto messenger and yard clerk, on the death of his mother, Gertrude Molling. She is also survived by a daughter, Mrs. Grace Pollock; two grandchildren and three great-grandchildren; a sister and three brothers. She was a member of Christian Mother's Sodality, Ladies Auxiliary K. of C., Pere Marquette Council No. 524, and Women's Auxiliary, Milwaukee Typographical Union No. 23. Ray is now employed as an upholsterer at the Milwaukee shops.

David A. Nowicki, son of Edward T., C&O accountant, has been proving his skill as a marksman, and has the following awards to support it: patches from the National Rifle Association for a 50-foot award as pro-marksman, 50-foot award as marksman, 50-foot award as marksman first class, and as a member of N.R.A. Junior 1966. He

(Continued on page 18)

The Milwaukee Road Magazine



Mrs. Alvin Peters, Greendale, and Mrs. John Prince, Milwaukee; and several brothers and sisters. Services were held at St. Joseph's Catholic Church, with interment in Holy Cross cemetery.

Retired Switchman Glenn Bock's son Robert, a University of Wisconsin professor of biochemistry and molecular biology, has been named by the board of regents to the post of graduate school dean for the Madison campus. Robert received a bachelor's degree in chemistry at UW in 1949 and earned a doctorate in 1952. He became an associate professor in 1956 and a full professor in 1961.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Max Woelfl, cashier, was the guest of honor Jan. 5 at a luncheon held in the office prior to his final day of work, on which he completed 50 years of service. Max started railroading in 1917 at the old Chestnut Street station, working a variety of jobs for about 24 years. In 1931 he transferred to Fowler Street, remaining there until 1933 and the big comeback of the brewing industries at Chestnut Street. He returned there as cashier,



CHICAGO VETERAN RETIRES. Ernest Kreinbrink, who retired on Nov. 30 after more than 44 years of service in the treasurer's office, poses with Treasurer C. T. Lannon, who was host at an open house in his honor. In recent years his work involved the handling of agent's accounts. Mr. Kreinbrink is a resident of Elgin, Ill., where he has lived in the same home throughout his entire lifetime.



AROUND THE WORLD IN 90 DAYS was such a fabulous experience that it would be impossible to single out the place or country she enjoyed most, according to Agnes Horak, who retired three years ago from the freight traffic department in Seattle. One of the high spots, however, was this camelback trip to the pyramids outside Cairo, Egypt. The three-month cruise covered 22 ports of call. Agnes is a former correspondent for this magazine.



January-February, 1967



"Among Those Present"

... at the annual Christmas party of our Seattle employees (see the Coast Division news) were, from left, R. E. Beck, superintendent of transportation; J. A. Jakubec, assistant to vice president-operation; M. Garelick, assistant general manager; E. J. Stoll, vice president-real estate and industrial development; F. G. McGinn, vice president-operation; P. L. Cowling, assistant to president and vice president-general manager of the Milwaukee Motor Transportation Company; President Curtiss E. Crippen; B. E. Lutterman, western counsel; Joshua Green, western director; L. H. Dugan, vice president and western counsel; and V. E. Glosup, vice president-chief engineer. At right, President Crippen displays a replica of an old time locomotive which Santa had for Joshua Green.



RETIRING FROM OUR MINNEAPOLIS POLICE DEPARTMENT, Steno-Clerk Ruth Lindegren was honored at a cake-and-coffee party and presented a gift of cash plus a portable typewriter. About 100 of her friends and co-workers attended the get-together in the passenger station office. Those with her are John Galligan (left) and Kenneth McLaren, both retired lieutenants of police.

◀ **JOINING THE 50-YEAR SERVICE CLUB,** Joseph Drews is welcomed by fellow members in the review bureau of the auditor of freight settlements department in Chicago. In the line-up at an office party in his honor are, from left, William Prehler, Albert Larson, Mr. Drews and Charles Becker.



"PREMIER PRINCESS" of the "Country Music Stars" shows at the Milwaukee Auditorium this spring is Crystal Gores, daughter of Menomonee Belt Yard Conductor John Gores, shown here with Jim Edward Brown, Nashville, Tenn., recording artist. The performances will be featured on radio station WYLO. Crystal, a 4th grader at the Walt Whitman School, is known for her song "wheels", and has appeared on country and western style programs in Wisconsin, Oklahoma and Tennessee, as well as at the American Swing Around Festival in Ravinia, Ill.

Getting to Know All About Us

by Janice Morsi, Signals and
Communications Department, Chicago

THE family of Elmer Rowekamp, electronic supervisor headquartered in Milwaukee, has been enjoying an "international year" since the arrival of its American Field Service student last August.

Cathy Alas Arreza, 16, from Surigao in the Philippine Islands, is attending Greendale High School with the Rowekamps' daughter, Vickie, also 16. She qualified for the AFS scholarship while attending Northwestern Mindinao College, and was matched to the Rowekamps via similar interests, family background, and so on. Being second in a family of nine children, she enjoys the companionship of her American "brothers," Keith, 9, Dale, 6, and Kenny, 3. Her father is a labor agent with the Philippine government, and her mother is a guidance counselor and school teacher.

The AFS program is providing an interesting education for Cathy and her host family. Cathy thinks America is a "fairyland," and is experiencing the four seasons for the first time, as the climate of her home has but two—rainy and dry, with little temperature change. She is also enjoying many other "firsts," such as a white Christmas, ice skating, tobogganing, and using modern home appliances.

Many of our foods are new to Cathy, but she is a good sport and tries almost everything. Rice is the staple of her country, and she lists chicken and rice as her favorite American dish. She is also fond of apples, grapes and strawberries, which are imported by her country only at Christmas.

Cathy finds many of our customs quite different from those of her country. For instance, she missed her daily



The Elmer Rowekamps, their daughter, Vickie, and their American Field Service guest, Cathy Alas Arreza of the Philippine Islands.

siesta, and at first found the long school day tiring. She was quite surprised also at the "solo" dating of teenagers, and had her first date for Homecoming.

To learn the American way of living, Cathy is studying home economics, American history, English, typing and physical education, and is a member of the a cappella choir. She is also taking business economics, and with the help of our public relations department, recently wrote a term paper on the history and growth of the Milwaukee Road. She speaks and understands English well, and also speaks Spanish, in addition to her native Tagalog.

After graduating from high school in June, Cathy will have a three-week tour of the eastern States before returning home. There she will impart her experiences of American life, and thus fulfill the purpose of the American Field Service program of "peace through understanding" via the youth of the world.

(Continued from page 16)

has also received medals for marksman first class—50-foot award, and pro-marksman—50-foot award. His most recent award was a National Rifle Association certificate for having successfully completed the requirements for this rating by demonstrating unusual skill over the 50-foot official N.R.A. marksmanship qualification course. David is a member of the Junior Rifle Club, sponsored by the Greendale American Legion.

Auto Messenger Mirza Beg has terminated service to concentrate his efforts on a full-time basis at the Marquette University engineering school. After receiving his degree in June he will leave for his home in Pakistan

where his bride of a year will meet his family for the first time. Mirza hopes to return to the United States to obtain a position in his field of engineering. Tony Ruiz will continue the messenger duties.

The Roger Brandenbergs (yard clerk in the Reed Street District) are parents of a girl born Dec. 17. They have named her Ann Marie.

I M & D Division SIOUX CITY AREA

Sophia P. McKillip, Correspondent
Office of DF&PA, Sioux City

H. J. Milnes, 78, retired engineer, passed away in Santa Ana, Calif. He formerly lived in Mason City, and retired in 1953 after 42 years of serv-

ice. Surviving are his wife, two sons, a stepdaughter and several grandchildren.

Lewis J. Bond, 90, retired machinist's helper, Mason City, died in that city on Dec. 11. He retired in 1952 after 42 years of service. Surviving are his wife, two sons, a daughter and two grandsons.

Merle E. Terpenning, 77, retired machinist's helper, Sioux City, passed away at his home there after a four-month illness. He worked for the Milwaukee 33 years, retiring in 1953. He is survived by a sister.

Tom Mackey, son of Retired Assistant Car Foreman and Mrs. Ambrose Mackey, Mitchell, S. D., was selected as end on the second all-state "B" high-school football team in South Dakota. He was also listed in the top 500 highschool basketball players in the United States for 1967.

We were sorry to learn of the death of Retired Ticket Agent Herman W. Frazee, 72, Mason City, who lately had been employed by the Allen Travel Agency, Clear Lake, Ia. He started with the Milwaukee in 1915 and retired in 1960 with 45 years of service as ticket agent. He is survived by his wife.

Sympathy was extended to the family of Daniel Walters, retired agent, New Hampton, Ia. He had worked for 45 years as agent at Lawler and New Hampton, Ia., until his retirement in 1961. Survivors include his wife, a son, four daughters, 25 grandchildren and three great-grandchildren.

Congratulations are in order for Floyd G. Johnson, sales representative, Sioux City, upon his engagement to Shirley Vande Berg, daughter of Mr. and Mrs. Arthur Vande Berg of Sioux Center, Ia. Floyd is the son of Nels Johnson of St. Paul, Minn., and the late Mrs. Johnson. The future bride is a teacher at Bryant School in Sioux City.

Sympathy was extended to the families of: Clarence S. Rifenbark, Blue River, Ore., former Sioux City resident and retired conductor who retired in 1952 after 50 years of service. Survivors include the widow, a son and daughter and a stepdaughter. . . Ledford V. Irons, retired clerk, Charles City, Ia. Surviving are his wife and a son. . . Charles E. Whitney, 74, Mason City, retired switchman who died as the result of an accident. Surviving are a daughter, a stepson and stepdaughter, four grandchildren and a great-granddaughter.

Victor E. West, 92, who retired as agent at Flandreau, S. D., in 1945, died last Nov. 25 at his home in Clarks-ville, Ark., where he had resided the last 16 years. Mr. West's railroad career spanned 48 years of service at many agencies on the former Southern Minnesota Division, starting in 1897 as the agent at Okabena. He is survived by his wife, Anna; two sons, Lloyd of Sioux Falls and Floyd of Temple City, Calif.; a sister, five grandchildren, 22 great-grandchildren and one great-great-grandchild.



LIEUTENANT'S BARS were worn by Guy Corry on a visit to the public relations office in Chicago after being graduated recently from OCS at Fort Eustis, Va., where he was public information officer. Congratulating him here is Kee T. Chang, who has replaced him as record clerk in the public relations department. After his leave, Guy was assigned to the 2nd Armored Division of the Transportation Corps at Fort Hood, Tex.



SIXTY YEARS OF SERVICE ended on Nov. 30 last with the retirement of L. J. "Les" Kincaid, senior employe in Carscope, here being presented with a gift from his co-workers. With him are, from left, Ferdinand Kranz, chief clerk of Carscope service; D. J. Staley, assistant superintendent transportation; Q. W. Torpin, general superintendent transportation; C. D. Emerson, assistant superintendent transportation; and T. E. Haben, assistant to general superintendent transportation. Mr. Kincaid's service included 15 years with the Chicago, Terre Haute & South Eastern prior to 1921 when it became a part of the Milwaukee Road system. Upon retiring he was in charge of home routing for Carscope.



A FIFTY-YEAR COUPLE, Mr. and Mrs. Arthur McCabe observed their golden wedding anniversary on Jan. 2 with a Mass at St. Xavier Church in Spokane and a reception in the church hall. Mr. McCabe retired in 1957 after many years of service on the Rocky Mountain Division, the last 15 as train director at Avery, Ida.



"DOC" WIRES RETIRES. W. A. Wires, left, known familiarly as "Doc" to his associates in the Chicago accounting department, is congratulated by G. E. Stickler, assistant auditor of expenditure, at an office party which marked his retirement on Nov. 30. His retirement from the position of chief joint facility examiner followed more than 44 years of service.



IT'S MUTUAL. Conductor L. T. Rogowski, left, who retired from service on the La Crosse Division Nov. 30, congratulates Conductor J. S. Feipel, who retired on Dec. 30. Both had 50 years of service. The Rogowskis live in St. Paul, and the Feipels are residents of Minneapolis.



DOUBLE HEADER. L. F. West, agent at Dell Rapids, S. D. (left), and N. D. Kelley, warehouse foreman at Sioux Falls, with their wives as guests of honor at a retirement party held at the Cactus Heights Country Club in Sioux Falls Dec. 5. Their combined service totaled 98 years. Assistant Superintendent R. D. Richter was toastmaster for the party, attended by more than 50 friends.



GALEWOOD'S FAREWELL to Mrs. Grace Proctor of the car records department when she retired recently included the good wishes of Agent F. H. Joynt (right) and Assistant Agent W. R. Auch. At an office party in her honor she received a camera and a wallet containing a remembrance.



New South Dakota Piggyback Facility

To meet the demands of our constantly expanding trailer-on-flatcar business, a new piggyback ramp was constructed recently at Sioux Falls, S. D. Here, testing the grade approach and the new type of bumper at the end are, from left, L. A. Fiorello, general agent at Sioux Falls; F. L. Duffy, terminal manager of the Milwaukee Motor Transportation Company, the railroad's trucking subsidiary; Donald Martin, chief carpenter in charge of construction; and R. D. Richter, assistant superintendent of the Iowa, Minnesota & Dakota Division. The improved facility affords greater car capacity at Sioux Falls and expedites handling by our MMTS forces.

Milwaukee Division

SECOND DISTRICT

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

Peter Maierle, day operator at Green Bay, retired Nov. 30. Pete began his career in 1916 as an operator and in 1923 was appointed extra train dispatcher. Between 1923 and 1958 he was a train dispatcher and in 1958 he started as first trick telegrapher in Green Bay. We wish Pete many good golf games, which we understand is his favorite pastime. At the same time, we want to convey wishes for a speedy recovery to Pete's wife, who has been recuperating after a serious illness.

Harry Parent, assistant district manager-sales, was home for Christmas after spending 10 days in the

hospital. We wish Harry a speedy recovery and hope to see him back on the job soon.

Mrs. Henry E. Bennett passed away Nov. 1, at the age of 76. Her husband preceded her in death in 1961. Mrs. Bennett was a member of the Milwaukee Road Ladies Auxiliary.

Otto Krause, 82, died Nov. 5 in the Oconto Hospital. He retired in 1957 after 50 years service.

Edwin T. Redline, 90, a resident of the McCormick Home, died Nov. 10 after a short illness. Mr. Redline was a locomotive engineer with the Road for 60 years.

Mrs. Peter Larscheid, 64, died Nov. 15 in New Port Richie, Fla. A past president of the Milwaukee Road Women's Club, she had moved to Florida with her husband after his retirement as caller at Green Bay. She

is survived by two daughters, her husband, two sons, a stepdaughter and four stepsons.

Alphonse Watermolen, 77, died Nov. 18 at the Veterans Hospital, Iron Mountain, Mich., after a long illness. He was a retired engineer.

Mrs. George T. Woosencraft, 41, died Dec. 12 after a long illness. She is survived by her husband, who is a switchman at Green Bay, four sons and three daughters.

Mrs. Henry Wyngaard, Little Chute, passed away Dec. 15. She was the mother of Lucille De Muth, employed by the Milwaukee Motor Transportation Company in Green Bay.

Mr. and Mrs. Amos Bopray observed their 60th wedding anniversary Nov. 12. Mr. Bopray was a conductor for the Road for 40 years prior to his retirement in 1946. The Boprays have two daughters, a son, 10 grandchildren and 20 great-grandchildren.

Coast Division

TACOMA

E. L. Crawford, Correspondent
c/o Agent

A charming interlude was shared by many employees when the telephone office was transformed to a deluxe cookie festival. The time and effort expended in this traditional holiday festival was by the one and only Mrs. Ingrid Mann. "Oh's and ah's" were brought from many new arrivals attending.

The Christmas decor was sparkling, and we all wish to extend our thanks to Mrs. Mann for this fantastic holiday treat.

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

The annual Christmas party was held in Seattle at the Washington Athletic Club on Dec. 21. One hundred sixty employees attended, including Joshua Green, a member of the board of directors; C. E. Crippen, president; and several other members of the official family. B. E. Lutterman, western counsel, presided as master of ceremonies, and Rev. John Mitchell of Our Lady of Fatima Church delivered an inspiring Christmas message. Santa Claus, in the person of George Flynn, presented each employee present with a gift. Assistant General Adjuster Roy Jorgensen was chairman of the traditional affair, and all present agreed that this was one of the best Christ-



Serving the Milwaukee Road since 1926
Treated ties, structural timbers and timber piling

WYCKOFF COMPANY (formerly Baxter-Wyckoff Co.)

560 White-Henry-Stuart Building, Seattle, Wash. 98101
Plants in Eagle Harbor and West Seattle

mas parties we have ever had.

FREIGHT CLAIM DEPARTMENT: Linda Luella, daughter of R. B. Morris, adjuster, was married Dec. 20 to Edward Berger in the Greenlake Evangelical United Brethren Church, Seattle. The newlyweds had a skiing honeymoon in the Cascade Mountains of eastern Washington.

GENERAL FREIGHT DEPARTMENT: James A. Tomte, new division clerk, and Mrs. Tomte became the proud parents of a girl, Stephanie Ann, in November... Julie Morrison was welcomed to the department recently to replace Jim Tomte as tariff distribution clerk.

REGIONAL DATA OFFICE: Esther Ray, who had been taking the place of Willa Lindsey now recuperating at home from a broken hip, is replacing Joyce Ask, who is on a leave of absence awaiting the stork... We welcomed Diane Barnes as comptometer operator in the position vacated by Esther Ray... Our office joined forces with the freight claim, agent's, district sales and police offices in a buffet lunch on Dec. 15. Noble McDonough furnished accordion music for the singing of Christmas carols led by Wayne Lawson.

REGIONAL SALES OFFICE: Meg Gates, daughter of John S. Gates, chief clerk to the regional manager-sales, was home from New York for the holidays. Meg has been attending school on an art scholarship at Cooper Union in Manhattan and, when finished, plans to enter the field of commercial art and design.

Frank M. Duffy, retired Seattle freight agent, suffered the loss of his son-in-law, Lt. Col. Robert E. Harris, who was killed in action in South Viet Nam on Nov. 9. Burial services were held in Des Moines, Ia., where the Duffys now make their home. Colonel Harris, commanding officer of the first anti-tank battalion of the First Marine Division, entered the Marine Corps following his graduation from the University of Dubuque in 1951. He was a veteran of the Korean War and had received numerous citations, including the U.N. Service Medal, Korean Presidential Citation, the Navy Commendation Medal and the Purple Heart. Surviving are his wife, Martha, and children James, 13, and Susan, 10. Mr. Duffy had 47 years of service at various locations on the railroad prior to retiring in 1964.

Mr. and Mrs. Roscoe Janes of Montlake were honored on their 60th wedding anniversary recently by the Temple White Shrine No. 13 and the Universal Craftsmen's Council of Engineers. The Janeses are natives of Missouri who moved west following their marriage in Salisbury, Mo. Mr. Janes joined our mechanical department in Montana in 1912 and retired in 1951 as roundhouse foreman at Seattle. He is past worthy chief of the Craftsmen's Council, and his wife is past president of its auxiliary. Both are active in the Milwaukee Road Retired Club.



H. M. Warner Retires as Manager of CPR&MS

THE retirement on Jan. 1 of H. M. Warner as manager of claim prevention, refrigerator and merchandise service became the occasion for this open house on Dec. 8, at which he and Mrs. Warner were honored by a large number of Milwaukee Road people. Those pictured with the couple (center) are members of the Chicago office force, and with Mr. Warner are, from left, R. E. Melzer, assistant to manager; Freight Service Inspectors G. J. Welik, L. O. Johnson, J. D. Clifford, E. H. Houston (rear); J. D. Kramer and F. R. Houston (rear); R. J. Kemp, assistant to vice president; and Inspector E. S. Christenson.

Mr. Warner had been with the road since 1918, serving at various stations in Iowa prior to 1942, when he became freight service inspector at Milwaukee. Following a promotion in 1950 to chief merchandise inspector, he was furloughed in 1953 to the Association of American Railroads as assistant director of the Freight Station Section Research Committee which had been activated to work with shippers on improving the handling of LCL freight. Upon returning to the railroad three years later, he served as chief merchandise supervisor and as assistant manager-CPR&MS until his promotion to manager in 1957.



Terre Haute Division

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

Mr. and Mrs. Wallace Jordan of Clinton, Ind., held an open house at the First Christian Church in St. Bernice on Dec. 18 in celebration of their golden wedding anniversary. Mr. Jordan and the former Hazel Mae Shuey, have three sons and six daughters: Wilbur of Terre Haute, a switchman and extra yardmaster in the Hulman Street Yard, Clyde of Clinton,

David of South Bend, Mrs. Robert Clingan of Perrysville, Mrs. Milton Monce of Brazil, Mrs. Jude Eller of Frankfort, Mrs. Kenneth Crane and Mrs. James McCullough of Clinton, and Mrs. William Young of Boulder City, Nev. There are 26 grandchildren and eight great-grandchildren. Mr. Jordan is a retired conductor who worked for the Road from 1916 until 1962. He and Mrs. Jordan have been making their home with their daughter in Frankfort, and will be returning there soon.

Jack H. Isbell, switchman in the

here's how we're doing



Fourth Quarter Ending December 31		Twelve Months Ending December 31	
1966	1965	1966	1965
RECEIVED FROM CUSTOMERS			
for hauling freight, passengers, mail, etc.			
\$68,579,982	\$66,869,146	\$263,322,722	\$245,581,617
PAID OUT IN WAGES			
29,736,325	27,370,548	115,542,052	110,735,008
PER DOLLAR RECEIVED			
(cents)	(cents)	(cents)	(cents)
43.4	40.9	43.9	45.1
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act			
2,977,629	2,340,762	11,515,053	10,197,336
PER DOLLAR RECEIVED			
(cents)	(cents)	(cents)	(cents)
4.3	3.5	4.4	4.2
ALL OTHER PAYMENTS			
for operating expenses, taxes, rents and interest..			
34,643,872	29,712,034	128,135,673	117,386,389
PER DOLLAR RECEIVED			
(cents)	(cents)	(cents)	(cents)
50.5	44.4	48.7	47.8
NET INCOME	1,222,156	7,445,802	8,129,944
7,262,884			
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:			
Number of cars			
283,035	287,470	1,131,431	1,092,303
Increase 1966 over 1965 ..			
—	—	39,128	—
Decrease 1966 under 1965 ..			
4,435	—	—	—

Terre Haute Hulman Street yard, died Dec. 4 in Union Hospital. Mr. Isbell started to work for the Road in 1941. He is survived by the widow, Ellen, a brother, Eugene, Whittier, Calif., and a sister, Mrs. Mary Byrd, Oxnard, Calif. He was a member of the Terre Haute Bible Center and the Brotherhood of Railroad Trainmen.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Mrs. Anna Samuel of Lewistown, wife of former Carman Gus Samuel and the mother of Conductor Ernie Samuel, passed away recently. She and her husband came to Lewistown in 1921.

Fred Sickmiller, 74, engineer between Miles City and Harlowton, passed away Nov. 7 in Billings, where he and his wife, Alma, had lived the past two months. Mr. Sickmiller was at the controls of the last Hiawatha train to operate between Miles City and Harlowton. He first hired out as a floor sweeper at the Melstone office, was promoted to engineer at the age of 21, and retired in 1962.

Howard Ahrens, Harlowton electrician for many years, is in a Butte hospital at this writing. Fellow employees sent him flowers and a transistor radio.

Mrs. Francis Brewster, mother of Engineer Vic "Tige" Sedgwick and former Engineer Les Sedgwick, passed away at Harlowton. She was a member of the Harlowton Women's Club, serving as president in 1951 and 1952 and as recording secretary in 1954. She was chairman of the Bloodmobile for many years, and a member of Nimble Fingers, Birthday Club and Garden Club. The Sedgwicks were early set-



GOOD WISHES extended to Frank Liska, Milwaukee Terminals yard conductor, when he retired last Nov. 30 included those of Superintendent R. H. Love. Mr. Liska had completed almost a half century of service, starting in 1916 as a messenger.

tlers in the area, and much old western history is associated with her family.

The Milwaukee Women's Club held its regular Christmas meeting on Dec. 12 in the Odd Fellows Hall, where a potluck dinner was enjoyed. Music was provided by a trio of Mrs. Ira Lichtenbarger, Mrs. Richard Pemberton and Mrs. William Crews, accompanied by Mrs. Richard Labbe. They shared in the singing of Christmas carols, a gift exchange, and Bingo. Newly-elected officers are Mrs. Melvin Hills, president; Mrs. Floyd "Ted" Taylor, secretary; and Mrs. Jim O'Dore, treasurer.

Marion Earl McLaughlin, 68, retired carman, passed away Nov. 3 at Harlowton. He was born at Garneill, Mont., grew up in the area north of Harlowton and later engaged in ranching just south of the Snowy Mountains. He worked for various ranchers after selling the ranch, but gave up the rural life for railroading. Mr. McLaughlin never married.

Robert Burrows, machinist apprentice at Harlowton, borrowed a bus from the Hutterite colony, and took a group of Boy Scouts to Camp Napi. Though this was some time ago, it should be noted because this took a week of Mr. Burrows' vacation time. Another trip was planned for December.

Ron Blaquiere has been appointed an apprentice machinist in the Harlowton shops.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Mrs. John Ruscio is in Sacred Heart Hospital at Spokane at this writing. We had a pleasant chat with John, her husband, who hoped to take his wife home in a week or so. I also visited my brother, Harmon, who is in the same hospital with a slight heart condition.

Conductor Stanley Collum is in Deaconess Hospital, Bozeman, with pneumonia, as of this writing.

Mr. and Mrs. Roger Olson are the proud parents of a baby girl. Mrs. Olson is the former Susan Ranney. This makes it an even dozen grandchildren for this correspondent. Since grandchildren can be expensive, we hope the old saying holds true, that they come "cheaper by the dozen."

EAST END

D. B. Campbell, Correspondent
Trainmaster's Office, Miles City

Word has been received of the death of Retired Conductor George F. Cobb, who passed away in Detroit, Mich., of a heart attack while taking his morning walk. Mr. Cobb, 92, had more than 60 years of service at the time of his retirement in 1952. He was buried beside his wife in Beaver Dam, Wis.

William S. Cole, retired boilermaker helper, 73, died at his home in Miles City recently, following a short illness.

The Milwaukee Road Magazine



RETIRING ON THE ROCKY MOUNTAIN DIVISION, Engineer W. J. Craig of Deer Lodge, Mont., poses (right) with Engineer G. P. Kelley, Roundhouse Foreman Ralph Hagemo and Electrical Foreman Pat Healey (left to right). Mr. Craig is a veteran of service in the West, starting in 1912 at Avery, Idaho, as a call boy, advancing to fireman in 1917, and to engineer in 1942. He is active in the Deer Lodge Masons and Barracks Post of World War I, and the Butte Shrine. The Craigs maintain a home on Rock Creek Lake, where they plan to spend the summer months.

Mr. Cole retired in 1955. He is survived by his widow, a daughter, five sons and 23 grandchildren. Burial was in Custer County Cemetery in Miles City.

Retired B&B Carpenter George Koko, 78, died recently in a Miles City hospital following a brief illness. Mr. Koko, a native of Yugoslavia, came to the United States in 1905. He worked for the B&B department for many years prior to retirement in 1956. Funeral services were held in Sacred Heart Church with burial in Calvary Cemetery.

Elmer A. Lee, 50, a former Miles City resident, passed away in a Deer Lodge hospital after an illness of five days. Mr. Lee entered train service in 1936, later being promoted to conductor. He had been living in Deer Lodge for the past 25 years. He is survived by his widow, a daughter, his mother and several sisters, including Mrs. Roy Tarbox of Miles City. Funeral services and burial were in Deer Lodge.

Funeral services were held recently for retired B&B Foreman George L. Wildish, who passed away in a Miles City hospital after a brief illness. Mr. Wildish was born at Neillville, Wis., in 1894. In 1924 he came to Montana and joined the railroad as a B&B carpenter and foreman. He retired in 1959. Surviving are his widow, three sons, a daughter and nine grandchildren.

Karen Henrichs and Larry E. Certain, son of Mr. and Mrs. James Certain, Sr., were married at the First Methodist Church in Miles City. The young couple plan to reside in Colorado.

Carloadings



JANUARY 1967 compared with January 1966

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1967 over 1966	NUMBER OF CARLOADS			
		JANUARY		INCREASE	
		1967	1966	1967 over 1966	% of increase
6.5%	All Other Paper or Allied Products	5,683	5,266	+ 417	+ 7.9%
3.8	All Other Food Products (Incl. Sugar)	2,605	2,495	+ 110	+ 4.4
3.7	Meat (Fresh, Chilled or Frozen)	3,663	3,222	+ 441	+ 13.7
3.1	Grain Mill Products	4,852	4,740	+ 112	+ 2.4
3.1	All Other Primary Metal Products	1,291	1,239	+ 52	+ 4.2
2.8	All Other Chemicals or Allied Products	2,788	2,440	+ 348	+ 14.3
2.0	Waste or Scrap Materials	2,159	1,922	+ 237	+ 12.3
1.7	Primary Forest Products	4,266	3,737	+ 529	+ 14.2
1.5	Farm Machinery or Equipment	1,511	1,489	+ 22	+ 1.5
1.4	Electrical Machinery or Equipment	888	846	+ 42	+ 5.0
.9	Dairy Products	959	920	+ 39	+ 4.2
.4	All Other Farm Products (Incl. Sugar Beets)	757	401	+ 356	+ 88.8
1.6	Fabricated Metal Products	1,286	1,286	0	0
3.7	All Other Carload Traffic	5,410	3,802	+ 1,608	+ 42.3
36.2%	Total Increases	38,118	33,805	+4,313	+12.8%

	loading of these commodities DECREASED in 1967 under 1966	JANUARY			
		JANUARY		DECREASE	
		1967	1966	1967 under 1966	% of decrease
13.5%	Grain	7,827	8,259	— 432	— 5.2%
9.4	Lumber or Dimension Stock ..	3,736	4,134	— 398	— 9.6
4.2	Coal	8,127	8,272	— 145	— 1.8
4.2	All Other Wood Products (Incl. Plywood)	1,756	2,183	— 427	— 19.6
3.7	Motor Vehicles	1,356	1,395	— 39	— 2.8
3.1	Primary Iron or Steel Products	2,296	2,958	— 662	— 22.4
2.9	Stone, Clay, or Glass Products	2,305	2,543	— 238	— 9.4
2.9	All Other Transportation Equipment	2,433	2,974	— 541	— 18.2
2.5	Pulp or Pulp Mill Products ..	1,255	1,509	— 254	— 16.8
2.2	Canned Fruits, Vegetables and Seafoods	2,327	2,346	— 19	— .8
2.2	Freight Forwarder & Shippers Assn. Traffic	1,879	2,436	— 557	— 22.9
2.1	Industrial Chemicals	930	1,220	— 290	— 23.8
1.9	Nonmetallic Minerals; Except Fuels	2,238	2,765	— 527	— 19.1
1.8	All Other Machinery (Except Electrical)	706	786	— 80	— 10.2
1.5	Malt Liquors	1,079	1,504	— 425	— 28.3
1.5	Petroleum, Natural Gas or Gasoline	1,807	2,042	— 235	— 11.5
.9	Soybeans	725	1,164	— 439	— 37.7
.8	Beverages (Except Malt Liquors)	700	855	— 155	— 18.1
.6	Fresh Fruits and Vegetables ..	547	704	— 157	— 22.3
.6	Coke Oven, or Blast Furnace Products	586	760	— 174	— 22.9
.5	Potatoes (Other Than Sweet) ..	420	461	— 41	— 8.9
.5	Metallic Ores	323	355	— 32	— 9.0
.3	Livestock	307	330	— 23	— 7.0
0	Small Packaged Freight Shipments (LCL Mdse.) ..	22	33	— 11	— 33.3
63.8%	Total Decreases	45,687	51,988	—6,301	—12.1%
100.0%	Total (Includes LCL Mdse.) ..	83,805	85,793	—1,988	— 2.3%
	Total (Excludes LCL Mdse.) ..	83,783	85,760	—1,977	— 2.3%

Cheryl Rae Haggerty, daughter of Mr. and Mrs. Wayne Haggerty, and William A. Tonn were married recently in the Trinity Lutheran Church in Miles City. Following a wedding trip to Yellowstone Park and the surrounding area, they are making their home in Bozeman, Mont.

Conductor R. V. Tarbox made his last run recently before retiring, and relinquished his Number One spot on the seniority roster after 49 years of service. Roy and his wife, Evelyn, plan to remain in Miles City. He plans to take things easy and keep up on ball games, which formerly were often interrupted by the call boy. On the occasion of his retirement, friends and fellow workers presented Roy with a hand-tooled leather wallet and sum of money.

Mrs. Eli Pedors passed away recently in a Miles City hospital. She had been in poor health for several years. She is survived by her husband, a son, two daughters and two grandchildren.

Retired Conductor Harry O'Neill died in a Miles City hospital on Oct. 25. He was born in 1881 at Madison, Wis., transferred to Miles City in 1908, and was in train service until his retirement several years ago. Surviving are his son; a daughter, Mrs. V. C. Pickart of Miles City; nine grandchildren and 20 great-grandchildren. Requiem Mass was said in the Sacred Heart Church.



THE TRAPP FAMILY. Introducing three generations of a railroad family well known at Harlowton, Mont.—J. H. "Jim" Trapp, retired roundhouse foreman, his son Bruce, an electrician apprentice, and a new member, Bruce's daughter Brenda Kay. The picture was taken at the Jim Trapp home.

Word has been received that Retired Carman Walter Dyba passed away just before Thanksgiving in Carmichael, Calif. Requiem Mass and burial were held there. A native of Germany, Mr. Dyba was a 45-year employe at the time of his retirement some years ago. He is survived by his wife, four sons, three daughters, eight brothers and 25 grandchildren.

Thomas F. Nugent, retired ware-

house foreman, died at a Miles City hospital on Dec. 17. Mr. Nugent, born in Boston, Mass., in 1886, came to Montana in 1910 and was in various work and ranching enterprises until World War I, when he joined the Navy. After service, he went to work for the railroad and continued until his retirement in 1953. Requiem Mass was said in Sacred Heart Church, with burial with military rites in Calvary Cemetery.

Recently Retired Conductor Frank Spear was presented a 55-year pin for his continuous membership in the Brotherhood of Railway Trainmen. Mr. Spear, who went to work for the railroad as a call boy when he was 15, retired in 1960.

Retired Carman Dan A. Shunkwiler died unexpectedly Dec. 19, apparently of a heart attack. Mr. Shunkwiler, born in Mound City, Mo., in 1887, came to Miles City in 1925 and worked as a carman until retiring in 1959. He is survived by his wife, three sons, two daughters and 13 grandchildren.

The Miles City Milwaukee Women's Club held its December meeting at Eagles Hall, around a table decorated with a Christmas train and holly. Norwegian goodies were served by Mrs. Sten Stordahl, Mrs. Knute Peterson, Mrs. L. V. Hinrichs and Mrs. Walter Hinze. Slides showing scenes in Norway were shown.

Mr. and Mrs. John Bartlett of Whitefish, Mont., observed their 60th wedding anniversary recently with a reunion at their home which brought together all members of the family for the first time since the children were grown. They have six children, sixteen grandchildren and six great-grandchildren. The Bartletts made their home in Harlowton until 1951, when John retired as an engineer after working for the railroad since 1910.

Chicago Terminals

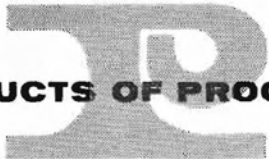
DIVISION STREET

Carolyn DiCicco, Correspondent

A happy occasion for P. T. Walsh, retired stower, and his wife, was the ordination to the priesthood of their son, Rev. Raymond J. Walsh of St. Columban's Foreign Mission Society, by Richard Cardinal Cushing, Archbishop of Boston, on Dec. 21 at St. Columban's Major Seminary Chapel, Milton, Mass. Father Walsh offered his first Solemn Mass on Dec. 26 at St. Theodore Church in Chicago, and then followed a reception in the parish hall. His mission assignment is Korea.

Received a nice note from Art Kramp, retired chief clerk, saying how he looks forward to receiving the Magazine and reading what is going on in the railroad. Says he will always be a railroad man at heart.

Abel Bernard, retired conductor, who now lives in Jefferson, S. D., recently had surgery. He is doing fine, and he and his wife are spending the winter in Texas.



PRODUCTS OF PROGRESS

POOR & COMPANY

Railway Products Division
80 E. Jackson Blvd., Chicago, Ill. 60604
90 West Street, New York, N. Y. 10006



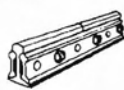
P. & M. PRODUCTS

- IMPROVED FAIR Rail Anchors
- XL-1 FAIR Rail Anchors
- FAIR-FLEX Concrete Tie Fasteners



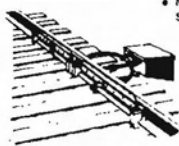
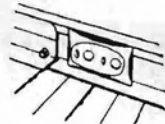
RAIL JOINT PRODUCTS

- Rajo Joints
- Rajo Insulated Joints
- Rajo Compromise Joints
- Rajo Fibre Insulation



MAINTENANCE EQUIPMENT PRODUCTS

- Meco Rail and Flange Lubricators
- MACK Reversible Switch Point Protectors

PEERLESS EQUIPMENT PRODUCTS

- Draft Gears
- Rail Titan Batteries




1799R



Three sleeping and dining car employees—Porter H. A. Booker, Parlor Car Conductor T. W. Forby and Waiter W. A. Marshall (left to right)—who retired at the close of last year, appear here as guests of honor at a cake and coffee party in the Chicago commissary building. The host is W. R. Jones, superintendent of the sleeping and dining car department, and looking on are W. Sommer, assistant to superintendent (left), and A. J. Corbett, chief inspector. For details, see the Chicago Terminals news.

RETIREMENT TRIBUTE.

Plentywood Farm at Bensenville, Ill., was the setting for these festivities on Dec. 2 as 55 well wishers honored Crane Operator Tony Whitmer, retiring after 51 years of service. Seated with the Whitmers are Mrs. R. E. Palmer, wife of roadmaster, and Division Engineer F. G. Benner, the emcee, the others being (from left) Mr. Palmer; K. L. Clark, principal assistant engineer; H. C. Pottsmith, superintendent of work equipment; and C. E. Morgan, superintendent of track welding.

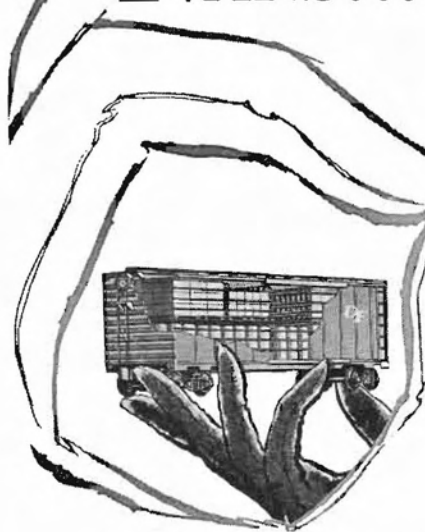


HONORED COUPLE. John J. Kerwin Sr., rate man at the Galewood freight office in Chicago, poses with his wife, Ruth, at a party held by the office force when he retired recently after 53 years of service. Their son John Jr., a clerk at Bensenville, was present also. Co-workers presented Mr. Kerwin with a watch and hand-tooled wallet.



WITH BEST WISHES TO PAT. At a cake and coffee party marking his retirement on Dec. 15, Patrick T. Walsh, stower in the Union Street district in Chicago, is congratulated by Agent A. M. Detuno, who is presenting a gift from his co-workers. Standing by are Lieutenant of Police Jim Hesler, left, and Officer George Bogan. Pat had been in service at Union Street since 1935.

ONLY FROM EVANS...



... the famous
**"Kid Glove
Treatment"**
prevents damage
in transit

Only Evans—the leader in damage-free shipping equipment—makes the DF® Loader, the DF-B one-piece bulkheading system, and a variety of other devices for protecting goods shipped by rail. And only Evans provides railroads and shippers with nationwide service centers—free, on-the-spot consultation by specialists in damage-free shipping.

Evans, a producer of material handling devices since 1915, also manufactures racks, hooks, pallets, hoppers, tubs, and other special material handling devices to order.

Hallmark of Quality Products



TRANSPORTATION
EQUIPMENT GROUP

"EP" is a trademark of Evans Products Company.

YOU'RE WORTH A FORTUNE, IF . . .

You are able to continue producing a regular income. For example, if you are age 40 and make \$500 a month you will earn \$150,000 by the time you are 65. The big "IF" is an accident or sickness which can take you off the payroll for months, years, or forever. A Provident income replacement plan will assure you and your family the things you meant to have even if disability or death stops your earning power.

Your Provident agent will be glad to tell you about these plans.

Write
Railroad Division

PROVIDENT LIFE AND ACCIDENT INSURANCE COMPANY

Chattanooga



ALL ON THE SAFE SIDE. Sam Calabrese, machinist at the Western Avenue shops in Chicago, is presented with a Gold Pass for 50 years of service by District Master Mechanic E. J. Mueller, as Boilermaker Thomas Bridges, a veteran of 52 years, looks on. Both men were cited at the same time for having worked without a reportable injury during their entire service.

WESTERN AVENUE

The sleeping and dining car force held a cake and coffee party on Jan. 5 in honor of Waiter W. A. Marshall, Conductor T. W. Forby and Porter H. A. Booker. Waiter Edward Tartt and Steward A. A. Martinelli, who retired at the same time, had sent their regrets, Mr. Tartt advising that keeping an eye on his six-year-old grandson while the youngster's parents are at work is keeping him busy, and Mr. Martinelli because he had returned to his home in Missouri.

Mr. Marshall retired with 27 years of service, starting as a waiter on the Chippewa, and as a waiter in charge for 21 years on the Valley, Hiawatha and Pioneer. He is planning a trip around the world on a tramp steamer, that being his wife's long-time ambition, but first wants to see more of the United States.

Mr. Forby had been in railroad service since 1920, starting with the Chicago and North Shore, and with



YEAR END RETIREMENT. H. H. "Herb" Rennhack, lead review clerk on the auditor of freight settlements force (seated), shown as he retired on Dec. 30 after 53 years of service. With him are W. T. Kures, auditor of freight settlements (right), and R. Osmundsen, bureau head of the review department. All of Mr. Rennhack's service was in the Chicago-Fullerton Avenue accounting center.

our company since 1948. His immediate plan is to help his wife regain her health, and in the near future they will spend a vacation in Florida.

Mr. Booker had been with our road since 1927, when he applied for the position of cook and signed on as a porter to fill the need in that department. Upon retiring he had been employed continuously on most of the road's name trains. Currently he is catching up on work around the house, before he and his wife take an extended trip to Mexico.

Mr. Martinelli entered service in 1937, and for many years was a steward on our Olympian and Columbian trains. More recently he had worked between Chicago and Los Angeles on the Challenger.

Mr. Tartt's first job, starting in 1929, was on the South West Limited to Kansas City. Later he was employed on the Morning Hiawatha to Minneapolis, and at the time of his retirement was assigned to the Afternoon Hiawatha. He intends to make his home in Chicago.

GALEWOOD

Linda M. Kuchl, Correspondent

Congratulations and best of luck to the newly elected president of the Milwaukee Road Women's Club, Judy Sottysik of the regional data office.

Dottie Crimmens, bill clerk, and Jerry Crimmens, machine operator, are the parents of a baby girl, Kelly, born Dec. 23.

Our annual Christmas party was a real success. A delicious luncheon was served, and a good time was had by all. Also, it was a good time for the many retired employees who attended to catch up on the news.

The Vansil family is running into a little bad luck lately. Switchman Rob-

SIGNODE

SERVES THE MILWAUKEE ROAD

Signode One-Piece Grain Doors • Carload Bracing Methods • Steel Strapping for Recoopering • Car Doorway Bracing and Signode Retaining Strips

For latest methods and equipment, write

SIGNODE CORPORATION

Dept. MR. 2600 N. Western Ave., Chicago, Illinois 60647



RETIREMENT LEAVE-TAKING. The central typing bureau force at our Fullerton-Southport office building in Chicago poses with two long-time members who retired recently—Statement Typist Ann Snyder Grossman, seated center, and Dictaphone Operator Ruby Dunaven, to her right. They were honored at an open house and with many gifts. Ann plans to remain in Chicago, and Ruby anticipates moving to California.

ert Vansil went to Kentucky to visit his mother, who was in the hospital with a broken hip. His sister, also visiting, fell and broke her ankle in the hospital. Bob was glad to return home before the bad luck could catch up with him. However, two days later he fell off a ladder and broke his arm.

Glad to report Etta Bishop, wife of Chief Clerk Ray Bishop, is much better after eye surgery; Anna Bronson, mother of Dorothy Parsons, is feeling better after a recent heart attack; and Bob Schlegel of the regional office is recuperating at home after a recent illness.

There were two retirements at the freight house. Foreman John Hurley and Check Clerk Thomas Heafey both retired on Dec. 30. John had 37 years service and Tom had 40 years.

Frank Ellis, janitor, retired Dec. 23, and was presented with a wallet and gift of money from his co-workers and friends during the Christmas party.

The new faces seen around the office lately are those of Delores Bindon, bill clerk; Barbara Gillespie, general clerk; and Donald James and William Schilling, both new machine operators in the I.B.M. room.

Sympathy was extended to the family of John Graney, husband of Mae, who works in the office. He passed away Dec. 13. John started working for the Milwaukee in 1920, and retired on disability in 1965.

Anthony Uhli, freight handler, passed away suddenly on Jan. 10.

On Veteran's Day, Milwaukee employees of Pioneer Post and other railroad posts of the Union Depot participated in the Veteran's Day ceremony in the Union Depot concourse of the train shed.

Glen Stark paid the Galewood office a visit on Nov. 30, while on leave from the Air Force. Glen looks well and the Air Force seems to agree with him.

Bob Colletti, auto mail clerk, got his greetings from Uncle Sam and

reported on Jan. 19 to the Army.

PFC. Herman Scroggins of the freight house has been in Viet Nam since Aug. 18. Stationed at Pleiku, he is with the paratroopers seeing heavy fighting on the Cambodian border. Herman is a radio transmitter operator.

I'm sure these fellows would like to be home with friends and family, but on the other hand they are proud to be serving their country, just as we are proud of them. We can show how proud we are by dropping them a few lines and telling them so. You can get their addresses from either Alex Popiel at the freight house or Linda Kuchl in the office.

Bob Quillinan, new machine operator who transferred here from Bensenville, was recently discharged from the Army after serving his tour of duty in Viet Nam.

BENSENVILLE

Delores Barton, Correspondent

On Dec. 1, the division engineer's office welcomed L. W. Carroll, who transferred from Milwaukee.

Our best wishes go to Switchmen F. R. Marquardt and George C. Beltman, and to Engineers L. Ellerman, E. M. Angle, W. J. Manske and R. E. Olsen, on their recent retirement after many years service.

Switchman Earl E. Whalen passed away on Dec. 1, after a long illness. Our sympathy to his family.

In a poinsettia setting on Dec. 31, Sandra Hammond, chief clerk to division engineer, and IBM Operator Lyle Pope were married at the First Methodist Church in Elgin. The reception was held at the Chateau Louise in West Dundee, and the couple honeymooned in the Bahamas. Sandra wore a white street-length velvet dress and her maid of honor wore red velvet. Lyle's sister was maid of honor and his brother was the best man.

AMERICAN STEEL FOUNDRIES

The World's Leader in
Development and Production
of Freight Car Trucks

ONE OF THE **Amsted**
INDUSTRIES

SIDE FRAMES AND BOLSTERS

ASF RIDE CONTROL* TRUCKS
ASF RIDEMASTER* TRUCKS
ASF 6-WHEEL TRUCKS
COUPLERS AND YOKES
DRAFT SILL END CASTINGS
CAST STEEL BRAKE BEAMS
ASF RIDE CONTROL* PACKAGES
SIMPLEX* UNIT SNUBBERS
EXTENDED LIFE* COIL SPRINGS
ASF UNIT* BRAKES
ROTOR BRAKES
SIMPLEX* UNIT CYLINDER CLASP BRAKES
HARDENED PINS AND BUSHINGS
SPRING TESTING DEVICES
FORGED AND MACHINED PRODUCTS

EVERYTHING FOR WELDING AND CUTTING



- Gas & arc welding equipment and supplies
- Airco spot, Aircomatic, Heliwelding, inert-gas-shielded arc welding equipment and supplies
- Oxygen, acetylene, shielding gases and electrodes
- Gas cutting machines

AIRCO WELDING PRODUCTS

a division of
Air Reduction Co., Inc.
3100 So. Homan Avenue
Chicago 23, Illinois

Trains on
The Milwaukee Road
are protected by

LAKESIDE FUSEES

Manufactured by

John and Bill Perrigo
Lakeside Railway Fusee Co.
So. Beloit, Ill.



Specify CARDWELL WESTINGHOUSE

Designers and manufacturers of the most efficient railway car components modern engineering can devise.

- **WESTINGHOUSE DRAFT GEARS**
For Every Pocket and Purpose
(Friction, Friction-Hydraulic, Friction-Rubber)
- **CARDWELL FRICTION BOLSTER SPRINGS**
To Cushion Vertical and Lateral Shocks

CARDWELL WESTINGHOUSE COMPANY
332 S. Michigan Avenue, Chicago, Ill. 60604
Telephone 312-427-5051
Canadian Cardwell Company Limited
Montreal 2, Quebec



SERVING THE AMERICAN RAILROADS WITH QUALITY GLASS AND BUILDING PRODUCTS FOR OVER 30 YEARS

**CADILLAC
GLASS
CO.** 2100 S. Peoria St.
Chicago, Illinois

Phone: MOntroe 6-9800 for
Prices and additional details

UNION SPRING & MANUFACTURING CO.

Springs - Journal Box Lids
Wear Plates - Pedestal Liners
Spring Plates

General Office and Works
New Kensington, Penna.

EDWARD KEOGH PRINTING COMPANY

*Printers and
Planographers*

925 W. Jackson Blvd.

Phone: MOnt. 6-0733

Chicago 7, Illinois

PROMPT AND EFFICIENT SERVICE

On Jan. 1, Charles Moskovitz, chief clerk in the superintendent's office, retired after 49 years and 3 months of service. On Nov. 15, after a staff meeting, Mr. Stuckey and the supervisors from the Chicago Terminal-Terre Haute Division honored Charlie at a luncheon at Stevens Steak House in Elmhurst, and at that time presented him with an engraved railroad wrist watch and a gift certificate. On Dec. 1, the superintendent's office and division engineer's office held a dinner party, at which they presented him with a gift certificate and with a pen holder made by Division Engineer Benner, who had mounted a Milwaukee caboose with roadbed and track on a piece of marble. Among guests at the dinner party were Irene Moskovitz, Charles' sister, who works at Fullerton Avenue; Mr. and Mrs. Russell R. Brown from Milwaukee; and Knut Kleven, retired assistant time revisor.

Clair D. Bass, formerly chief clerk to the district master mechanic at Western Avenue, has been appointed to the chief clerk's position at Bensenville.

Contributed by Dorothy Lee Camp

Waldo "Wally" Grosnick, train clerk, has been released from Hines Veteran's Hospital after six months of excellent treatment and care.

Christmas found retired Yard Conductor Jim Imbler knocking at our back door with lovely grapefruit from trees in his yard in Largo, Fla. Jim spent Christmas with his daughters in River Grove, and returned to Largo in time for New Year's.

The Ed Glanz family (he's swing shift chief clerk) has purchased a new home in Franklin Park, Ill.

Galewood Yardmaster William Stotz doesn't have a button left on his shirt. His son, PFC David, former Bensenville clerk, was selected as Soldier-of-the-Month for December by his company, the 556th Military Police. A



HONORING THE STARKS. A large office party and many gifts from his co-workers marked the recent retirement of Walter F. Stark, lead review clerk in the auditor of freight settlements department in Chicago, sharing the spotlight here with his wife, Ann, and daughter Elaine. Mr. Stark, who had more than 46 years of service, was honored also at a testimonial dinner held at Zum Deutschen Eck, known for its fine catering to employe gatherings.

quote from a letter written by David's commanding officer said, "Your son's loyalty to duty and unit, outstanding conduct and sincere attitude were the reasons he was chosen for this award. Since his arrival in this command, David has continually sought to improve himself, and has been an example for all members of this unit to admire and emulate."

Happy to learn that Phone Director Charlie Neumann is doing well after recent surgery.

Another happy family at New Year's time was that of Relief Phone Director Art Wiseman, who is home from the hospital.

Special Officer Jim Loar and his family proudly showed pictures and

Annual Hiawatha Bowling Tournament Scheduled for Minneapolis April 1-2

ATTENTION, employe bowlers! The 24th annual Milwaukee Road Hiawatha Bowling Tournament scheduled for Apr. 1-2 in Minneapolis will be held at the 36-lane Bowl-O-Mat in Apache Plaza, 37th Street and Silver Lake Road. The plaza shopping complex provides free parking space.

A buffet dinner will be served the qualifying bowlers and their guests at the Minneapolis Moose Lodge, 624 - 3rd Avenue Northeast, the first evening, with dancing to follow. An orchestra directed by Trainman Mel Burlingame will furnish the music.

Rooms have been reserved for visiting bowlers at the Andrews Hotel in Minneapolis and at three motels, and chartered bus service will be available between them and the various authorized establishments for those without cars. For details, see local bulletin boards, or write W. C. Wilson, 4948 N. E. 7th Street, Minneapolis, Minn. 55421.



RETIRING FROM COMMUNICATIONS. Mary Hermanek, teletype operator in the Chicago relay office, poses at a cake and coffee party in her honor with, from left, C. M. Reed, chief operator, S. G. Barrett, office manager, and W. C. Kelly, supervisor of relay offices-system. Mrs. Hermanek had been with the road since 1944 and also had five years service with the Burlington. She retired on Dec. 30 to enjoy more years of leisure with her two sons and five grandchildren.

gifts sent by young Jim, who's on the U.S.S. *Bennington*. Young Jim's account of Bob Hope and Phyllis Diller on the *Bennington* was a real howl. The weather turned bad, but nothing stopped these grand people from doing their best to entertain the Navy.

A card has been received from an old friend and former clerk at Bensenville, Kenny Haubenschild, now of Green Bay, Wis. Kenny teaches in the high schools in Green Bay.

Chicago General Offices

FREIGHT CLAIM DEPARTMENT

Ervin Zielke, Correspondent

Revisor Lou Arnone and his wife Lorraine recently announced the arrival of daughter Lisa Rose. Ruth Ann Duray, former O.S.&D. clerk, gave birth to Patrick William on Nov. 11. Adjuster Charles LaRue and his wife Judy are the proud parents of Steven Arthur, born Dec. 8.

Harold Miller retired as head clerk on Dec. 30. He was honored at an office luncheon, at which he received a cash gift and a warm farewell from his co-workers. The future holds a number of home projects for this 43 year veteran.

Recent promotions in the department were Charles LaRue to head adjuster; Ed Marciszewski and Erv Zielke to higher adjuster positions; Mike Kalter to investigator; Don Wurst to adjuster, and Bessie Waldman to O.S.&D. clerk.

Carl Larson, retired traveling freight claim agent, mentioned in a recent letter that he was a grandfather for the second time. His daughter Joanne is the mother of Kimberly Jo born on Thanksgiving Day.

Sympathy was extended to Sales Clerk Clara Meyer, whose mother passed away Dec. 28, and to Head Typist Marie Horatt, whose sister passed away Jan. 4.

Robert Schlueter resigned Dec. 30 to take the position of freight claim agent of the EJ&E railroad.

New employees welcomed into the department were Gilda Poli, Ray Scholtes and Al Spencer.

Lillian Synwolt is at home at this writing convalescing from surgery.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Sympathy was expressed to the family of Chris Kohlman. Chris, who retired from this office in 1960, passed away on Nov. 28. He was well liked and will be missed by all his fellow employees.

Pete Kania, assistant engineer, left the Milwaukee on Dec. 27. A gift from all his friends was presented to Pete, who has taken a position with the telephone company.

Lou Krause and Joe Kunovich, formerly of this office and now in the armed forces, were in on a furlough

for the Christmas holidays and stopped to say hello. Both of the boys are looking well—it looks like the Army life is agreeing with them.

Cecil O'Rourke, at this writing, is on a leave of absence due to ill health.

We would like to welcome a few new faces to our office: Mary Distad from central typing, Georgene Haines from waybill filing, and June Mathiesen from the computing bureau.

Elsie Dreher, who started with the railroad in 1916, celebrated her 50th year of service with the company on Dec. 27. She worked in various offices in her railroad career. An office party was given in her honor, at which many gifts were presented along with a lot of good wishes.

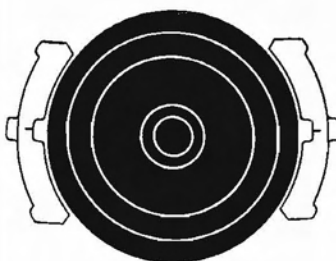
OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

We were greatly saddened by the sudden death of George Wiegref, bureau head of the home and foreign interline bureau. We extended our deepest sympathy to his wife and family.

After serving 18 months with the Marine Corps in Viet Nam, Dennis

**The Griffin[®]
pressure
poured
steel wheel**



Lasts longer tougher
flange and tread only two
tape sizes 100% ultra-
sonic and magnaglo inspected.

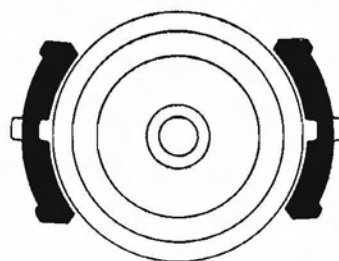


GRIFFIN WHEEL COMPANY

445 NORTH SACRAMENTO BOULEVARD, CHICAGO, 60612

ONE OF THE **Amsted**
INDUSTRIES

**The Anchor[®]
composition
tread
brake shoe**



Longer shoe and wheel life due to
more stable frictional characteristics
. . . . less braking force required
lower maintenance per train mile.

Let **BUCKEYE** carry your freight safely



Steel Castings from Buckeye include TRUCK BOLSTERS • TRUCK SIDE FRAMES • BUCKEYE C-R (Cushion-Ride) TRUCKS • C-R PACKAGE UNITS • BUCKEYE HIGH CAPACITY 6 and 8 WHEEL TRUCKS • COUPLERS • COUPLER DRAFT YOKES • DRAFT SILL CASTINGS • HYDRAULIC CUSHIONED UNDER-FRAMES • MISCELLANEOUS FREIGHT CAR CASTINGS

THE BUCKEYE
STEEL CASTINGS CO.
COLUMBUS, OHIO

MECHANICAL RUBBER GOODS

V Belts and Sheaves
Transmission Belting
Diesel Fueling Hose
Fire Hose

*Hose and Belting For All
Purposes*

CHICAGO RAILROAD SUPPLY COMPANY
336 So. Jefferson St., Chicago 6, Ill.



THE YOUNGSTOWN STEEL DOOR COMPANY

CAMEL SALES COMPANY • CAMEL COMPANY LIMITED

Offices:
The Arcade
Cleveland, Ohio
332 S. Michigan Ave.
Chicago 4,
Illinois

Plants:
Youngstown,
Ohio
Hammond,
Indiana

Robison says he's very glad to be back on the job again.

Congratulations to Jim Ruchti and Karen Lambert, whose engagement was announced Dec. 24. A fall wedding is planned.

Also to Jack Brandenburger, who was appointed bureau head of the interline bureau.

Due to the decentralization of the central typing and central computing bureaus, Cele Koob, Hazel Dillon, Marie Rostan and Magdeline Urbanski have transferred to the auditor of passenger accounts office. We extend to them a hearty welcome.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Gladys Duff, clerk in the general bureau, retired on Nov. 15. Her co-workers and friends honored her with a nice office party, at which she received gifts and money from some of her friends.

Walter Maronn, clerk in the AFE bureau, retired Nov. 30 after 53 years of service. He and his wife were guests at a dinner given in his honor at the Gold Lion in the Union Station. An office party was held on the day of Walter's retirement, at which time he was presented with money and gifts.

Congratulations to Thad Bemont and Cheryl Weseman, who were married on Nov. 20, and to Veronica Noncek, clerk in the shop timekeeping bureau, and her husband, Honore or "Hank", on the occasion of their silver anniversary.

According to last reports, Ann Kennedy, retired timekeeper, is enjoying every minute of her stay in Japan, where her daughter, Chief Warrant Officer Shirley Kline, is stationed.

Sympathy to E. H. "Ed" Sowle, paymaster, on the loss of his brother, John, a retired Milwaukee employe, and to the family of John Wales, retired clerk from the general bureau, who passed away Dec. 18.

Frank L. Freeman

FUNERAL services for Frank L. Freeman of Elgin, Ill., retired special assistant to vice president-operation, were held there in St. Laurence Catholic Church on Jan. 2, following his death on Dec. 29 of a heart attack. Surviving are his wife, Margaret, a daughter, Mrs. Jane Anne Omann; three sisters, including Catherine Freeman, bureau head of the road's central typing bureau in the Chicago Union Station; a brother and a granddaughter. Burial was in Farmer City, Ill.

Mr. Freeman, who retired last August, was a 46-year employe of the company on positions in the accounting and operating departments. He had served as chief clerk to vice president-operation from 1957 to 1963, when he was appointed special assistant to vice president.

TRAFFIC DEPARTMENT

Trudy Rogde, Correspondent

On Dec. 7, Mike Shimkus, chief clerk of the general freight department, became a proud grandpa for the first time when daughter Beverly gave birth to little Michelle Lynn.

Joe Nowacki became a father for the second time on Dec. 8, when wife Fran, formerly of the general freight department, gave birth to their second son, James William.

Sympathy was extended to William F. Dillman, rate clerk, and family on the death of his stepfather, Otto E. Ebeling, who passed away on Nov. 30.

Also to Donna Marie Wayne and family on the death of her father, Anthony J. Wayne, who passed away on Dec. 7.

Sympathy was also extended to Donald W. Spencer, grain marketing representative, and family on the death of his stepson, Renold V. Petersen, who was killed in action in Viet Nam.

Wally Van Buren, assistant district manager, passenger sales, was elected 1967 second vice president of the Chicago chapter of Bons Vivants, social organization for people in the travel business.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Claudette Gall, secretary to Superintendent of Transportation R. E. Beck, had a special reason for going to Pasadena over the New Year's holiday to see the Tournament of Roses parade and attend the Rose Bowl football game. Her fiancé, Pat Labus, is the regular offensive center for the Purdue football team.

Joanne Kubalek, secretary in the

The Milwaukee Road Magazine



BIG SEND-OFF in our Chicago-Fullerton Avenue office building on Dec. 29 marked the retirement of J. W. "Jack" Narva, lead review clerk in the auditor of freight settlements department (right), being congratulated here by J. Jacobson, assistant comptroller. Jack had been with the road since 1935, and also had previous service with the Alton and the New York Central.

law department, and A. R. "Bob" Easton, file clerk in the general manager's office, were married at the Village Church in Northbrook, Ill., on Nov. 12. They are living in Northbrook.

Larry J. Love, file clerk in the general manager's office, returned to work on Jan. 16 after having been on military leave for two years. He was stationed at Fort Knox, Ky., while in service.

Harriet Barley, secretary to R. K. Merrill, general solicitor, retired Dec. 31. She was honored at a dinner at the Gold Lion in the Union Station on Jan. 6 attended by approximately 25 of her co-workers and friends. She retired after 30 years of loyal and efficient service, all in the law department.

Sympathy was extended to Mrs. Marsha Stec, "32 Report" clerk in the transportation department, whose father passed away suddenly on Jan. 4.

ENGINEERING DEPARTMENT

Contributed by Janice M. Morsi
Signals and Communications

Congratulations to Tom Oberhauer, former special lineman, who recently came into the Chicago office as communications estimator and material coordinator.

Also to Keith Spiegloff, signal draftsman, on his recent engagement to Carol Schneider of Harvey, Ill. They were to be married on Jan. 28 in Harvey.

Mary Mueller, steno in the signal department, recently accepted a position in the engineering department.

Welcome . . . to Bernard Lesmar in Arnold Flones' crew . . . John Schultz and G. Duncan in Lloyd Roundy's crew . . . Ken Feehan in Doc Jurger-



IT'S A SILVER PASS for J. P. "Red" Wixted of the freight traffic force in Chicago, being congratulated by F. J. Swierenga, freight traffic manager-rates and divisions, upon receiving his pass signifying 45 years of service. Mr. Wixted is our railroad's representative on the Western Trunk Lines rate checking committee.



RETIRING RECENTLY from the auditor of capital expenditure force, Julia Lucas receives good wishes from her co-workers at an office party, in addition to which she was honored at a luncheon. Starting in 1923 as a comptometer operator, her last position in the Chicago office was that of engineer accountant.



WHATEVER YOU DO,
**BANK AT THE
FIRST
WISCONSIN**



Wisconsin's largest
bank

Next-door neighbor to
all Milwaukee

**FIRST
WISCONSIN
NATIONAL
BANK
OF MILWAUKEE**

Member
Federal Deposit
Insurance
Corporation

*Analysis, Procurement and Management of Industrial
and Personal Insurance Programs*

LANNAN & Co.

INSURANCE

WA bash 2-7187

• CHICAGO •

MINNEAPOLIS • PITTSBURGH • NEW YORK

Nalco®

- Weed, Grass & Brush Control
- Water Treatments
- Fuel Oil Stabilizers
- Combustion Catalysts
- Wheel Flange Lubricators

NALCO CHEMICAL COMPANY
6216 W. 66th Place • Chicago, Ill. 60638

A. R. BARNES & CO. PRINTERS

8111 N. St. Louis Ave.
SKOKIE, ILL.

VIERLING STEEL WORKS

Chicago, Ill.

BURKHARDT STEEL CO.

Denver, Colo.

FABRICATORS
Structural Steel Buildings
and Bridges

FIRST PRIZE WINNER of the fifth annual dress-a-doll contest conducted by the First National Bank of Wausau, Wis., was Mrs. Herbert Hintze, wife of the road's clerk at Merrill. The dolls, purchased by the bank as Christmas gifts for underprivileged children, are dressed by goodfellow citizens. Shown are some of the 300 distributed this last year, with Mrs. Hintze's entry, a bride, displayed front and center.



RETIRING WITH 50 YEARS OF SERVICE on Dec. 1, W. H. Meyers, yard foreman at La Crosse, Wis., poses with a group of his co-workers. Standing are, from left, Switchman H. LaSarge, Meyers, Yardmaster F. McCoy, Switchman A. E. Johnson; also Fireman T. J. Brzowsky (foreground, left) and Engineer A. H. Klaus. Mr. Meyers had served for several years as local chairman of the B of RT.



son's crew . . . John Steinmetz in Phil Tocke's crew . . . Tom Stone in Jack Pillard's crew . . . Richard Mericle, who is going to assist Supervisor Tom Hanlon—and a "welcome back" to Gene Krause, who, after a three-year absence, is back with the Road in Foreman Lundberg's crew.

Al Obermowe, chief operator in Milwaukee, retired from the Road after more than 45 years' service. He started as a mail clerk in Minneapolis in 1920 and held various positions, such as train dispatcher and telegrapher, before being appointed to the position of chief operator in 1950.

Noelle Ochs, teletype operator at Aberdeen, is the proud mother of a baby boy born Nov. 24.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Welcome to: Evelyn Mazier, who transferred to our office from the central typing bureau . . . Mary Kelly and Juanita Chambers, transferred from the central computing bureau . . . Bill Meredith and Betty Zaionc in the reclaim bureau . . . and to Diane Hensley in the switching bureau.

We're glad to have Eleanor Hansen back with us, after she worked in the office of the auditor of expenditure for a few months.

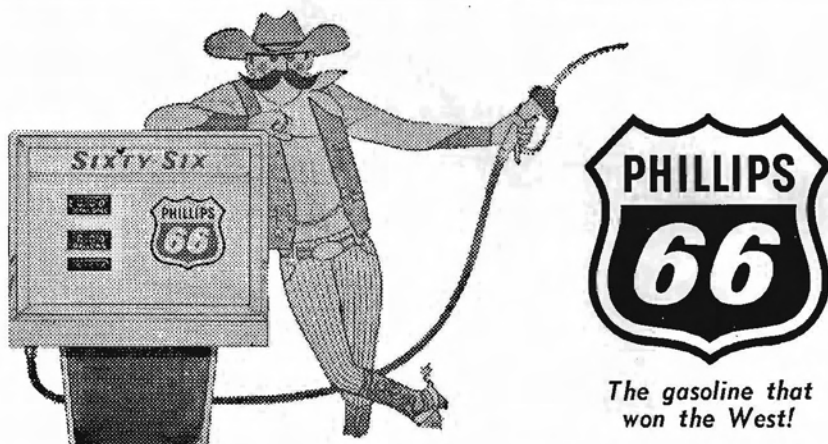
Carl Meade, in the local car record bureau, is new with the railroad, and we hope he likes it here.

We received Christmas greetings from Ken Fredrickson, stationed in Germany, and Robert T. Jones, who still is in Germany after more than two years. Joe Kunovich visited the office on Dec. 15, and left Dec. 27 for Fort Lewis, Wash., from where he expects to go either to Korea or Viet Nam. Steve Michael came to see us on Dec. 20, and Peter Simmons on Dec. 21, both having finished basic training at Fort Campbell, Ky., and expecting assignments when they returned to camp after the Christmas holiday.

We wish a speedy recovery to Mrs. Viola Asa, who is in Alexian Brothers Hospital recuperating from surgery at this writing.

Elisabeth Meyer, of the local car record bureau, is on a 90-day sick leave at this writing.

LaVerne Lindholm, on leave from



the foreign car record bureau, and her husband, Dick, are the proud parents of a girl, Monique, born Nov. 1.

Congratulations to Bill Henry and his bride, Sadie, who were married Nov. 5, while he was working in this office. He since has transferred to the office of the auditor of freight accounts and overcharge claims.

Sympathy was extended to Mrs. Maybelle Frankenstein on the sudden death of her brother on Nov. 10, and also to Dudley Chandler, retired assistant to the auditor of equipment accounts, on the death of his mother.

Mrs. Lucille Carson, clerk in the switching bureau, retired Nov. 30 after 38 years of service. She was presented with gifts from friends and co-workers at an office party held in her honor.

Anne Ryan, of the local car record bureau, has been wearing a beautiful

diamond since Christmas, and is planning a fall wedding.

Again this year, at the Women's Club open house in the cafeteria on Dec. 21, several former members of the Choral Club entertained us with Christmas carols. We loved it, and wish to thank them, but it seemed that the carolers enjoyed it as much as we. We are proud that one of them, Mary Cianci, a switching bureau clerk, is from our own office.

La Crosse Division

EAST END

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

Retired Conductor Glenn R. Hull, 82, died on Nov. 9 in a convalescent home. He is survived by his wife Ethel and five grandchildren.

Adolph K. Moen, 66, retired round-house foreman, passed away suddenly at Divine Savior Hospital, Portage. He is survived by his wife, Irma; one son, Maj. Robert A. Moen, stationed in Japan; a daughter; and seven grandchildren. Mr. Moen was a member of the Ft. Winnebago Lodge No. 33 F.&A.M., Madison Scottish Rite Bodies and Zor Temple.

Conductor J. H. Taylor retired on Nov. 15 after 48 years of service. He is enjoying life on his farm a short distance from Portage.

Bernard "Ben" Dunn, retired machinist, 79, passed away on Nov. 22.

Mrs. Evelyn Weishaar, 58, mother of Car Foreman M. A. Weishaar, Portage, passed away on Dec. 2 in a Milwaukee hospital.

John C. Robertshaw, 87, retired engineer, died on Dec. 4 at a nursing home, following a long illness. He is



Maurice C. Chier

THREE RIGHT ARMS



M. W. Barger, Jr.



Al Clausen



Dan Gray

GREETINGS:

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

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

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

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

Maurice C. Chier

MAURICE C. CHIER, General Agent
CONTINENTAL ASSURANCE CO.

I would like to know more about:

- ☐ SICK PAY . . . monthly income if sick or hurt
- ☐ SAVINGS . . . systematic, insured plan
- ☐ EDUCATION . . . college plan for children
- ☐ MORTGAGE CANCELLATION . . . in the event of death or disability
- ☐ ADDITIONAL PENSION . . . for a happy retirement
- ☐ LIFE INSURANCE . . . for family protection at low rates

Name Please Print

Street Address.....

City State.....

Should you be interested in our Security Program, which has been designed for Milwaukee Road employees, you may communicate with:

CHICAGO:

M. W. Barger, Jr., 4740 West 95th St.
Oak Lawn, Ill. 60453 636-4343

MILWAUKEE:

Dan Gray, 4222 W. Capitol Drive
Milwaukee, Wis. 53216 871-4500

MINNEAPOLIS:

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

survived by a son, of Houston, Texas, and two granddaughters. Mr. Robertshaw was a member of the Ft. Winnebago Lodge No. 33 F.&A.M. at Portage.

WISCONSIN VALLEY

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

Larry I. Winters, trackman, Merrill, Wis., claimed Janice Mae Licht as his bride on Nov. 5 in St. Joseph's Church, Boyd, Wis. A reception and dinner were held in the afternoon and early evening at the Rainbow Gardens. A dance was held in the evening.

E. J. Gleason, trackman, and wife are the happy parents of a boy, Randy, born Dec. 12.

Louis Schulz, 79, retired engineer, passed away Nov. 13 following a brief illness. He retired in 1954.

Bruno Godard, 81, retired mechanical department employe, passed away Nov. 13. The immediate survivor is his sister, Lillian G. Atkinson, with whom he made his home. Mrs. Atkinson will be remembered as Lily Ann, the Valley correspondent for the Magazine until her retirement.

Otto Kasten, retired crossing watchman, passed away Dec. 13 following a brief illness. Survivors include Retired

Gordon Bayless, lead machine operator in the regional data office at Madison, Wis. (left, foreground), who was recently promoted to a position in the Chicago finance and accounting department, takes leave of his co-workers. Extending congratulations is Regional Manager M. R. Picht.



Carman Albert Kasten, and Conductor Alvin Kasten, a nephew.

Retired Engineer and Mrs. August Krueger recently celebrated 55 years of marriage. They were honored at a family dinner. Present were their four children with their spouses. One of their sons is Engineer Norman Krueger.

Conductor E. K. Gongaware has retired. He had served for many years as general chairman of the O.R.C.&B., returning to service as a passenger conductor for a brief period. Eddie's many friends wish him long, happy years of retirement.

Wausau employes who retired during the past year, and their wives,

were honored at the annual party on Oct. 21, held by Wausau Chapter of the Women's Club at the American Legion clubhouse. A social hour preceded the dinner. Trainmaster H. A. Obermowe was master of ceremonies. Honored guests were Messrs. and Mmes. Warren Essells, Horace Young, Ralph Chamberlain, Bert Leney, and also John Stoker, who was unable to be present the year of his retirement. Recently Retired Engineer Roy Beam and Roundhouse Foreman Paul Jensen were not present, as the "Call of the Mild" lured them to warmer climates for the winter. Other retirees who attended for the first time were Joe Whaley, Leonard Kroll and Les Staeger.

Mrs. Leo Ziebell, a charter member of the club, was presented a farewell gift. She has purchased an apartment in Florida and will make her home there. For entertainment, Operator Michael Lepinski and Ticket Clerk Gaylor Carpenter played the piano and banjo, respectively. Both of these men have been professional entertainers and entertain at various programs sponsored by the Women's Club, and other employe activities.

Other activities of the Wausau Women's Club were the distribution of good cheer gifts at Christmas; the annual Yule luncheon, and the children's Christmas party at which Santa Claus delivered sacks of goodies to the children of railroad employes.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

John J. McKenna, warehouse foreman at the La Crosse freight house, retired on Dec. 31 following 34 years of service at La Crosse. He started his railroad career in 1922 at Dubuque, Ia., in the freight house and came to La Crosse in 1932 to work as warehouse foreman. Mr. and Mrs. McKenna reside at La Crosse, and have one son, John Jr.

James Crippen, assistant engineer from Tacoma, Wash., was promoted to assistant division engineer at La Crosse on Nov. 1. Mr. and Mrs. Crippen are residing at La Crescent, Minn.

Sorrow struck the home of Mr. and Mrs. Paul Betsinger, machine operator at La Crosse, when their son Robert, 17, a student at Logan High School, was killed in an automobile accident

Wisconsin Bearing Co.

1310 So. 43rd St. MILWAUKEE, WIS.

Branch Warehouses
APPLETON, WIS. - RACINE, WIS.
MARQUETTE, MICH.

In Warehouse Stocks
SKF Traction Motor Bearings

also

ALL TYPES OF BALL & ROLLER BEARINGS
for
RAILROAD REQUIREMENTS

Young Metal Products, Inc.

FORMERLY YOUNG & GREENAWALT CO.

Manufacturers of

- Corrugated Metal Pipe Culverts.
 - Corrugated Metal Perforated Pipe.
 - Structural Plate Pipe.
 - Tunnel Liner Plates.
- and ALLIED PRODUCTS

1011 E. 148th Street

P. O. Box 717

East Chicago, Indiana 46312

Electro-Motive Parts

MAKE

the Diesel Locomotive

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS • LA GRANGE, ILLINOIS

HOME OF THE DIESEL LOCOMOTIVE

In Canada: General Motors Diesel Limited, London, Ontario





THE NEW ORDER. M. P. O'Loughlen, chief dispatcher at Madison, S. D., and his wife enjoy a visit from their daughter Kathleen, a postulant in the order of Presentation nuns and currently a freshman at Presentation Junior College, Aberdeen. The girls in her class are the first to wear a simple blue suit instead of a nun's habit and will be the first to keep their own names when they enter the order.

MADISON AREA

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

on Dec. 10. In addition to his parents, he is survived by two sisters, Elizabeth and Brenda, and three brothers, Joseph, Paul and Randall, all at home, and his paternal grandmother, Mrs. Etta Betsinger of La Crosse. Burial was in Mormon Coulee Memorial Park at La Crosse.

Keith Valiquette, son of Mr. and Mrs. Robert Valiquette, was one of 39 trainees recently graduated from a VISTA training program at Arizona State University, Tempe. He will spend one year working with the Navajo Indians in Arizona. Valiquette, 23, received a B.S. degree in biology from La Crosse State University last spring.

At Viterbo College, La Crosse, a committee selected Jenny Lou Ott, a medical technology student from La Crescent, Minn., for "Who's Who in American Universities and Colleges." She is presently serving her internship at St. Joseph Hospital in St. Paul. She is the daughter of Train Dispatcher and Mrs. W. D. Ott.

Positions Open for Communications Crew Linemen and Groundmen

The Milwaukee Road currently has openings for men in the above categories, for assignments in the states of Illinois, Iowa, Wisconsin, Minnesota, Washington, Idaho and Montana, to maintain communications pole lines and outside plant. High school graduates who want permanent work in the communications field, and who have the ability and desire to train for district linemen and supervisory positions, should write D. L. Wylie, assistant chief engineer-signals and communications, Room 356 Union Station Building, Chicago, Ill. 60606; or call collect CE-6-7600, Extension 219. Company financed tuition refund training is available and encouraged—earn and learn for a challenging and secure future. An Equal Opportunity Employer.

The employees of the regional data and freight office at Madison had a farewell party for Gordon Bayless, lead machine operator, when he was transferred recently to the finance and accounting department in Chicago as head clerk. Gordon started with the railroad in 1958 in the auditor of freight accounts bureau at Fullerton Avenue as a waybill filer, and subsequently was employed in the IBM machine room and the station closing department. He transferred to Madison in 1960 as grade A machine operator, since which time he had served as bill and expense clerk, assistant cashier and rate clerk, as well as lead machine operator.

Due to Gordon leaving the regional office, Carol Rand is now lead machine operator. Patricia Hall has become stenographer, and Pat Baldwin is bill and expense clerk.

John Kohls, formerly assistant cashier in the regional office, is now chief clerk at the La Crosse freight office. Alma Dahnke replaced him in the cashier's department.

Miss Darlene Roeover, daughter of Roundhouse Foreman and Mrs. Harvey Roeover of Janesville, was married recently to Bernard Leary of Madison at the Midvale Community Lutheran Church. They are living in Madison.

Sympathy was extended to Joseph Troia, crossing flagman at Madison, and his wife, whose son Natale, 17, was killed recently in an automobile accident.

On Dec. 4, I rode the Santa Claus Special from Madison to Stoughton, and was informed by Conductor Willard Shipley, who was on the train, that this was his last year. His brother Jay, I am sorry to report, passed away Nov. 29 in a Stoughton nursing home at age 78, after a long illness. Jay was employed by the Road 52 years, retiring as a locomotive engineer in 1954.

Jacob R. Simpa, 91, a Madison resident for 70 years, died Nov. 29 in a Madison hospital. He was a conductor on the Madison Division for many years, retiring 23 years ago.

It may be of interest to friends of my deceased brother, Stanley M. Yates, formerly of R. J. Kemp's office in Chicago, that his only daughter, Bette, is now living in Japan and that

CADWELD®
Signal Bonds



**Permanent installation
requires no maintenance.**

ERICO PRODUCTS, INC.

2070 E. 61st Place • Cleveland 3, Ohio
IN CANADA: ERICO INCORPORATED
3571 Dundas St., West, Toronto 9, Ontario

**Our Specialty Is
Re-Refining Used Diesel Engine Oil**

Also

**Suppliers of High Quality Re-Refined
Car Journal Oil**

**MOTOR OILS REFINING
COMPANY**

7601 W. 47th St.

Lyons, Ill.



**RAILWAY AXLES
JOURNAL WEDGES
CENTER PLATES**

STANDARD FORGINGS

DIVISION OF

**STANDARD ALLIANCE
INDUSTRIES INC.**

80 EAST JACKSON BLVD.
CHICAGO, ILLINOIS 60604

her husband, Lt. Col. Robert Ace, was recently awarded the Air Force commendation medal for outstanding and meritorious service when he was stationed here at Hanscom Field. His service included the awarding of the largest formally advertised contract (in excess of \$28 million) in the history of the USAD while he was with the Electronic Systems Division as director of procurement and production deputy for communications systems. While Bette, Bob and their three sons are in Japan, their daughter

Lynne is attending Fisher College in Boston. During the past summer she spent two months with the C. E. Mahaffey and her cousin, Marilyn King, in Madison.

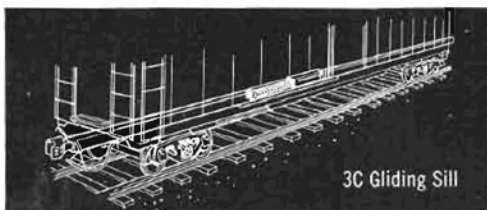
James G. Pornold, 81, our agent at Genesee Depot for many years, died on Dec. 13 in the Waukesha Memorial Hospital after a three-week illness. At the time of his retirement he had been employed by the railroad more than 50 years. He was a member of the Order of Railroad Telegraphers, a former member of the Genesee Depot

school board, and a past director of the Kettle Moraine Bank. Surviving are his wife, Agnes, a son, George, and a brother Eloy B. Funeral services were at St. Paul's Church in Genesee Depot, with burial in St. Paul's Cemetery.

Owen G. Campbell, retired conductor who left the railroad in 1952, died last year. He is survived by his widow, at Park Falls, Wis.

Research *has made—and kept—* National First *in railroad specialties*

■ Dependability of National's specialties has been established over the years through a planned program of applied engineering development — backed by quality controlled production and precision testing. National's great research, development and production facilities will continue to be dedicated to achieving even greater standards of performance, safety and service for America's Railroads.



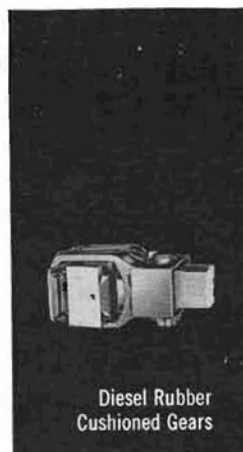
3C Gliding Sill



Freight and
Passenger
Rubber Cushioned
Gears



Couplers



Diesel Rubber
Cushioned Gears



Freight
Car Trucks



NATIONAL CASTINGS DIVISION
Midland-Ross Corporation



10600 QUINCY AVENUE • CLEVELAND, OHIO 44106 7810-A



Retired Agent Wins National Grange Art Award

IN the years since he retired as our agent at Lake Andes, S. D., and moved to the Ozark country, Herman B. Olsen has developed considerable skill as a poster artist. Above he is shown holding his poster that took the first prize in the National Grange art show held last November in connection with the National Grange session in Minneapolis, and below it is the work that won him second place in 1965. Both took first place awards on the State Grange level.

When Mr. Olsen retired in 1947, he and his wife moved to a 10-acre farm they had purchased at Pine Haven, Ark., a community about 13 miles north of Clarksville. Their home is located at a 2,000-foot elevation affording a view of the surrounding hills and in a section ideal for raising fruit and garden produce, of which the Olsens grow many varieties. They also enjoy good hunting and fishing.

In his leisure time, and when he's not painting as a hobby, Mr. Olsen creates signs for local tradespeople, letters school buses and the like, and has even done some work for the county. For the posters which won the Grange awards, he drew on experiences while serving with the Army in Alaska, and his years of working on the railroad. (Photo by the Johnson County Graphic published at Clarksville)



Max Woelfl, cashier in the Milwaukee regional data office, posed with a group of his co-workers at the luncheon which marked his retirement after 50 years of service (see the Milwaukee Terminals news). From left are Assistant Cashiers Ted Wjotasiak, Margaret Hagberg, Alice Sobczak and Willard Kinast.



FOR FIFTY YEARS' SERVICE. J. W. Mofenbier, carman on the Aberdeen, S. D., repair track, receives a Gold Pass from Car Foreman J. H. Breen. Starting in June of 1916, all of his service has been in the Aberdeen car department.



VETERAN OPERATOR RETIRES. Honored at an office party marking his retirement Dec. 3, R. E. "Robbie" Robinson, first trick operator at Muskego Yard, is congratulated by Assistant Superintendent R. A. Hummer. Mr. Robinson had been with the railroad since 1923, starting as a telegrapher on the former Kansas City Division, from which he transferred to the La Crosse-Milwaukee Terminal line in 1947.

Aberdeen Division

EAST END

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

Brakeman Roger Funk was home for Christmas. Uncle Sam talked us out of Roger this fall and sent him to Texas for heavy equipment instruction. Now Roger is assigned to Fort Leonard Wood for a year. He's the only son of Conductor Charlie Funk.



Roger Funk

We're happy to learn that the swellings have gone down at the home of Agent Tom Fasching at Cologne, Minn. Tom and seven of the eight children all had mumps at the same time, but everybody recovered enough to speak their pieces at the Christmas programs.

Engineer Fred Blabaum is resting

January-February, 1967

KERITE CABLE

For dependability in actual use, no other cable matches Kerite. We believe you will be impressed by the evidence. Write.

THE KERITE COMPANY

General Office—30 Church Street, New York 7, N.Y.

SALES OFFICES: Birmingham, Boston, Chicago, Dallas, Denver, Devon, Pa., Emeryville, Calif., Glendale, Calif., Lake Wales, Fla., Metairie, La., Portland, Seattle.



it's the KERITE insulation that makes the difference

BRAKE BEAMS UNIT TYPE POSITIVE® TYPE and BRAKE BEAM PARTS CASTINGS

Standard Malleable
Super-Y (Alloy) Malleable
Pearlitic Malleable
Alloy Cast Iron

¼ to 500 lbs. to meet customers' requirements

CHICAGO MALLEABLE CASTINGS CO.
1225 West 120th Street Chicago 43, Ill.

UNION REFRIGERATOR TRANSIT LINES
4206 N. GREEN BAY AVE.
Milwaukee 12, Wisconsin

for a spell from taking daughters down church aisles. Kathleen was married on Nov. 6, and Beverly on Dec. 3. Janet, more interested in horses than boys at present, is the fourth and last of the family at Fred's house.

We "rails" in Montevideo are proud of our "native son," Dick Peterson, who was recently promoted to division engineer at La Crosse.

Retired Engineer Claude Huron passed away Nov. 3. Fred Milbrandt, formerly employed at the Montevideo roundhouse and also at the car department, died Nov. 25. Conductor Earl Bloedorn passed away Dec. 7 following a long illness. Patrick Walsh, retired agent from Andover, passed away in December at Aberdeen.

Craig Allen Ost is right up there with the "mod" look—long hair on boys. He was born with a good covering and is the new grandson of Engineer Ed Mohn.

The boys at Tower E-14 rigged up a real going-away party for George Martinson recently. After 31 years at the tower, George checked out on Dec. 4 and headed for home at Hopkins to pack for a trip to Texas with his wife. He'll return when summer comes back to Minnesota.

Mr. and Mrs. John P. Herzog of Aberdeen, who were married on Oct. 24, 1921, observed their 45th wedding anniversary with a family celebration. They have 12 children and 18 grandchildren, most of whom were present. Mr. Herzog retired as warehouse foreman at Aberdeen on Dec. 17, 1964 after 47 years of service.

D & I Division

Savanna Chapter of the Women's Club met Dec. 12 in St. Paul's Episcopal parish house for a dinner and election of officers. Mrs. William Doherty was reelected president; Mrs. Lloyd Hinsch became vice president; Mrs. Albert Lahey corresponding secretary; Miss Clara Cush recording secretary; and Mrs. Jesse Brock treasurer. Other action taken included voting to make a donation to the Savanna Christmas Baskets for the Needy project sponsored by the Wa-tan-ye Club.

How To Do It Safely

A new training program developed by our safety department which features color slide explanations of "how we do it safely" had its initial showing at the recent National Safety Congress and Exposition in Chicago. The program, designed primarily for operating men, was introduced on the railroad at special staff meetings of division officers and is now in effect for training new employees. In some cases, slide showings are being held for older employees also. Pictured attending one of the first, held at Bensenville, Ill., are (from left) Moses Granger, James Powers, Frank Granger and Ed McDowels. The instructors are (rear, from left) E. J. Huat, traveling engineer, D. O. Anderson, general safety inspector and instructor, and District Safety Engineer M. E. Stewart.



Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT
—CAR DEPARTMENT

Richard D. Andrews, Correspondent

Blacksmith Welder Donald Tischer recently enjoyed a home visit from his stepdaughter, A3/C Arlene Zelm. Arlene entered the Air Force last year in June, and the family was looking forward to her leave. After it was up, she expected to be sent to a post in Michigan.



Arlene Zelm

Gary L. Shaw, carpenter in the truck shop, became a member of the "Wise Owl Club" when his safety glasses prevented a serious eye injury.

Among the skilled, or fortunate, deer hunters this season was Clarence "Van" VanderLinden, who downed a

5-pointer with one shot.

Of interest to veteran employees. Charles Wuestneck, retired blacksmith, passed away on Dec. 15 at the age of 99. He had enjoyed almost 29 years of retirement, having retired in 1937.

Duane Crouse, helper in the wood mill, enlisted in the Marines and is currently in "boot camp" at Camp Pendleton, Calif.

Nancy Lewis, daughter of Foreman A. J. Lewis, is a new and welcomed addition to the general office, replacing Carol Rader, who transferred to the locomotive department.

Among year-end retirements were Hubert T. Callahan and John J. Morrissey, machinists in the air brake shop, and Roy Gastel, painter in the passenger shop. Mr. Morrissey started with the Milwaukee in 1912, and retired with over 54 years of service. Mr. Callahan is just a bit shy of 50 years, as he started in the locomotive department in 1917. Mr. Gastel started in 1919 and retired with 47 years of service.

Cheryl Murawski, daughter of Erwin Murawski, sectional stockman in the material division, was recently elected to the National Honor Society at Brookfield Central High School. She is also a cheer leader, and teaches piano in her spare time.

LOCOMOTIVE DEPARTMENT

George H. Jung, Correspondent

The following locomotive shop employees retired recently: Machinists John Morrissey, Rudolph Loeffler, William Dowd, Roy Plainse, Roy Bame and Hubert Callahan; Machinist Helper Joseph Altmayer; and Steamfitter Irvin Coolahan.

Leonard Drew, a boilermaker,

(Continued on page 40)

The Milwaukee Road Magazine

**MILWAUKEE
NEW
COMMUTER
CARS**



26 Valve

Cobra Shoe

GB Unit

**MOST
MODERN
BRAKE
EQUIPMENT**

From the air supply to the friction on the wheels—WESTINGHOUSE AIR BRAKE COMPANY enhances its position as the leader in the Best In Braking! We are proud that our equipment was specified on the new Double Deck cars for this important function
SAFE BRAKING!

"THANK YOU" is the most sincere expression we know
to convey our appreciation
of your friendliness and assistance
the past forty years.

Here's Our Anniversary Special for

EMPLOYEES of the MILWAUKEE ROAD

With Monthly Premium deducted from paycheck—(at no extra charge)—

Our continued growth and increasing surplus have made it possible for us to deposit with the State Insurance Commissioner over \$400,000.00 for the protection of all members and issue this special anniversary **NON-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM**—coverage of \$3,000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

MONTHLY INCOME OF \$300.00

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

	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of Insured Member	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for			
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	
Ages 65-69 Inc.	\$13.75	\$6.25	

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

AGE OF APPLICANT DETERMINES RATE — NO MEMBERSHIP FEE — NO MEDICAL EXAMINATIONS

SPECIAL OPTIONS

1. On leaving active service, retirement or other reasons, Insurance may be continued without change and at same premium—mailing premium direct to Home Office either monthly, quarterly or in any manner you find convenient.
2. Dependent wife surviving the insured, may continue her coverage for an additional monthly premium of twenty-five cents.
3. When dependent child is no longer a dependent, the coverage may be continued for an additional monthly premium of twenty-five cents and the right to apply for additional insurance under age group.

Offered by EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA
a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families
MAIL THIS APPLICATION NOW TO:

EMPLOYEES MUTUAL BENEFIT ASSOCIATION, 1457 GRAND AVENUE, ST. PAUL 5, MINNESOTA

I hereby apply for insurance coverage as follows: (please print)

My first name is.....(Initial).....(Last Name)

Address
(Street and Number) City or Town (Zone) (State)

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.

Amount of
monthly premium
\$.....

POLICY FOR
DEPENDENT
WIFE

The beneficiary is to beRelationship.....

Please issue a Life Insurance policy in the amount of \$1,000.00 on the life of my wife

Wife's nameDate of birth

Amount of monthly premium for wife's policy \$.....

(See rate above according to age)

POLICIES FOR
DEPENDENT
CHILDREN

Please issue Life Insurance Policy or Policies in the amount of \$500.00

each for each of my dependent children listed below:

Premium 50 cents a month for each child insured.

Amount of monthly premium for policy or policies on dependent children \$.....

First Name

Age

Birth Date

.....
.....
.....

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

(Continued from page 38)
passed away recently, as did the wife of Ernest Hirshman, a machinist. Benny Altmayer, retired chief caller at the Milwaukee roundhouse, passed away on Jan. 1.

Iowa Division

MIDDLE AND WEST

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

Car Department Employee Everett Bell retired Oct. 31 after 48 years of service. He was the third generation of his family to be employed by the Milwaukee. His father and grandfather were both working at Perry when he entered service. He started in the track department and later transferred to the car department. His son, Jack, is car foreman at Perry, and his brother-in-law, Bill Neal, succeeds him as senior employee in the Perry car department. At one time, Everett had two brothers and two brothers-in-law working for the Milwaukee at the same time. A few days after his retirement 30 members of the family gathered to give him a retirement party.

Locomotive Engineer LaVerne Huffman of Perry was killed in a helicopter crash in Texas on Dec. 7. A major in the Iowa National Guard, he was on guard duty at the time with



RETIREES WITH FINE SAFETY RECORD.

Retiring on Dec. 15 at Aberdeen, S. D., M. G. "Mike" Schuck, stower-baggage-man, poses (center) with Baggage-man Ferd Holty (left) and Check Clerk-Baggage-man Alfred Ell. He is a veteran of 49 years in train service, during which he had never been involved in an accident.

several other Iowa men, helping with a mapping project for the U.S. Corps of Engineers. The copter carrying Major Huffman and two other men crashed and burned before help could get to them. Services were held in Perry. LaVerne is survived by his wife, Erva Lu; a son, David, 14; two daughters, Rheanne, 11, and Lynette,

9; his mother, and a sister all of Perry.

Herbert Taylor, retired switchman, who now resides at the Rowley Memorial Masonic home in Perry, was among the members of the home who took part in repairing toys for needy children of the Perry area, for the Christmas party given by the members of the home each year. The idea was instigated by Mrs. Dale Scott, wife of the superintendent of Rowley Memorial Home. The members of the home, all elderly retired men, spend much time during the year getting ready for the event, which provides toys for approximately 200 Perry area children who would not have nearly as nice a Christmas if it were not for these gentlemen and others of the Perry community.

Marvin W. Johnson, 64, passed away at his home in Eagle Grove on Dec. 20. Known as Mike by his friends, he was a trainman on the Iowa Division starting in 1943, and later was promoted to conductor. He had been in passenger service between Marion and Omaha for some time. He and two other people were in an auto accident last summer. He had been off duty for some time following the accident, and was thought to be improving satisfactorily.

Jesse South, a retired machinist, passed away Dec. 18 in a Chicago hospital. Jesse, who had been employed at the Perry shops, later had gone to the Bensenville shops after the

AS Smith/APEX

For guaranteed quality, service
and deliveries that always
meet your building schedules,
specify APEX

- Hydra-Buff end-of-car hydraulic cushioning
- Cushion Ride hydraulic cushioning for underframes
- Running boards, brake steps, grating products
- Boxweld brake beams 18,000 lb. hanger, 18,000 and 24,000 lb. unit
- Hatch covers, glass fiber reinforced plastic products
- Defect card holders

APEX RAILWAY PRODUCTS CO.

332 S. MICHIGAN AVE., CHICAGO, ILL. 60604

SERVICE PASSES AWARDED

Gold 50-Year Passes

Bennett, Harold P.,
chief clerk to agent-----Roundup, Mont.
Calabrese, Sam, machinist-----Chicago, Ill.
Dreher, Elsie C., bookkeeper-----Chicago, Ill.
Drews, Joseph E., clerk-----Chicago, Ill.
Ewig, Walter, blacksmith-----Milwaukee, Wis.
Kenney, Edmund A., ret. agent---Cedarburg, Wis.
Kleven, Thor, switchman-----Bensenville, Ill.
Maierle, Peter M., telegrapher---Green Bay, Wis.
Paige, James C.,
district manager-sales-----Bellingham, Wash.
Prehler, William E., clerk-----Chicago, Ill.
Quinn, Paul F., clerk-----Perry, Ia.

Silver 45-Year Passes

Altmeyer, Joseph F.,
machinist helper-----Milwaukee, Wis.
Aubert, Joseph T., section foreman---Chicago, Ill.
DeField, William F., engineer---Minneapolis, Minn.
Gerstenkorn, Frank, locomotive engr. Portage, Wis.
Krakowski, Joseph T., engineer-----Chicago, Ill.
Love, Franklyn J., asst. supt.-----Madison, Wis.
Maciolek, Casimer,
bill and expense clerk-----Milwaukee, Wis.
Millard, Edward J., conductor---Green Bay, Wis.
Mulholland, Lloyd A.,
car inspector-----Muskego, Wis.
Olson, Roy E., retired engineer-----Itasca, Ill.
Peterson, Arthur S.,
spec. flour and grain agt.-----St. Paul, Minn.
Reichow, E. J., retired engineer-----Austin, Minn.
Smerlinski, Alex, machinist-----Milwaukee, Wis.
Thomas, Henry, laborer-----Milwaukee, Wis.
Vannella, Ralph, elec. helper-----Bensenville, Ill.
Walters, Minnie C., clerk-----Milwaukee, Wis.
Willigan, Eva, secretary-----Homewood, Ill.
Woolf, Earl, retired engineer---Terre Haute, Ind.



And Still Another Wise Owl

What you see here is Machine Operator D. G. Schumann (right) being presented with his membership certificate for the Wise Owl Club of America by Extra Gang Foreman J. W. Brunner. Schumann made the club as the result of wearing safety glasses while operating a ballast regulator recently on the La Crosse Division. He was dressing track when a stone shot up and fractured the right lens, but, as the picture proves, his eye wasn't injured. Foreman Brunner was commended at the same time for doing a particularly effective job of seeing that the men under his supervision wear safety glasses and goggles when conditions call for them.

forces at Perry were reduced. He had surgery about 10 days before his death and was thought to be recuperating satisfactorily. He retired about 18 months ago at the age of 70. Funeral services were held in Bensenville. He is survived by his wife, three daughters and a son, all of whom live in the Chicago area.

The Milwaukee ticket office is now back at the same location as before the fire of Oct. 15, which razed the old depot. A new office, built where the old one stood, is now in use. The new building is a single-story structure that houses a few other general offices besides the ticket office. Although a little smaller than the original office it is newly furnished, has paneled walls, and is much more attractive than before.

Contributed by John Gohmann

Congratulations are in order to these Iowa divisioners upon the arrival of new additions to their families:

George J. Tressel, revising clerk in the regional data processing office in Cedar Rapids, upon the birth of his fifth child, Peter George, on Nov. 9; Don Stimson, ticket clerk in Marion, upon the arrival of his first-born daughter, Amy Colleen, on Nov. 11; James Taylor, ticket clerk in Marion, upon the birth of his first-born son,

Jason, in October.

Wedding bells rang over the holiday season for two Iowa Division Brake-men.

Married Dec. 11 in the groom's hometown, Oxford Junction, Ia., were Johnny Marr and Linda Lacy. Johnny and Linda are making their home in Marion, where John works in freight service. Congratulations and good luck to a very nice couple.

Also married in December was Thomas F. Connors, from Perry, currently on a leave of absence to serve in the Army. December 27 was the date Tom married Sandra Thiele in the bride's hometown of Norfolk, Neb.

Sympathy was extended to our assistant superintendent, Peter White, upon the death of his father, Frank White, on Dec. 11 in Tacoma, Wash.

All of us in Marion were saddened to hear of the death of a wonderful man, Conductor Mike W. Johnson. Mike, who had for years been running on the "Cities" trains out of Marion, passed away Dec. 18 in his hometown, Eagle Grove, Ia. We all will surely miss this fine man and railroader.

A familiar face on the right hand side of the cab is being missed with the retirement of Earl "Poffy" Poffenburger, from Savanna, Ill. "Poffy", with more than 50 years of service, for quite a while had held the number one pool assignment on the Iowa Division east end. As he stepped off the engine of train No. 62 on Nov. 22, a group of his friends gathered at the Savanna yard to wish a fine fellow a very happy retirement. All of us do the same.

Welcome aboard is extended to the new assistant agent, Robert Kramer, who came to Cedar Rapids from Kansas City, where he was chief clerk.

Also welcome to R. M. Steele and Larry Cox, who recently hired out as brakemen; to Dave Case and James Taylor, new ticket clerks; and to Mrs. Jean Bresin, who recently assumed the duties of secretary to the assistant superintendent in Marion.

When parents stop wondering why children don't turn out lights, they're apt to begin wondering why they do.

RAILWAY FASTENING HEADQUARTERS



LOCK NUTS • LADING STRAP ANCHORS
FLOOR CLIPS • WATER TIGHT BOLTS
THRESHOLD PLATES

MAC LEAN-FOGG LOCK NUT CO.

1000 Allanson Road Mundelein, Ill. 60060

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS

Republic Creosoting
Minneapolis



POWER PARTS COMPANY

Distributors for
United States Rubber Company

Serving the Railroad Industry 24 hours a day, continuously for over eighteen years.

All orders are shipped the same day as received. Our motto is "Fire Wagon Service" on all orders.

POWER PARTS COMPANY

1860 No. Wilmot Avenue, Chicago 47, Illinois
Telephone SPaulding 2-4600

Emergency service and delivery available any time of day or night.

The year-'round

motor oil that can

double engine life!



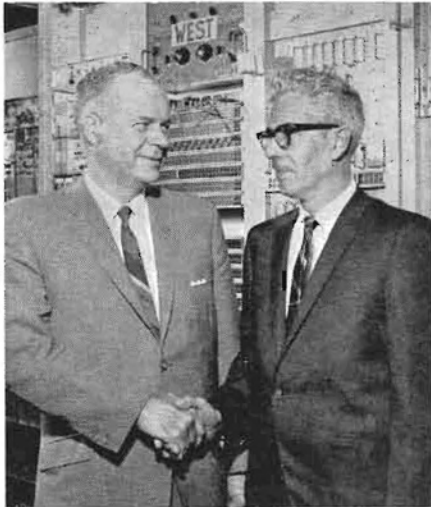
Best for older

cars - a "must"

for new cars!

Mobil Oil Corporation

Honored at 4,000th Student Of Electronic Maintenance



F. A. Mosser (right) is congratulated by Lenkurt's president, C. W. Hunter, as the 4,000th student to enroll at the company's customer training center.

FRED A. MOSSER, electronic equipment maintainer with headquarters in the Chicago Terminals, was drawn into the spotlight recently as the guest of honor at a banquet given by the Lenkurt Electric Co., Inc., San Carlos, Calif., having been the 4,000th student to enroll at its customer training center. He was tagged upon reporting for a course in the maintenance of our Class 45 telephone carriers.

The Lenkurt company maintains the training center to provide customers of its communications systems with instruction courses for their installation and maintenance people. Classes are conducted on a year around basis, and a course lasts approximately two weeks.

Mr. Mosser has been with the railroad almost 40 years, as an agent-operator on the former H&D Division for 33 years, and in communications since 1960, when he was named assistant electronic equipment maintainer. In 1963 he advanced to his present position, which involves the installations in the Chicago relay office and at 17 other locations in the area extending from Rondout, Ill., to Terre Haute, Ind., and from Chicago to Savanna, Ill. In connection with it, he had attended the Lenkurt training center in 1963 for a course in the maintenance of our microwave facilities in the Chicago Terminals.

One of the happiest endings in the movies is when the person behind you finishes his popcorn.



Something New in Retirement Parties

A NEW type of service offered by our railroad was utilized by Milprint, Inc., the Milwaukee based printing company, to stage a unique send-off for its crack Chicago salesman when he retired in December. Clifford Williams (right), known in the company as "the dean of packaging," had been tricked by his co-workers at the Chicago branch into thinking he was being taken to a dinner in a Union Station restaurant, instead of which they put him on a train going to Milwaukee. The railroad furnished the group with two reserved cars—a parlor car and a cafe-lounge for beverage service—decorated with bunting and a portrait of the guest of honor. One car also carried a large banner proclaiming it to be the "Clifford Williams Retirement Express."

When the train arrived in Milwaukee, more than 100 people were on hand with a seven piece brass band. The cars were then set out on a track in the passenger depot for a company party, which got under way with a hot buffet dinner and lasted well into the evening. After it was over, the cars, with Mr. Williams and his fellow employees, were put on a train headed for Chicago. (*Milwaukee Journal photo*)



PIGGYBACK "FIRST" AT RAPID CITY. Going into service at Rapid City, S. D., is one of the Milwaukee Motor Transportation Company's new piggyback refrigerated meat-rail trailers. On hand for the "maiden run" are, from left, R. N. Dosch, district manager-sales for the railroad at Aberdeen; B. E. Seney, MMTTC terminal foreman, Rapid City; Walter Mollers and Jim Howard, board chairman and president, respectively, of the Black Hills Packing Co.; and Lowell Schuck, the road's agent at Rapid City. The trailer was one of the first released from the fleet of 500 which the road's trucking subsidiary acquired in late 1966.



Advisers C. W. Capron, left, and J. J. Waldman verify Safco's quality control.



Safco Achievers study how to keep costs down, profits up.

On the production line at Safco, you wear safety goggles.



**SEE
JUNIOR
ACHIEVEMENT
IN ACTION**



These are hectic days for our Junior Achievement companies in Chicago, with the annual J. A. trade fair in the International Amphitheatre coming up on Mar. 18-19. The teenage members are busy making everything from costume jewelry (Ultimox) to hot dish mats and cork mice (Mil-Soc). Those at work here, under the guidance of Milwaukee Road advisory teams, are Safco, manufacturer of auto safety kits, and Jetco, which went to town during the Christmas holidays with a table centerpiece and has since switched to leather coin purses and comb cases and a novelty doll. Tickets for the fair (\$1.25 for adults, 50 cents for students) include two daily stage shows featuring teenage talent and a name band.



Safco Advisers H. J. Millard, left, and J. Lucchesi give the secretary-treasurer a little help.



Everyone pitched in to build up Jetco's inventory for the Christmas rush, including Adviser Wanda Szyplski, left.



Advisers Gretchen Yoder, left, and Claire Hansen inspect the work of Achiever Patricia Thomas, who ran up a sales record of \$55 for Jetco's Christmas product.

Jetco Adviser R. G. Wall offers a suggestion on the assembly line.



Mr. J. V. Sands
Asst. Shop Superintendent
The Milwaukee Road
Milwaukee, Wis.

10-N



MAGAZINE
MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Bulk Rate
U. S. POSTAGE

PAID

MILWAUKEE, WIS.
Permit No. 2784

516 W. Jackson Blvd. • Chicago, Illinois 60606

RETURN REQUESTED

WINTER WONDERLAND. Riding the chair lift up Pine Mountain provides a breath-taking view of the Northwoods country at Iron Mountain, Mich., the popular ski area served by the Milwaukee Road. During the snow season, the Milwaukee offers eight package trips to Midwest ski resorts, usually on week ends, and longer tours to various areas in the Rockies.

