

THE MILWAUKEE ROAD MAGAZINE

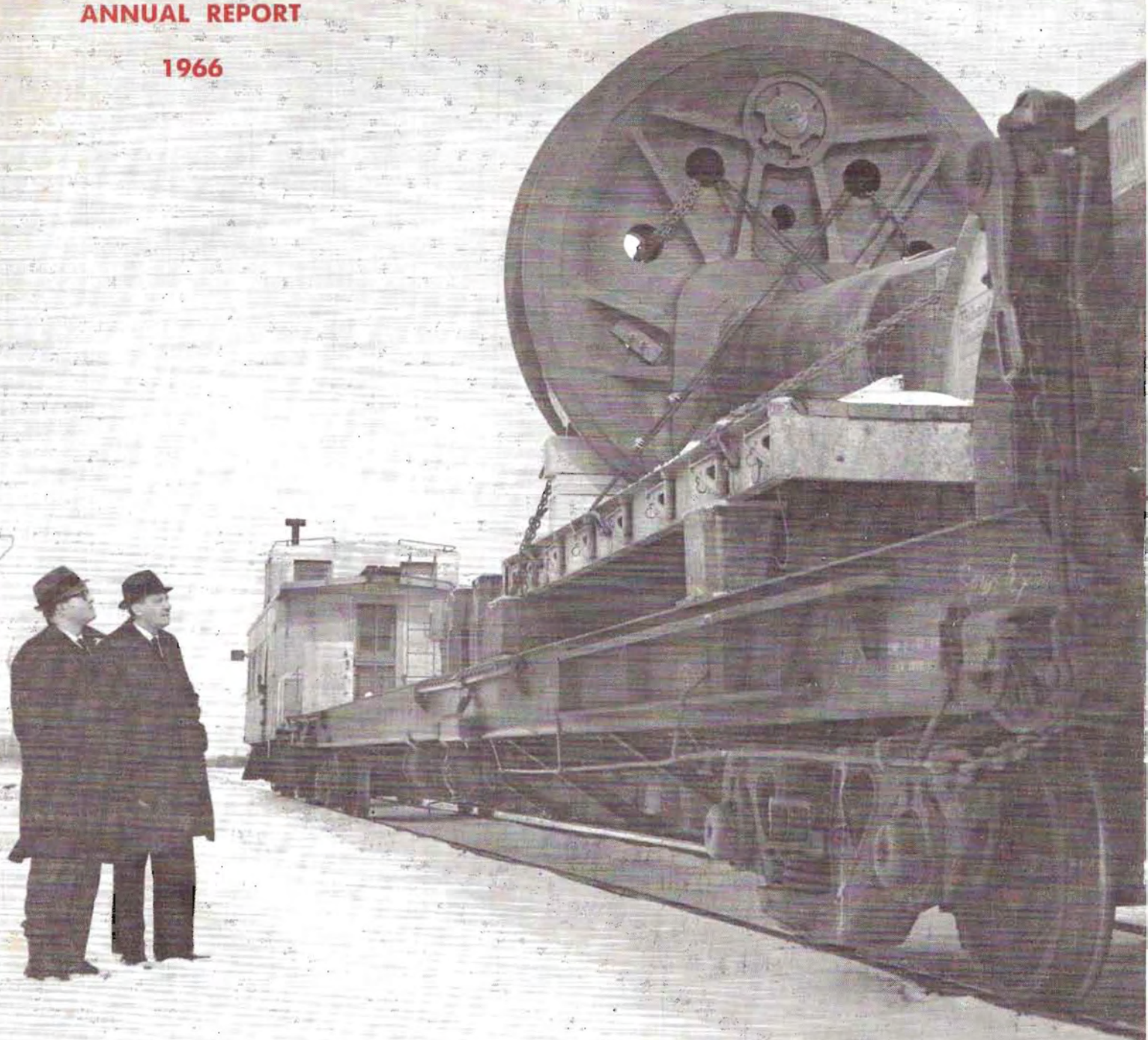
CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1967

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ANNUAL REPORT

1966



THE MILWAUKEE ROAD MAGAZINE

Vol. 55 March-April 1967 No. 1

MARIE HOTTON
Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

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Transportation Newsgrams

Sanitation Award Milwaukee's Seventh

The Milwaukee Road has been selected by the United States Public Health Service to receive a Special Citation for Excellence in Sanitation, in recognition of its high standard of dining and lounge car service in 1966. This is the seventh consecutive award conferred on the Milwaukee for its commendable sanitation record.

RPI Exposition Out for This Year

The Railway Progress Exposition scheduled for Oct. 8-13 at the International Amphitheatre in Chicago has been deferred, due to problems resulting from the destructive fire at McCormick Place, the location selected originally, and other developments. However, many of the railroad meetings announced for Chicago during the exposition will be held, as planned.

"Discover America" Campaign



A "Discover America Planning Week" Apr. 16-22 will focus on encouraging vacation travel to and within the United States on a year-round basis. The campaign signals a special effort to support the program established by Presidential proclamation for the dual purpose of retaining travel dollars and providing people of other countries with a better understanding of the USA. The promotion will be dramatized through radio, TV and billboard advertising, and a variety of other media, such as bumper stickers, a campaign button and official theme song.

New Computer Speeds RRB Payments

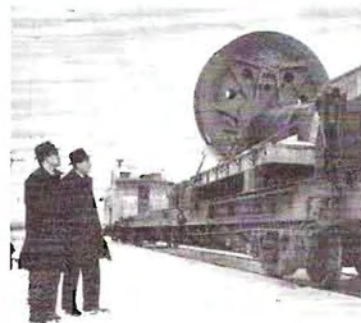
A new computer has been installed at Chicago headquarters of the Railroad Retirement Board to handle the expansion in volume of operations. Benefit disbursements increased last year to more than \$1.3 billion. The computer, a System/360 Model 50, will be used in the maintenance of Medicare records and other data processing work.

Tickets-by-Mail for Milwaukee Road Commuters

Starting May 1, the Milwaukee Road will initiate ticket-by-mail service for its suburban patrons in the Chicago area. Commuters who register for it will automatically receive an unlimited-ride monthly ticket about a week prior to the first of each month, together with a bill and an addressed remittance envelope. The plan is designed to relieve commuters of the periodic trip to the ticket counter.

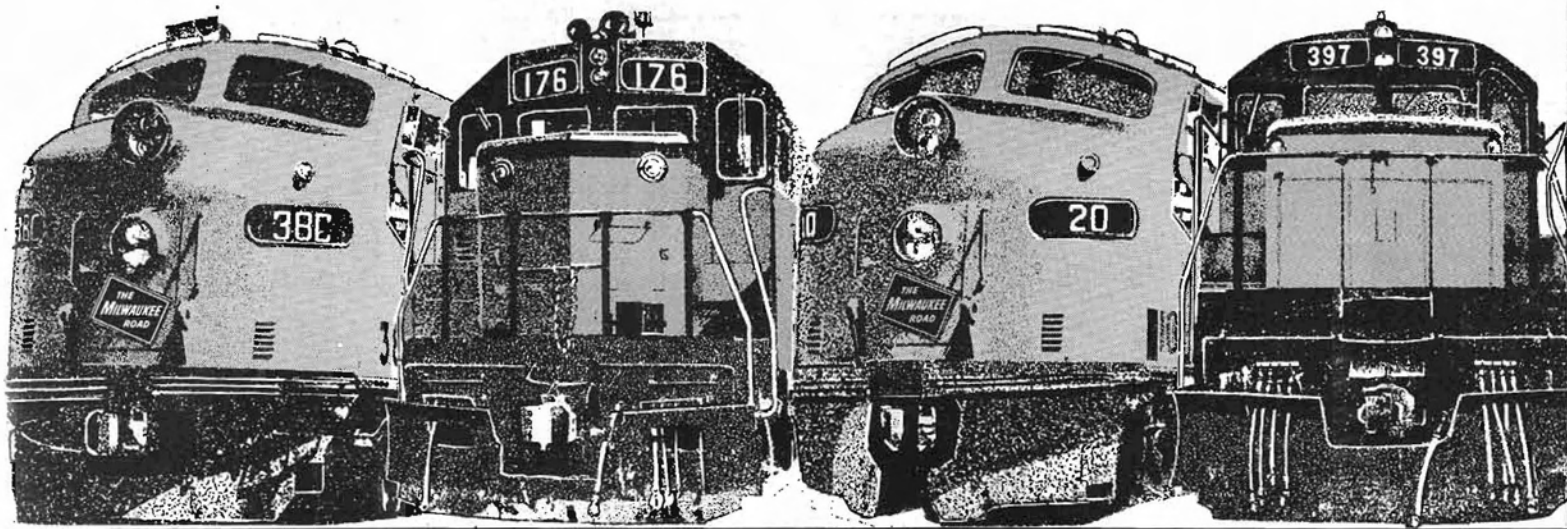
THE COVER

The picture on our cover illustrates a resourceful, new way to brace flatcar loads that railroads don't handle every day. You're looking at a 72,000-pound dragline excavator camshaft shipped recently by the Bucyrus-Erie Co. from South Milwaukee, Wis., to Evansville, Ind., as it was ready to move from our Lake station on a low bed trailer. Inspecting the shipment, unusual for a trailer-on-flatcar movement, are D. L. Crittenden, our assistant district manager-sales at Milwaukee (left), and Arthur Kroencke, Bucyrus-Erie's traffic manager.



annual report/1966

THE
MILWAUKEE
ROAD



A BRIEF ACCOUNT OF THE HIGHLIGHTS OF THE MILWAUKEE ROAD'S OPERATION IN 1966

- An average of 16,470 people were employed by the railroad during 1966.
- Their wages and salaries amounted to \$122,977,387.
- The railroad also contributed \$11,515,053 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$4,611,813.
- During 1966 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$625,688,134 representing an investment of \$37,990 for each employee's job.
- The railroad company's return on its investment in 1966 amounted to 2.61 per cent.

March-April, 1967

RESULTS OF OUR OPERATIONS IN 1966

WE TOOK IN ...



		Increase + or decrease -
Railway Operating Revenues	\$259,216,976	+\$17,856,106
Other Income—Net	4,105,746	— 115,001
TOTAL	\$263,322,722	+\$17,741,105

NET INCOME \$ 8,129,944 +\$ 867,060

WE PAID OUT ...



		Increase + or decrease -
Railway Operating Expenses	\$205,886,312	+\$14,209,309
Taxes and Rents	36,986,919	+ 2,591,607
Interest	12,319,547	+ 73,129
TOTAL	\$255,192,778	+\$16,874,045

FACTS:

1. The return on our investment was 2.61% as compared with 2.51%.
2. We carried 6,622,582 passengers an average distance of 66 miles, and received an average revenue of \$1.83 per passenger.
3. We carried 46,049,835 tons of freight an average distance of 364 miles and received an average revenue of \$4.78 for each ton of freight hauled.
4. We paid an average of \$7,465 per year to 16,470 employees.

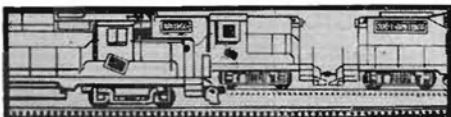
SOURCES OF REVENUE *freight and passenger service*



CLASSES OF TRAFFIC	REVENUE	% GRAND TOTAL
FREIGHT TRAFFIC		
Farm Products	\$ 38,671,327	14.9%
Lumber and Wood Products, except Furniture	31,721,501	12.2
Food and Kindred Products	31,767,016	12.3
Pulp, Paper and Allied Products	17,706,567	6.8
Primary Metal Products	14,193,395	5.5
Transportation Equipment	13,211,808	5.1
Chemicals and Allied Products	10,735,937	4.2
Stone, Clay and Glass Products	7,759,783	3.0
Coal	7,467,513	2.9
Nonmetallic Minerals, except Fuels	5,570,141	2.1
Machinery, except Electrical	5,800,273	2.2
Petroleum and Coal Products	3,709,703	1.4
Freight Forwarder Traffic	3,045,540	1.2
All Other Carload Traffic	28,697,149	11.1
L.C.L. Traffic	150,258	.1
Total Freight Traffic	\$220,207,911	85.0
OTHER FREIGHT SERVICE		
Switching	\$ 6,453,937	2.5
Joint facility—Net Cr.	2,733,209	1.1
Demurrage	2,728,905	1.0
All other	784,995	.3
Total Other Freight Service	\$ 12,701,046	4.9
Total Freight Service	\$232,908,957	89.9
PASSENGER TRAFFIC		
Passengers in coaches	\$ 10,423,511	4.0
Passengers in parlor and sleeping cars	1,658,178	.6
Total Passenger Traffic	\$ 12,081,689	4.6
OTHER PASSENGER SERVICE		
Mail	\$ 10,154,371	3.9
Express	1,962,371	.8
Dining and buffet	1,039,169	.4
All other	1,070,419	.4
Total Other Passenger Service	\$ 14,226,330	5.5
Total Passenger Service	\$ 26,308,019	10.1
GRAND TOTAL	\$259,216,976	100.0

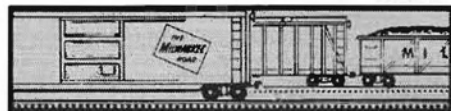
The Milwaukee Road Magazine

At the close of 1966 our railroad owned a total of 39,978 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



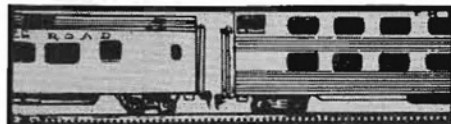
LOCOMOTIVE UNITS

DIESEL Freight	124
Passenger	64
Multiple Purpose	346
Switch	232
ELECTRIC	67
TOTAL	833



FREIGHT CARS

Box and auto	19,386
Gondola and hopper	10,908
Flat	3,234
Others	5,140
TOTAL	38,668



PASSENGER CARS

Sleeping	30
Coaches	171
Baggage, mail, express	238
Parlor	16
Others	22
TOTAL	477

EQUIPMENT

NEW LOCOMOTIVE AND FREIGHT CAR EQUIPMENT—1966

Thirty-eight new diesel-electric locomotives were acquired in 1966, of which 26 were 3,000 h.p. units and 12 of 2,800 h.p. capacity.

In addition, improvements and modifications were made on a number of other locomotives to increase efficiency and utilization of the locomotive fleet.

The railroad acquired more than 1,200 new freight cars of various types during the year.

These included wide-door box cars, 100-ton covered hopper cars and 70- or 100-ton specialized box cars; all of the cars are equipped with roller bearings and

1966

ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1966 amounted to:

\$5,519,698

are of the types known to be in greatest demand by shippers.

Approximately 1,200 freight cars were rebuilt in 1966 as part of the car rebuilding program which began in 1963, and hundreds of other cars underwent renovation and extensive repairs.

IMPROVEMENT BUDGET—1967

It is anticipated that capital expenditures during 1967 will be in the range of \$34 million, of which approximately \$25 million will be for the acquisition of locomotives and freight cars. Additional equipment may be purchased or leased later in the year, but this has not been finally determined.

As a result of careful forecasting of equipment needs, a variety of types of freight handling equipment was placed on order last year for delivery in 1967.

Twenty-five new diesel-electric locomotives already have been delivered and placed in service during the early months of 1967. Of these, 21 are 3,000 h.p. units and the remaining four are 2,800 h.p.

A total of 1,275 freight cars are either on order or in the process of being delivered. These include wide door box cars, Airslide covered hopper cars, insulated grocery box cars and covered gondola cars.

Approximately 1,300 freight cars will be rebuilt during the year. The program calls for renovating 500 box cars and for rebuilding substantial numbers of open hopper cars to increase their capacity.

EMPLOYEES

Train and Engine Men Yard and Station	6,433
Maintenance of Equipment and Stores	3,244
Maintenance of Way and Structures	2,768
Professional, Clerical and General	3,595
Executives, Officials and Staff Assistants	430
TOTAL EMPLOYEES	16,470

JOB VALUE

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$625,688,134.

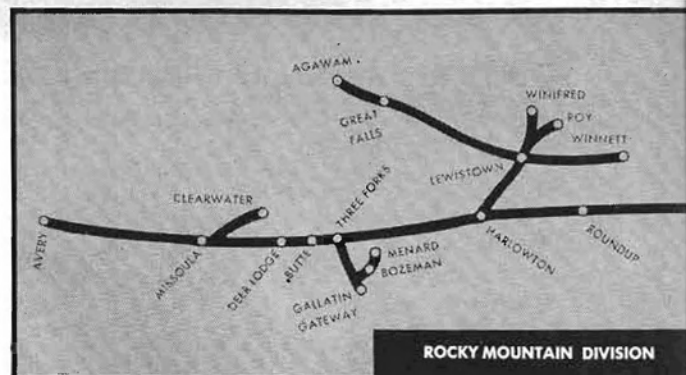
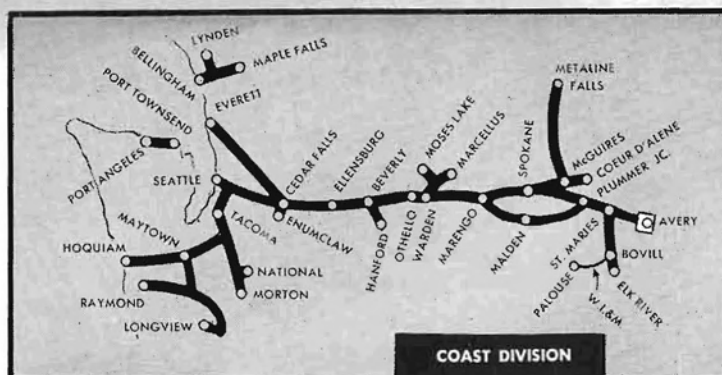
TOTAL PROPERTY VALUE: \$625,688,134
DIVIDED BY: 16,470 employees
= \$37,990

Invested in each employee's job

TEN YEAR PAYROLL SUMMARY

Year	*Total Payrolls	COMPANY CONTRIBUTIONS		TOTAL	Average Per Employee	Straight Time Rate Average Per Hour
		Retirement and Unemployment Taxes	Health & Welfare Benefits			
1956	\$134,534,522	\$ 8,581,092	\$1,403,449	\$144,519,063	\$5,273	\$2.130
1957	133,239,878	8,692,650	2,106,181	144,038,709	5,538	2.290
1958	128,237,334	8,420,346	1,934,613	138,592,293	5,922	2.465
1959	128,292,584	9,894,538	1,819,163	140,006,285	6,294	2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704
1962	112,343,937	9,407,264	3,051,767	124,802,968	7,160	2.767
1963	112,580,994	9,412,272	3,283,233	125,276,499	7,420	2.801
1964	115,432,302	9,802,397	4,207,092	129,441,791	7,614	2.884
1965	119,089,765	10,197,336	4,539,841	133,826,942	8,098	3.023
1966	122,943,826	11,515,053	4,611,813	139,070,692	8,444	3.123

*Does not include compensation of part-time employees



THE MILWAUKEE ROAD in the states it served in 1966

	Av. Miles of Road Operated In 1966	* Average Number of Employees	† Total Compensation All Employees	‡ Property Taxes
Idaho	232.62	111	\$ 781,676	\$ 164,559
Illinois	684.07	4,767	35,454,936	(774,267)
Indiana	155.91	208	1,557,339	211,610
Iowa	1,764.94	1,480	11,255,908	1,362,732
Michigan	183.72	107	1,006,231	93,479
Minnesota	1,328.26	1,924	14,110,270	1,728,747
Missouri	155.81	259	2,040,792	189,049
Montana	1,242.25	858	6,877,517	1,089,017
North Dakota	366.89	96	628,702	164,974
South Dakota	1,728.91	720	4,986,355	732,358
Washington	1,063.46	1,174	9,033,200	631,679
Wisconsin	1,591.73	4,639	34,203,879	1,533,450
All Other	12.22	127	1,040,582	14,212
Total	10,510.79	16,470	\$122,977,387	\$ 7,141,599

System Payroll Taxes \$11,515,053

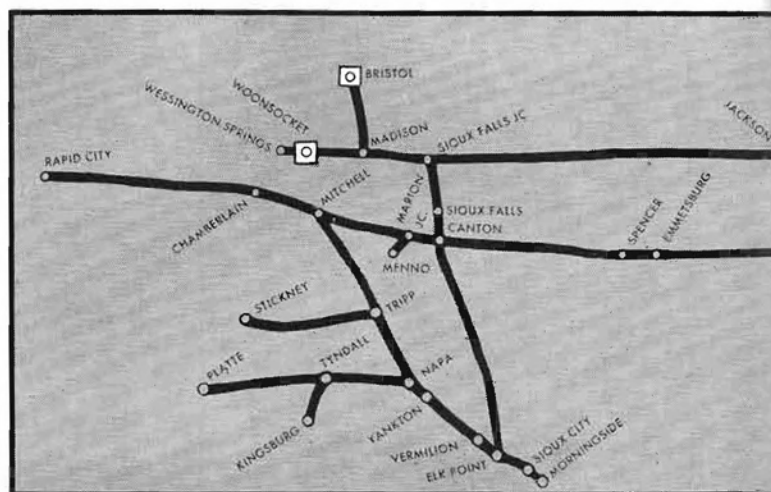
System Income and Misc. Taxes 72,348

Total System Taxes \$18,729,000

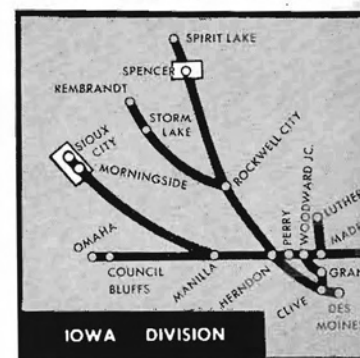
† Includes compensation of part time employees.

* Does not include count of part time employees.

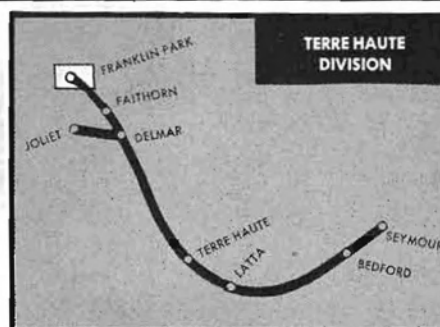
‡ Illinois includes \$2,025,103, property tax refund, applicable to years 1957 through 1962.



THE MILWAUKEE ROAD'S OPERATING DIVISIONS



1966 DIVISION OPERATING RECORD	Miles of Road Operated 12-31-66	No. of Open Stations	Loaded Freight Car Miles (1000'S)	Passenger Car Miles (1000'S)	Ave. Gr. Ton Per Frt. Trn.	Ave. Pass. Cars Per Pass. Trn.	Yard Switching Hours
Chicago Terminals	38	8					208,448
Terre Haute	355	17	13,376		3,364		14,345
Dubuque and Illinois	909	67	83,529	5,000	3,826	7.41	73,422
Iowa	939	86	50,680	10,542	3,545	12.60	54,973
Milw. K.C.S. Joint Agency ..							44,092
Milwaukee Terminal	23	1					174,078
Milwaukee	1,062	99	45,916	8,973	3,149	7.08	60,421
La Crosse	1,088	84	71,590	15,759	3,843	11.35	69,031
Twin City Terminal	40	5					136,917
Duluth	209	5	5,593		4,919		
Aberdeen	1,531	90	72,397	921	4,122	4.43	13,539
Iowa, Minnesota & Dakota ..	1,893	151	15,344		1,484		43,400
Rocky Mountain	1,152	31	58,204		3,672		22,756
Coast	1,271	46	32,893		2,591		53,823
SYSTEM	10,510	690	449,522	41,195	3,408	9.42	969,245



President's Trophy Awarded at Family Night Celebration



IM&D Division First in Safety-1966

Approximately 275 Milwaukee Road people on the Iowa, Minnesota & Dakota Division assembled at Austin, Minn., the evening of Mar. 14 to claim the President's Trophy offered for the best safety record on the railroad in 1966. The occasion commanded area-wide attention through newspaper coverage of the presentation ceremony.

An open invitation to attend a dinner and special family night program at St. Edward's Hall brought to Austin practically everyone within traveling distance who was off duty. Some couples drove a hundred or more miles to attend. There was unanimous agreement that the dinner was excellent, the company the same, and that you'd have to look far for better entertainment. The only regret expressed was that *all* division personnel couldn't make it.

The trophy was presented by L. V. Anderson, general manager-system, who had come from Chicago bringing the personal congratulations of President Curtiss E. Crippen and Vice President F. G. McGinn. Present also were G. J. Barry, superintendent of safety, and D. O. Anderson, general safety inspector and instructor; R. L. Hicks, superintendent of rules and special instructions; S. E. Herzog, staff assistant to vice president; and C. O. "Red" Post, district safety engineer for the IM&D and Aberdeen Divisions.

Division Superintendent W. K. Peterson accepted the trophy on behalf of the employees and served as master of ceremonies.

The celebration climaxed a determined out-to-win effort on the part of the IM&D employees, who had placed second in the 1965 contest, prior to which they had finished among the top three no less than five times since winning the trophy in 1956. Mr. Peterson, noting the contribution of many with outstanding safety records, cited Ellery Barker of the Austin regional data force for 55 years' service without an injury; John Montgomery, B&B foreman, for 51 years; and Sylvester McGinn, agent at Farmington, together with Guy Williams of the regional data force, for 50 years. Many others with lesser service were lauded similarly.

The effort was all the more significant considering that it involved the operation of the largest division on the system; almost 1,900 miles of railroad. To be statistical, the winning casualty rate was 4.48 per million man-hours worked—no fatalities, and injuries confined to seven of a reportable nature. The Milwaukee Terminal Division, which had a casualty rate of 5.49, ranked second, and the Rocky Mountain Division's 6.62 was third.

At the presentation ceremony, Mr. Anderson had praise for the various

employee groups which had come through the year without a reportable injury. Those so commended were the locomotive, B&B, signals and communications, station and freight house, and purchases and materials men. In this area, the supervisors received a due share of credit, including L. H. Walleen, who had been superintendent of the IM&D last year until his transfer in July to the same position on the Duquesne & Illinois Division.

Among other things, Mr. Anderson

John Messicci, extra gang roadmaster (right), and his brother Jim oblige with a request number.



The Milwaukee Road Magazine



◀ Superintendent W. K. Peterson (second from left) accepts the President's Safety Trophy from General Manager L. V. Anderson on behalf of the IM&D employees. Standing by are, left to right, District Safety Engineer C. O. Post, G. J. Barry, superintendent of safety, and D. O. Anderson, general safety inspector and instructor.

Scene at St. Edward's Hall showing part of the employees who attended the family night celebration. Dinner was served by the ladies of the church.

stated, "The cooperation and responsibility displayed on this division is the type that improves the efficiency of the entire railroad. What you have demonstrated here is that the work at hand can be done in safety if the job is just thought through."

Yard Trainmen Commended

Mr. Barry also commented on the evidence of cooperation in the successful improvement of the safety performance. In his remarks, he praised the yard trainmen for the finest improvement of any department on the railroad. Citing their record as an example for all train service groups, he said, "Continued improvement on the part of our train service men will assist greatly in reducing injuries that give us grave concern, and the pain and suffering they cause the victims and their families."

In addition, Mr. Barry pointed to the need for greater educational efforts by railroad families and others to reduce grade crossing accidents, and told of the road's campaign to caution careless motorists. Enlarging on the topic, he explained how engineers keep track of near-misses at crossings on cards placed for that purpose in locomotive cabs, and how efforts are then made to follow through and caution the persons involved.

(Continued on page 10)

March-April, 1967

SAFETY IN '67—A MESSAGE FROM PRESIDENT CRIPPEN

I hope that we all will continue to give our fullest attention and best efforts to safety in 1967. Safety is both a personal and a corporate responsibility, and it seems to me that it is necessary for all of us to cooperate in improving our record, wherever and however we can do it.

This is necessary not just because of the time loss or the costs of accidents, or a desire for better safety statistics. It is necessary because of our concern for people—for our employes, and the families to which they belong. These people are the most important resource and the real strength of the Milwaukee Road.

The supervisors and employes of the IM&D Division in 1966 have set a good example for all of us by achieving the lowest casualty rate on the system. I wish to extend my sincere gratitude to them, and to the other employes who have helped improve the Milwaukee Road's safety.

Lurtius E. Crippen

During the course of the evening, music was provided by John Messicci, extra gang roadmaster, and his brother Jim, a professional entertainer in St. Paul, singing and playing the accordion and electric guitar. A trio composed of Mr. Peterson's sons Charles and Joel and one of their high school classmates also contributed to the program. And so ended an evening of good fellowship and fun.

To commemorate their fine showing,

each employee on the division received a handsome Sheaffer pen desk set with "In appreciation of a job well done" embossed in gold over Mr. Crippen's signature. This year, for the first time, merit awards were conferred also on groups whose high safety standings were not reflected in the winning score. A total of 37 departments at various locations who operated without a disabling injury in 1966 qualified for the awards, in the form of a handsome plaque.



BELOW LEFT: An Award of Merit plaque earned by the locomotive department in the Twin City Terminals is presented at a safety meeting in St. Paul. Taking part in the ceremony are, from left, G. J. Barry, superintendent of safety, A. W. Hallenberg, assistant chief mechanical officer, Master Mechanic W. A. Hisman and General Foreman P. J. Sullivan.

BELOW RIGHT: F. A. Upton, chief mechanical officer (center), presents an Award of Merit to the locomotive department at Tacoma, Wash. From left are A. W. Hallenberg, assistant chief mechanical officer; W. N. Bittner, district master mechanic; A. L. Running, general foreman; and C. V. Peterson, district safety engineer.

Home talent, featuring the Peterson brothers, Charles (left) and Joel, and a high school classmate, Mary Kolb.



APPOINTMENTS

Law Department

Effective Mar. 1, 1967:

R. W. Centen appointed general adjuster with headquarters in Chicago, following the retirement of M. W. Roark... **D. F. Ring**, assistant general adjuster, Chicago, assigned the duties formerly performed by Mr. Centen... **J. F. Johnson**, district adjuster, Milwaukee, appointed assistant general adjuster, Chicago, succeeding Mr. Ring... **J. D. Lemont** promoted to district adjuster, Milwaukee, in charge of claim department matters on the Milwaukee Division north and west of Milwaukee, and all of the La Crosse Division in

Wisconsin with the exception of the Menominee-Chippewa Falls lines.

Engineering Department

Effective Mar. 1, 1967:

C. V. Lund appointed assistant chief engineer-structures, succeeding B. J. Ornburn, deceased.

Operating Department

Effective Mar. 1, 1967:

R. H. Kocher appointed manager—mail, baggage and express department with headquarters in Chicago, succeeding W. M. Freund, appointed general man-

ager of the Chicago Union Station Company... **T. E. Haben** appointed assistant manager—mail, baggage and express, succeeding Mr. Kocher.

Sales and Service

Effective Feb. 1, 1967:

E. G. Buell appointed sales representative, Cincinnati, Ohio... **J. R. Novak** appointed sales representative, St. Paul... **S. R. Graf** appointed district manager—foreign freight sales, Seattle.

Effective Feb. 28, 1967:

H. A. Springer appointed assistant manager—grain sales, Chicago... **G. J. Edwards** appointed district manager—sales, Cedar Rapids, Ia... **V. R. Baruch** appointed sales representative, Duluth, Minn.

All Aboard for Minneapolis to attend the **REUNION** of the **Veteran Employes Association**



At Minneapolis in 1965.

Arrangements for the 1967 reunion of the Veteran Employes Association are going forward with dispatch, and all told, they promise a wonderful time. Here is a brief summary of the schedule:

Time and place—June 17 at the Radisson Hotel in Minneapolis. Following custom, the day will be devoted to "Switch Shanty" socializing, a luncheon, a business meeting, and a banquet featuring entertainment. A reception committee will be at the station to direct visiting members to buses, and rooms have been reserved for those planning to stay at the

hotel. Registration is \$1 for Veterans (no charge for members of the family), and tickets are \$6.50 per person. Rooms will be available at \$10 for single occupancy, \$13.50 for a double bed room, and \$15.50 for those desiring twin beds.

A registration form will be mailed to each Veteran in the near future, and all who expect to attend are urged to **let the committee know as soon as possible that they are coming**. Any who have changed their address recently should also notify the secretary-treasurer, Florence M. Walsh (Room 383 Union Station

Bldg., Chicago Ill. 60606), who advises that quite a number of 1967 membership cards are being returned for lack of the correct address.

As announced by Vice President F. G. McGinn, the association's president, new Veterans are invited, also. If you have completed 20 years of service, send your name and service date to Miss Walsh, with \$3 for your initial dues (\$2 a year thereafter). The committees in charge are making an all-out effort to see that the Vets are happily entertained, and the more, the merrier.

Lund, Centen, Kocher and Haben Assume New Engineering, Claim and MB&E Posts



C. V. Lund



R. W. Centen



R. H. Kocher



T. E. Haben

CHANGES among management personnel became effective on Mar. 1 with the promotion of C. V. Lund to assistant chief engineer-structures, R. W. Centen to general adjuster, R. H. Kocher to manager of the mail, baggage and express department, and T. E. Haben to assistant manager of mail, baggage and express.

Mr. Lund, a native of Minneapolis, was graduated from the University of Minnesota with a civil engineering degree in 1926 and joined the railroad at Minneapolis in 1927 as a rodman in the office of the district engineer. He advanced to instrumentman in 1928 and

then transferred to the division engineer's office at Aberdeen, where he later became assistant engineer. In 1931 he came to Chicago as assistant to general supervisor of bridges and buildings, and in 1955 was appointed to his recent position of assistant to chief engineer.

Mr. Centen, who was born in Green Bay, Wis., started his employment there in 1940, in the office of the division superintendent. Following four years of Army service during World War II, he returned to Green Bay, from which he transferred in 1950 to the claim department office in Milwaukee. In 1951 he was promoted to adjuster with head-

quarters in Chicago, and in 1953 to district adjuster, in which capacity he served later at Milwaukee. He was appointed assistant general adjuster, his most recent position, in 1957.

Mr. Kocher joined the railroad in 1927, starting in the sleeping and dining car department. He transferred to the mail, baggage and express department two years later, and has held various positions in the department since, including those of traveling agent and chief clerk, and most recently that of assistant manager, to which he was appointed in 1959.

Mr. Haben began his employment in his home town of Minneapolis in 1948. Following service with the Air Force from late 1948 to 1952, he returned there and worked in the freight office until he was appointed traveling car agent. He transferred in that capacity to Bensenville, Ill., in 1963, and the year following was appointed assistant to superintendent of transportation, his recent assignment.

The cute, single, secretary walked into the office and began passing out cigars and candy tied with blue ribbon.

Proudly she displayed a solitaire on her left hand and announced: "It's a boy—six feet tall and weighing 170 pounds."

Milwaukee-North Western Consolidation Wins Support at ICC Public Hearing

AN Interstate Commerce Commission hearing into the proposed consolidation of the Milwaukee Road and the Chicago and North Western Railway held in Chicago Feb. 6 through Mar. 22 produced evidence of strong support by shippers and communities in Milwaukee-North Western territory, many of which expressed their support in statements to the ICC.

President Curtiss E. Crippen appeared as the Milwaukee's lead-off witness before the hearing examiner, Henry C. Darmstadter. In the course of the proceedings, both he and Ben W. Heine- man, president and chairman of the North Western, testified to the problems confronting the respective roads, and the need for unification.

Testimony entered by them and by other officers of the two companies explained that, although the roads have realized relatively profitable earnings during the current prosperity, both are particularly vulnerable to shifts in the economy, to fluctuations in agricultural production, and to other adverse economic influences. Underlying these conditions, they cited the drain on their resources in recent years imposed by in-roads of competition from other forms of transportation, high overhead, the steadily rising cost of equipment and supplies, and mounting wage rates.

The application submitted to the ICC last June detailed the fact that about three-fourths of their combined mileage is concentrated in five states—Illinois, Wisconsin, Iowa, Minnesota and South Dakota—where in many areas their tracks run side by side, and that they serve more than 140 points in common. A unification of the systems, it was pointed out, would to a great extent relieve costly and wasteful duplications which presently shrink earnings required to meet their present and future obligations.

As outlined by various witnesses, consolidation would, in brief: create a more vigorous, healthier railroad capable of offering benefits that flow from improved financial capacity; eliminate unnecessary duplication of services and facilities, thereby allowing better use of funds to provide service at lower cost and freeing land for other useful purposes; promote a better freight car supply through the pooling of car fleets and

heavier investment in new equipment; provide the financial strength to preserve needed branch lines which produce only marginal revenue and to maintain and improve passenger service where there is public need and support; generate adequate resources to weather contingencies such as a recession or drought; permit a more comprehensive program of industrial development that will contribute to the growth of the region served; and give greater job security than either of the two lines can offer separately.

Mr. Crippen told the hearing that no community or industry located on either railroad would be deprived of service as a result of the consolidation. In the light of what is known, he added, industries will receive equal or better service than they have now. It was pointed out, also, that the consolidation would have no significant effect on competition for traffic, since even as a consolidated system they would continue to be faced with vigorous competition from other forms of transport operating in the same area.

"In the opinion of the Milwaukee's management," Mr. Crippen stated, "the proposed consolidation provides an opportunity to cope with the uncertainties imposed by intermodal competition and

rising costs, and the management is convinced that there is no single greater source of substantial economies and improved efficiency available to the company in the foreseeable future."

A total of 80 shipper and public interest support statements were entered before the hearing, in addition to testimony presented by the railroads. As announced by the Commission, hearings on the proposal will be resumed in Chicago starting May 15.

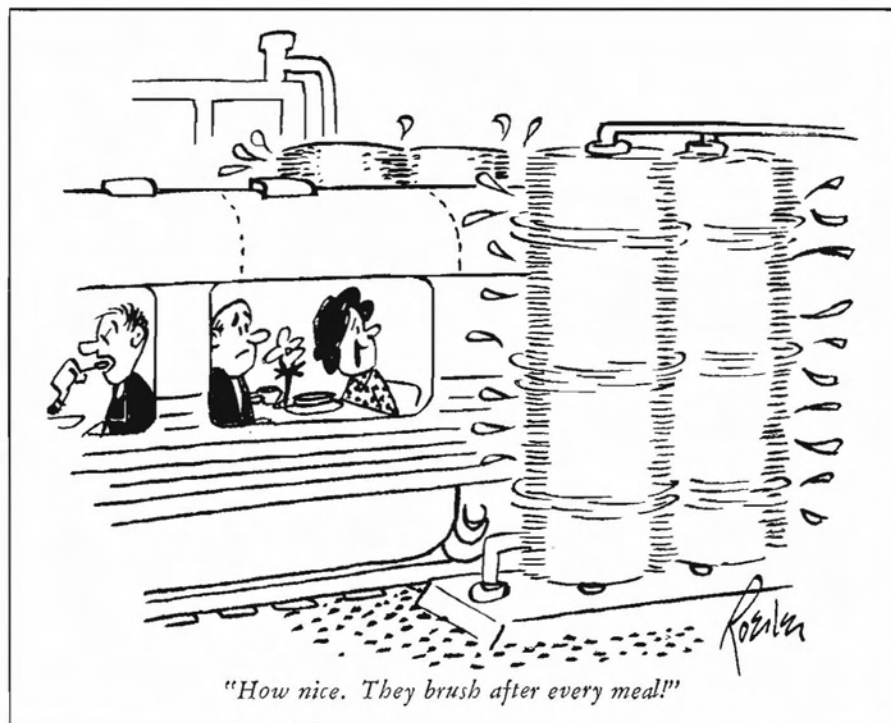
Service Passes Awarded

Gold 50-Year Passes

Aleck, Charles, section foreman---Sioux Falls, S.D.
Connelly, L. V., chief yard clerk---Chicago, Ill.
Fagan, Roy, waiter---Chicago, Ill.
Kalinowski, E. G.,
ret. loco. engineer---Cle Elum, Wash.
Kerrigan, Joseph,
ret. section foreman---Yankton, S.D.
Krenke, E. F., local storekeeper---Janesville, Wis.
McGinn, Sylvester, agent---Farmington, Minn.
Quandahl, R. E., ticket clerk---Milwaukee, Wis.
Whitmore, D. E., agent---Merrill, Wis.

Silver 45-Year Passes

Angelo, Pat, section foreman---St. Maries, Ida.
Card, R. L., ret. section foreman---Reliance, S.D.
Davis, C. B., chief dispatcher---Austin, Minn.
Fuller, Jack, section foreman---Coeur d'Alene, Ida.
Johnson, R. D.,
general commerce agent---Chicago, Ill.
Koch, Rudolph,
sales representative---Milwaukee, Wis.
Rubel, E. A., engineer---Austin, Minn.
Sofka, E. W., cashier---Chicago, Ill.
Stevenson, R. A., section foreman---Spokane, Wash.
Sundin, Anne, dictaphone operator---Chicago, Ill.



"How nice. They brush after every meal!"



The Facts About "Freedom Shares" —The New Savings Bond—

By now our employees will have received letters at their homes informing them how they can buy the U.S. Treasury Department's new higher-yield "Freedom Share" which will be offered to systematic purchasers of the popular E Bond beginning May 1. The new Freedom Share-E Bond combination, which is linked to supporting our country's commitments in Viet Nam, will be available only to Payroll Savers. To help our employees familiarize themselves with the conditions under which they may take advantage of the offer, here are some questions and answers designed to provide the basic facts about "Freedom Shares."

Q. Who may buy Freedom Shares?

A. Any person who buys Series E Bonds on some regular, formal plan.

Q. What is meant by a "formal" plan?

A. In either of two ways: (1) on Payroll Savings, whereby an employer maintains a plan under which an employee authorizes deductions from his wages; or (2) on a Bond-a-Month Plan, whereby a depositor authorizes monthly deductions from his account at a bank.

Q. What is the interest rate on Freedom Shares?

A. Like Series E Bonds, they are bought at a discount, and the increase to face value represents "interest." For Freedom Shares, this will average 4.74% a year when held for the full 4½ years to maturity.

Q. Does the same rate now apply to E Bonds?

A. No. E Bonds continue to return an average of 4.15% when held to their 7-year maturity.

Q. Can Freedom Shares be cashed before maturity?

A. Yes, after being held one year. Series E Bonds, of course, may be redeemed after two months.

Q. What do Freedom Shares cost?

A. They are issued in face amounts of \$25, \$50, \$75 and \$100, with corresponding purchase prices of \$20.25, \$40.50, \$60.75 and \$81.00. In other words, they cost 81% of the face amounts.

Q. But Series E Bonds cost only 75% of face value. Why do Freedom Shares cost more?

A. Because they mature in a shorter length of time—only 4½ years as compared with 7 years for E Bonds.

Q. Do I understand that Freedom Shares can't be bought separately?

A. That is right. They can be bought only with Series E Bonds of the same or larger face amounts. For example, a \$25 Freedom Share may be bought with each \$25 E Bond. The total price would be \$39.00, that is, \$20.25 for the Freedom Share and \$18.75 for the Bond.

Q. Can I buy as many Freedom Shares as I want, as long as I buy Series E Bonds of the same or larger face amounts?

A. No. On a Payroll Savings Plan, Freedom Share deductions are limited to \$20.25 per weekly pay period, or \$40.50 per biweekly or semimonthly period, or

\$81.00 per monthly pay period. On the Bond-a-Month Plan at banks, the limit on deductions is \$81.00 per month.

Q. Is it correct that there is also some sort of annual limit?

A. Yes. This is \$1,350 (face amount) of Freedom Shares originally issued in any one calendar year to any one person. The annual limit on E Bond holdings, incidentally, is \$20,000.

Q. Then I can buy more E Bonds than Freedom Shares, if I like?

A. Yes, but not the reverse.

Q. Suppose I am buying the limit on the Payroll Savings Plan. Can I also go to my bank and buy the limit there on the Bond-a-Month Plan?

A. No. However, a husband might buy his limit in Payroll Savings, while his wife buys her limit through the Bond-a-Month Plan. In both cases, the other party may be listed as co-owner.

Q. How will Freedom Shares be registered?

A. The registration must be identical on the Freedom Shares and E Bonds bought in combination. You have three choices: (1) a single individual; (2) two persons as co-owners; or (3) one owner with a second person as beneficiary.

Q. Are Freedom Shares subject to taxation?

A. The interest on Freedom Shares is subject to Federal income tax, but reporting may be deferred until maturity, whichever comes first. Interest is not subject to state or local income taxes. The current value of the Shares is subject to estate, inheritance, gift and other excise taxes, both Federal and state.

Q. Suppose I want to redeem my Freedom Shares anytime after one year. How much would they be worth?

A. Here are some examples: A \$25.00 Freedom Share, bought for \$20.25, would be worth, after one year, \$21.07; after two years, \$22.03; after three years, \$23.14; and after four years, \$24.36.

Q. What does that represent in interest return?

A. After one year, 4.01%; after two years, 4.26%; after three years, 4.50%; and after four years, 4.67%.

TRANSPORTATION PAGEANT MARKS DOT OPENING

Plans for the opening of the new Department of Transportation in Washington, D. C., on Apr. 1 included the presentation by the Smithsonian Institution of a "Pageant in Transportation" featuring historic models and "vehicles of the future." Programmed for the exhibits were a full-scale mock-up of the Budd Co.'s new high speed electric train coach, and the Bell Aerosystem's Hydroskimmer, an air cushion vehicle.

AAR Patent Division Marks Centennial — A Sidelight on Railroad History —

RECORD keepers at the Association of American Railroads, delving into the archives, have come up with the fact that the Patent Division of the law department has reached its centennial anniversary.

The historic milestone is traced to the organization 100 years ago of the Eastern and Western Railroad Associations—regarded as the predecessors of the AAR itself—to serve as advisory agencies on patent questions. Before that time, railroads handled their patent law matters individually, at considerable cost in duplicated effort.

Eighteen railroads were represented at the first meeting of the ERA in Boston on Feb. 8, 1867, at which the constitution was adopted. Officers were elected at a meeting in New York City on May 8. Earlier that year, representatives of 25 western lines had met in Chicago and adopted the WRA constitution.

The move resulted in important savings and a substantial reduction in unwarranted claims of patent infringements for the member roads. The two associations prepared a total of more than 10,000 opinions on patent questions in the 69-year period up to Dec. 1, 1936, when they became the Patent Division of the recently formed AAR.

Over the years, the Division has been expanded to provide a variety of services. In addition to writing opinions on questions relating to infringements, novelty, validity, repair rights and so on, it covers the field of registered trademarks, copyrights, service marks, and unsolic-

ited ideas submitted by the public.

Supplementing these activities, it prepares two bimonthly digests for distribution to railroad officers summarizing recently-expired and recently-issued patents relating to railroad equipment, and writes opinions on patent law questions for the AAR's Research Department.

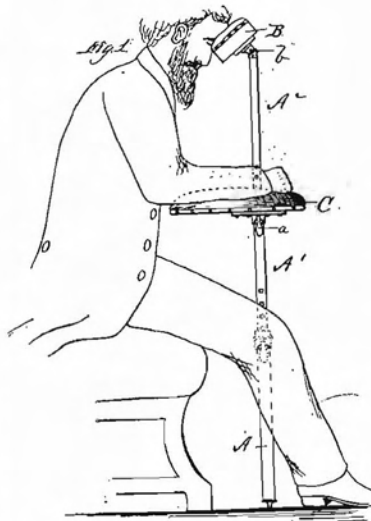
The Division, headed by Joseph L. Baldwin as patent counsel, has its headquarters in Washington, D. C. A staff member is assigned also to an office in Chicago, which is the repository for more than 300,000 copies of existing

and expired patents on railroad inventions.

The first patent granted in this country was issued in 1790 and signed by George Washington. As a sidelight on railroad history, today's system of numbering patents consecutively, started in 1836, involved a railroad device. On July 13 of that year, Patent No. 1 was issued to Senator John Ruggles of Maine on a "Locomotive Steam Engine for Rail and Other Roads."

Senator Ruggles' invention was a gear-like arrangement to increase the power of locomotives and prevent their wheels from sliding. Soon afterward, the designs followed that led to the evolution of today's powerful diesel locomotives.

"Now I Lay Me . . ."



No, the man doesn't have a headache. He's sleeping like a top on—according to the specifications—"an improved head-rest designed especially for night travel in railroad-cars."

In applying for a patent on Feb. 18, 1881, an inventor in La Porte, Ind., named Sebastian Lay described it as "a portable device whereby the forehead may be supported when the user leans forward . . . in combination with a support for the arms so that the forward inclination of the body may be rendered easy and comfortable, and at the same time be steadied without being affixed stationarily to the seat."

Stated briefly, the contraption consisted of a small cushion hinged to telescoping sections of tubing, having a blunt point at the bottom to prevent slipping, and an adjustable platform constructed to sustain the weight of the body on the forearms. When not in use, it could be taken apart and packed in a suitcase.

Who would have thought of it! Only Mr. Lay, judging by the fact that he was granted Patent 245,639.

Benedict J. Ornburn

BENEDICT J. ORNBURN, assistant chief engineer-structures, passed away Feb. 23 in the Skokie Valley (Ill.) Community Hospital. Funeral services were held in Evanston, Ill., with burial in Moberly, Mo.

Mr. Ornburn was a graduate of the University of Missouri, who started his career as a structural and consulting engineer in the West. He had been bridge design engineer for the Montana State Highway Department for a period of years, and was also with the engineering department of the Northern Pacific, before joining the Milwaukee Road in 1946 on the position of assistant bridge engineer with headquarters in Chicago.

He advanced to engineer and superintendent of bridges and buildings in 1947 and became assistant chief engineer-structures in 1950.

Survivors include his wife, Olive, a son, Benedict Jr., Pittsford, N. Y., a brother, Harry, in Moberly, and two grandchildren.

John E. Bjorkholm

JOHN E. BJORKHOLM, 83, retired superintendent of motive power, died Feb. 17 in the Lutheran Hospital of Milwaukee. Funeral services were held in that city. He is survived by his wife, Ellen, and two sons, Jack of Glendale, Wis., and James, Richmond, Va.

Mr. Bjorkholm, born on the island

of Engso in the Baltic Sea, was one of our railroad's colorful personalities. He went to sea on a windjammer at the age of 13, and at 17 joined the Swedish navy, serving on Sweden's first submarine and as a deep sea diver.

He came to this country in 1905 to work on the Great Lakes, and joined the railroad the year following as a fireman on the former Racine & South Western Division. He became a locomotive engineer in 1911 and later a traveling engineer, meantime continuing his technical education. In 1918 he advanced to master mechanic, and in 1919 to assistant superintendent of motive power. He was appointed superintendent of motive power in 1945, and retired in 1948.

A Weather Prophet In the Making



THE record snowstorm which caught the Chicago area unawares on Jan. 26, paralyzing traffic and all but burying the communities in its path, was predicted as early as Jan. 3 by T. W. "Tedd" Kauhausen, chief clerk to district manager-passenger sales. Looking into the future, Tedd had posted a blizzard warning on the bulletin board in the reservation bureau stating the approximate time of its arrival. Be that as it may, he himself, while making his way home from the office, was stranded more than four hours on a bus.

Official forecasters, who had warned of "a possibility of some rain or snow heading our way," were left red-faced when the precipitation mounted to a staggering 23 inches—estimated weight, 24 million tons—in the space of 29 hours. But then, even *The Old Farmer's Almanac* missed by a mile.

Predicts City's Second Storm

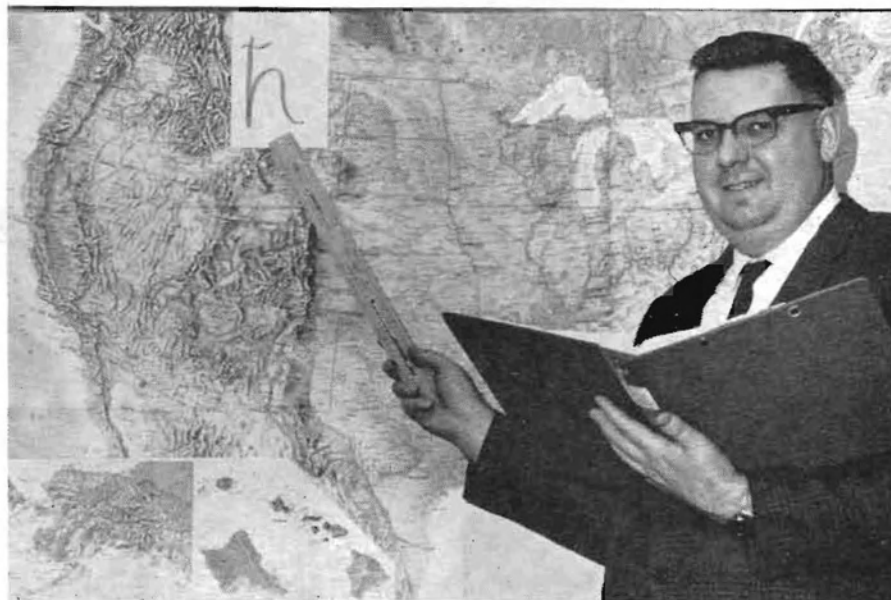
Again, Tedd pinpointed the freakish weather that added to the woes of the blizzard-bound city while it was still digging out. This was the storm which struck suddenly the evening of Feb. 23 and within an hour piled up another five-inch blanket of fresh snow.

In the matter of timing, Tedd figured later that he was slightly off on both because of lacking certain knowledge about the influence of the moon on storm tracks. That was covered in a subsequent lesson of his education as a weatherman student.

Although Tedd is a newcomer to long-range forecasting, having taken it up only last year, he is already able to nail down the weather with consistent regularity. He is being tutored via the correspondence route by George J. McCormack of Fair Lawn, N. J., an astro-meteorologist of some 50 years' experience now retired to the teaching field. Tedd is his only pupil in the Chicago area.

Not too surprisingly, Tedd's prediction of the January storm was not well received at the time, but later gained a respectable amount of attention. With everyone talking about the weather, he was invited to offer television audiences

his interpretation of the conditions which will prevail this spring in the Chicago area, and throughout the United States in general. The prognostications were featured on "Your As-



On the lecture platform, Tedd Kauhausen tracks the course of weather trends in the Pacific Northwest as they will be controlled this spring by the planet Saturn in conjunction with the moon's transit.

trology Guide" over channel 26 (WCIU) the Sunday of Feb. 12.

A preview was presented also for Friends of Astrology, a weatherwise group which meets weekly in the Palmer House. Tedd is executive secretary of the organization, whose membership includes a number of professional astrologers. The ranks were thinned for that program, however—weatherwise or not, the meeting had been scheduled for the evening of Feb. 23.

One of the first lessons Tedd learned as a weather prophet in the making is that it pays to have broad shoulders. If you miss, as you will, watch out. And if you're asked to pick a good day for a picnic, a parade or a golf match, suggest taking an umbrella, just in case.

Insofar as what's ahead for spring is concerned, Tedd has the shoulders to take it. Based on astronomical calculations, he sees generally pleasant weather for the northeast part of the country, a trend to drought conditions and tornadoes in the southeast states, and—California isn't going to like this—lower than normal temperatures in the far Southwest; even cold snaps.

For the Northwest—Montana, Wyoming, the Dakotas, parts of Nebraska and possibly Washington and Oregon—the word is "excessive cloudiness, wetness, and unseasonal cold." Tedd says that he does not expect this kind of talk

to make friends for him on our railroad.

Nor does he anticipate increasing his popularity in the Chicago area. Like it or not, he predicts that conditions this spring will be a composite of trends to the west; that they will result in many storms, with the heaviest rains likely to cancel out some week end fun, and that when the skies clear, the temperature will drop to topcoat weather.

He is quick to point out, however, that long-range weather forecasts can, at best, only generalize climatic conditions and trends. Furthermore, he wants it known that the forecast is offered "purely in the interest of future research, and without any thought of being dramatic."

FAMILY SAFETY—Who's Afraid of Raining Golf Balls? You Are, If You're Smart



GOLF has always seemed to be one of the safest sports, yet statistics are beginning to prove that foolhardy antics on the golf course are taking an increasing accident toll.

Although figures on how many golfers get hurt annually are hard to compile, a survey conducted by an insurance company several years ago indicated the number then was about 18,000, and an article in *Family Safety* tells us that mishaps are rising as courses become more congested. Each year some 750,000 novices take to the links—the group considered the most hazardous because of lack of experience and inability to control the ball.

Players take the biggest beating, being the victims in more than half of all accidents. Caddies are involved in about a third, and the balance is divided among grounds keepers, spectators and passers-by.

As you might expect, about half of all injuries are inflicted by the ball that drops or speeds out of nowhere. Such injuries are often slight, for the ball has usually traveled far enough to lose speed. However, at close range a golf ball can deliver a fatal blow to the head—on a good drive a ball travels at 250 miles per hour.

Most "fallout" accidents are caused by lack of common sense and courtesy, *Family Safety* states. A player gets impatient and tees off before those ahead

have made their second shots or are safely out of range—about 200 yards for amateurs. Some players, after hitting a ball into an adjoining fairway, race over to take a shot without so much as glancing toward the tee to see if someone is ready to drive off. Or, pursuing their own ball, get ahead of a companion who shoots.

A surprising number of golfers are clobbered by golf clubs, the survey disclosed. The victim stands too close and gets the impact of a backswing or follow through of a club moving at some 200 miles per hour.

Something relatively new on the golf accident scene is the powered cart. The trouble is that the carts seem like miniature autos, and are fun to drive. People scoot up and down hills like they are on a roller coaster.

The carts travel about 10 miles per hour on level ground, but much faster downhill, and it's not uncommon for them to end up in creeks and occasionally against trees. The vehicle's slow speed may seem insignificant, but a person who is ejected at 10 miles per hour can suffer serious injuries, and even a fatal one, if he is thrown out head first.

An old hazard, but one that is particularly attractive to golf courses, is lightning—golfers are probably hit more than any other single group. Standing in the open, the golfer is often the highest object in the area.

Many players are reluctant to give up their game during a shower and continue to play, "protected" by an umbrella. Such exposure can give the golfer a real jolt, as was learned by three players in Connecticut who were stunned by one bolt. Lightning struck an umbrella held by one, passed to the umbrella of his companion, and through the putter of a third. In Florida, a player had a bolt shred his umbrella, jump down his arm and burn the shirt off his back.

Many golfers don't realize, too, that lightning strikes most often not during the rain itself, but during the muggy lull preceding it. That's why the player who stays for just one more shot before the storm breaks is in danger.

The *Family Safety* article urges golfers, at the first sign of rain, to take shelter in a building, under a small tree in a grove, or to crouch in a ditch or sand trap. Believe it or not, several golfers are electrocuted every year because they head for the nearest lone tree, the classic lightning target.

Are You Holding Up The U.S. Mail?

PEOPLE hold up mail service for themselves and for everyone else by not using Zip Code on their mail. A single unzipped letter can slow up the mail at 6 post offices!

But when your letter is Zip Coded, postal workers can sort it faster and send it more directly to its destination. They can also use modern electronic machines that "read" Zip numbers and sort mail 15 times faster than was possible before.



Suppose the Zip Code is 60635: The "6" says it goes to the Midwest. The "06" narrows it down to Chicago. The last two digits—"35"—pinpoint the local post office. This eliminates many handling procedures. The letter is sorted faster, and sent more directly to its destination.

So remember: Always add Zip Code to every address you write to. If you don't know the number, call your post office or look it up in their Zip Code directory. Local Zips can be found also on the Zip Map in the business pages of your phone book.

P. L. Cowling Heads National Railroad Piggyback Association



P. L. Cowling

P. LAURIN COWLING, assistant to President Curtiss E. Crippen, and also vice president and general manager of the Milwaukee Motor Transportation Company, was recently elected

president of the National Railroad Piggyback Association. He had served as midwestern vice president in 1965 and as national vice president in 1966.

Mr. Cowling, who joined the railroad in 1941, held various positions in the sales department before being promoted to assistant to president in 1961. He was elected vice president and general manager of the road's trucking subsidiary in March of 1963, and later that year became coordinator of rail-highway sales and services in addition to his other duties.

He is a founder of the NRPA, which was organized in 1964 and now has a membership of representatives from 42 Class I railroads.

R. J. Casey Heads Wisconsin Rail Freight Traffic Group



R. J. Casey

R. J. CASEY, district manager-sales with headquarters in Milwaukee, has been elected 1967 president of the Rail Freight Traffic Association of Wisconsin. He had served last year as vice president,

and previously as secretary-treasurer. The association is comprised of railroad sales personnel at the general agent level and higher.

Mr. Casey, a native of Milwaukee and Marquette University graduate, joined the Road in Milwaukee in 1928 and transferred to the traffic department there in 1936. After serving on various positions, including traveling freight agent in Detroit and division freight and passenger agent at Davenport, he was appointed division freight agent in Milwaukee in 1960. He became general agent — a title recently changed to district manager-sales—in 1962.



General Adjuster M. W. Roark shown (left) at the luncheon in his honor at the Tower Club, with E. O. Schiewe, vice president and general counsel, who was master of ceremonies.

M. W. Roark Retires; Honored By Law and Claim Departments

General Adjuster M. W. Roark retired on Feb. 28, terminating a career with our railroad that had spanned almost 38 years in the claim department. The occasion was observed at a gathering in Chicago of law and claim department personnel from various locations, who extended their good wishes at a luncheon on Feb. 27 in the Tower Club. Preceding it, he had been honored at a luncheon held in the Illinois Athletic Club by local general claim agents and members of the Association of American Railroads' General Claims Division, of which he is a past chairman.

Mr. Roark had been with our company since 1929, starting as an adjuster with headquarters in Seattle. He served as district adjuster with headquarters in Miles City from July, 1937 to January, 1943, when he became district adjuster at Missoula. He was promoted to assistant general adjuster at Chicago headquarters in April, 1948, and appointed general adjuster on Jan. 1, 1956.

He and Mrs. Roark will continue to live in their home at 214 Sunset Drive, Libertyville, Ill.

Merit Award Recognizes 4-H Scholarship Sponsorship

THE Milwaukee Road's sponsorship of 4-H Grain Marketing-Transportation Scholarships has been recognized by the National 4-H Service Committee and the Cooperative Extension Service with the presentation of a 4-H Donor Merit Award.

In connection with the program conducted by the Cooperative Extension Service, the railroad annually offers two scholarships of \$400 each to young people with outstanding 4-H Club records. Applications are open to current or former 4-H boys and girls in the 12-state area served by Milwaukee Road lines who are attending an accredited college. The qualifications include at least three years of 4-H work, scholastic ability, financial need, and a desire to specialize in transporting and marketing grain products.

The winners of the 1966 scholarships were Alan Marshall of Muncie, Ind., a sophomore at Purdue University, and John V. Kenkel of Defiance, Ia., an Iowa State freshman.

L. B. Horton, commissioner of agricultural and mineral development, left, accepts the 4-H Donor Merit Award from Chris L. Christensen, president of the National 4-H Service Committee, Inc.



RAILROAD TAXES AND PAYROLLS

Tax payments of Class I railroads in 1966 totaled more than \$2.8 million a day, Sundays and holidays included. Straight-time earnings for all classes of employees excepting officials averaged \$3.32 per hour, compared with \$2.42 in 1957, an increase of 37 per cent. Over the same period, employment costs per hour worked (payroll taxes, health and welfare benefits, vacation and holiday pay, overtime, etc.) increased more than 42 per cent. Taxes paid by the railroads to support the Railroad Retirement and Unemployment Systems have increased since they were initiated from \$61.46 per employee in 1936 to \$697 in 1966, or an outlay last year of \$440 million. Provisions of existing law will raise payroll taxes of Class I railroads by another \$40 million in 1967.

THE railroad industry is one of many interested agencies which lend support to the nation's Co-operative Forest Fire Prevention Campaign and the National Park Service program identified with Smokey Bear.

Who, or what, is Smokey? Is he a few lines drawn on a poster, or is he a real live bear? For millions of youngsters, and for many of their parents, teachers and advisors, Smokey is real. His personality is real, the problem he talks about is real, and his slogan—"Please, only you can prevent forest fires"—is real.

Smokey made his debut in 1945 on a poster produced for the War-time Forest Fire Prevention Program, a cooperative venture of the Advertising Council Inc., the Association of State Foresters, and the U.S. Department of Agriculture. The Smokey of 1945 was not very handsome or mature or dignified. In fact, the only impressive thing about him was his message—that 9 out of 10 forest fires could be prevented.

Smokey's image appeared again in this connection in 1946, and in 1947 and 1948. By 1950, Americans were ready to receive a singed

OUR FOREST FRIENDS

FOREST FIRES HURT



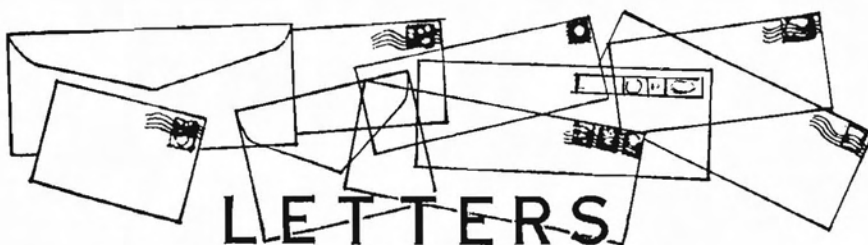
Railroads Support Smokey Bear, Foe of Forest Fire

little black bear cub which had been found after a forest fire in New Mexico as the living symbol of forest fire prevention. He was comfortably installed in the National Zoo in Washington, D. C., where the public could see him. But, while the Zoo bear serves a purpose, Smokey's image does not depend on the live bear.

Smokey receives nearly 1,000 post cards and letters every working day. These come from grownups, telling of Smokey's good influence, and also from young Americans offering their help in Smokey's crusade. The young people *know* that Smokey is real. They send him Valentines, greetings, photographs, coins and personal gifts. Nearly four and a half million of them have signed up as his Junior Forest Rangers.

Smokey is a movie actor, a radio and television personality, a familiar face in newspapers, magazines, posters, car cards, coloring books, and a marketed figure. His sponsors estimate that since the Smokey Bear forest fire prevention campaign began in 1942 he has helped to save over 272 million acres of prime timber, or enough trees to reforest the Midwest.

The current campaign to publicize his message cautions visitors to public parks and forests to protect trees and wildlife against the careless use of fire by remembering Smokey's ABC's: Always hold matches till cold. Be sure to drown all campfires, stir the ashes, and drown them again. Crush all smokes dead out.



Investment in America's Youth

(To L. B. Horton, commissioner of agricultural and mineral development, from the state of Minnesota 4-H achievement winner sponsored by the Milwaukee Road at last year's national 4-H Congress in Chicago)

"... Looking back, I'm sure the Congress will remain one of the 'mountaintop' experiences of my life. One of the most inspiring things for me was the faith in the young people of today which was illustrated again and again by many of the leading corporations in America. This trust and confidence placed in us is great



Karen Rasmusson

encouragement for our 'pursuit of excellence.'

"It is good for youth to realize that we are not alone in our struggle for mature adulthood. It is good for us to feel the strength of our nation's background—its businesses and industries—behind us, interested in building sincere, educated citizens who are filled with the integrity of purpose which has led America to the era of unprecedented prosperity we enjoy today.

"I am now a sophomore in pre-med at Concordia College . . . and have just completed my tenth year of 4-H Club work. I feel 4-H is an organization which, with dedicated leadership, is instrumental in forming the moral and spiritual values of thousands of youths, in addition to the wealth of skills and practical knowledge it offers. I thank you for having faith in our generation, and for encouraging and inspiring us."

Karen Rasmusson
Moorhead, Minn.

Recommended for Retirement

"We—Mrs. Hall and I—recently read a book that would be helpful to Milwaukee employees planning for retirement or already looking for a retirement location; a book that will save many heartaches and financial loss: 'The Retirement Trap' by Leland F. Cooley and his wife, Lee Morrison Cooley, of Laguna Beach, Calif., published by Doubleday & Co.

"If you can get the book at your library, you would enjoy it and find its frank analysis of all these retirement programs refreshing and helpful."

Evan W. Hall
Retired Agricultural Agent
Long Beach, Calif.

During Chicago's Snowstorm

"Many thanks for the great extra effort you made during Chicago's big snowstorm. We all appreciate the magnificent job your hard-working people did in bringing our stranded air travelers home, getting our people to and from work, and—most importantly—moving Quaker products to the trade."

Robert D. Stuart Jr., President
The Quaker Oats Company
Chicago, Ill.

The Milwaukee Road Magazine

RETIREMENT

The following employees' applications for retirement were recorded during January-February 1967

General Office & System Employees

Barley, Harriet R. Secretary .. Chicago, Ill.
 Brock, W. O. Waiter .. " "
 Doyle, Grace E. General Clerk .. " "
 Ellis, F. Janitor .. " "
 Forby, T. W. Parlor Car Conductor .. " "
 Glosup, V. Vice Pres. & Chief Engr. .. " "
 Gregorich, E. V. Utility Clerk .. " "
 Haynes, Ethel M. Clerk .. " "
 Heafey, T. J. Check Clerk .. " "
 Hermanek, Mary Tele. Operator .. " "
 Johnson, A. J. Dining Car Steward .. " "
 Kelly, L. W. " "
 Asst. Dist. Manager-Pass. Sales .. " "
 Krause, W. F. Bureau Head .. " "
 Maloney, Loretta L. Chief File Clerk .. " "
 Marshall, W. A. Waiter .. " "
 Martinelli, A. A. Dining Car Steward .. " "
 Miller, H. S. Head Clerk .. " "
 Moskovitz, C. Chief Clerk .. " "
 Narva, J. W. Review Clerk .. " "
 Neumann, C. F. Phone Director .. Bensenville, Ill.
 Rachner, E. B. Head Clerk .. Chicago, Ill.
 Rennhack, H. H. Clerk .. " "
 Smith, Josephine M. Steno-Typist .. " "
 Tabor, J. H. Bureau Head .. " "
 Tartt, E. Waiter .. " "
 Warner, H. M. " "
 Manager-Clm. Prev. & Refrig. .. " "

Aberdeen Division

Fleming, J. J. Agent .. Mallette, S. Dak.
 Huberty, A. H. " "
 Pass. Conductor .. Minneapolis, Minn.
 Mellon, W. H. " "
 Machinist Operator .. Milbank, S. Dak.
 Pierson, J. E. Janitor .. Aberdeen, " "
 Radunz, A. Crossing Watchman .. Glencoe, Minn.
 Sizemore, J. H. Brakeman .. Mobridge, S. Dak.

Chicago Terminals

Benson, W. J. Carman .. Chicago, Ill.
 Bleich, C. G. Machinist .. Bensenville, Ill.
 Cota, W. Carpenter .. Chicago, Ill.
 Dedic, J. H. Boilermaker .. " "
 Garcia, S. Track Laborer .. " "
 Homelstad, L. H. Machinist Helper .. " "
 Hurley, J. J. Foreman .. " "
 Ludvig, Sr., T. R. Loco. Engr. .. " "
 Lukens, C. C. Pilot .. " "
 Mendoza, M. Pipefitter .. " "
 Mullens, R. R. Carman .. " "
 Nelson, A. G. Asst. Engineer .. " "
 O'Rourke, P. J. Freight Handler .. " "
 Potter, W. D. Trainman .. Bensenville, Ill.
 Riley, W. S. Pass. Conductor .. Chicago, Ill.
 Sauer, L. J. Laborer .. Bensenville, Ill.
 Seddon, W. H. Loco. Engr. .. Chicago, Ill.
 Walsh, P. J. Caller .. " "

Coast Division

Adamson, P. Laborer .. Cedar Falls, Wash.
 Edgar, Rosemary I. " "
 Comp. Operator .. Tacoma, " "
 Elieff, P. B. Loco. Engineer .. Spokane, " "
 Holmes, R. E. Machinist Helper .. Seattle, " "
 Ickes, D. E. Brakeman .. Malden, " "
 Maks, J. Bridge Foreman .. Auburn, " "
 Nunnally, L. E. Section Laborer .. Beverly, " "
 Olinger, J. E. Foreman .. Spokane, " "
 Prohl, L. D. Conductor .. Spokane, " "
 Rustom, M. O. Machinist Helper .. Tacoma, " "
 Thompson, M. C. " "
 Welder-Boilermaker .. " "
 Uttley, H. V. Special Officer .. Spokane, "

Dubuque & Illinois Division

Barnes, L. J. Telegraph Operator .. Postville, Iowa
 Darrach, R. E. Switchman .. Kansas City, Mo.

Duhigg, R. E. Chief Clerk .. Savanna, Ill.
 Ferris, D. E. Car Inspector .. Savanna, Ill.
 Mills, F. F. Section Laborer .. Hedrick, Iowa
 Rosen, G. E. Section Laborer .. Elgin, Ill.
 Schreiner, C. E. Loco. Engineer .. Davenport, Iowa
 Thomas, T. Brakeman .. Kansas City, Mo.
 Tillman, F. L. Loco. Engr. .. " "

Iowa Division

Bolton, R. H. Carman .. Council Bluffs, Iowa
 Bucknam, F. J. " "
 Chief Clerk to Agent .. " "
 Cross, C. W. Section Foreman .. " "
 McNabb, E. W. Station Agent .. Seymour, " "
 Moore, H. W. Fireman .. Council Bluffs, " "
 Todd, C. A. Conductor .. Perry, " "
 Zobl, V. F. Demmure Clerk .. Cedar Rapids, "

Iowa, Minnesota & Dakota Division

Biewen, W. J. Conductor .. Austin, Minn.
 Butcher, F. Section Laborer .. Hornick, Iowa
 Coffell, A. E. Yard Clerk .. Mitchell, S. Dak.
 Dahse, C. A. Laborer .. Sioux Falls, " "
 Gries, C. A. Carman .. Sioux City, Iowa
 Hanson, J. C. Agent .. Mankato, Minn.
 Harrington, R. S. Loco. Engr. .. Austin, " "
 Hartwig, F. E. Agent-Operator .. Lakefield, " "
 Janousek, F. J. Agent .. Longsdale, " "
 Lambert, K. S. Agent .. Marion, S. Dak.
 Montgomery, R. W. Carpenter .. Austin, Minn.
 Olson, R. M. Station Agent .. Alden, " "
 Swenson, E. Section Laborer .. Madison, S. Dak.
 Winn, L. H. Conductor .. Austin, Minn.

La Crosse Division

Eller, B. L. Agent .. New Glarus, Wis.
 Ellingson, E. V. " "
 Section Foreman .. Cannon Falls, Minn.
 Howard, W. F. Loco. Engr. .. Janesville, Wis.
 Langowski, E. Trucker .. Winona, Minn.
 Lucas, T. J. Engineer .. Madison, Wis.
 Manthei, W. A. Section Laborer .. Durand, " "
 McDonald, W. M. " "
 Track Foreman .. LaCrescent, Minn.
 McKenna, J. J. " "
 Warehouse Foreman .. La Crosse, Wis.
 Meyers, W. H. Switchman .. " "
 Miller, O. R. Janitor .. Lakeland, Minn.
 Mittelstaedt, C. W. " "
 Roundhouse Laborer .. Portage, Wis.

Milwaukee Division

Cahill, F. W. Conductor .. Milwaukee, Wis.
 Coleman, J. E. Loco. Fireman .. " "
 Coolahan, I. E. " "
 Steam-Fitter Welder .. " "
 Gain, E. P. Loco. Engineer .. Green Bay, " "
 Haug, C. O. Section Laborer .. Walworth, " "
 Hayes, T. C. Conductor .. Milwaukee, " "
 Heinrichs, Florence M. Clerk .. Plymouth, " "
 Kleczka, E. W. Section Laborer .. Green Bay, " "
 Lemke, H. E. Chief Time Revisor .. Milwaukee, " "
 Moureau, H. M. Freight Handler .. Green Bay, " "
 Nelson, Alice J. Steno-Clerk .. Milwaukee, " "
 Obermow, A. J. Chief Operator .. " "
 Ruthe, C. C. Station Agent .. Truesdale, " "
 Shaw, A. L. Switchman .. Milwaukee, " "
 Siefert, O. F. Section Laborer .. Cedarburg, " "
 Singles, W. T. Fireman .. So. Beloit, Ill.
 Smigelski, J. F. Chief Clerk .. Milwaukee, Wis.
 Van Oss, H. M. Loco. Engineer .. Channing, Mich.
 Wilson, S. J. Signalman .. Milwaukee, Wis.
 Woelfl, M. L. Cashier .. " "

Milwaukee Terminals & Shops

Abfalder, A. " "
 Wheel Press Operator Helper .. Milwaukee, Wis.
 Altmeyer, J. F. Machinist Helper .. " "
 Billodeau, W. A. Machinist .. " "

Brisk, C. A. Switchtender .. Milwaukee, Wis.
 Callahan, H. T. Machinist .. " "
 Ferraro, H. W. " "
 Crossing Watchman .. " "
 Gastel, R. F. Painter .. " "
 Green, J. C. Blacksmith .. " "
 Haack, A. A. Clerk .. " "
 Jorgensen, E. W. " "
 Machinist Helper .. " "
 Klich, F. Store Helper .. " "
 Libert, E. J. Machinist .. " "
 Lingren, C. H. Machinist .. " "
 Loeffler, R. G. Machinist .. " "
 Moesser, W. A. Machine Helper .. " "
 Morrissey, J. J. Machinist .. " "
 Mulholland, L. A. Carman .. " "
 Mulvanny, G. T. Machinist .. " "
 Nava, C. Y. Boiler Washer .. " "
 Nowicki, B. C. " "
 Head Switch Clerk .. " "
 Richey, F. Laborer .. " "
 Schmelcher, T. G. Foreman .. " "
 Trinko, W. M. Pipefitter Helper .. " "
 Vutoff, D. M. Store Helper .. " "
 Walters, Minnie C. Claim Clerk .. " "
 Wanderer, M. E. Store Helper .. " "
 Wannebo, P. V. Switchman .. " "

Rocky Mountain Division

Davey, A. R. Cashier .. Lewistown, Mont.
 Herigstad, H. Carman .. Miles City, " "
 Jennings, A. H. Loco. Fireman .. Deer Lodge, " "
 Kral, F. Track Laborer .. East Portal, " "
 Lindquist, B. Machinist .. Deer Lodge, " "
 McGrath, L. J. Telegrapher .. Butte, " "
 Natzel, K. D. Roadmaster .. Roundup, " "
 Pufesco, J. Machine Helper .. Deer Lodge, " "
 Schauman, G. A. Painter .. Roundup, " "
 Skates, L. E. Brakeman .. Three Forks, " "
 Stann, F. J. Telegrapher-Opr. Harlowton, "

Terre Haute Division

Hatcher, W. W. Switchman .. Terre Haute, Ind.
 Newton, L. E. Loco. Engr. " "

Twin City Terminals

Barnes, A. L. Machinist Helper .. St. Paul, Minn.
 Boe, A. M. Carman .. Minneapolis, " "
 Brennan, J. M. Storekeeper .. St. Paul, " "
 Cary, W. E. Loco. Engr. Minneapolis, " "
 DeField, W. F. Loco. Engr. " "
 Duntley, C. R. Yard Conductor .. " "
 Feipel, J. S. Conductor-Pass. " "
 Galush, J. A. Mail Handler .. " "
 Gray, H. W. Machinist .. St. Paul, " "
 Kelly, J. P. Ex. Gang Laborer .. " "
 Millman, W. R. Carpenter .. " "
 Oberpriller, A. Carpenter .. Minneapolis, " "
 Peterson, W. L. " "
 Section Laborer .. " "
 Sheehan, Gladys M. Steno-Clerk .. St. Paul, " "
 Ulven, Edna M. " "
 Freight Handler .. Minneapolis, " "
 Webster, B. B. Clerk .. " "
 Wickman, L. F. Clerk .. Hastings, " "
 Williams, V. J. Inspector .. Minneapolis, "



Rocky Mountain Division

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Conductor Warren Dixon retired on Feb. 28, after 49 years and 11 months in service. He began in Three Forks in 1917 as a call boy, hired out as a brakeman in 1929, and later was promoted to conductor. "Dick" and his wife, Noma, will continue to live in Three Forks.

Dick, by the way, recalls one highlight of his career—the time he was on the train that ran ahead of President Harding's special train. He called it the "dynamite pickup." The train and crew were carefully searched and guarded for the entire trip by special agents and Secret Service men.

Conductor Lloyd Skates retired Feb. 1, and will reside in Three Forks. At present, Lloyd and Peggy are visiting children in Seattle, Wash.

Brakeman H. T. Dingman passed away suddenly at his Three Forks home. His death was a shock to all who knew him. He is survived by his wife, several brothers and sisters, and children.

John Levesque, son of Engineer and Mrs. Levesque, was on the honor roll at Carroll College in Helena, Mont. John is a sophomore majoring in engineering.

Vern Jenks is in the hospital after an emergency operation. Vern is car control supervisor in the division offices at Deer Lodge.

EAST END

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

Funeral services were held on Jan. 6 for Mrs. James R. Reece in Stevenson's Miles City funeral home, with the pastor of the Assembly of God Church officiating. Burial was in Custer County Cemetery. She was preceded in death by her husband.

Peter Fadhl, 86, retired roundhouse laborer, died in San Diego, Cal., on Jan. 10, with funeral services and burial there. He is survived by his widow, two sons, four daughters, 11 grandchildren and 22 great-grandchildren. He had lived in California the past 15 years, after retiring.

Mr. and Mrs. Duncan Finlayson were honored Jan. 21 at the annual Robert Burns celebration of the Caledonian Society. They have been members of the society for 50 years, and have attended all of the Burns celebrations in that time.

Michal Ruth Peterson, daughter of Mr. and Mrs. A. T. Peterson, was married to Dennis C. Hirning on New Year's Eve in the Assembly of God Church in Miles City. They now are residing in Missoula.

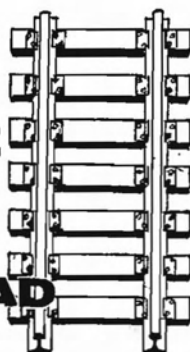
Mrs. Beatrice Lois Richey, wife of Leland Richey, passed away on Jan. 30 in a Miles City hospital where she had been a patient for several weeks. Funeral services were held in the Trinity

Lutheran Church, with burial in Custer County Cemetery. She is survived by her husband, four daughters, three sisters and 12 grandchildren.

Mr. and Mrs. Clifton H. McEldery, who now reside at Parkview Acres Rest Home in Dillon, Mont., recently observed their 62nd wedding anniversary. The couple were married in 1905 at Rochester, Minn., and came to Miles City in 1907. Mr. McEldery worked for the railroad for 33 years as wrecker crane operator, until retiring in 1943. They have three sons.

Funeral services for William F. "Shorty" Long, 86, retired machinist, were held on Feb. 7 in the Love Memorial Chapel of the Custer County Rest Home, with the pastor of the First Lutheran Church officiating.

ABOUT PEOPLE OF THE RAILROAD



Burial was in Custer County Cemetery. Mr. Long never married, and there were no known survivors.

Carman Hugo Zabel, 57, passed away unexpectedly at a Miles City hospital on Feb. 17. He had been employed by the railroad for the past 16 years. Funeral services were held in the Chapel of Graves Funeral Home, with the chaplain of the State Industrial School officiating. Burial was in Custer County Cemetery. He is survived by his widow, two sons, two daughters and a sister.

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Frank Scally Sr., 85, long-time resident of this area, passed away recently at his Harlowton home. Born in Dublin, Ireland, he came to this country and took up a homestead east of Judith Gap, Mont. He came to Harlowton with his family in 1936, and worked for the Milwaukee until retiring. (See article elsewhere in this issue.)

Mrs. Sam Lee, wife of the former roadmaster, passed away recently. Burial was in Harlowton.

Oluf Haanes, retired trainmaster, died at his home in Lewistown, Mont. He was born at Kristiansand, Norway, in 1892, and later came to this country, residing first in South Dakota. The family moved to Lewistown in 1930 and made their home there ever since.

Howard Ahrens, Harlowton electrician, has been absent from work for a couple of months. He is home from the

hospital at this writing, and is about town each day.

Angus "Ed" Kellum, 78, of Richland, Wash., a long-time roundhouse foreman in this area, died Feb. 5 at Holy Name Hospital in Spokane. He was a native of Idaho, and started railroading with the OSL at Pocatello as a machinist apprentice in 1904. He went to the Great Northern as a machinist in 1911, and started with the Road in 1912 at Harlowton, where he was promoted to roundhouse foreman in 1916. Later he served as foreman at Melstone and Miles City, again at Harlowton, then at Avery and Mobridge. He returned to Harlowton, then took a leave of absence to be area superintendent of railroads for the Hanford Works of the Atomic Energy Commission at Hanford, Wash., from 1944 to 1945. His retirement was in 1951, at the age of 62. He was an avid hunter and fisherman, and was possessed of a dry humor that never will be forgotten by those who knew and worked with him. Surviving are his wife, Effie, and daughter, Corine Parsons, of Richland, a brother and two sisters.

Aberdeen Division

EAST END

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

Greg Natzel, the only son at the home of Conductor Les Natzel, is stationed at Lackland Air Force Base deep in the heart of Texas, having enlisted in the Air Force. When he wrote home about warm breezes, Les and Phyl didn't know what he was talking about—hardly. Our ice and snow up here in Minnesota about fractured all previous records for winter weather. Before enlisting, Greg was a student at Concordia College.

Operator Dick Stolen was married Feb. 11 to Karen Peters of Renville, and we extend congratulations.

Conductor Warren Harding tells the story of winning a prize at a fishing contest without even pulling a fish out of the water. He entered the contest all right—there were four prizes, and only two fish were caught. So, he and another un-fished person drew for 3rd and 4th prize. Warren got third, which was \$15, and that's how it all happened.

Sectionman Frances "Pod" Golden and his wife spent a sunny, delightful week with their son in service in Corona, Cal. It snowed all the way out and all the way back, while they sat in the train and just let it. When they got home, they had to shovel to get in the house, which made it a rude let-down.

Engineer Leon Hainrich and his
(Continued on page 22)



Greg Natzel



GOLD PASS VETERAN. Wearing the smile well known to our customers at Ortonville, Minn., Agent S. S. "Jerry" Beck receives a Gold Pass for 50 years of service from Trainmaster Jim Schwantes. Nine of those years have been at Ortonville, prior to which he was stationed at Montevideo, Minn., and Linton, N. D.



ROMANCE DEPARTMENT. Signal Draftsman Keith Spiegelhoff and the former Carol Schneiter, who were happily married at Queen of Apostles Church, Harvey, Ill., on Jan. 28, a day which found the Chicago area blanketed by the worst snowstorm in weather bureau history. This picture shows them at the wedding reception, which, because of travel conditions, was held a week later. They are making their home in Harvey.



LIFETIME SILVER PASS signifying 45 years of service is presented to A. S. Peterson, special flour and grain agent, Minneapolis (second from right), by George Neu, regional manager-sales in that city. Looking on are S. P. Elmslie, manager-grain sales, Chicago (left), and H. A. Springer, assistant regional manager-sales, Minneapolis.



COVERING THE WATERFRONT. A task force of Seattle sales and service men who recently carried out an intensive promotion of our foreign freight service under the direction of E. E. White, manager-foreign freight sales, Chicago, shown as the Road's hosts for a group of Seattle waterfront people at a luncheon in the Washington Athletic Club. From left: H. A. Sauter, assistant regional manager-sales; J. T. Conlin, district manager-sales; Mr. White; O. R. Anderson, regional manager-sales; G. F. Flynn, later appointed assistant manager-foreign freight sales, Chicago; and W. V. Johnson, district representative, rail-highway sales. Similar meetings were held in Tacoma and Longview, Wash.

HONORED ON THE FARGO LINE. Three section foremen who retired recently on the Fargo Line shown as guests of honor at a banquet in Wahpeton, N. D.: Reinhard Awe, Fairmount, Frank Scheff, Fargo, and Julian Burshiem, Abercrombie (left to right). Burshiem had 52 years of service, starting as a waterboy for his father, and Scheff and Awe both had 42 years. Awe's son Clifford, roadmaster at Milbank, S. D., was master of ceremonies.



CELEBRATING THEIR GOLDEN WEDDING, Mr. and Mrs. Harold W. Hilbert of La Crosse, Wis., were honored at a reception in St. Luke's Methodist Church the Sunday of Feb. 5. Mr. Hilbert, who retired in 1963, is a veteran of 52 years of service on various positions, including yardmaster at La Crosse. He has also served 12 years as a city alderman. The couple have one daughter, Mrs. Roger Schmuck of La Crosse, and two grandchildren.



MORE THAN 45 YEARS' SERVICE. J. T. Aubert, Milwaukee Division section foreman, receives a Silver Pass with the congratulations of Roadmaster D. E. Ringlbauer, left, and Division Engineer R. J. Brueske. He has been in service since June, 1919, and a section foreman since 1922.

Retired, He Discovers Hidden Talent at Keyboard



Playing the organ by ear, S. P. Hobbs has found a new interest to fill his leisure hours. The large theater-type instrument with two keyboards is equipped with a variety of special effects stops. (Ottumwa Courier photo)

As proof that it's never too late to discover hidden talents in oneself, Retired Conductor Sam P. Hobbs of Ottumwa, Ia., has learned, at 71, to play the organ. And he has never had a music lesson in his life.

A music lover from way back, Mr. Hobbs used to sing for his own pleasure. Several years ago he began collecting stereo records, and after the death of his wife in 1962, he turned more and more to music as a means of filling his leisure hours. He now has about 1,300 records of all kinds, including more than 150 classical recordings, and even one of the Beatles, although he says it is not his kind of listening pleasure.

When he purchased the organ, he had never played a musical instrument of any kind, yet he found it easy to master, just playing by ear and with a basic

knowledge of scales. His repertoire is about anything he hears on records.

The organ is a large theater-type electric instrument with two keyboards and 32 foot pedals, and with stops for special effects, all of which he manipulates with ease as he plays his favorites, such as "Whispering Hope," "Goin' Home" from Dvorak's New World Symphony, "Blue Hawaii" and "Beautiful Dreamer," to name a few.

Mr. Hobbs is a native Ottumwan who joined the railroad as a brakeman in 1919 and became a conductor in 1922. He retired, due to disability, in 1951. His interests affirm his belief in a favorite quote from Andre Maurois: "Growing old is no more than a bad habit which a busy man has no time to form." Now he wants to study music so he can play the organ by note.

(Continued from page 20)

wife recently attended capping exercises for their daughter Donna at the hospital in Litchfield. This makes both Hainrich daughters full-fledged nurses.

Jim Golden, retired from the Montevideo section in 1960, passed away at his home in Watson in January. Retired Conductor Charlie Arnold passed away at the age of 93. Up until just a few years ago, Charlie kept everybody in his block happy by shoveling their sidewalks in winter and mowing their lawns in summer, besides keeping his own home slick and clean. Mrs. Arnold passed away quite a few years ago.

Ed Cook, former agent at Norwood, passed away suddenly on Jan. 18. Frank Burns, former yardmaster at Southtown, died in February at Minneapolis. The wife of Retired Engineer Oscar Holter of Minneapolis died suddenly while on a trip to San Diego. Retired Passenger Brakeman Art Howell passed away Feb. 26, following surgery at Abbott Hospital in Minneapolis.

His wife and daughter survive.

Among the list of "Young Business Men on the Move" in Minneapolis, we saw the picture of Roger O'Shaughnessy, the son of Engineer Dan. Roger has been named vice president in charge of operations for Cardinal Insulated Glass Co. of St. Louis Park.

Engineer Ed Mohn and his wife hung up the snow shovel and left for Mexico, and were joined later at Phoenix by Engineer Bert Himle and wife. Conductor Ray Gittens is also making his usual vacation trip to Acapulco. They all plan to come back when spring returns to Minnesota. Ah... spring!

Cal Wolff of the Aberdeen relay office announces that it's a girl who arrived at his house. She's the first little Wolff at their home.

Retired Engineer Oscar Sorby recently got his 65-year button from the Vets Association and, because a 65-year button is not a common thing, we have a new respect for Oscar, who

seems to get younger with the years. "Jackie," the ambitious young daughter of Passenger Brakeman Bill Nelson, is bouncing around like a ping-pong ball, it seems. She's heading for a nursing degree, and is at present attending St. Olaf College on a scholarship from the Milwaukee Women's Club. She gave them a report of her interesting summer at their convention meeting, and recounted experiences as a SPAN student while in Ethiopia the past summer, following which she made a trip around the world.

Terre Haute Division

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

Zack Elliott, retired conductor, passed away at Bedford, Ind., on Jan. 9 at age 80. He started working for the Milwaukee in 1913, retiring in 1943 with 30 years of service. He is survived by the widow, Fern; a daughter, Mary Alice Allano; and seven sons, John, Herbert, James, Benny, David, Howard and Joseph.

We were informed that George A. Lentz died Sept. 23, 1966, at Terre Haute. He was a car department employee for 35 years, retiring in 1952 at age 66. He is survived by the widow, Marie; a son, George, of Calumet City, Ind.; and a daughter, Mrs. T. Backman, of Terre Haute.

Chicago Terminals

DIVISION STREET

Carolyn DiCicco, Correspondent

Patricia Myers, daughter of Ed Myers, clerk, graduated from the University of Illinois-Chicago Circle Campus on Mar. 15. Hers was the first graduating class of the Circle, and a formal ceremony and distribution of diplomas will be held in June at the University. Pat majored in sociology, and her immediate plans are to further her career in public relations and personnel.

Chief Clerk Emil Arleo and Mrs. Arleo celebrated their 25th wedding anniversary on Feb. 18. They renewed their marriage vows at a High Mass at Santa Maria Addolorata Church and in the evening joined with lifelong friends who have formed an anniversary club to wine and dine at the Como Inn.

BENSENVILLE

Delores Barton, Correspondent

Thomas Tancula, son of Phone Director Bruno Tancula, recently won the Pinewood Derby competition of Cub Scout Pack 3960, Norridge, Ill., in which 50 Cubs participated. Tom, who won first prize, received his trophy at the annual Blue and Gold Dinner on Feb. 12.

On Mar. 13, the division engineer's office welcomed Sherri Struck, and on Mar. 1 the superintendent's office wel-

The Milwaukee Road Magazine



Chicago Members of the Women's Club Preview The New Spring-Into-Summer Fashions

With spring only a robin's hop away, the February meeting of Chicago Union Station Chapter of The Milwaukee Road Women's Club featured a dinner and style show in Fred Harvey's Gold Lion Grill. "Fashions by Dorothy Drake," designed for the spring-into-summer wardrobe, were introduced by the stylist herself (above at the microphone), and modeled by the members shown here. Photographed in casual ensembles for daytime wear are, above from left, Elsie Vehlow, Tony LaDore, Lynn Lorenz, Linda Barnes, Agnes Schubert, Dawn Eldred and Edith Ross, while below, Mary Kay Reibel (left) models a hit from the "after five" collection. Mrs. Dorothy Hart, treasurer general of the club (right), arranged this interesting program.



comed Robin Hall. Sherri is working in the place of Jane Quinn, who became chief clerk when Sandy Pope resigned. Robin replaces Marlyn Sullivan, who is on maternity leave.

The superintendent's office welcomed the return of Assistant Superintendent Ronnie Tewell, who transferred from Milwaukee, and Jim Gregerson, a trainmaster transferred from Savanna.

Charlie Neumann, phone director, retired on Feb. 9 after more than 40 years of service. C. C. Lukens, switchman from the Western Avenue coach yard, retired Feb. 13. We extend our best wishes for a long and happy retirement to both men.

Sympathy was extended to the families of Switchman James V. Joyce, who

passed away Feb. 12, and Engineer Henry Schaht, who passed away Jan. 27.

Contributed by Dorothy Lee Camp

Happy anniversary wishes went to the Waldo "Wally" Grosnicks (he's first train clerk) on Feb. 21 as they celebrated their 25th anniversary at a quiet dinner at home with their children. As we were going to press, Wally had just returned to work, and the office seems brighter now that he's back on the job.

Best wishes went to Charlie Neumann, first trick train director, when he retired in February. Charlie is feeling much better after his recent surgery. Walter Holt, second trick car

foreman, also retired in February. Both are already missed by their many friends.

Trainmaster Jim Cowart, who did such a grand job in the Bensenville yards during the winter snowstorms, entered Mt. Sinai Hospital in Milwaukee. Galewood Clerk Jody White is recuperating at home after a recent illness, and we hope that by the time this is in print he is able to be back on the job.

A call we made to Retired Depot Telephone Operator Corinne Zulauf found her on the mend, but it's still hard for her to navigate. Corinne, in her second year of being laid up from an injury, would welcome cards, visits or phone calls.

Carloadings



JANUARY-MARCH 1967 compared with same period in 1966

% of Total Revenue obtained from commodities shown		loading of these commodities in 1967 over 1966		NUMBER OF CARLOADS			
				THREE MONTHS		INCREASE	
				1967	1966	1967 over 1966	% of increase
6.2%	All Other Paper or Allied Products	INCREASED		17,652	16,081	+ 1,571	+ 9.8%
4.0	Coal			24,160	23,866	+ 294	+ 1.2
3.1	Meat (Fresh, Chilled or Frozen)			10,180	8,928	+ 1,252	+ 14.0
2.6	All other Chemicals or Allied Products			8,447	7,085	+ 1,362	+ 19.2
2.5	Canned Fruits, Vegetables and Seafoods			6,987	6,577	+ 410	+ 6.2
2.0	Waste or Scrap Materials			6,385	6,228	+ 157	+ 2.5
1.5	Primary Forest Products			12,896	10,541	+ 2,355	+ 22.3
1.5	Farm Machinery or Equipment			4,899	4,837	+ 62	+ 1.3
1.0	Dairy Products			3,036	3,009	+ 27	+ .9
.4	All Other Farm Products (Including Sugar Beets)			2,220	1,454	+ 766	+ 52.7
3.9	All Other Carload Traffic			17,747	12,373	+ 5,374	+ 43.4
28.7%	Total Increases			114,609	100,979	+13,630	+13.5%
% of Total Revenue obtained from commodities shown		loading of these commodities in 1967 under 1966		NUMBER OF CARLOADS			
				THREE MONTHS		DECREASE	
				1967	1966	1967 under 1966	% of decrease
14.4%	Grain	DECREASED		26,900	28,293	- 1,393	- 4.9%
9.6	Lumber or Dimension Stock			12,881	13,820	- 939	- 6.8
4.3	All Other Wood Products (Including Plywood)			6,035	7,228	- 1,193	- 16.5
3.9	Motor Vehicles			4,119	4,468	- 349	- 7.8
3.4	All Other Primary Metal Products			4,182	4,377	- 195	- 4.5
3.2	All Other Food Products (Including Sugar)			7,773	7,834	- 61	- .8
3.0	Primary Iron or Steel Products			7,472	8,635	- 1,163	- 13.5
2.9	Grain Mill Products			14,392	14,441	- 49	- .3
2.9	All Other Transportation Equipment			7,101	9,466	- 2,365	- 25.0
2.7	Stone, Clay or Glass Products			7,922	8,079	- 157	- 1.9
2.6	Pulp or Pulp Mill Products			3,692	4,800	- 1,108	- 23.1
2.3	Industrial Chemicals			3,939	4,692	- 753	- 16.0
2.3	Freight Forwarder & Shipper Assn. Traffic			6,437	8,518	- 2,081	- 24.4
2.0	Nonmetallic Minerals; Except Fuels			6,557	9,585	- 3,028	- 31.6
1.8	Fabricated Metal Products			3,839	4,279	- 440	- 10.3
1.7	All Other Machinery (Except Electrical)			2,354	2,708	- 354	- 13.1
1.5	Petroleum, Natural Gas or Gasoline			5,478	6,085	- 607	- 10.0
1.4	Malt Liquors			4,089	4,944	- 855	- 17.3
1.4	Electrical Machinery or Equipment			2,846	3,036	- 190	- 6.3
1.0	Soybeans			2,488	3,233	- 745	- 23.0
.7	Beverages (Except Malt Liquors)			2,026	2,308	- 282	- 12.2
.7	Coke Oven or Blast Furnace Products			1,949	2,464	- 515	- 20.9
.6	Fresh Fruits and Vegetables			1,643	2,134	- 491	- 23.0
.4	Potatoes (Other Than Sweet)			1,384	1,565	- 181	- 11.6
.3	Metallic Ores			935	960	- 25	- 2.6
.2	Livestock			546	766	- 220	- 28.7
.1	Small Package Freight Shipments			61	115	- 54	- 47.0
71.3%	Total Decreases			149,040	168,833	-19,793	-11.7%
100.0%				263,649	269,812	- 6,163	- 2.3%

Your contributor was glad to be able to get her mother, Alta May Sherwood, home from a nursing home on Feb. 13. A few of mother's old railroad friends have been in to see her, and mother's always glad to hear from them.

I think everyone on the railroad deserves praise for the wonderful job done by all of them during the winter storms. Some deserve it just for the effort made to get to work through the terrible drifts. Others for being snowed in on the job, or for working right out in the blizzard.

Tom Martinek, son of Chief Clerk Tony, was home in February on his last leave. Tom, on the *U.S.S. Independence*, has really been around this old world. He'll be out of the service before long.

GALEWOOD

Linda M. Kuchl, Correspondent

Get well wishes were sent to Hattie Plaster, waybill stripper, who recently underwent surgery in Elmhurst Hospital; Mrs. Bill Niles, wife of the reconsigning clerk; Joe White, car record supervisor, who was taken ill again quite suddenly; and Mrs. Harry Weinert, who is also in the hospital. However, I am glad to report that Bob Schlegel of the regional office is back at work.

We have two proud grandpas in our office. Jennifer Lynn is Stanley Boyle's new and first little granddaughter, and our other proud grandpa is Harry Weinert. Harry's new granddaughter was named Bess Anne.

"Chicago's Super Salesgirl" are the fitting words which described Mrs. Betty Alesi, wife of Fred Alesi of the freight house, in the February issue of *Beauty Fashion Magazine* in an article about her. Betty is responsible for selling all men's toiletries carried at the Carson Pirie Scott & Co. State Street store. Betty's annual sales alone have increased by over \$50,000 in the past three years, which proves a statement quoted by Carson's cosmetic buyer: "Her warmhearted, personal approach encourages people to rely on Betty's opinion and to return for future purchases."

The community of River Grove recently honored its mayor, Stanley Boyle, who works in the Galewood car record department, by holding a dance in his honor.

Jim Connolly's son, Jim Jr., who is presently stationed at Fort Campbell, recently received a medal for expert shooting on the rifle range. After completing his basic training, he will be permanently stationed at Ft. Leonard Wood, Mo.

A3C Stephen Dierking, son of Glanz Dierking, chief bill clerk, now stationed at Patrick Air Force Base, Fla., was married Feb. 18 to the former Rosemary Harper. Stephen works at a tracking station for missiles operated in conjunction with Cape Kennedy.

Sympathy was extended to J. F. Millard, the regional data manager,

(Continued on page 26)

The Milwaukee Road Magazine

Milwaukee Shops Locomotive Department Forms Safety Club



Members of the new safety club committee.



Self service on the "chow line."

by Carol Rader, Locomotive Department Stenographer

THAT safety-mindedness doesn't begin and end with the work day—that it's for home, too—is the motive behind the new safety club which has been organized by the locomotive department at Milwaukee Shops. The Back Shop Safety Club, as it is called, has 106 charter members among men in the back shop, pipe shop, electrical shop, truck shop and wheel shop, including the foremen. Activities were initiated with a meeting and social get-together the evening of Feb. 24 at Covic's Amerwood Hall, which numbered among the guests P. L. Dempsey, assistant superintendent of safety, and D. O. Anderson, general safety inspector and instructor-system, who came from Chicago, District Safety Engineer R. O.

Siegel, from the La Crosse Division, and C. J. Winters, district safety engineer for the Milwaukee Terminals. The meeting wound up with a dutch lunch of the "rib-sticking" variety—hot baked ham, baked beans, fish, cheese, salads, hot rolls and doughnuts—the kind that caters to hearty appetites. Plans for the next meeting are already going ahead, the intention being to meet quarterly—four times a year. The committee responsible for the success of the first (pictured above, from left) consisted of Clarence Waldow, Mike Huntowski, Shop Superintendent R. P. Drew, John McGowan, John Clementi and Ervin Czerniejewicz.



BABY, WAS IT COLD OUTSIDE! Earlier this year, while everyone was talking about the weather, a photographer for the Wausau (Wis.) Record Herald snapped Trainman John Gutowski switching freight cars in the Wausau yards. The picture showing Gutowski waving on the engineer illustrated people working as usual—with the temperature at 29 below zero.



MARRIED 25 YEARS, Darrell Taylor of the Muskego Yard force in Milwaukee and his wife are shown at their recent anniversary celebration in the Skyline Supper Club, Albert Lea, Minn. Standing are Mrs. Everett Fuhr, Minneapolis, and Darrell's brother Virgil, perishable freight inspector at Council Bluffs, Ia., who were attendants at their wedding. Present also, with their wives, were another brother, Brakeman Lyle Taylor, Spencer, Ia., and Virgil's son-in-law, Corman Layland Struble, Sioux City, Ia. The couple were honored also at a gathering in the American Legion Hall at Albert Lea.



Rates High Eye-Q

A stone hurtling through the air at high speed could have caused Machine Operator J. A. Gordon of Cle Elum, Wash. (center), a lot of misery—perhaps the sight of an eye—except for the fact that he is a firm believer in the protective value of safety goggles. The stone, kicked up by the blades of a tie adzing machine, shattered the right lens of his goggles, but the glass remained intact. As the result of exercising this precaution, he never suffered a scratch, and also rated a membership in the Wise Owl Club of America. Roadmaster C. W. Geelhart is shown presenting the membership certificate, with Section Foreman Sam Suko looking on.

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whose father-in-law passed away recently, and to the family of Sam Bartosik, who passed away Feb. 11. Mr. Bartosik worked at the Candy House before retiring on disability in 1963.

We welcome our new employees in the office: Dorothy Neff, bill clerk; Tony Babiarz, general clerk; Dolores Bindon, keypunch operator in the regional office; and we also are glad to have Joe Blum back at work.

Mrs. Walter Larson, wife of our office maintenance man, recently appeared on the Art Linkletter Show featuring the finalists in the Pillsbury Busy Lady Bake-off. Accompanied by her daughter, Linda, she flew to Los Angeles and had a wonderful three-day holiday as a guest of the Pillsbury Company at the Century Plaza Hotel in Beverly Hills. Her entry in the contest, chosen as one of the best 100 recipes submitted, was for "Popcorn Cookies." More about this in the next Magazine.

The Ball and Chain tournament of the Town Hall Lawn Bowls Club ended with Retired Check Clerk Tony and Marge Piovesan, sister and brother-in-law of Ralph Bode of the demurrage department, as the winners. The Piovesans set a record for the club by winning every game played.

Orrin P. Catlin

ORRIN P. CATLIN, 78, retired chief clerk to freight traffic manager, died in Chicago on Feb. 20. He is survived by his wife, Marie, a former general officer of The Milwaukee Road Women's Club, a son, Orrin Jr., and a sister, Florence Mueller. Mr. Catlin, whose father had been an employee of the Road also, was a veteran of 47 years of service in Chicago, starting in 1906 as a clerk at Galewood Yard. In 1915 he transferred to the traffic department, and served as a city freight agent until 1925, when he was assigned to the general office staff. He was appointed chief clerk in 1938 and retired in 1953.

Twin City Terminals

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Philip H. Bornkamp, retired Minneapolis stationmaster, passed away Mar. 2 at the age of 79. He is survived by his wife, Naomi, a daughter, Mrs. Rollin Nelson of St. Croix Falls, Wis., and two brothers. Services were held in Minneapolis, with interment in Lake-wood Cemetery. He was a member of the Minnehaha Methodist Church and Minneapolis Masonic Lodge No. 9, AF&AM.

Miss Elizabeth O'Brien, retired Minneapolis switchboard operator, died Mar. 6 in a nursing home, following a long illness. Originally from Mason City, she had been an operator in Minneapolis 45 years. Burial services were held here.

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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



Jon Groth

Jon, son of Assistant District Material Manager Norris Groth, is with the Peace Corps, and is presently teaching in Toril Elementary School, Mindanao, Philippine Islands. Jon's work is with children of low mentality, in addition to which he conducts a reading club for children and adults. He lives in a small hut with his houseboy, whom Jon is also educating in reading and writing. Although living conditions are not as comfortable as back home, Jon reports his work is very gratifying and he is enjoying it immensely.

Joe Brennan was honored on two occasions during February on his retirement. A luncheon was held at Knight's Restaurant in St. Paul, and a dinner party was enjoyed by co-workers and friends at the Sveden House in Minneapolis. Joe was local storekeeper in the materials division, St. Paul, and his service with the Milwaukee dates back to 1926. He worked at various places, including Minneapolis, Green Bay, and Terre Haute.

Carmen Mike Kuzmik and Bill Anfang are concerned these days over the safety of their sons who are seeing lots of action in the war in Viet Nam. Micky Kuzmik is with the Seabees, and Bill Anfang Jr. is in the Army.

Retired Lead Carman Ole Hanson is a patient in St. John's Hospital, St. Paul, at this writing. Everyone who knows Ole wishes him a speedy recovery.

Tom Murphy, who was with the locomotive department, is now working as chauffeur in the materials division, St. Paul.

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Talking Through Her Hats

In tune with spring, the April meeting of Chicago-Fullerton Avenue Chapter of the Milwaukee Road Women's Club featured Mrs. Nate (Ileene) Abrams, wife of the assistant cashier at our Galewood regional data office, in her "Magic in Millinery" demonstration of how to make your own hats. Mrs. Abrams, one of the millinery profession's leading designers, is currently teaching adult evening classes at the Lake View and Cooley Vocational high schools and conducting a therapy course at the Leaning Tower YMCA in Niles. She is well known as a feature writer for the New York trade magazine "Hats" and "Hats and Boutique" of London, and has been featured on the Jim Conway and Lee Phillip television shows. The hat-conscious following for which she designs includes such name stars as Joan Crawford and Hildegard.

Carman Wayne Mickle and his family recently spent two weeks in St. Petersburg, Fla., visiting his wife's mother.

Congratulations were in order for Local Storekeeper Stan Kyrk and his wife on their silver wedding anniversary, Feb. 27.

Invoice Clerk Bill Williams is, at this writing, a patient in Fairview Hospital in Minneapolis.

Retired Carman Joseph Humenansky passed away on Feb. 7. Mr. Humenansky formerly worked at the Minneapolis coach yard.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT
—CAR DEPARTMENT

Richard D. Andrews, Correspondent

Herman W. Klatte, who retired in January, 1965 from his long-time position of assistant AAR lead clerk in the car department, died Feb. 6 from the effects of an extended illness. He was a veteran of almost 49 years of service, having started in 1916 with the Chicago, Terre Haute & South Eastern at Terre Haute, where he was secretary to the general car foreman before transferring to the Shops in 1921. He is survived by his wife, Edna, chief switchboard operator in Milwaukee, a daughter and son-in-law, Mr. and Mrs. Kenneth Radtke, two grandchildren and three brothers. Funeral services were held with Masonic rites.

Mr. and Mrs. E. C. Burr of Tomah, Wis., the parents of Robert Burr, blacksmith in the forge shop, celebrated their 55th wedding anniversary in February with a family party at the Carlton Supper Club there. Mr. Burr, a retired switchman and yardmaster, worked for the railroad in the West from 1897 until 1913, when he took up farming northwest of Tomah, and in Milwaukee from 1924 until 1960, when he retired. The couple have four children, six grandchildren and 15 great-grandchildren.

LOCOMOTIVE DEPARTMENT

Submitted by Carol Rader

Elmer J. Libert Sr. retired Jan. 31 after 57 years of railroad service. While serving his apprenticeship, he became president of Apprentice Lodge Junior 13. He and F. W. Bunce are the only living members who participated in the activities of Junior 13, which was later absorbed into Machinist Lodge No. 234. Mr. Libert served as president of that lodge from 1921 to 1940. He resigned as president on the evening he initiated his son, Elmer Jr., but remained active as a member. During his 57 years of service, Mr. Libert also was grand lodge representative of the International Association of Machinists' union.

Paul J. Danner, machinist, retired Feb. 28 after 44 years of service. He is moving to Ottumwa, Ia., where he began his apprenticeship.



NUPTIAL NEWS. Sally Jo, daughter of District General Car Foreman H. R. Anderson, St. Paul, and Stephen Dale Manson at the reception which followed their marriage at St. James on the Parkway church in Minneapolis on Jan. 28. The groom is the son of Howard (Kelly) Manson, who is with the Minneapolis traffic department of REA Express.

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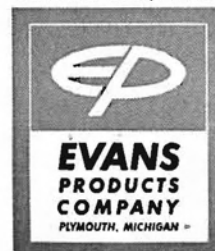


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William A. Moeser, machinist helper, retired Jan. 31, as did Castula Y. Nava, mechanic's helper, who has been with the railroad for 30 years.

Our sympathy is extended to the families of Machinist Thomas Shanahan and Pipefitter Anton A. Niemojewski, both of whom passed away recently.

IM & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Among the notices of retirements received here recently was that of Conductor Bill Flynn. Bill worked at Mason City, Ia. Engineer E. A. Rubel also advised of his retirement. Before leaving the railroad he was presented with a Silver Pass for 45 years of service.



Bill Flynn

Sheila Johnson, daughter of Engineer A. C. Johnson of Austin, became the bride of Charles Leonard Munson recently. Maid of honor was Mary Fraser, daughter of Retired Engineer Kenny Fraser of Austin.

Your correspondent spent a few

days on sick leave when the last column was supposed to have been submitted, so there was no news submitted from this part of the railroad for the January-February Magazine.

Yard Clerk Lloyd Severson suffered a heart attack recently, and spent three weeks in St. Olaf Hospital at Austin. He is home now, but will require a lot of rest. Dick Brunner has taken over his duties in the yard office.

Roundhouse Clerk Barbara Wacholtz recently returned to work after a leave of absence for illness. Her position was filled by Assistant Superintendent Fairfield's daughter, Mrs. Joanne Guckeen.

Engineer Roy Harrington retired on Jan. 8, from the railroad that is. Roy has a garbage pickup business in Austin, and recently installed a large incinerator on the west edge of Austin that looks exactly like a spaceship ready for takeoff. Roy and his sons have been in this business for quite a few years.

J. C. Hanson, agent at Mankato, retired recently after 52 years of service. He started in the maintenance department and became an agent-operator five years later, working at various locations, including Hayward, Fairmont and Mapleton before going to Mankato. Upon retiring, his fellow employees and personnel from other railroads and industries honored him at a dinner. He and his wife are planning to travel, and get in some fishing.



LAST REPORT. Conductor Les Winn of the IM&D Division, upon retiring recently, makes out his reports on his last run between St. Paul and Austin, Minn. He had previously received a Silver Pass for 45 years of service. The Winns will continue to live in St. Paul.

SIoux CITY AREA

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

Mr. and Mrs. Dennis Hickland are parents of a boy, Tommy, born Feb. 2 in Sioux City. The mother, Mary Ellen, a relief key punch operator in the Sioux City regional data office, is the daughter of Paul Mueller, agent at St. Paul.

At this writing, Alice Butcher, secretary in the assistant superintendent's office in Sioux City, and L. Ray Hosking, revising clerk in the regional data office, are recuperating from surgery. They were to be back at their desks within a few weeks.

L. A. Fiorello, general agent at Sioux Falls, S. D., was elected president of the Sioux Falls Transportation Club, and Lyle C. Riley, chief clerk in the Sioux Falls freight office, was elected secretary-treasurer.

Mrs. Bob Richter, wife of the assistant superintendent in Sioux City, was elected president of the Sioux City Elkettes, the women's group of the Elk's Club.

Sympathy was extended to Yard Clerk Ralph Anderson of Mason City upon the death of his wife. She is survived also by a brother.

Guy R. Raff, 81, a retired switchman of Sioux City, recently passed away there. Survivors include two sons, three daughters, and several grandchildren and great-grandchildren.

Leslie A. Beavers, 79, died in Pasadena, Cal. Leslie, who retired in 1952, formerly lived in Sioux City. He is survived by a son, a daughter and five grandchildren.

Clarence L. Shugart, 75, a retired engineer formerly of Sioux City and more recently of Minneapolis, passed away. An engineer for 50 years, he retired in 1958. Survivors include the widow, a daughter and son, and seven grandchildren.

Julie Ann Kelleher, stepdaughter of Wayne Preston, the yardmaster at

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RETIRING FROM THE ALBERT LEA PATROL after 45 years of services, IMGD Conductor Bill Biewen poses (right) with the crew on his last day of service, namely Fireman Emil Kimele, Brakemen W. A. Rouhoff and D. M. McKee, and Engineer Claude Messmore (left to right). Conductor Biewen is a resident of Austin, Minn.

Sioux City, was married to Lonnie Rex Hancock of Omaha. They will make their home in Alda, Neb.

Paul Brogan, son of Mr. and Mrs. L. F. Brogan of Sioux City, has been promoted to assistant superintendent of the electronics division of Boeing Aircraft at Seattle. Paul has been with Boeing since being discharged from the Army in 1953. His father, Lloyd, is an engineer on trains 7 and 8, running between Sioux City and Mitchell, S. D.

A total of nearly 130 years of railroad service was terminated by the recent retirement of three employees at the Mitchell, S. D., freight house—A. E. Coffel, J. J. Gaetze and W. D. Cunningham. Mr. Coffel had been with the Road since 1917, coming from the CStPM&O, and Mr. Gaetze since 1936, starting in the livestock and perishable freight department. Over the years, both had filled various positions in the freight house and yard and ticket offices. Mr. Cunningham had been employed continuously at the freight house since 1919, working up to the position of foreman.

Floyd Nelles, our retired agent at

Scotland, S. D., and his wife recently treated themselves to a vacation in Europe, going over on the *Queen Elizabeth* and returning by plane. The itinerary included the tourist attractions in London, Bergen, Oslo, Amsterdam, Paris and Cologne, and through Switzerland and Austria to Italy and the French Riviera. In France they visited the battlefields of World War I, where Mr. Nelles fought with our troops, and the American cemeteries.

Chicago General Offices

TRAFFIC DEPARTMENT

Trudy Polep, Correspondent

Donna Marie Wayne, formerly of the general freight department, was married on Jan. 21 to Thomas McGinley of D. H. Parker's office in Los Angeles. Donna and Tom were married in a double ceremony with Donna's sister, Barbara, and Jeffery Walen, in St. Leonard's Church, Berwyn, Ill. Donna and Tom, after a honeymoon trip to California, took up residence in Los Angeles.



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FIRST TIME IN SERVICE, cars from the railroad's new fleet of covered hoppers are shown at the elevators of Bartlett & Co. in Sioux City, Ia., being loaded with a shipment of corn for the North Pacific Coast. On hand to inspect the loading are, from left, Phil Barnes, Bartlett's elevator superintendent, A. J. Dittmar, Milwaukee Road district manager-sales in Sioux City, and Vern Schneider, manager of the Bartlett company plant.



Another wedding took place on Feb. 4, when your correspondent changed her name to Mrs. Lawrence Polep in a double-ring ceremony at St. John the Baptist Church in Johnsburg, Ill. After a brief honeymoon, we set up housekeeping in Chicago.

The general freight department welcomed back Mrs. Joan Fineout, who used to work in the transportation department, and is now back from Texas working again with us. We also welcomed Diane Reed, who joined us on Feb. 16.

On Feb. 14, a farewell luncheon was held at Cafe Bohemia for Judi Opyd, who left our office and is now working in the engineering department.

Sympathy was extended to Ray Sankey of the tariff mailing bureau on the death of his sister, Laura Schnieder, who passed away on Jan. 24.

Eva Marie Willigan, senior secretary in the office of regional manager-sales, retired recently, following almost 46 years of service in the Chicago traffic department. Eva is a native of Dolton, Ill., and a graduate of Thorntown Township High School who came to the Road in 1921. All of her service since that time has been as the secretary to various general agents, traffic managers, and district sales managers for the Illinois Region. Recently she had been on a leave of absence to convalesce from eye sur-

gery. She will continue to live in Homewood, Ill. (18601 Morris Ave., for the information of her friends).

Leland P. Freeman, 68, who retired in 1959 as district traffic manager at San Francisco, died on Jan. 23 of a heart condition. He was a native of San Francisco and a veteran of 43 years of railroad service, of which 35 years were spent with the Milwaukee Road in that area. Funeral services were in San Francisco.

Congratulations are due R. H. "Bob" Chermak, chief clerk to general manager-passenger services, on his election to secretary-treasurer of the Chicago Passenger Club. B. F. "Bernie" Fuechtmann, assistant to GM-PS, and the outgoing president, will serve this year on the board of governors.

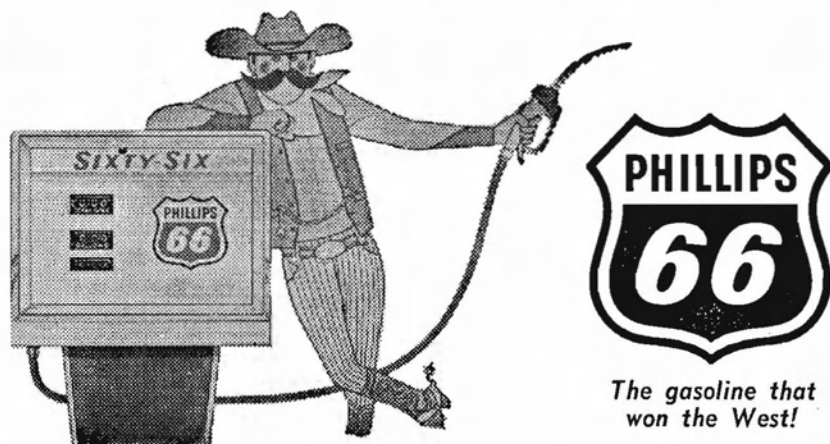
In Minneapolis, W. H. Weidenhamer of our station ticket force was elected vice president of the Minneapolis Passenger Traffic Club, and F. H. Magnusson, passenger sales representative, was elected treasurer.

R. J. Young was appointed district freight sales manager of the Indiana Harbor Belt Railroad on Feb. 1, succeeding Sam R. Graf. He was formerly a sales representative in our Cincinnati agency.

Mrs. O. T. (Kitty) Cull, clerk in the



RECEIVING A GOLD PASS for 50 years of service on Feb. 15, William Prehler, lead review clerk in the freight settlements office in Chicago, is congratulated by W. T. Kures, auditor of freight settlements (right), and F. Voland, head of the lead review bureau. The occasion was celebrated with an office party.



*The gasoline that
won the West!*

office of regional manager-sales, passed away Feb. 17 at the Villa Marie Nursing Home in Hickory Hills, following a long illness. She was the widow of our former assistant freight traffic manager who died in 1941 after a career of 38 years with our railroad. She is survived by one son, Owen Francis.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

We're glad to have Robert Jones back with us after he'd served two years in military service, with most of it in Germany. However, Gerald Bylin-ski left for the Army on Jan. 20.

Robert Rossellini resigned to return to school.

Kenneth Konczyk, assistant bureau head of the local car record bureau, has been appointed a special account-ant in this office as of Mar. 1. His wife,

Carole, is on leave, expecting a baby in April.

Welcome to Agnes McGrath, re-cently transferred to this office from the former central typing bureau . . . Darlene Laduzinski on our mail desk . . . Joyce Neace and Adrian Adkins in foreign car record . . . Betty Adams, Judith Kilgallon and Ken Pelka in the reclaim bureau . . . and Jim Trenholm, John Marsden and Bernard Lacey in the TOFC bureau.

Viola Asa is still on sick leave, but out of the hospital and convalescing nicely.

Elsie Vehlow was a model in a style show sponsored by the Union Station chapter of the Milwaukee Road Wom-en's Club, held at the Gold Lion on Feb. 13.

Sympathy was extended to the fam-ily of Michael Andersen, TOFC bu-reau, who passed away suddenly on Jan. 13.

Instead of returning to work follow-ing the arrival of her baby, Monique, LaVerne Lindholm has decided to be a full-time housewife and mother.

Walter Barthel, bureau head of for-eign car record, announced plans to retire on Mar. 15.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Thelma Doyle, clerk in the fuel and material bureau, and her husband cel-ebrated their silver wedding anniver-sary on Jan. 10 with a dinner at the Diplomat Restaurant, at which they also celebrated Thelma's sister and brother-in-law's 40th anniversary.

Jim Simes and wife Janet became the proud parents of a baby girl, Kim-berly Faye, on Feb. 10.

Charles Belbes, former assistant bu-reau head of the fuel and material bu-



Maurice C. Chier

THREE RIGHT ARMS



M. W. Barger, Jr.



Al Clausen



Dan Gray

GREETINGS:

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

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

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

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

Maurice C. Chier

MAURICE C. CHIER, General Agent
CONTINENTAL ASSURANCE CO.

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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.
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Three employees who retired recently at Mitchell S. D., with a total of nearly 130 years of service at that point are congratulated by Agent C. J. Kuckleburg. In the center and reading right are A. E. Coffel, W. D. Cunningham and J. J. Gaetze. For details, see the IM&D Division news. (Mitchell Daily Republic photo)



A. G. Nelson, assistant engineer-communications (center), whose recent retirement brought together 170 engineering department employees for a dinner in his honor, is congratulated here by B. J. Worley, vice president-chief engineer (left), and D. L. Wylie, assistant chief engineer-signals and communications. For the story, see the Chicago engineering department news.



reau, is now an assistant engineer in the auditor of capital expenditures office.

Emil Rachner, bureau head of the general bureau, retired Jan. 31 after 49 years of service. A large office party was scheduled for that day, but was called off due to the big snowstorm, and eventually held on Feb. 7, with Mrs. Rachner attending. Emil was presented with a gift of money and many personal gifts.

ENGINEERING DEPARTMENT

J. S. Kopec, Correspondent

A. O. Lagerstrom, retired architect and assistant superintendent of buildings, died Dec. 28 in his Chicago home. He retired in 1953 after having worked in the engineering department

for 38 years. His wife, Gertrude, an artist, preceded him in death in 1965. Surviving are three daughters, five grandchildren, a brother and a sister.

Burdick V. Burtch, retired assistant engineer, died on Feb. 17 in Lutheran Hospital, Milwaukee. He was born in Chicago in 1888, started work in the Chicago office in 1912 as instrumentman and draftsman, and retired from the division engineer's office in Milwaukee in 1953. He is survived by his wife, Lillian, three daughters, one son, four grandchildren and one great-grandchild.

Contributed by Janice M. Morsi
Signals and Communications

Rita Sebastian recently accepted the position of file clerk and Beverly Tuhill that of steno-clerk, both in the Chicago office.

Wedding bells rang for Bob Sandbom, assistant signalman, and Barbara Ganzlin. They honeymooned in California and now are housekeeping in Milwaukee.

Sympathy was extended to the family of Roger Duffy, third trick wire chief in the Milwaukee relay office, who passed away Jan. 31 . . . Hank Warren, assistant engineer-signals, on the death of his mother . . . Gordon Hill, signal engineer, on the death of his brother-in-law.

Signal Inspector Ken Akert was transferred from the Chicago office to Milwaukee . . . Signal Draftsman Willy Anderson was promoted to signal inspector, headquartered in Chicago.

Stanley J. Wilson, signalman at the Milwaukee shops, retired after more than 35 years of service. Stan, who started in 1929, held various positions

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Miss Grace Doyle, senior employe of the treasurer's department, pictured as she retired recently after 53 years and 9 months of service (see the Chicago general offices news for details). With her are Treasurer C. T. Lannon (right) and Arnold J. Wolff, who retired as chief clerk to treasurer in 1963.

in the crews. He later became signal maintainer at Burlington, Wis., and then went to Milwaukee as signal wireman. Stan was presented with money and best wishes from his many friends.

Andrew G. Nelson, assistant engineer-communications, was honored by 170 of his friends at a retirement party held Feb. 25 at Turner Hall in Milwaukee. The retirement committee was headed by Tom Hanlon, Whitey Merta, Hank Wellenstein and Al Trinka, signal and communications supervisors, and Elmer Rowekamp, electronics supervisor. The committee presented Andy and his wife, Rethel, with a purse of folding money from their many friends, who wished them many happy years of retirement.

Andy first started with the Milwaukee in 1917 as a section laborer, left, and then worked briefly again in 1920, for the railroad before returning again in 1939. He held positions as lineman, foreman, division lineman and chief lineman before being promoted to assistant engineer-communications in 1954.

Mrs. Tillie Verdak, retired switch-

board operator, is doing fine after recent eye surgery. In a letter reporting on her condition, she said that the remembrances from her friends in the Union Station and at Galewood during her hospitalization and convalescence were very cheering and appreciated.

TREASURER'S OFFICE

Ernest Smith, Correspondent

Congratulations were extended to Grace E. Doyle by her many friends at a party in the office, marking her retirement on Jan. 30 after 53 years and nine months of service. Miss Doyle joined the Road on July 10, 1913, in what was then the car accountant's office, and transferred to the treasurer's office in October, 1916. She was the first woman to be employed in the treasurer's organization and, in addition to her clerical duties, functioned from time to time as assistant cashier. She will continue to make her home with her brother, William, and his wife in La Grange Park, Ill. Mr. Doyle retired several years ago as a general car supervisor at Bensenville.

Miss Doyle's position was filled by F. H. Voss, whose former duties as bookkeeper were assumed by J. R. Neff from the stock transfer section.

The vacancy created by Mr. Neff's promotion prompted the hiring of T. W. Bayless from the Pennsylvania Railroad. A recent happy addition to the Bayless family was a five-pound baby girl.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Isabelle Marth, wife of Bob Marth, chief clerk to the general manager, underwent surgery on Jan. 18 for removal of a cataract from her right eye.

Henry J. Berry, in the office of S. W. Amour, was hospitalized for a heart condition a few days after the big snowstorm in Chicago. He spent about three weeks in the hospital, and was to remain at home for several more weeks, being expected back at work

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Railroad Evangelistic Group Extends Convention Invitation

The Railroad Evangelistic Association, Inc., is inviting all railroad men and their families to its annual convention Aug. 1-4 at the Westminster Hotel, Winona Lake, Ind. For information, write to RAILROAD CONVENTION, 191 Palmer Ave., Staten Island, N. Y. 10302. Members of railroad families in the Chicago area are invited also to attend meetings of the Chicago Chapter, which are held in the Illinois Room of the YMCA Hotel, 826 S. Wabash Ave., on the third Sunday of each month.

March-April, 1967

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about May 1.

Herman F. Ogden, who recently worked as contract assistant in the general manager's office, has been confined to a hospital in Milwaukee. His many friends wish him a speedy recovery.

William M. Freund, who has been manager of the mail, express and baggage department for more than three years, was appointed general manager of the Chicago Union Station Co., as of Mar. 1. Mr. Freund, who had 25 years of service with the railroad, replaces G. P. Henson, who retired several months ago.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

Sympathy was expressed to the family of Joseph N. Johann upon his death on Jan. 15. Joe started with the Milwaukee in 1920 as a bill clerk at Minneapolis and Aberdeen. He then went to the joint facility department in the auditor of capital expenditures office in 1948. Mr. Johann retired as head accountant in the investment department

VISUAL AID TRAINING PROGRAM

conducted recently for new employees in the Milwaukee terminals utilized color slides to illustrate safe working practices. Attending a showing at Muskego Yard are, seated from left, Fireman Michael Kernan, Switchmen Steven Straszewski and F. D. Josefiak, and Firemen Ronald Morales (front) and Yahya Hariri. Standing are, from left, Traveling Engineer-Trainmaster A. C. Block, District Safety Engineer R. O. Siegel, Switchman Robert Washington and Fireman Clarence Jennings.



Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager



Carolyn Nance

AUDITOR'S OFFICE: Carolyn Nance, a senior at Chief Sealth High School, Seattle, and daughter of A. L. Nance, auditor, was selected to play in the violin section of the All-City Honor Symphony Orchestra,

which performed in the Fine Arts Festival at the Seattle Opera House on Mar. 16. Dr. Thor Johnson, conductor of the Chicago Little Symphony, directed the orchestra. Carolyn is a member of Torch, the high school honor society. She plans to continue her music studies in college next fall . . . Lena Derr assumed the position of secretary in the auditor's office on Feb. 1. She formerly was employed in the office of R. G. Sackerson, general manager of Milwaukee Land Company. **GENERAL FREIGHT DEPARTMENT:** Glenn Williamson, former assistant traffic manager at Seattle, and wife Margarette took time out from the building of their new home at Sequim, Wash., to visit friends in Seattle, and have lunch with former employes . . . Stenographer Nella Spiegelberg has moved into a new home. Since it has a lovely yard and lawn, Nella is anxious for warm weather so she can have a lawn party for the rate department . . . Tariff Clerk Julie Morrison planned to spend three weeks in March in Philadelphia while her husband attends school there.

REGIONAL DATA OFFICE: Joyce Ask and husband welcomed their first child, Erik Kjartan, on Jan. 25 . . . Little Kirsten Kay, who was born Jan. 8, visited the office recently. Her proud parents are Mr. and Mrs. Stu Bowler. She joins a sister, Lesley.

Regional Data Manager M. G. Kutz was feted on his birthday, Jan. 23, with a cake and coffee party.

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J. C. Paige, second from left, retiring as district manager-sales at Bellingham, Wash. (see the Coast Division news), receives a 50-year Gold Pass from O. R. Anderson, regional manager-sales, Seattle. Looking on are D. V. Finley, agent at Bellingham, left, and J. M. Leahy, who succeeded Paige as district sales manager. (Bellingham Herald photo)

ASSISTANT GENERAL MANAGER'S OFFICE: John W. Robben, clerk in Mr. Garelick's office, passed out cigars on Mar. 2, that being the day when he and Mrs. Robben welcomed their third child, a son. The new arrival, who joined Lauri Ann 6, and Paul Frederick, 5, will be named John D.

J. C. Paige, district manager-sales at Bellingham, retired on Feb. 1 after 51 years of service spent entirely on the Coast Division. Starting at Spokane as a messenger, he advanced to traveling freight and passenger agent there in 1935, and in 1941 was appointed DF&PA in Seattle. During World War II he was stationed at the Hanford Atomic works as the railroad's representative, and transferred from Seattle to Bellingham in 1954. J. M. Leahy, sales representative at Seattle, has been appointed to succeed him at Bellingham.

A report has come to us that J. R. Beatson died Nov. 17 in Tacoma, where he and his wife, Millie, lived for 19 years after he retired in 1947. "Jim," as everyone knew him, was born in Cottage Grove, Minn. In 1909 he joined the telegraph crew at Banderia, Wash., and in 1919 was transferred to Three Forks as lineman. It was in the last capacity that he continued until he retired.

Milwaukee Terminals

AGENCY

Pearl Freund, Correspondent

Minnie Walters, OS&D and claim clerk, took her pension on Jan. 13 after 45 years of service. A little story is told about Minnie, commencing with her first day when, fresh out of comptometer school, she came in the early morning, sat down for a test, and the boss told her to stay and go right to work. Min worked all day until 9:00 p.m. without breakfast, lunch or dinner. This was her introduction to railroad fare, and she had been on the job steadily until the day of her retirement, rarely being off because of illness. It was customary for her daily to walk to work a distance of 20 blocks, and her physical fitness and appearance were proof of her good habits.

March-April, 1967

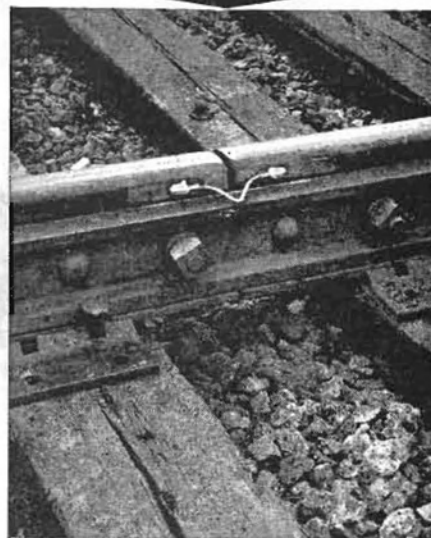


On his final day of work at the Milwaukee agency office (see the Milwaukee Terminals news), Head Switching Clerk Barney C. Nowicki, left, is presented with a cash gift from his co-workers by Assistant Agent R. D. McLean.

Min spent full time at the Fowler Street address, working in every department over the years. She and her long-time roommate, Pat Wohlschlaeger, also retired, will spend the remaining winter in Florida, returning when the mood dictates. A cake and coffee get-together was held in the office at noon, where her friends and co-workers presented her with a parting gift.

February 3 was the final day of work for Barney C. Nowicki, head

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switching clerk, who retired after 42 years. The greatest share of his time also was spent at the Fowler Street address, where he worked in a number of positions, as bill clerk, assistant cashier, cashier, and switching clerk. While he will ultimately head for California to visit, he could not resist scrounging around once more at the diamond fields in Murfreesboro, Tenn. Barney has in mind, too, that eventually he might like to settle down in Calif.

Laurel Chalifoux Jordan gave birth to a son on Feb. 27. She is the daughter of Agent R. E. Chalifoux, and was a former steno in the agency.

REGIONAL DATA OFFICE

The newly assigned cashier is Vernon Melcher, formerly an inbound rate clerk. Lois Scott has been assigned to the inbound rate position, Mary Bartelt to inbound revising, and Barbara McPhee to disbursing clerk.

Ron Davely and his wife, Lorna, spent a delightful two weeks in Miami. The best part of the stay there was the cruising and sailing. Being a sports car enthusiast, Ron naturally favors anything that is fast-moving.



FAREWELL PARTY GOERS. Mr. and Mrs. E. S. Christenson, right, as the guests of honor at a farewell party in the La Crosse Elks Club before Mr. Christenson transferred recently to Seattle as freight service inspector for the Coast Division, after serving in that capacity on the La Crosse Division for 20 years. With them is Mrs. M. T. Sevedge, wife of the superintendent of the La Crosse Division.

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Sympathy to: Switchman Howard Isleb on the death of his mother; Switchman Robert Cameron on the

death of his father; Switchman Earl Sladeland on the death of his mother; and Switchman Ray O'Brien on the death of his father.

Congratulations to: Frank Bubb, father of twin boys, David and Daniel, born on Dec. 25; Leon Chernos, for a girl, Tamara, born Jan. 14; and Don Thorne who, with Thomas Anthony born Feb. 6, now has an even dozen.

C&M Conductor John Komberec had a 701 series in the Kuglitsch 860 League. It was only the second time anyone had cracked the 700 mark in the 32-year history of the loop. Komberec opened with 10 straight strikes for a 286, then had a 227 and a 188. This all happened on Jan. 4.

Switchtender Carl Brisk retired on Dec. 30.



Calling it a day after 45 years of service in Milwaukee, Minnie Walters receives a Silver Pass from Freight Agent R. E. Chalifoux. For details of her service and retirement, see the Milwaukee Terminals agency news.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

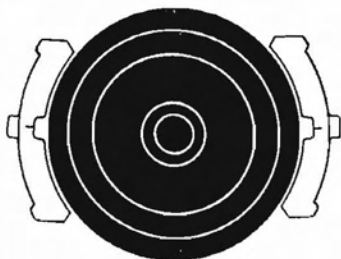
R. S. Cheney, assistant engineer of the Milwaukee Division, retired on Feb. 28 after service that dated back to 1934. Russ was honored at a dinner held on Feb. 15, at which a host of friends were on hand to wish the "best" to him and his wife. Division Engineer R. J. Brueske, acting as toastmaster, called on President Crippen, B. J. Worley, vice president-chief engineer, and W. E. Fuhr, engineer maintenance of way-track, for short speeches. Assistant Division Engineer Frank Pawlak presented Russ with a slide projector and case, together with some money, and also gave a gift to Mrs. Cheney.

The Cheneys, in anticipation of retirement, had purchased a home at 121 Maple Terrace, Oconomowoc, Wis., and we hope they have many happy years of retirement in the lake country.

Gilbert Fisher, brakeman on the Walworth suburban train, passed

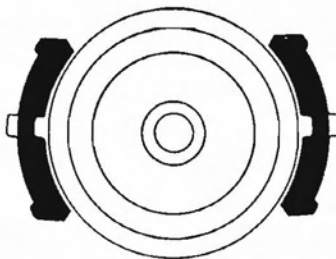
(Continued on page 38)

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flange and tread . . . only two
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. . . less braking force required . . .
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the past forty years.

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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-CANCELLABLE—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:

Monthly premium for	Group 2	Group 3	Group 4
	Employee In Active Service	Dependent Wife (maximum)	Each dependent child under 18 (maximum)
Ages under 39 Inc.	\$3,000.00	\$1,000.00	\$500.00
Ages 40-59 Inc.	\$3.75	Dependents of Insured Member	
Ages 60-64 Inc.	\$6.75	\$1.75	.50
Ages 65-69 Inc.	\$9.75	\$2.25	
	\$13.75	\$4.25	
		\$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.

**POLICY FOR
DEPENDENT
WIFE**

The beneficiary is to beRelationship.....Amount of
monthly premium \$.....

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 36)

away on Feb. 27 after a short illness. He had been in train service since Oct. 27, 1923, and was promoted to the conductor ranks on July 9, 1940.

SECOND DISTRICT

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

Agent Joseph P. Kalasmiki, with his wife Nan and children, and Sales Representative Richard G. Williams and his wife, Elmira, recently returned from a vacation trip to California. The highlight of the trip was attending the Super Bowl Game at Los Angeles, and seeing our Green Bay Packers beat the Kansas City Chiefs. They also enjoyed a visit to Las Vegas on the return trip.

We welcomed back Harvey Moureaux, trucker at Green Bay, who has been home since September recuperating from a heart attack.

We are sorry to report that Ervan Rentmaster, warehouse foreman at Green Bay, is in the hospital at this writing, after suffering a slight heart attack on Feb. 21. We wish him a speedy recovery.

The following deaths have been reported to us: Herbert Kell, retired agent at Wausaukee, died Jan. 4 . . . Barney Buntin, an engineer on the

Road until retiring about eight years ago, died Jan. 26, being survived by his wife, a daughter and son, and one brother . . . Fred Murdock, retired conductor, passed away Jan. 31, and is survived by his wife, two daughters, a son and stepson . . . Mrs. Mildred Guy, chief clerk to the agent at Menominee, Mich., passed away Feb. 12.

La Crosse Division

EAST END

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

Retired Conductor A. T. Thompson, 66, passed away in Milwaukee on Feb. 19. He retired in Mar., 1966, after working for the Road since 1920. Mr. Thompson is survived by his wife, Sadie, two daughters, 10 grandchildren and four great-grandchildren.

Conductor and Mrs. D. A. Catlin have a new son, Cory, born on Feb. 21. Cory has a sister, Candice, 10 years old, and a brother, Colin, five years old.

Brakeman and Mrs. L. A. Hodan of West Allis are the parents of a daughter, Mary Katherine, born Feb. 21.

Nowadays the hand that rocks the cradle usually gets a dollar an hour.



HONORED FOR 50 YEARS OF SERVICE,
La Crosse Division Engineer Art McGinn receives a Gold Pass with the congratulations of Traveling Engineer C. Y. Dempsey, left, and B. J. McGuire, supervisor of diesel maintenance, Milwaukee. Engineer McGinn is a brother of F. G. McGinn, vice president-operation.

WISCONSIN VALLEY

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

Walter Lewandoski, who retired in 1958 because of physical disability, passed away Jan. 11. Prior to his retirement, he was a clerk in the freight house at Wausau. Immediate survivors are his wife, Lillian, a son and a daughter. Funeral services were held at St. Mary's Catholic Church, with burial in St. Michael's Cemetery, Wausau. Assisting as pallbearers were nephews of the deceased, Conductors Frank Wisniewski and John Gutowski.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Herman Vollmers, cashier at Lake City, Minn., and Elmer Ellingson, section foreman at Cannon Falls, both of whom retired recently, were honored jointly by their friends at a party held in Red Wing on Jan. 30. Mr. Vollmers retired with nearly 46 years of service, in clerical work for the most part, all at Lake City. Mr. Ellingson, who resides at Red Wing, was employed on the section at Red Wing and Hastings before being advanced to foreman at Cannon Falls.

Martin A. Lunke, 80, passed away at La Crosse on Jan. 26. He is survived by his widow, Mayme; a son, Harold; two daughters, Mrs. Albin Mitchell and Mrs. Rowland Howard; and a sister, Mrs. Kenneth Sheldon, all of La Crosse. He was employed as a carman for years at La Crosse before retiring.

George Deysach, 88, formerly a roundhouse laborer at La Crosse, died on Jan. 20 after a lingering illness. He is survived by his widow, Barbara; a daughter, Mrs. William Fitzpatrick of West Los Angeles, Cal.; a son, Dr. Leonard J., of Wauwatosa, a brother, Robert of La Crosse; and three sisters, Mrs. Rose Yost of Minneapolis, and Mrs. Laura Grunlien and Mrs. Russell

(Continued on page 40)

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SIGNING UP AGAIN FOR THE MILWAUKEE ROAD WOMEN'S CLUB

At a recent meeting of Minneapolis Chapter of the Milwaukee Road Women's Club, Mrs. William Sukau, membership chairman, signs up for 1967 Mrs. Frank Rogers, good cheer chairman (center), and Mrs. Ernest Palmer, second vice president. Both are charter members of the chapter, which was started in 1924. At right, Mrs. Clarence Knoblauch, chapter president, serves a potluck dinner to Mrs. Roy E. Melquist of Minneapolis, president general of the club. (Minneapolis Star photos)



NEARING THE CENTURY MARK, Fred Butz, a retired Milwaukee Terminals employee, enjoys a spot in the sun at the Scandinavian Home in Milwaukee, where he celebrated his 99th birthday on Apr. 11. This is his 30th year in retirement, after 41 years of service at Chestnut Street, his last position having been scalemaster for the Schlitz brewing district.



A GOLD PASS AND GOOD WISHES from Agent J. P. Kalasmiki (right) mark the recent retirement of Peter Maierle, day operator at Green Bay, Wis. He started with the road as an operator in 1916 and had worked the first trick at Green Bay since 1958.

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Basch, both of La Crosse. He worked for the Milwaukee for 40 years before retiring in 1948.

Mrs. Stance Pataska, 69, passed away at La Crosse on Feb. 15. She was preceded in death by her husband, who was an engineer, and is survived by a daughter, Mrs. Helen Dorz of Onalaska, Wis., and two sons, Herbert of Kenosha and Stanley of La Crosse.

Word has been received of the passing of Conductor Fred Fenner, who worked for the Road for 50 years and spent a number of these years working

on Nos. 12 and 23 between Watertown and Milwaukee. He was 81 at the time of his death and had been retired 11 years. He is survived by his widow.

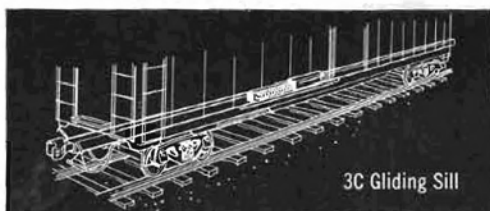
Mrs. Frank Hutschenreuter, 58, passed away in a La Crosse hospital on Feb. 26. Survivors include her husband; two sons, Robert and Gordon, both of La Crosse; two daughters, Mrs. Norman Olson of Necedah and Rhonda of La Crosse; three sisters, Mrs. Norman Melbo, Mrs. John Engen and Mrs. Hobard Dillon, all of La Crosse.



MARKING 45 YEARS OF SERVICE, Conductor Edward Millard of Green Bay, Wis. (left), receives a Silver Pass from F. B. Cederholm, assistant superintendent of the Milwaukee Division.

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Iowa Division

MIDDLE AND WEST

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

L. R. Riffle, chief carpenter of the Iowa Division, retired in February after nearly 50 years of service. He was guest of honor at a dinner party held in a Perry restaurant on Jan. 11, with more than 50 officials, fellow workers and family members attending.

The party was planned by R. M. Low and Thomas Paton of the engineering department; G. D. Dougherty, assistant chief carpenter; and Carmen Jones, Mr. Riffle's clerk. Superintendent R. L. Martin acted as master of ceremonies, and short talks were given by several officials. Mr. Riffle's wife and two sons, Larry and Lloyd Jr., attended.

Mrs. Thomas Cate, wife of the passenger brakeman, passed away at the Methodist Hospital in Des Moines on Jan. 17. She had been in failing health for several years.

L. W. Roland, retired passenger trainman, was admitted to the Des Moines Methodist hospital in January for eye surgery, as was Harry Spaulding, retired machinist.

F. J. "Buck" Buckman, 65, chief clerk to the freight agent at Council Bluffs, retired in January after 46 years of service. He started his railroad career as a call boy after graduating from a Council Bluffs high school in 1920. Succeeding him as chief clerk was Marion McGee, who had been chief yard clerk at Council Bluffs yard for some time.

Edward B. Oehler, retired freight brakeman and conductor, died at the Dallas County Hospital on Feb. 15. He had been in train service for many years before retiring. He is survived by two brothers and four sisters. Funeral services were held at St. Patrick's Church in Perry, and burial was at Delhi, Ia., where he was born.

The Milwaukee Road Magazine



Herman Vollmers, cashier at Lake City, Minn. (left), and Elmer Ellingson, section foreman at Cannon Falls, take a bow at a retirement party in their honor (see the La Crosse Division news).

Harley H. Woods, locomotive engineer, passed away suddenly on Feb. 18 of a heart attack, which occurred before he boarded the freight train he was to take to Council Bluffs. Mr. Woods had worked for the Milwaukee for 45 years. He is survived by his wife, Minnie; two sons, Myron of Perry and Richard of Manhattan Beach, Cal.; and a daughter, Janet Kanealy of Perry.

William G. Gilroy Jr., 46, passed away suddenly of a heart attack on Feb. 22. He died at the Perry yard office, while he was waiting to take a train to Marion, from where he was to take his regular passenger run to Omaha. Funeral services were held at Rippey, Ia., with burial there. He is survived by his wife, Vada; two sons, one daughter, his parents and two brothers.

Retired Agent and Mrs. Fred Harvey of Bayard celebrated their golden wedding anniversary on Jan. 14 at a family dinner held in their honor at the home of Mrs. Harvey's brother, D. E. Lee of Perry. Fred retired in 1965 after 50 years of service with the Milwaukee. His last position was agent at Bayard. The Harveys

have two sons working for the Milwaukee—F. L. Harvey, train dispatcher at Aberdeen, and Larry Harvey, train dispatcher and relay operator at Perry.

Janet Lynn Ellsworth, daughter of Agent W. W. Ellsworth of Des Moines, was installed as Worthy Advisor of Acanthus Rainbow Assembly, Des Moines, on Jan. 25. An overflow crowd attended the ceremonies, a tribute to her and the family. Janet has been active in Rainbow for several years and has been honored on several occasions by her Assembly, one honor being the Assembly's highest award, the Grand Cross of Color. Her parents have been members of its advisory board for a number of years, and Agent Ellsworth now is serving his eighth year as Rainbow Dad.

Contributed by John Gohmann

Wedding bells rang on Mar. 4 in Perry, Ia., for Brakeman T. S. "Tommy" Cate and Margaret Berry, both from Perry. After a 10-day honeymoon, Tommy returned to his

Death Takes A. H. Zunker Before 100th Birthday

ALBERT H. ZUNKER, a retired section foreman of La Crosse, Wis., died on Jan. 22 two days before achieving his ambition to observe his 100th birthday. He retired at the age of 70 after 50 years of service, and had been in good health until last fall.

Mr. Zunker was a native of Germany who came to the United States at the age of 16. In years past he had served as secretary-treasurer of the Immanuel Lutheran Church branch of the Aid Association for Lutherans, which paid him a life insurance policy in full when he reached 96. The group had planned to honor him on his birthday. Funeral services were held at the church.

Survivors include two sons, Le Roy, with whom he lived recently, and Edward, both of La Crosse, four sisters, four grandchildren and 13 great-grandchildren.



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job as flagman on the City of Denver and City of Los Angeles, running between Marion and Omaha. We wish the bride and groom a very happy and long wedded life.

All of us in Marion were happy to see A. D. "Dean" Woodford return to his job as roadmaster's clerk after spending nearly a month in the hospital recuperating from an operation. Dean looks wonderful, and here's a wish for continued good health.

Conductor and Mrs. Elmer Fischer of Marion certainly have reason to be proud of their eldest son, recently promoted Major William E. Fischer, who, while flying an Air Force F-100 jet bomber in Viet Nam recently, was responsible for the successful destruction of enemy structures and supplies. While in college, Major Fischer worked nights at the Marion depot as a baggageman and, after graduation from Coe College in Cedar Rapids in 1954, received his M.A. degree from Syracuse in 1961. All who know Mr. Fischer and have worked with him are certainly proud to know that his son is one of the fellows "over there" who is guarding our freedom.

Congratulations were in order for Brakeman R. M. Steele upon the arrival of a baby boy in his family on Jan. 26.

Conductor G. A. "Peg" Chamberlain passed away on Feb. 22 after a long illness. Peg began working in train service in 1936 and, until about six months before his death, was running on the Arrow between Marion and Omaha. Everyone up and down the line will miss this friendly and thoughtful man.

Not all railroadmen bid goodbye to their family when they walk out the door to go to work, and L. L. Mangler, engineer and fireman on the City of Denver, is one. His wife, Patti, and their children, Kimberly, Pamela, Candie, Guy and Sherry, park the family station wagon near the tracks by the Mississippi River bridge. As "Daddy," or Lloyd, comes highballing across the bridge from Savanna to Sabula, his family is waiting to wish him a pleasant journey.



Other Days in the Wild, Wild West

By E. H. Mielke

Roundhouse Foreman, Harlowton, Mont.

STRICTLY speaking, this is a collection of oddments dealing with two tenderfeet from the Ould Sod which were brought to mind by the recent death of Frank Scally Sr. at his home in Harlowton, Mont. He was a homesteader from east of Judith Gap who came to "Harlow" with his family in 1936 and worked as a stower and checker on the old freight transfer platform before he retired some years back.

As older folks in the area remember, Frank and his brother Alfred arrived in Montana from Dublin, Ireland, seeking New World opportunities, in the winter of 1901. In Dublin they had been apprentices in a jewelry store. Aboard ship they met a countryman, Jimmy Shields, who had been to the homeland from Garneill, Mont., where he was ranching. Listening to Shields' tales of the Wild West, the boys forgot all about working in a New York jewelry store.

Heading for Montana, they came to Billings, and then traveled north on an open stage. The first stop was at Lavina, where Alfred remembers he tried to buy an ounce of tobacco and was told that here, tobacco came only in pounds. During the next stage of the journey, a blizzard came up, and the Scallys, who were wearing light clothes and plug hats, began to freeze. The driver—he was Charlie Luncford—forced them to get out and run, in order to keep their circulation up. As the Scallys told it afterward, at first they refused, because they had paid to ride.

They made it to the Bouchard ranch, which was a stage station, and stayed for a week, thawing out. Later they found work on ranches in the area, and finally filed on homestead and desert claims themselves.

Alfred tells the story that Ubet was so named because Barrows, who ran the stage stop there, punctuated his conversation with the expression "you bet." When asked if he had a name for the post office, he said "you bet," and that's how it officially became Ubet, Montana. Wanna bet?

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NEW CHICAGO TRAVELERS AID STATION. Views of the new Byron Harvey Memorial Travelers Aid facility in the Chicago Union Station, dedicated on Feb. 15 to Byron Harvey Jr., four times president of the Travelers Aid Society of Metropolitan Chicago and a member of the board of directors for 23 years. The "building within a building," as it is termed, is a \$40,000

memorial to the late Mr. Harvey contributed by the Fred Harvey Company, of which he was chairman, members of the family and his friends. The facilities include a suite of modern offices.

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SERVING THE GOLDEN GLOVES. A scene in our passenger station in Milwaukee as the Kansas City and Louisiana contenders in the national Golden Gloves tournament arrived from Chicago on No. 27 the morning of Feb. 24. C. C. Burns, district manager-passenger sales, is welcoming the group, headed by Sid Turner, Golden Gloves director from Lafayette, La., and a national director, and Bubble Klice, coach of the Kansas City team (center and right). The Milwaukee Road was designated the official rail route to the tournament in Milwaukee Feb. 25 through Mar. 1.



POTENT "HOPSCOTCH" VIA PIGGYBACK. Two trailerloads of Scotch liquor handled recently by our railroad—1,000 cases of Drambuie and 1,000 of Johnny Walker Red Label whisky—shown as they were being unloaded from Sea-Land containers at the warehouse of Lynn Johnson Co., Inc., the St. Paul liquor distributing firm. Taking delivery of the Drambuie load, the first containerized shipment of European liquor west of Chicago, are Mitchell Johnson, president (above right), and Rudy Charney, traffic manager (rear). The shipments "hopscotched" from Scotland to St. Paul via a combination of highway, ocean and rail-piggyback transport, moving from Chicago to St. Paul on our "Roaring '90s" all-piggyback trains. Each shipment was valued at \$75,000.



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In recognition of the outstanding 1966 safety performances by forces under their jurisdiction, F. W. Upton, chief mechanical officer, presents Merit Plaques to locomotive and car department supervisors in a ceremony at Milwaukee Shops. Accepting them for the employees honored are (front, from left) Assistant Master Mechanic W. B. Gage, District Master Mechanic H. W. Reinold, District General Car Foreman H. F. Shannon, (rear, from left) Master Mechanic R. E. Magnuson, District General Car Foreman L. A. Lindemer and Master Mechanic W. A. Hisman. See "First in Safety for '66 . . ." starting on page 8.