

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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MONTANA GOLDEN GRAIN TRAIN see page 4

MARIE HOTTON
Editor

**PUBLIC RELATIONS
DEPARTMENT**

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

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Transportation Briefs

NEW MEDICARE HANDBOOK

The Railroad Retirement Board reports that new medicare handbooks which explain the recent changes in hospital and medical insurance benefits are being mailed to railroaders and members of their families enrolled in the medicare program. The first mailing will be to persons covered by both plans, while a later mailing will go to those enrolled only in the hospital insurance plan. The RRB advises anyone enrolled in both plans who did not receive a handbook by Aug. 1 to contact its nearest office.

"THE RIGHT TRACK"



An Association of American Railroads 16 mm color sound film which teaches children the basic rules of safety in the vicinity of railroad property is free for use by PTA, civic and other adult organizations interested in safety education. The film, titled "The Right Track," is recommended for classroom use and for showing to Scouting and other youth groups. Requests should be addressed to the AAR Operating-Transportation Division, 50 E. Van Buren St., Chicago II 60605.

GOLDEN SPIKE DEVELOPMENT

Plans for the nationwide Golden Spike Centennial celebration in 1969, marking the completion of the rail link between the Atlantic and Pacific coasts, gained momentum with the appointment of Na-

than H. Mazer of Ogden, Utah, as executive director-field operations for the Golden Spike Commission at its western headquarters in Ogden. Mazer, a retired lieutenant colonel in the Air Force, recently was honored as "Man of the Year for 1968" by the Utah Air Force Association in recognition of his public service activities.

HOSPITAL TRAINS

A quarter-mile long train of 18 ambulance cars renovated at Hill Air Force Base moved recently from Ogden, Utah, for a classified destination to become parts of three hospital trains. The cars, weighing 85 tons each, were built for use in the Korean conflict, which ended before they were delivered. Each car is completely self-supporting with generators, intercom and telephone, and can handle 37 patients. The hospital trains will consist of six ambulance cars, a kitchen and a baggage car, and a car for personnel. Three similar trains rebuilt at Hill AFB are on standby alert around the country to serve in disaster cases such as earthquakes and floods.

NAMED TO ORGANIZATION POSTS

At the recent meeting of the Railroad Public Relations Association in San Francisco, C. C. Dilley, director of public relations and advertising of The Milwaukee Road, was elected vice president-western region. Other Milwaukee Road men named recently to organization posts included Assistant Comptroller J. Jacobson, who was appointed chairman of the Freight Revenue Committee of the Association of American Railroads' Accounting Division, and R. C. Tiedje, auditor of passenger accounts, appointed chairman of the Division's Passenger Revenue Committee.

THE COVER

The Milwaukee Road's "Golden Grain Train," consisting of 40 covered hopper cars filled with 135,000 bushels of Montana wheat, is shown on the cover and at right crossing Red Coulee Creek 14 miles east of Great Falls, Mont. The grain, shipped June 21 from the facilities of the Western Grain Exchange in Great Falls, was bound for the North Pacific Coast ports of Longview, Seattle and Portland for export to the far eastern market.



B. E. Lutterman Named Vice President-Western Counsel

The Milwaukee Road board of directors elected Byron E. Lutterman to the position of vice president and western counsel of the railroad, with headquarters in Seattle, effective July 16. He succeeded the late Larry H. Dugan.



B. E. Lutterman

Mr. Lutterman, a native of Lennox, S. D., received his LL.B. degree from the University of Washington in 1931 and engaged in the private practice of law prior to being employed by the railroad in 1941. He was appointed assistant general attorney in 1944, general attorney in 1951, and since July 1, 1964 had been western counsel. He has been located in Seattle throughout his career.

He is a member of the Seattle, King County, Washington State and American Bar Associations, of the Association of Railroad Trial Attorneys, and the Pacific Coast Claims Conference.

Chicago-Madison Varsitys Operate on Limited Schedule

The Milwaukee Road's Varsity passenger trains, Nos. 117 and 118, running between Chicago and Madison, Wis., began operating on a limited basis, rather than daily, on July 22.

The reduced schedule calls for the trains to operate only on Fridays, Saturdays and Sundays, Christmas Day, New Year's Day, Labor Day, Independence Day, Thanksgiving Day and the days immediately before and after these holidays, as well as the days marking the beginning and the end of semester breaks or vacation periods at the University of Wisconsin in Madison, and the day immediately before and after such days.

The schedule conforms to an Interstate Commerce Commission order in connection with the railroad's attempt to discontinue the service because of deficits resulting from action of the United States Post Office Department in withdrawing all mail traffic from the two trains.

July-August, 1968



Japanese Management Team Studies Operations

A 10-man team from the Japan Management Association which visited the United States this summer under the leadership of Yukio Kawata of the Association's International Division (standing third from right) made the Milwaukee Road the first stop on its Chicago itinerary. Shown with the group in the board of directors room are R. I. Miskimins, assistant to general superintendent of transportation (left); L. H. Tietz, assistant vice president of the Milwaukee Motor Transportation Company (next); W. E. Cartwright, manager-foreign freight sales (standing second from right); and C. E. Goldsmith, manager of MMTC eastern operations (right).

The purpose of their trip was to study the potential of integrated systems planning for distribution functions and observe applications of new technical facilities designed to increase the efficiency of distribution performance. On their visit to the Milwaukee, the group observed operations at Bensenville Yard, including piggybacking, warehousing and material handling; studied the Carscope computer facilities in transportation headquarters; and met with company officers for briefings on transportation topics.

W. C. Grandstaff Appointed District Safety Engineer



W. C. Grandstaff

District, with headquarters in St. Paul. The promotion was effective June 1.

Mr. Grandstaff has been with the Milwaukee since 1942, starting as a telegrapher on the Terre Haute Division. From 1944 to 1946 he was in the U.S. Army 746th Railway Operating Battalion. Following military service, he returned to the railroad, and was promoted to train dispatcher in 1948. In that capacity, he served at Terre Haute, Ind., and also at Savanna, Ill., and in Milwaukee from 1955 until his present appointment.

Who says walking is a lost art? How else can you get back to the house from the garage?

1967 RRB BENEFITS

More than one million individuals received 1.3 billion in retirement and survivor benefits during fiscal year 1967, the Railroad Retirement Board reports. In transmitting the report to Congress, President Johnson noted that payments were up \$65 million from the preceding year. Unemployment and sickness benefits totaled \$71 million, lowest in 15 years.



"You wouldn't know anything about a missing tri-level rack car, I'll bet!"

"Golden Grain



A ribbon-cutting ceremony in Great Falls, Mont., on June 21 signaled the departure of a Milwaukee Road "Golden Grain Train"—40 sunrise-yellow covered hopper cars filled with 135,000 bushels of Montana wheat.

The grain, shipped from the facilities of the Western Grain Exchange in Milwaukee Road jumbo hoppers, was bound for the North Pacific Coast ports of Longview, Seattle and Portland, for export to the far eastern market.

The departure of the train carrying a multi-colored banner stirred considerable interest in Great Falls. Taped for television, it was featured on news broadcasts as the first trainload grain movement from a single Montana elevator.

The train was the culmination of an extensive effort on the part of Russell C. Woolcock, president of the Western Grain Exchange, to promote the shipment of Montana grain in multiple-car movements. He expressed hope that it may be a forerunner of similar trains in the future.

Remarking that the Golden Grain Train was an experiment, Mr. Woolcock said, "Montana grain growers and shippers will not take a back seat when it comes to experimenting with and developing new marketing concepts. If we can establish the feasibility of this type

Montana wheat being loaded into one of the string of covered hopper cars at the Western Grain Exchange elevator.

Milwaukee Road jumbo hopper carries the multi-colored banner identifying the 40-car movement as the "Golden Grain Train."



Train" Moves Montana Harvest to Far East Market

of movement for the export trade, then we should be able to compete much more effectively on the world grain market.

"We had a large volume of grain available for export, the Milwaukee Road had the needed jumbo hoppers on hand, and a unique opportunity was presented to carefully study both the marketing and operational aspects of a multiple-car movement."

The train also represented a "first" for the Milwaukee Road in Montana. H. A. Springer, manager-grain sales, who accompanied the movement, pointed out that the importance of Montana grain to the Milwaukee Road is a basic fact of Milwaukee Road history. "Any experiment designed to improve marketing concepts for Montana grain will certainly receive full consideration by the railroad," he said.

Mr. Springer observed that the Milwaukee is staying abreast of the current developments and advancements in grain movements, as evidenced by the huge hopper cars of 4,427 cubic-foot capacity. "We are also keenly aware of the constantly changing marketing concepts," he said, "so we welcomed the opportunity to work with Mr. Woolcock and his associates."

The jumbo hoppers, which greatly facilitate the loading and unloading of grain, were loaded at the Western Grain Exchange in a little more than 18 hours from an elevator with a storage capacity of 280,000 bushels. The elevator is capable of loading four cars with 400 tons of grain per hour.

June 21 was a big day for the Exchange and the region's grain industry, marked with a luncheon at the New Meadowlark Country Club. Present for the occasion, along with Milwaukee Road officers, were state and city officials, executives of the Montana Wheat Commission and the Montana Grain Growers Association, and officers of the Great Falls and Conrad Chambers of Commerce.

Following the luncheon, the group gathered at the Exchange for a send-off ceremony on a bunting-draped platform. C. Lowell Purdy, Montana commissioner of agriculture, who represented Governor Tim Babcock, gave the send-off speech. In his remarks, Mr. Purdy observed that solid trainloads of grain

C. Lowell Purdy, Montana commissioner of agriculture, is interviewed by TV newsmen at the send-off ceremony. In the group immediately to his right are L. F. Walsh, the railroad's district manager - sales; Mrs. Russell C. Woolcock, wife of the president of the Western Grain Exchange, with the Woolcock children; and (rear) D. A. Keller, regional manager-sales.

Mrs. Russell C. Woolcock cuts the ribbon signaling the departure of the Golden Grain Train.



show promise of increasing growers' profits through reduced costs, and of increased revenues for railroads as the result of being able to handle large volumes on a scheduled basis.

Great Falls Mayor John McLaughlin and Norris Hanford, chairman of the Montana Wheat Commission, also spoke, after which Mrs. Woolcock cut the ribbon that sent the train rolling to the Pacific Northwest.

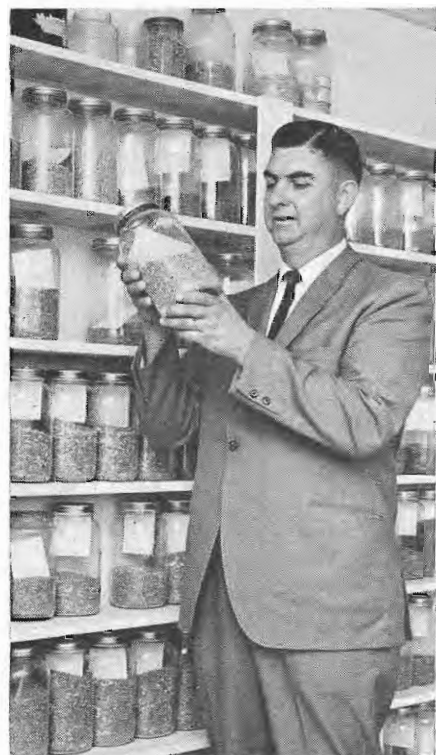
Witnesses to the ceremony included Clifford Borgen, assistant vice president of the Western Grain Exchange; Robert Brastrup, executive officer, and George Skarda, marketing committee chairman,

Montana Wheat Commission; Ray Lohr, vice president, and Melvin Merja, secretary-treasurer, Montana Grain Growers Association; George St. George, research associate, Montana State University, Department of Agriculture and Economics; Gerald Wagner, district manager, Cargill, Inc.; Harold McCollum, first vice president, Great Falls Chamber of Commerce; Steven Henderson, president, and Vaughn Dutro, chairman, Conrad Chamber of Commerce; John Willard, Montana Railroad Association; and John St. Jermain, Cascade County Commissioner.

Milwaukee Road representatives included Mr. Springer; D. A. Keller, re-

gional manager-sales; Martin Garelick, assistant general manager; L. F. Walsh, district manager-sales (since retired); T. P. Martyn, sales representative, Great Falls; R. D. Argue, assistant director-real estate and industrial development; and H. J. Mahoney, assistant superintendent of the Rocky Mountain Division.

When the Golden Grain Train reached the West Coast, the cars were routed to Longview, Portland and Seattle. At the Port of Longview, officials of the Port and the Continental Grain



Russell C. Woolcock, president of the Western Grain Exchange, examines grain samples in the testing laboratory.

Company of Portland, the consignee, together with representatives of the railroad, gathered at Continental's elevator at dockside. There, 15 cars containing 50,000 bushels of hard red Montana winter wheat were unloaded for shipment aboard the "Grecian Flame" outbound for Korea.

At Longview, the occasion was observed also with a luncheon, at which guests included Harvey Hart, manager of the Port; Robert R. Enloe, Clarence A. Higgins and Donald L. Peterson, vice president, traffic manager and elevator superintendent, respectively, of the Continental Grain Company; and Charles Lolcoma, joint general railroad agent at Longview.

The railroad was represented by Mr.



Wheat being unloaded into the Continental Grain Company elevator at the Port of Longview. From left are Charles Lolcoma, freight agent at Longview; E. W. Jacobson, Milwaukee Road district manager-sales; Harvey Hart, manager of the Port; R. R. Enloe, vice president-general manager of Continental Grain; W. E. Cartwright, manager-foreign freight sales, Milwaukee Road; S. R. Graf, district manager-foreign freight sales; C. A. Higgins, traffic manager of Continental Grain; D. L. Peterson, elevator manager; and H. A. Springer, Milwaukee Road manager-grain sales.

Springer; W. E. Cartwright, manager-foreign freight sales; S. R. Graf, district manager-foreign freight sales; and E. W. Jacobson, district manager-sales.

The city of Great Falls owes much of its growth and prosperity to its position as the center of a large agricultural region. From the High-line country on the north through Judith Gap and beyond to the south, this part of Montana is grain country. Much of the land is devoted to wheat.

The Western Grain Exchange is a family-owned corporation, with Mr. Woolcock as president and manager, and his wife, Dorothy, as secretary-treasurer. Mr. Woolcock, who formerly owned a grain business in Colfax, Wash., organized the Exchange in 1961, since which time it has had an annual growth of 25 to 30 per cent.

The operation is completely self-contained, starting with WGE-owned trucks to haul grain from local farms to the elevator. Each truck has a capacity of 1,150 bushels, or 68,500 pounds of grain. At the elevator the grain is cleaned and blended for domestic and export shipment to West Coast ports. The Exchange also ships grain to Ogden, Utah, and California points, and malt-ing barley to central and eastern markets.

The elevator is equipped with a laboratory for testing grain for grade classification. The laboratory, operated by Mr. Borgen, keeps a constant check on most of the grain grown within an 85-mile radius of Great Falls for protein content and other marketing factors. Following the harvest, samples

from the various farms are graded and catalogued for future use.

The quality of Montana grains has received wide commercial recognition, particularly wheat, which often sells at a premium. A recent bulletin from the Montana Crop and Livestock Reporting Service forecasts record high winter, spring and Durham wheat crops, and a harvest for 1968 of 126,046,000 bushels. Predictably, the Milwaukee will handle a good share of that harvest moving to distant markets.

Paul H. Draver

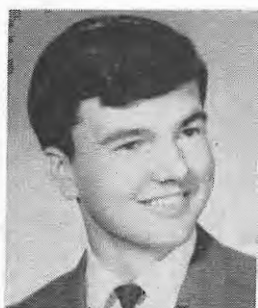
Paul H. Draver, former vice president-traffic and retired vice president-industrial development, died in Bradenton, Fla., on May 31.

Mr. Draver was a native of Stillwater, Minn., who started his career with the Milwaukee Road in 1916 as a clerk in the Kansas City freight office. Advancing through the positions of city freight agent and traveling freight agent, he was promoted in 1938 to general southwestern agent in Kansas City.

In 1942 he transferred to Milwaukee as district freight agent, and the year following became assistant general freight agent there. He was appointed general freight traffic manager at Chicago in 1948, and in November, 1949 was elected vice president-traffic. His election as vice president-industrial development came on Mar. 1, 1958.

Following Mr. Draver's retirement in December, 1962, he and his wife moved to California, and more recently to Florida. His wife, Rosellen, survives.

J. T. Gillick Committee Announces the Winners of 1968 College Scholarships



John Millard



Suzanne Ratkowski



Jerry LeClaire

THREE students who ranked first in high school graduating classes of 1968 have been named the winners of the college scholarships which the railroad awards annually to the sons and daughters of employees.

The awards, known as the J. T. Gillick Scholarships, were presented this year to:

- John Douglas Millard, son of John F. Millard, regional data manager at the Galewood freight office in Chicago.
- Suzanne Lynn Ratkowski, daughter of Casimir R. Ratkowski, passenger agent for the Road's passenger station in Milwaukee.
- Jerry Edward LeClaire, son of John E. LeClaire, agent-operator at Menomonee Falls, Wis.

John and Suzanne won the scholarships that provide full tuition or \$600 annually, whichever is greater, and Jerry received the straight \$600 a year award. The scholarships are renewable for the full four-year course of undergraduate study at an accredited college or university of their choice.

Committee Acts for Women's Club

Announcement of the winners was made by C. William Reiley, dean of administrative services at Northwestern University, who serves as chairman of the committee which judges the qualifications of the candidates. The committee, which met in Chicago on May 27, acted also for the Milwaukee Road Women's Club to select recipients of two \$600 annual scholarships for four years.

One of the Women's Club scholarships went to David Eugene Carroll, son of the late Vincent C. Carroll, an agent-operator on the Coast Division, and of Mrs. Shirley Beth Carroll, who has also worked for the railroad as an operator.

The other was awarded to Duane Ray Dahl, whose father is the agent-operator at Enumclaw, Wash.

The Gillick Scholarships, named for the railroad's deceased vice president-operation, have been granted annually since 1951, and those sponsored by the Women's Club since 1961. In this year's contest, 91 applications qualified for consideration by the judges.

John Millard, who graduated June 15 from Fenton High School in Bensenville, Ill., ranked first in a class of 313. He was a National Merit Scholarship semi-finalist, a member of the National Honor Society, president of Quill and Scroll and editor of the school paper, and the winner of a National Council of

Teachers national award, a V.F.W. Good Citizenship award, and an American Legion writing award. During his high school years, he worked part time as a bill clerk for the railroad and a custodian at the high school, and was a sports reporter for Pioneer Publications. He plans to attend Michigan State University and study law, with the intention of entering government service.

Suzanne Ratkowski was graduated from Notre Dame High School in Milwaukee on May 26, first in a class of 133 students. She was a National Merit Scholarship finalist and class valedictorian, and had won a Mathematics Association of America award, two Latin awards, and two forensics certificates. Her principal part time job was as a key punch aide for the City of Milwaukee. She plans to study for a degree at Marquette University and later go into graduate doctorate work preparatory to a career in physics research.

Jerry LeClaire headed the class of 414 students who graduated June 12 from the Menomonee Falls High School, where he earned straight "A" grades for four years. He was a member of the National Honor Society and president of the school chapter in his senior year; also the school's representative to Badger Boys' State, and had been elected president pro-tem of its Senate. He expects to attend Harvard University, with a view to becoming an industrial engineer.

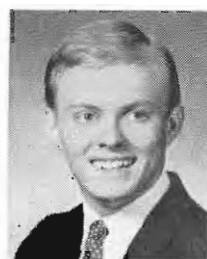
Winners of Milwaukee Road Women's Club Awards

David Carroll was graduated from Gonzaga Preparatory School in Spokane, Wash., on May 30, ranking sixth in a class of 675. He was a National Merit Scholarship finalist, the winner of a Boy Scout Eagle Award and the Order of the Arrow, active in the Catholic Youth Organization and the Red Cross Society, and involved in such school activities as the student council, debate, and the National Honor Society. He intends to study law at the University of Washington.

Duane Dahl was second in the class of 80 graduated on June 3 from the Sequim [Wash.] High School, where he was president of the student council and editor of the school annual. His honors included a Letter of Commendation in the National Merit Scholarship program and a Soroptimist Citizenship Award for 1968. He worked three years as a delivery boy for the *Seattle Times* and more recently in a local grocery. He, too, will attend the University of Washington, his vocational goal being to enter the communications field in either advertising or newspaper work.



David Carroll



Duane Dahl



Vice President F. G. McGinn welcomes the veterans to the reunion banquet.

Good Fellowship Is the Strong Suit at the
VETERANS' REUNION IN MINNEAPOLIS

A section of the banquet room, with the speakers' table in the background.





Scene in the Star of the North Hall of the Radisson Hotel during the banquet.

That a reunion of our Veteran Employees' Association is still the drawing card it was 55 years ago when the social organization came into existence was apparent when the veterans converged on Minneapolis June 15.

Good fellowship was again the strong suit—as it has been since 1913—at the

President Curtiss E. Crippen, speaker of the evening.



get-together of active and retired employees whose roots in the railroad reach back more than 20 years. Attendance at the Radisson Hotel totaled almost 550 couples and individuals, including several who had traveled halfway across the country to renew old friendships and their ties with the railroad. Among those on hand when it opened were President Curtiss E. Crippen and Vice President F. G. McGinn, the president of the veterans' association.

The events of the day reflected the efforts of numerous committee workers to provide the veterans with a rousing good time. Starting with the morning session, the places to congregate—and they filled rapidly—were the registration lounge for visiting and the traditional switch shanty for refreshments and dancing. The entrance to the switch shanty, for a touch of showmanship, was decorated with a scenic depiction of the real thing.

As lunch time neared, activities moved to the Star of the North Hall for a delicious buffet meal and a program of popular music played by the combo that had performed in the switch shanty. By then, enthusiasm was running high. Mingling with friends in the crowd were Retired Agent Joseph Ziebarth, formerly of Waterloo, Wis., at age 95

the senior veteran of all, as well as Agent D. E. Bucklin of Buffalo Lake, Minn., who at 39 lays claim to being the youngest. Other ranking members in the retired group included Division Engineer W. A. Crowe, 87; District Safety Engineer Matt Medinger, 86; Conductor T. A. Monroe, 85; Engineer Charles Lattimer, 84; and Traveling Auditor F. W. Covnick, 83.

After lunch, Mr. McGinn conducted the usual business meeting. Matters discussed at the session included whether to hold a reunion annually, as has become the custom in recent years, or biennially, as the bylaws prescribe. Put to a vote, there was a tremendous show of hands for a meeting next year, whereupon Mr. McGinn announced that the time and place will be taken up by the executive committee.

The meeting concluded with the election of officers, all of whom were re-elected unanimously. In addition to Mr. McGinn, W. C. Lummer was named to another term as vice president and Miss Florence M. Walsh was re-elected secretary-treasurer, in tribute to her long devotion to the Association and ability in that office.

The agenda for the remainder of the afternoon was anyone's pleasure—more socializing and dancing in the switch

shanty, card-playing, shopping, sight-seeing, hob-nobbing with friends—whatever figured in personal plans before assembling for the reunion banquet.

Climaxing the day's events, the banquet featured a splendid dinner, Mr. Crippen as the principal speaker, the music of the seven-piece Guenther Roth Orchestra, and professional entertainment. Vice President E. O. Schiewe acted as toastmaster, and in his role of "poet laureate" of the Association enlivened the program with a number of "jingles" written especially for the occasion.

Mr. McGinn, who delivered the welcoming address, expressed his pleasure at seeing so many members of the railroad family, and his thanks to the committees headed by J. A. Jakubec, assistant to vice president-operation, who had arranged the reunion. "Whatever credit is deserved for its success is shared by many people," he said. "I can assure you it takes a lot of doing."

Speaking briefly, Mr. McGinn called attention to the veterans' motto appearing on the souvenir program. He said that the message it conveys—to be helpful to others—reminded him of the companionship that develops between fellow travelers making a long journey on a train. In conclusion he remarked that Mr. Crippen's association with the veterans goes back many years, "and I know he feels as we do; that we have an outstanding organization and that it is a privilege to be a member."

Mr. Crippen corroborated that statement and congratulated the group on their good judgment in electing Mr. McGinn president for another year. "He has provided fine leadership," he said.

In addressing his audience, Mr. Crippen discoursed on the feeling of fraternity that grows through years of working together, and related some experiences he had shared with veterans present when he first came to the railroad as a young engineer. "This has been a particularly pleasant day for me," he said.

Observing that the veterans take a great interest in the health of the railroad—in what is going on and how it is doing—Mr. Crippen proceeded to brief them on conditions resulting from the slowdown in 1967 that had affected industries generally. Revenues were almost \$6 million less than in 1966, he pointed out, which had made it necessary to reduce expenses and curtail certain pro-

(Continued on page 12)



Vice President F. G. McGinn calls the business meeting to order. Seated are Vice President W. D. Sunter, chairman of entertainment (from left); M. L. Medinger of the executive committee; Miss Florence M. Walsh, secretary-treasurer; and executive committee members J. W. Macht (from left), E. G. Tyckoson Sr., and J. A. Jakubec.



Marion Cashill (right) and Dorothy Hart, on the reception committee, check the presence of old friends for D. G. McMillan, retired assistant general passenger agent (left), and I. G. Wallace, general superintendent of stations and yard offices.



Arriving from Chicago are veterans B. T. Burrell (left) and A. Porter, mechanical department employees at Western Avenue.

F. J. Reese, superintendent of Tomah Shops, and Mrs. Reese enjoy the buffet lunch.





The audience side of the business meeting.



E. J. McGuire, retired district adjuster, and A. A. Ische, retired assistant general adjuster (left and center), catch up on law department news with E. O. Schiewe, vice president and general counsel.



P. L. Dempsey, assistant superintendent of safety (left), and his wife visit with H. V. Allen, retired district safety engineer.



Calling friends in the hotel are (from left) W. J. Beck, L. Jorissen and D. E. Bucklin, agents, respectively, at Olivia, Danube and Buffalo Lake, Minn.



S. A. Beck, agent at Ortonville (center), pauses for a word with fellow Minnesotans W. A. Witte, retired agent from Glencoe (left), and Martin Ogren, retired Appleton agent.

A. J. Cuchna, retired Western Avenue coach yard foreman, and wife (right) get together with H. E. Hoeft, retired Western Avenue electrician (left), and E. S. Brickell, electrician at Tacoma Shops.

The Ivy Five make it "Some Enchanted Evening." Below: The Harmonica High Hats.



Vets' Reunion cont'd

grams. Noting that costs are going up sharply this year, he added, "As we face this problem, we have in mind to control expenses to make ends meet; to hold back on some things we'd like to do."

On the subject of the discontinuance of several passenger trains last year due in part to the loss of their mail-handling revenues, he said, "It is with great reluctance we undertake things of this nature, but one of the facts of life if we are going to meet our expenses."

Touching on the merger picture, Mr. Crippen reviewed the status of the Milwaukee Road-North Western consolidation, on which Interstate Commerce Commission hearings were to be reopened the following Monday. It is his firm belief, he told the veterans, that the consolidation is in the best interests of the railroad, the employees and the stockholders, and in order to realize the benefits, it is being moved along as expeditiously as possible.

He closed his talk with a mention of the office that the railroad established in Tokyo early this year. Remarking that trade between Japan and the United States is about \$7 billion a year, he said that there is much new business to be obtained in Japan. "Our competitors recognized this position," he said, "and we opened the office not only to protect our interests, but to enlarge and expand our traffic served through north Pacific Coast ports. I am happy for this opportunity to discuss with you these situations on the Milwaukee Road."

After that the program was in the hands of Vice President W. D. Sunter, serving as chairman of entertainment. Three acts were featured, opening with Bobby Smith, a comedian, as master of ceremonies. Smith, a magician and juggler as well, combined a line of fast patter with feats of dexterity that drew rounds of applause.

A big hand went also to the Harmonica High Hats, whose act featured an explosive package of jazz, folk and contemporary music. And finally to The Ivy Five, Broadway and night club singing stars, in a medley of favorite show tunes—Hello Dolly, My Fair Lady, South Pacific and the like—a full concert. If the show seemed to run long, it was because the audience wouldn't let them go.

And so ended another reunion that sent the veterans home with happy memories and the determination to be in on the next, when and where it may be.

Plans of Action to Help Preserve Law and Order

Although most people recognize that the lack of respect for law and order is becoming a serious problem for our nation, our cities and our businesses, too few realize the extent of the problem. Here's a look at some of the facts, as cited by the Illinois State Chamber of Commerce Committee on Respect for Law and Order:

- Crime is increasing at seven times the rate of increase in population
- One-third of a representative sample of all Americans say it is unsafe to walk alone at night in their neighborhoods
- More than one-third say they keep firearms in the house for protection against criminals
- Twenty-eight per cent say they keep watchdogs for the same reason
- Although the 15 to 17 age group represents only 5.4 per cent of the population, it accounts for 12.8 per cent of all arrests
- Last year riots in our cities cost 117 lives and \$1 billion
- More than two million Americans went to prison or juvenile institutions or were placed on probation last year

People generally become involved only with situations that directly affect them, but confronted with the rising tide of crime, delinquency and vandalism, many are beginning to ask, "What can I do?" Local chamber committees, in their appeal for public support, have set up plans of action that tell . . .

WHAT YOU CAN DO AS A PARENT

1. Set the example
2. Know where your children are and what they are doing
3. Encourage them to respect authority
4. Find out who their associates are
5. Encourage them to complete their education
6. Establish a climate in the home conducive to respect for law and order
7. Teach your children the difference between right and wrong
8. Don't take their part in a conflict without determining the facts
9. Set aside some time just for them

WHAT YOU CAN DO AS A CITIZEN

1. Vote your convictions
2. Take your family to church
3. Accept your community responsibilities
4. Speak out against selective adherence to our laws
5. Patronize businesses that believe in fair and honest dealing
6. Report violations of law when they occur
7. Support youth recreation programs
8. Advocate programs to cure the social and economic causes of lack of respect for law and order
9. Urge others to join the crusade

E. G. Tyckoson, Chief Carpenter Retires; Honored in Chicago



E. G. Tyckoson Sr.

years of service.

R. R. Brown, general superintendent in Milwaukee, was master of ceremonies

E. G. Tyckoson Sr., chief carpenter for the Chicago Terminals, was honored at a retirement party in Chicago on June 28, his 65th birthday. The date also marked the completion of 42

for the party, held at Ferrara Manor. About 90 Milwaukee Road people and others attended, including Vice Presidents F. G. McGinn and B. J. Worley, Retired Chief Carpenter Leo Denz, and the Tyckosons' three children, James, Ed Jr., an industrial engineer in the real estate and industrial development department, and Barbara, formerly a secretary in that department.

Mrs. Tyckoson, who was also employed in the B&B department, resigned from the railroad to "keep Ed company" at their home in Chicago. Their immediate plan for enjoying retirement was a trip to Vancouver, B. C., and a cruise to Alaska.



Vice President-Operation F. G. McGinn (standing, center) with members of the National Defense Executive Reserve and

guest speakers who attended the meeting for Region IV in Chicago on June 11.

National Defense Executive Reserve Meeting in Chicago

Convening in Chicago on June 11, some 35 railroad operating officers who belong to the National Defense Executive Reserve discussed their assigned areas of responsibility in the National Plan for Emergency Preparedness.

The meeting was conducted by F. G. McGinn, our company's vice president-operation, in his capacity as Regional Senior Reservist for the states of Illinois, Indiana, Michigan, Wisconsin and Minnesota, the area designated by the Office of Emergency Planning as Region IV.

The Chicago session was one of a series held in the eight OEP regions throughout the country to acquaint the Reservists with the general mobilization plan and current thinking in Washington regarding the role of the railroad industry in time of national need. The railroad program functions under the direction of the Interstate Commerce Commission's Bureau of Operations, which is responsible also for preparedness measures involving motor carriers and inland water carriers.

Speakers on the day-long program included, from Washington, T. J. Byrne, assistant to director of the ICC Bureau of Operations; A. E. Highland, director of the Military Transportation Section of the Association of American Railroads; and A. W. Lyon, assistant director for operational readiness, Office of Emergency Transportation; and from Chicago headquarters of the AAR, J. L. McNabb, engineer-communications and signals.

Following the regional meeting, additional meetings were to be held in the five-state area to convey to Terminal Re-

servists a uniform understanding of the preparedness plan.

The Executive Reserve has existed in its present form since 1961, in compliance with various government directives to the ICC to develop a state of transportation readiness in the event of a national emergency, including attack on the United States. It is composed of selected individuals who possess recognized ability in the upper echelons of their fields, and who have indicated their willingness for public service.

The stand-by organization consists of a Regional Senior Rail Reservist for each OEP region and a State Senior Rail Re-

servist for each state, together with alternates for their duties; and Terminal Reservists and alternates for more than 240 important transportation gateways or terminals.

The members are all active operations officers, each having an emergency assignment. When they retire from railroad service their reserve status is terminated, and active replacements are appointed. This procedure assures a continuous capability to function. The unit presently has an enrollment of 525 Reservists and 85 additional nominees in process.

Vice President Larry H. Dugan

Larry H. Dugan, 56, vice president and western counsel of the railroad, died suddenly in Seattle on July 9. He had been headquartered in Seattle since 1948, making his home at Port Madison on Bainbridge Island.

Mr. Dugan was a native of Perry, Ia., and began the practice of law there in 1935 following his graduation from Drake University with an LL.B. degree. He served the railroad as local attorney at Perry from 1937 to 1939, when he joined the law department at the Chicago headquarters. He was appointed assistant general solicitor in 1941 and elected vice president at Seattle on June 10, 1948. On Jan. 1, 1951, he received the additional title of western counsel.

He also served as a vice president and director of several subsidiary companies of the railroad.

Mr. Dugan was well known in the Pacific Northwest, and particularly in the Puget Sound area, both as a spokesman for the railroad industry and in matters pertaining to civic affairs. He was a member of the Washington State and Seattle Bar Associations, a director of the Puget Sound Mutual Savings Bank, a member of the Wing Point Golf, Rainier, Washington Athletic, Seattle Yacht, Broadmoor Golf and Rotary clubs, and belonged to Chi Delta and Phi Alpha Delta.

Funeral services were held at St. Mark's Cathedral in Seattle. He is survived by his wife, Leas, and sons Larry and George.

Minnehaha Station Now a Minnesota Historical Site

The Milwaukee Road's Minnehaha station, a South Minneapolis landmark since 1876, has been cast in a new role. Decked out in the original color scheme of harvest orange and maroon paint, it emerged from retirement on June 16 for dedication as a state historical site.

The building, constructed to serve the first rail link between the Twin Cities and now the oldest existing railroad station in Minnesota, was donated to the Minnesota Historical Society in 1964. The restoration evident at the dedication was done by members of the Minnesota Transportation Museum, an affiliate of the Society, which includes a number of Milwaukee Road employees.

Television and radio crews covered the ceremony on Sunday afternoon in Minnehaha State Park. Featured on the program were George Isaacs, former president of the Transportation Museum, as master of ceremonies; James Harrison, the current president, as the principal speaker; George Neu, regional manager of sales at Minneapolis, representing the railroad; and Russell Friedley, a director of the Historical Society, accepting the key from the Museum. Mayor Arthur Naftalin of Minneapolis

cut the symbolic ribbon that opened the building to the public and spoke for the city, state, and the affiliated groups in thanking the railroad for the historic acquisition.

Mr. Neu, in responding, observed that the Milwaukee is a veteran in the development of the Twin Cities area, and that the station, although small, had played an important role in the railroad's history. He pointed out that the Milwaukee has served Minnesota more than 100 years—even longer, if some of its predecessor companies are included—and is proud of the role the station will play in the future.

Charles G. J. Bennett, the retired Minnehaha station agent now 92 years of age, was an honored guest for the occasion. Mayor Naftalin noted that Mr. Bennett's 60 years of service, combined with Mr. Neu's 40 years, exceeded the age of the building.

The venerable structure is a period piece from the Victorian era of architecture that flourished in the years following the Civil War. For its history, the Magazine turned to Harold E. Storey, assistant division engineer of the Twin City Terminals and a vice president of



Drawing Courtesy RKB Studios

the Transportation Museum. The account that follows is drawn largely from a commentary he has prepared for tour groups.

According to early records, track was laid at the site in September of 1864 by the Minnesota Central Railroad, which became part of the Milwaukee and St. Paul Railway in 1867. The first train linking Minneapolis with what was then thought of as the outside world operated over it from Mendota, Minn., on Sept. 25, 1865. At that time there were only 22 miles of railroad in the state.

The historic run that provided Minneapolis with its first through route to Chicago and the Great Lakes took place over this line on Oct. 14, 1866. However, the Minnesota Central did not have a depot at the site. It is believed that a temporary building was placed here in 1866 and that the present structure is actually the second.

This station, a wood frame building typical of the gingerbread style of the day, was designed by the architectural and engineering departments of the Chicago, Milwaukee and St. Paul Railway, as the Milwaukee Road was named at that time. The plan combines an office and waiting room in an area 20 feet long, 22 feet wide and 18 feet high with a sheltered brick platform, 28 feet long, on each side. The roof today is asphalt shingle, but the Museum's restoration plans include recovering it with cedar shingles, as it was originally.

The station was a main line point on the railroad up to 1880, when the so-called Short Line between Minneapolis and St. Paul was completed. It then served the Fort Snelling, Minnehaha Falls and South Minneapolis business area until it was closed in 1963. The records were transferred to the freight office in downtown Minneapolis, and the agent there now handles all business originating at and destined for the unloading track a block south of the depot.

In its comeback role, the building will



Mayor Arthur Naftalin of Minneapolis opens the station to the public. Standing by are George Neu, regional manager of sales at Minneapolis (from left), James Harrison, president of the Minnesota Transportation Museum, and Russell Friedley, a director of the Minnesota Historical Society.

serve as a symbol of the "home town" railroad station, an important element in the development of hundreds of Minnesota communities. In that regard, Minnehaha itself has a unique and colorful history.

To thousands of early day South Minneapolis residents it was a commuter station where they could board one of several daily trains for a five cent ride to work downtown. Many old-timers recall also the summer excursion trains that ran between Minnehaha and downtown Minneapolis. During June, July and August, three round trips were made daily, bringing families to the park for a picnic or a visit to the old Longfellow Gardens Zoo.

In its heyday, Minnehaha was also the key agency for handling Fort Snelling troop and cargo trains. Starting with the Spanish American War and as late as the Korean conflict, soldiers often worked alongside the depot employes to dispatch movements. During the peak war years, work proceeded around the clock.

The restoration to its 1890 decor has been a major project of the Transportation Museum, an organization that originated in 1962 when a small group of Twin Cities people joined forces to save the last Twin City Lines street car from potential scrapping. Since then, the members have restored the car and, with help from the Historical Society and the

Working on final preparations for the dedication ceremony are Herbert A. Pinske, equipment operator for the track department in the Twin Cities (left), and Harold E. Storey, assistant division engineer.



Minnehaha station presents a festive appearance for its dedication as a state historical site. Inspecting preparations for the ceremony is Russell Friedley of the Minnesota Historical Society.

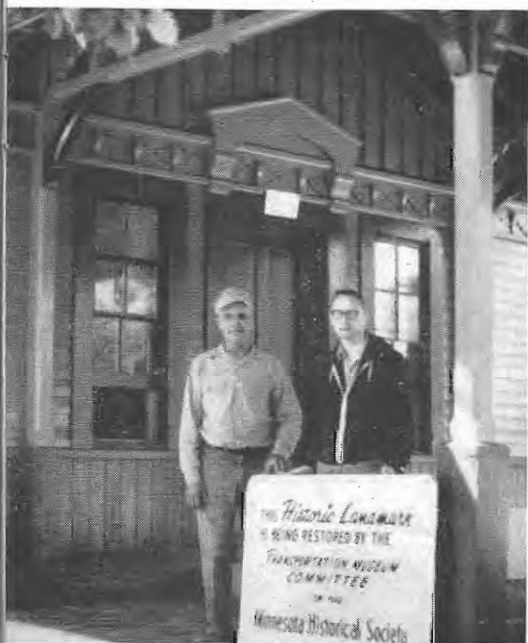
transportation industry, acquired other vehicles tagged for oblivion. The collection includes a steam locomotive, a Duluth-style electric trolley bus, a World War II-era Twin City bus, a small "Yellow Coach" transit bus, and a 1912 passenger coach. The long range goal of the group is to establish a museum of land transportation characteristic of Minnesota for the enjoyment and education of the public.

The exterior painting of the depot, along with the interior refinishing and restoration, has taken the better part of four years. Much of it is the work of

Herbert A. Pinske, an equipment operator in the Road's track department, who serves on the Transportation Museum committee of the Historical Society. Herb's many contributions to the project included the relaying of the brick platforms. As a matter of historical interest, Herb notes that old-time railroaders called the picturesque depot near Minnehaha Falls "The Princess."

The interior fittings include some rare finds, several of which were contributed by the Milwaukee Road. All are authentic—pot-bellied stove, wooden waiting room benches with iron arm rests (to

A view of the station waiting room and entrance to the agent's office, restored to their 1890 appearance. The furniture, equipment and fittings are characteristic of railroad stations of that period.



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keep transients from sleeping), captains chairs, old style desk and telephone, telegraph instruments, oil lamps, rack for fuses, bulletin board, ticket stamp and many others.

Now that the building has become a state historical site, it will be open to the public on Sundays during the summer. Guided tours will be conducted each half hour starting at 1:30 P.M. and throughout the afternoon.

Charles G. J. Bennett, 92, the retired Minnehaha station agent, recalls the days when it was a center of activity.



Leo F. Walsh Retires

Leo F. Walsh, district manager of sales at Great Falls, Mont., retired on June 30 after 26 years of Milwaukee Road service, of which 13 were spent in Great Falls. In anticipation of that event, he and his wife, Edith, were honored on May 28 at a dinner party held at the New Meadowlark Country Club by 65 railroad associates and other friends. The Walshes have some travel plans,



Leo F. Walsh addresses his friends at the retirement dinner in his honor.

APPOINTMENTS

Sales and Service Department

Effective June 1, 1968:

J. W. Webner is appointed district representative rail-highway sales, Seattle . . . **R. J. Bederka** appointed sales representative, Cleveland, Ohio . . . **C. T. Sherwin** appointed sales representative, New York City . . . **F. K. Cox** appointed sales representative, Salt Lake City.

Effective July 1, 1968:

R. D. La Hatt is appointed manager-forest products, Chicago . . . **J. Cerri** appointed perishable freight agent, Chicago . . . **F. J. Galvin** appointed district manager-sales, Great Falls, Mont. . . . **M. G. Denney** appointed district manager-sales, Billings, Mont. . . . **C. E. Martinson** appointed district manager-sales, Washington, D. C. . . . **B. R. Tipp** appointed sales representative, Miles City, Mont. . . . **R. A. House** appointed sales representative, New York City.

Rates and Divisions Department

Effective June 1, 1968:

L. E. Fancher is appointed commerce agent, Chicago . . . **R. J. O'Mara** appointed special rate officer, Chicago.

Engineering Department

Effective June 1, 1968:

R. S. Johnson is appointed division engineer, Twin City Terminal Division, with headquarters at Minneapolis . . . **R. H. Michaels** appointed division engineer, Rocky Mountain Division, with headquarters at Deer Lodge, Mont.

but will continue to live in Great Falls.

Mr. Walsh was born in Rochester, N. Y., but considers himself a native Montanan because his parents came to the state as homesteaders when he was three years old. He attended Billings Polytechnic Institute (now Rocky Mountain College) and Gonzaga University in Spokane, and joined the Milwaukee as city freight agent in Butte. At various stages in his career he served as traveling freight and passenger agent at Spokane, division freight and passenger agent in Great Falls, and in the last named capacity at Sioux City.

He has taken an active interest in community affairs at Great Falls, being a member of the Chamber of Commerce, the Rotary Club, the National Defense Transportation Association, the Transportation Club, and the Citizens' Water Committee.

Effective July 16, 1968:

F. P. Drew is appointed senior assistant bridge engineer with headquarters in Chicago.

Milwaukee Motor Transportation Company

Effective June 1, 1968:

C. J. Calabria is appointed assistant manager piggyback-container services, with headquarters in Chicago . . . **L. L. Allen** appointed manager-Chicago Terminal operations, with headquarters at Bensenville, Ill.

Operating Department

Effective June 16, 1968:

The jurisdiction of **A. J. O'Rourke**, agent with headquarters at Minneapolis, will include the agency at St. Paul, as well as the agency at Minneapolis . . . **J. G. Messicci** appointed assistant agent, with headquarters at Minneapolis . . . **V. R. Cheesebro** appointed trainmaster, Twin City Terminals, with headquarters at St. Paul . . . **R. A. Adams** appointed trainmaster, Iowa, Minnesota & Dakota Division, with headquarters at Mitchell, S. D. . . . **H. C. Neff** appointed assistant trainmaster, Iowa, Minnesota & Dakota Division, with headquarters at Austin, Minn. . . . **C. D. Nunley** appointed assistant trainmaster, Aberdeen Division, with headquarters at Mobridge, S. D.

Effective July 1, 1968:

W. F. Weiland, trainmaster-roadmaster, Milwaukee Division, with headquarters at Horicon, Wis., is relieved of roadmaster duties and will have title of trainmaster.

Frank J. Casey

Frank J. Casey, 71, retired assistant purchasing agent, died June 1 in Community Memorial Hospital, La Grange, Ill., following a brief illness. Services were held at St. Francis Xavier Catholic Church, La Grange, with interment in Queen of Heaven Cemetery.

Mr. Casey, a native of Chicago, started with the Milwaukee Road in 1920 as a storehelper at the Bensenville, Ill., roundhouse. Transferring to the purchasing division in 1929, he advanced through the positions of chief clerk and office manager to senior buyer in 1951. He was appointed assistant purchasing agent in 1957 and retired on Mar. 1, 1962.

He is survived by his wife, Mary; a daughter, Mrs. James E. Phillips of Edina, Minn., and three grandchildren.



Students observe trailer-on-flat car loading operations at Piggyback Park, as explained by G. M. Heath, assistant manager

of piggyback services, Milwaukee Motor Transportation Company.

"Project Wingspread" Students Tour Piggyback Park

Piggyback Park was the scene this summer of a series of educational tours in which the Milwaukee Road cooperated with the Chicago Board of Education to provide high school students with a behind-the-scenes look at the transportation industry.

The tours were a part of Project Wingspread, a federally funded exchange program designed to increase understanding between the students at schools in the inner city and in the suburbs while permitting them to study the metropolitan areas.

The Chicago Board of Education, in collaboration with various suburban boards, initiated the project to develop what was described as "a comprehensive educational activity which will be a sustained, integrated experience resulting from the exchange of students and teachers."

Four areas were assigned for study and exploration by a selected group of students ages 15 and 16—law and justice, public utilities, news media and transportation. The railroads in Chicago participated in the latter group, along with the airlines and the trucking industry.

A total of 50 teachers and 10 teacher aides volunteered for the program, which consisted of a six-week course beginning June 24 and ending Aug. 2. About 500 students participated, although more applied than could be accommodated.

The course, as it applied to the railroad industry, consisted of the presentation of railroad films and discussions of railroad promotion work; a tour of the



Tour stop at the container terminal to see the various types of trailers used in piggyback service. Accompanying the students are W. H. Robinson, MMTC supervisor of piggyback equipment (from left), P. J. Walsh, MMTC supervisor of safety and personnel, and G. M. Heath.

Research Center of the Association of American Railroads on the campus of the Illinois Institute of Technology; a discussion and tour of commuter operations; a visit to the Electro-Motive plant of General Motors; a trip to an automated classification yard; and the tour of Piggyback Park at Bensenville.

About 200 students participated in the railroad program, coming from the city's Austin and Waller High Schools, the Niles Township High School in Skokie, and the Highland Park High School in Deerfield.

At the Bensenville terminal, they observed the loading and unloading of trailers to and from flat cars with the

Piggy Packer, which has a lifting capacity of 70,000 pounds; the operation of the huge straddle cranes; the various types of containers used in the service; and the facilities for trucking operations. The tour included a commentary on the services performed by this rapidly growing branch of transportation, and the "land bridge" concept of containerization.

Two days of the fully-accredited transportation course were assigned to the study of railroads. The 200 students involved were divided into sub-groups of 25, and the program was presented eight times at six-day intervals while the course was in progress.

RETIREMENTS

The following employees' applications for retirement were recorded during May-June 1968

General Office & System Employees

Albrecht, R. W. . . . Ass't. Paymaster . . . Chicago, Ill.
Bailey, A. . . . Cook . . . " "
Bennett, F. J. . . . Cook . . . " "
Blumenthal, B. E. . . . Secretary . . . " "
Bongard, Marie W. . . . Comp. Opr. . . . " "
Carroll, C. I. . . . Clerk . . . " "
Caulfield, F. M. . . . Clerk . . . " "
Coughlan, J. R. . . . Clerk . . . " "
Douglas, B. M. . . . Messenger . . . " "
Duff, J. T. . . . Waiter . . . " "
Freitag, Myrtle A. . . . Clerk . . . " "
Haeffiger, C. H. . . . Chief Div. Clk. . . . " "
Harris, G. . . . Porter . . . " "
Hehl, A. R. . . . Bureau Head . . . " "
Herzog, S. E. . . . Staff Ass't. to V.P. . . . " "
Hollingsworth, M. J. . . . Dictaphone Opr. . . . " "
Klug, Mabel G. . . . Clerk . . . " "
Larson, A. Y. . . . Clerk . . . " "
Leinwander, L. M. . . . Key Punch Opr. . . . " "
McGrath, Mary M. . . . Clerk . . . " "
Montgomery, L. A. . . . Internal Auditor . . . " "
Moore, B. J. . . . Laundry Employee . . . " "
Murphy, Bernice A. . . . Clerk . . . " "
Oenning, M. H. . . . Billing Operator . . . " "
Prehler, W. E. . . . Clerk . . . " "
Reidy, E. J. . . . Clerk . . . " "
Slodowy, A. W. . . . Claim Adjuster . . . " "
Streiber, Marie C. . . . Clerk . . . " "
Swanson, Grace A. . . . Clerk . . . " "
Tuemler, Marie E. . . . Clerk . . . " "
White, Bessie A. . . . Clerk . . . " "
Zopf, Teresa K. . . . Secretary . . . " "

Aberdeen Division

Ackerman, C. . . . Coach Cleaner . . . Aberdeen, S. D.
Baun, C. . . . Section Man. . . . Wilmot, S. D.
Bieber, G. . . . Section Man. . . . Linton, N. D.
Thompson, R. M. . . . Agent . . . Odessa, Minn.
Thompson, T. E. . . . Opr.-Leverman . . . Hopkins, Minn.
Timberman, L. A. . . . Dist. Roadmaster . . . Marmarth, N. D.
Wherry, L. J. . . . Relief Foreman . . . Aberdeen, S. D.
Zent, F. . . . Section Man. . . . Rosebud, Mont.

Chicago Terminals

Alfano, L. B. . . . Yard Clerk . . . Chicago, Ill.
Dyer, F. E. . . . Roundhouse Frmn. . . . Bensenville, Ill.
Edwards, W. . . . Track Man. . . . Milwaukee, Wis.
Haggerty, C. B. . . . Iron Worker . . . Chicago, Ill.
Hamann, A. W. . . . Machinist Helper . . . " "
Hart, H. C. . . . Loco. Engr. . . . " "
Hernandez, J. F. . . . Boiler Maker Hpr. . . . Bensenville, Ill.
Hrivnak, J. . . . Chauffeur . . . Chicago, Ill.
Jones Sr., T. . . . Carman . . . " "
Kazmerzak, L. . . . Loco. Engr. . . . " "
Meyer, W. P. . . . Pipe Fitter Hpr. . . . Bensenville, Ill.
Morrow, K. H. . . . Laborer . . . Savanna, Ill.
Mowrer, S. F. . . . Loco. Engr. . . . Chicago, Ill.
Penny, C. H. . . . Trackman . . . " "
Rasmussen, A. G. . . . Electrician . . . " "
Sittler, L. P. . . . Chief Clerk . . . Bensenville, Ill.
Tyckoson, E. G. . . . Chief Carpenter . . . Chicago, Ill.
Zuber, R. J. . . . Switchman . . . " "

Coast Division

Diehm, F. C. . . . Conductor . . . Tacoma, Wash.
Hanson, W. . . . Section Laborer . . . Seattle, Wash.
McLaughlin, D. J. . . . Section Man. . . . Avery, Ida.
Pajari, T. M. . . . Division Engr. . . . Tacoma, Wash.
Rab dau, J. A. . . . Mechanical Helper . . . " "
Snyder, C. J. . . . Mill Mach. Opr. . . . " "
Thoenke, H. J. . . . Machinist . . . " "

Dubuque & Illinois Division

Black, H. . . . Baggage man . . . Elgin, Ill.
Brandenburg, S. R. . . . Section Man. . . . Nelson, Ill.
Haught, L. M. . . . Section Frmn. . . . Lanark, Ill.
Manning, N. S. . . . Lineman . . . Davis Jct., Ill.
Meadows, L. J. . . . Conductor . . . Ottumwa, Ia.
Smith, P. L. . . . Conductor . . . Chicago, Ill.
Solomon, P. W. . . . Engineer . . . Ottumwa, Ia.
Thimmesh, H. M. . . . Section Man. . . . New Albin, Ia.

Iowa Division

Carver, Arch A. . . . Clerk . . . Marion, Ia.
Challands, G. . . . Machinist Helper . . . Perry, Ia.
Hobart, A. A. . . . Section Man. . . . Monticello, Ia.

McDonnell, G. R. . . . Trackman . . . Marion, Ia.
Soper, T. R. . . . Section Man. . . . Monticello, Ia.
Weldon, W. J. . . . Laborer . . . Cedar Rapids, Ia.
Whitmer, A. W. . . . Lineman . . . Manilla, Ia.

Iowa, Minnesota & Dakota Division

Fiala, J. F. . . . Machinist . . . Mason City, Ia.
Hanna, R. . . . Engine Watchman . . . Spencer, Ia.
Larson, O. J. . . . Signalman . . . Sioux Falls, S. D.
Thibodeau, M. A. . . . Carman . . . Mason City, Ia.
Weber, W. R. . . . Section Foreman . . . Mankato, Minn.

La Crosse Division

Anglin, E. J. . . . Conductor . . . La Crosse, Wis.
Hunter, S. A. . . . Baggage man . . . Portage, Wis.
Koepke, E. W. . . . Loco. Engr. . . . " "
Lueck, E. W. . . . Cashier . . . Madison, Wis.
Mahler, N. C. . . . Conductor . . . Minneapolis, Minn.
Robinson, J. J. . . . Brakeman-
Conductor . . . Portage, Wis.
Smith, Elmer J. . . . Brakeman . . . Milwaukee, Wis.
Thompson, K. P. . . . Agent . . . Janesville, Wis.

Milwaukee Division

Brown, M. . . . Chief Clerk . . . Beloit, Wis.
Hendrick, B. . . . Track Man. . . . Milwaukee, Wis.
Kennedy, I. F. . . . Engineer . . . " "
Matthes, C. C. . . . Section Foreman . . . " "
McMahon, J. J. . . . Trainman . . . " "
Millard, E. J. . . . Conductor . . . Green Bay, Wis.
Moreau, H. M. . . . Mail Handler . . . " "
Picke, F. B. . . . Station Agent . . . Rondout, Ill.

Milwaukee Terminals & Shops

Bauman, J. . . . Inspector . . . Milwaukee, Wis.
Chandler, H. W. . . . Ass't. Gen. Boiler Insp. . . . " "
Eidemiller, E. J. . . . Engineer . . . " "
Erickson, C. A. . . . Switchman . . . " "
Gongaware, F. D. . . . Crane Opr. . . . " "
Jelacic, F. F. . . . Ticket Clk. . . . " "
Jesko, A. . . . Relief Clerk . . . " "
Klatte, E. M. . . . Chf. Switchboard Opr. . . . " "
Kubiszewski, F. J. . . . Car Helper . . . " "
Lessner, G. J. . . . Engineer . . . " "
Millard, J. R. . . . Crane Opr. . . . " "
Prichard, Roy . . . Engineer . . . " "
Rappl, J. H. . . . Janitor . . . " "
Repensek, J. G. . . . Yard Conductor . . . " "
Roe, H. N. . . . Ass't. Sectional Stockman . . . " "
Smerlinski, A. V. . . . Machinist . . . " "
Wallace, J. A. . . . Carman . . . " "

Rocky Mountain Division

Hubbard, H. H. . . . Loco. Engr. . . . Harlowton, Mont.
Lunceford, W. W. . . . Section Man. . . . " "
Townsend, I. L. . . . Electrician . . . Deer Lodge, Mont.
Walsh, L. F. . . . District Mgr. Sales . . . Great Falls, Mont.

Terre Haute Division

Armstrong, R. D. . . . Loco. Engr. . . . Terre Haute, Ind.
Fallowfield, R. E. . . . Traffic Clk. . . . " "
King, S. A. . . . Crossing Watchman . . . " "
Micheline, C. A. . . . Switchman . . . " "

Twin City Terminals

Alfonso, J. . . . Section Frmn. . . . St. Paul, Minn.
Dauphanais, M. J. . . . Car Welder . . . " "
Dodge, R. . . . Brakeman . . . " "
Larson, A. W. . . . Perishable Frt. Insp. . . . Minneapolis, Minn.
Malone, R. M. . . . Freight Handler . . . St. Paul, Minn.
McCalla, O. J. . . . Carman . . . " "
Overby, F. . . . Chief Clerk . . . " "
Rosengren, R. W. . . . Chief Clerk . . . Minneapolis, Minn.
Tobar, P. H. . . . Laborer . . . St. Paul, Minn.

S. E. Herzog Closes Career

S. Edward Herzog, staff assistant to vice president-labor relations, retired on July 1 after 46 years of service. The occasion was marked by the labor relations department in the Chicago Union Station with an open house in his honor.

Mr. Herzog started his career in 1922 at Aberdeen, S. D., and transferred the year following to Tacoma, where he advanced through various operating department positions to trainmaster in 1946. He later served in that capacity at Madison, Wis., and as assistant superintendent at Wausau and Beloit, Wis. In 1953 he returned to the western territory of the railroad as division superintendent at Spokane, became superintendent of the Rocky Mountain Division in 1954, and for a brief period in 1960 served also on the Coast Division. He was appointed staff assistant to vice president-labor relations on June 1, 1960.

He and his wife, Evelyn have been living in Elmwood Park, Ill., but planned to move to Tacoma in early August. Their daughter, Mrs. Betty Carpenter, who is employed in the transportation department in Chicago, also plans to move to Tacoma with her two children. The Herzogs' son, Allan, makes his home there, too, with his wife and daughter.

S. E. Herzog, staff assistant to vice president-labor relations, and friends at the open house in his honor: W. E. Smith, retired assistant to vice president (from left); L. V. Anderson, general manager-system; Mr. Herzog; and S. W. Amour, vice president-labor relations.



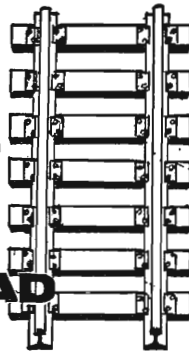


FIFTY YEARS TO THE DAY of entering the service of the company, Carmen J. Marzullo, supervisor of our mail bureau in the Chicago Union Station, is presented a Gold Pass with the congratulations of F. G. McGinn, vice president-operation. Marzullo started on July 1, 1917 as a sorter in the Chicago bureau and was appointed supervisor in 1963.



ALOHA! Carl H. Haefliger, chief division clerk for the rates and divisions department in the Chicago Union Station (foreground, second from right), takes leave of his co-workers on May 31, when he retired after more than 22 years of service. The department held a dinner in his honor at Harrington's Restaurant. He and his wife have moved to Hawaii, intending to make their home in Honolulu.

ABOUT PEOPLE OF THE RAILROAD



OUTSTANDING SAFETY RECORD. A. F. Schoening, carman at Council Bluffs, Ia. (left), accepts from Car Foreman P. D. Salzer an Award of Merit plaque conferred on the Iowa Division car department employes for working throughout 1967 without a disabling injury—their second year in a row for an "all safe" performance. Schoening is local chairman of the Brotherhood of Railway Carmen.



SILVER PASS SERVICE. Marking his 45th year with the Road, Emil Zunker, crane operator at Milwaukee Shops, receives a Silver Pass from Shop Superintendent V. L. Waterworth. Mr. Zunker started his service at the Shops in 1923 as an electrician helper.

◀ **CHIEF OPERATOR RETIRES.** Mrs. Edna Klatte, whose voice was known the length of the railroad as that of the chief switchboard operator at the passenger station in Milwaukee, retired recently after 32 years of service. About 100 employes and friends held a dinner party in her honor at the Maryland Hotel, with General Superintendent R. R. Brown as master of ceremonies, and gave her a cash gift, together with a fine Polaroid camera.



RETIRING AT TACOMA with 50 years of service, Carman A. C. "Al" Wampler (right) receives a Gold Pass with the good wishes of Car Foreman L. T. Newsham. Al, who has been described as a "railroad man's railroader," started with the Road on June 17, 1918 and put in his last day of work on June 28.



ENDING VETERAN SERVICE. Milwaukee Terminals Yardman Joe Varick (left) receives the best wishes of Trainmaster George Johnson upon his retirement May 31. Varick's service with the company spanned 51 years, for the last 40 years as switchtender at the Milwaukee Shops cut-off from the main line.

La Crosse Division

MADISON AREA

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

Robert L. Hubbs, son of Assistant Superintendent Everett L. Hubbs of Madison, has been awarded the Army Commendation Medal for meritorious achievement in the Vietnam theater of war during the period Jan. 15 to Mar. 15, 1968. Before entering the Army Robert attended Wisconsin State University at Stevens Point. The Hubbs' older son, Jim, who was wounded in Vietnam, is now recovered and employed by the Kimberly-Clark Co. in Appleton.

Wilber O. Bruns, agent at Middleton, Wis., and his wife, who make their home in Madison, have announced the engagement of their daughter, Mary Catherine, to Edward F. McDunn of Pelican Rapids, Minn. Mary Catherine, a graduate of Edgewood College, which she attended with the aid of a Milwaukee Road Women's Club Scholarship, is director of student services and financial aids at Platteville State University, Richland. Mr. McDunn, a graduate of Bemidji (Minn.) State College with a master's degree in psychology from Colorado State College, is director of admissions and guidance services at the Richland campus. They planned to be married Aug. 3 in St. John's Lutheran Church at Richland Center.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

William S. Pirkil, retired River Division engineer, passed away on May 11 at Red Wing, Minn. Burial was at Resurrection Cemetery, St. Paul. He is survived by his wife, Audrey.

A farewell dinner was held on June 8 at the Commodore Club in La Crosse to honor Assistant Superintendent J. R. Werner, who has transferred to S. W. Amour's office in Chicago.

Baggage man James L. Choate and his wife, of La Crosse, celebrated their silver wedding anniversary with an open house on May 11 at the American Legion hall, French Island.

Diane Kelley and Philip Scholze were married in St. Patrick's Catholic Church in Onalaska on May 25. He is an engineer's aide at La Crosse, which is where the newlyweds will make their home.

Retired Switchman John J. Rogowski, 84, died suddenly at New Smyrna Beach, Fla., on June 14. He is survived by three sons, Fred Rogowski of La Crosse, Harold LaSarge, a switchman at La Crosse, and George Myer of Onalaska, Wis.; by a brother and two sisters. Burial was in the Catholic Cemetery at La Crosse.

Mrs. Arnold Steen, 70, passed away in a La Crosse hospital on June 22. She is survived by her husband, a retired chief clerk in the La Crosse freight house; a son, Kenneth, of

Tomah; two sisters and five brothers. She was preceded in death by a son, Myron. Her burial was in the Oak Grove Cemetery at La Crosse.

Harding Johnson, storekeeper at La Crosse, retired on June 30. Mr. Johnson started his railroad career in 1921 as a brakeman and became a storekeeper at Channing, Mich., in 1922. He worked on the supply train in 1936 and as a storekeeper at Perry, Ia., in 1940. He came to La Crosse in 1956 and held the storekeeper position until his retirement.

WISCONSIN VALLEY

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

The 1968 Spring Luncheon of the Wausau Chapter of the Women's Club was held at Palm's Supper Club, Rothschild. Mrs. R. D. Schulz, chairman of the committee, assisted by Mrs. M. L. Lepinski, presented each guest with a gay "sunflower" name tag. The tables were beautiful, covered with red and white cloths and centered with potted red geraniums. Mrs. Melvin Boernke read a prayer, which she composed, "In Remembrance of Those Passed On." Mrs. Gerald Loomis, president, called the meeting to order.

Mrs. Geurink was welcomed as a new member. Mrs. Robert Loper was recognized for continuing her interest in and attendance, whenever possible, at meetings and special activities. Since Conductor Loper's retirement, the couple are residing at Minocqua. Charter members present were Miss Mildred Conklin, Mesdames August Krueger, Morris (O'Brien) Weldner, and W. Del (Nee) Curtis, the first president of the club, which dates back to 1925.

A buffet luncheon was enjoyed. Diversion in the afternoon was visiting with long-time friends and playing cards. Reed baskets filled with red flowers were given as drawing prizes; potted geraniums as prizes in cards.

Army PFC James G. Callahan, fireman on leave while in military service, was recently assigned to Company A of the 1st Cavalry Division's 228th Aviation Battalion in Vietnam as a crew chief.

Frederick Schmidt, 72, passed away May 21 after a brief illness. Prior to his retirement in 1951, he had been a track department employee. Burial was in the Mission Evangelical cemetery.

Funeral services for Gladys Swanson, who passed away June 18 after a brief illness, were held at Immanuel Lutheran Church, interment following in Restlawn Memorial Park, Wausau. Immediate survivor is her husband, William, retired machinist.

Retired Chief Clerk Milton J. Frye, 74, died May 13 in Fresno, Calif., where he had made his home since retiring in 1966. He is survived by his wife, Mary, a son, Dr. W. J. Frye, Fresno, and several grandchildren. Funeral rites were held in St. Teresa's Church, interment in St. Peter's cemetery, Fresno.

E. A. "Dell" Wescott, 95, retired

conductor, passed away June 26 while visiting in California. One of the pioneer trainmen on the Valley, his seniority at time of his retirement in 1943 dated back to 1899. He was unusually active and alert, and his death followed a brief illness requiring surgery. He made the trip west alone to visit his son and family and, particularly, to attend graduation exercises of a granddaughter. Funeral services were held in Wausau, with interment in Pine Grove cemetery. Immediate survivor is his son, William.

Clerk C. F. Sydow's wife, Margaret, vice president of the Burns Post Auxiliary, VFW, was chosen as delegate to attend the district meeting recently held in West Allis.

A committee representing the Merrill Lions Club gathered June 13 to receive a lease for a portion of the Merrill depot. Trainmaster Obermowe, accompanied by Agent Howard Haff, presented the lease to the president of the club. The leased portion of the depot is to be renovated and will become a youth center for Merrill. Ray Galipeau Sr., chairman of the youth activity committee of the club, is a former railroad clerk. The present quarters of the agent's office will be moved to the south end of the building.

Rollie Haff, agent at Minocqua (an ardent bridge player for many years), was a member of the committee in charge of arrangements for the annual Lakeland Sectional Bridge Tournament held during June at Minocqua. The tournament play included 400 tables and 1500 entrants from Wisconsin, Upper Michigan and various cities throughout the country.

"God's Bride" was the theme of the mother-daughter banquet at Immanuel Baptist Church, Wausau, on May 10. Wedding gowns from 1926 to 1965 were modeled. Nancy Porter, the daughter of Sales Representative Gene Porter, took part, modeling the gown worn by her mother for her marriage in 1948. Table decorations included teen dolls dressed in handmade bridal outfits designed and sewn by Mrs. Porter.

EAST END

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

Retired Engineer Rudolph Rost, 68, died suddenly at his home at Portage on May 6. Masonic services were held for Mr. Rost, and services at the Presbyterian Church. He is survived by his wife, Cleo, two daughters and four grandchildren.

At the Milwaukee Road Hiawatha Bowling Tournament in Chicago, Fireman Ken Koch rolled a fine 647 scratch to take first place in the singles event. Also, Ken and his partner, Fireman Harvey Hurd, placed second in the doubles, and Ken also placed second in the All-Events. Brakeman L. Hodan and J. Newbauer placed fourth and fifth in the singles event.

Bernard Haley, 67, who retired as an engineer in 1966, died May 22 at

(Continued on page 22)



SILVER PASS STATUS. F. L. Clark, chief clerk in the engineering department (right), is congratulated by B. J. Worley, vice president-chief engineer, upon receiving a Silver Pass for 45 years of service. Champ—as he is generally known—started in June 1923 at the Tomah, Wis., stores department and transferred to the Chicago engineering headquarters office in 1931. After serving on various positions, including engineering accountant, he was appointed chief clerk in 1946.



◀ **TURNING TURTLE.** Head protection paid off with a bang for Sectionman James W. Lee this past winter while he was knocking ice from the trolley wires in Hyak Tunnel. A chunk struck his hard hat with such force that it broke the rim. The incident led to membership in the Turtle Club. Lee (left) and Section Foreman Alfred Perry are reading the certificate presented to him recently, together with Turtle lapel pins and a hard hat decorated with the Turtle Club emblem.

FINAL TRIP. Milburn K. Lynn, leaving Chicago June 28 for his final trip as collector on No. 223 to Elgin, is shown with friends who extended their good wishes. From left are C. E. Van Devanter, conductor on No. 225; Lynn; Tom Dissell, CB&Q conductor; Lynn's conductor, J. P. De Franco; and CB&Q conductor E. W. Smith. Lynn retired with 50 years of service to the day, starting with the Burlington as a caller in Savanna, Ill. Transferring to the Milwaukee in that capacity, he became a brakeman in 1920 and conductor in 1926. Most of his recent service has been on the west suburban line. He and his wife plan to live in Florida, in the vicinity of Newport Ritchey.



July-August, 1968



THE GROTHES' FIFTIETH. Mr. and Mrs. Harry A. Grothe of Wauwatosa, Wis., shown with their daughters and sons-in-law, the Roger N. Habermans of Elm Grove, Wis. (left), and Mr. and Mrs. Robert T. Larsen of Dearborn, Mich., as they celebrated their golden anniversary at a party for relatives and friends hosted by the two couples at the Haberman home on June 8. About 150 were present, including the Grothes' seven grandchildren. Mr. Grothe retired in 1959 after 43 years with the company, during which he served many years as general superintendent of Milwaukee Shops.

▶ **FORTY FIVE YEARS OF SERVICE** are observed with the presentation of a Silver Pass to Engineer Anton Lukes of the Milwaukee Division by Traveling Engineer-Trainmaster Harold Reid. Lukes is employed on the Chicago-Milwaukee runs of passenger trains 12 and 23.



ALL-RAILROAD WEDDING at St. Martha's Church in Morton Grove, Ill., on June 1 united Robert R. Kluesendorf, brakeman working out of Chicago, and Miss Sally McLaughlin, an employee of the Rock Island Lines. Wayne Kluesendorf, a steamfitter at Milwaukee Shops, was his brother's best man. The newlyweds are living in Morton Grove.



I M & D Employees Cited for 1967 Safety Performances

Representatives of departments on the Iowa, Minnesota & Dakota Division who went through the year 1967 without a reportable injury are shown receiving merit plaques on behalf of their group. Above, Superintendent W. K. Peterson (right) and Chief Dispatcher C. D. Mayer are presenting the plaque awarded to the station agents. From left are District Safety Engineer C. O. Post; Agent J. E. Applebury, Austin, Minn.; General Agent L. A. Fiorello, Sioux Falls, S. D.; Agent R. J. Finnegan, Mason City, Ia.; and Agent J. B. McGuire, Sioux City, Ia. At right, Division Engineer F. F. Hornig is handing the plaque for the signal department to W. J. Cassidy, signals and communications supervisor.



Columbus. Mr. Haley had 35 years service at the time of his retirement. He is survived by his wife.

Section Foreman R. C. Kuehnemann, Poynette, received a 29-year superior service award. He had no reportable injury to himself or any employees under his jurisdiction.

Anton "Tony" Mullenbach, 91, died June 7. He was a resident of the National Convalescent Home, Milwaukee. Mr. Mullenbach is survived by nieces and nephews.

Mrs. Myrna Roberts, 66, widow of Portage Roundhouse Foreman Walter Roberts, passed away after a long illness. Her interests in the Star of Bethlehem Chapter 100 O.E.S. and the railroad Women's Club will be missed by her fellow members.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Fellow employees of R. H. Michaels, TCT division engineer, met for a luncheon at Hafner's Restaurant. Mr. Michaels transferred to Deer Lodge, Mont., in the same capacity.

Death has thinned the ranks of the retired employees and our sympathy is extended to the families of the following men: Tal Hughes, former St. Paul

coach yard foreman, who passed away June 7; Vic Nelson, who was carman in the Minneapolis car shop, died May 4; Einar Hauger, clerk for 41 years in the car department, passed away Jan. 12; Joe Brennan, former St. Paul material division local storekeeper, on June 26; and Paul V. Robbins, former Minneapolis carman, passed away on June 7.

After service with the railroad since 1918, Art Nelson, locomotive department machinist, retired on June 28.

Wayne DuRand, locomotive laborer, suffered a fatal heart attack on May 10, and died en route to the hospital. He is survived by his wife and three children.

Jon Groth, son of Assistant District Material Manager Norris Groth, was terminated from the Peace Corps after serving his two-year commitment. Jon traveled extensively in the Far East before returning home.

Don Hyatt has joined the St. Paul car department office force as stenoclerk.

Mike Dauphinais, St. Paul carman welder, retired on June 21. Mike was previously in Minneapolis at the coach yard.

Floyd Manser, Minneapolis car inspector, decided that better than 49 years was long enough to be on the job, and made June 28 his last day.

On Sept. 11, the Milwaukee Women's Club will start its fall season with

a potluck supper at the Halvorson Bowers Legion Club, 36th and E. Lake St. in Minneapolis.

Fred Overby, chief clerk at the local freight office, took his pension on May 31 after 51 years of service.

D. G. "Don" McMillan, retired assistant general passenger agent at Minneapolis, spent a busy week end attending the marriage of his son Don Jr. to Miss Patricia Ann Diegel at the Church of the Nativity in St. Paul June 14, and a reception afterward at the Lowell Inn in Stillwater. The day following he attended the Veterans' reunion at the Radisson Hotel, and that evening saw the newlyweds off for a four-week honeymoon in Japan. Don Jr. is a graduate of St. Thomas College and of the University of Minnesota college of dentistry. He practices in the Medical Arts Building.

Aberdeen Division

EAST END

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

Ronald Moe, son of Engineer A. O. Moe, is back from his tour of duty in Viet Nam. Now it's six more months at Fort Sill, Okla., and he'll be a civilian again.

Mrs. Casey Conright, widow of a former roundhouse foreman at Montevideo, passed away in May. The 22-month-old son of Sectionman Dale Bohlman died after several months of hospitalization. This is the second child the Bohlmans have lost in recent years.

Retired Engineer L. B. "Pop" Reeve died June 27 after a lingering illness. His son Bud, a safety engineer, passed away just two months before. Wayne DuRand died suddenly while on duty at the St. Paul roundhouse. Retired Conductor Tim Warner suffered a heart attack on June 17 and passed away at the Montevideo Hospital. His son, Gale, employed in Bombay, India, with Firestone Rubber, flew over 12,000 miles to come home for the funeral. Hazel, the wife of Sectionman Al Norby, died in June after a long illness.

Mr. and Mrs. Julius Kalberg, (he retired from the St. Paul store department some years ago) celebrated their 50th wedding anniversary in May at Circle Pines, Minn.

After three daughters at the Pat Darrington home, David Michael arrived and is now the king pin.

While driving home one evening, David Hill, the son of Engineer Wayne, saw a car in trouble and pulled up at the side of the road. He stopped to assist, and found a lady and several children worrying over a flat. Dave changed the tire, stopped long enough to listen to the lady say nice things about teenagers and then, by way of conversation, asked her name. She was the wife of a state highway patrolman!

Brakeman Kenneth Tostenson threw

(Continued on page 24)

The Milwaukee Road Magazine



NEWLY MARRIED. John W. Barnish, engineering aide for the Milwaukee Terminals, and Miss Joyce Posthuma are pictured at the ceremony on June 1 in Friedens Evangelical Lutheran Church, Randolph, Wis. Following a reception at the Lorelei Supper Club in Fox Lake, they took a honeymoon trip to Canada. They are making their home in Wauwatosa. John is the son of Milton J. Barnish, who retired recently as agent at Pardeeville-Cambria after 52 years of service.



RETIREMENT OPEN HOUSE was held in the Chicago engineering headquarters on June 28 in honor of Assistant Engineer Frank E. Fuller, calling it a career after 24 years of service. Mr. Fuller is pictured, front and center, surrounded by his associates in the architectural department, in which he held the position of estimator. He is a graduate of Iowa State College with a B.S. degree in landscape architecture, and worked in that capacity for several agencies, including the Department of the Interior, prior to 1944 when he came to the Milwaukee Road. He was appointed architectural estimator in 1948.



END OF THE RUN. Retiring recently at Ottumwa, Ia., Engineer Paul W. Solomon receives good wishes for the future from Trainmaster B. W. Miner. His railroad service totaled 45 years, almost 40 years on the Dubuque & Illinois Division third district and five years with the Burlington.



◀ **BALLERINA.** Keesia Harrison, daughter of Iowa Division Engineer Robert E. Harrison, gives a solo performance at the graduation recital of the Dixie Lee Sheets dancing school in Perry, Ia. A student for 11 years, she now serves as an assistant to Mrs. Lee, daughter of Conductor George McLellan. (Perry Daily Chief photo)



FIFTY-YEAR BLF&E VET Harold L. Jones, retired Milwaukee Terminals engineer who lives in Sheffield, Ala., is presented with a half-century membership certificate and lapel button by Mayor B. F. Walden. The ceremony took place at a meeting of the city commission, at the request of Alvin C. Holt, president of Local 691, Milwaukee. Jones, a charter member of the Milwaukee local, had served it in various offices, including president. He retired to Sheffield in 1962, following 45 years of service. His hobbies now are fishing and gardening and playing his Hammond organ. His wife is a native of Sheffield, and his father served there as minister of the Presbyterian church.



CHICAGO SEND-OFF. Mabel Klug of the auditor of capital expenditures department (wearing orchid) poses with distaff members of the authority for expenditures bureau at an office party on June 7 marking her last day of work. Her retirement as a clerk in the AFE bureau followed 34 years of service.

here's how we're doing



Second Quarter Ending June 30		Six Months Ending June 30		
1968	1967	1968	1967	
RECEIVED FROM CUSTOMERS				
for hauling freight, passen- gers, mail, etc.	\$68,311,448	\$63,372,993	\$134,831,685	\$126,303,769
PAID OUT IN WAGES				
29,108,193	28,654,376	57,296,338	56,923,348	
PER DOLLAR RECEIVED				
(cents)	42.6	45.2	42.5	45.1
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment In- surance Act				
3,314,136	3,008,604	6,437,661	6,056,667	
PER DOLLAR RECEIVED				
(cents)	4.9	4.7	4.8	4.8
ALL OTHER PAYMENTS				
for operating expenses, rents and interest	34,129,206	32,453,035	68,697,693	64,557,930
PER DOLLAR RECEIVED				
(cents)	50.0	51.2	51.0	51.1
ORDINARY INCOME (OR LOSS)				
1,759,913	(743,022)	2,399,993	(1,234,176)	
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	265,385	264,020	529,909	527,669
Increase 1968 over 1967..	+1,365		+2,240	

his hat in the ring for this year's school election, and won by a very comfortable margin. A couple of nights later, Kent Nord, one of the members of the faculty, made his seniority date as a summer brakeman with Foreman Tostenson in Montevideo yard.

Cliff Awe is the new roadmaster with headquarters at Montevideo, in place of John Spatafore, who has gone on disability pension. W. K. Timberman replaces Cliff as roadmaster at Milbank, S. D.

Galen, the son of Engineer Vernon Miller, graduated from Montevideo High School and received the annual American Legion Honor Medal.

Engineer Howard Halloff is recovering from a real battle with a ruptured appendix. Those who have visited him state that he is indeed long, lean and lanky.

Sectionman "Pod" Golden now has two grandsons, one for each knee. The latest one arrived at the home of son Jerry in Riverside, Calif.

New brakemen on the Aberdeen division recently are Don Flinn, Elkin Dawson, David and Richard Charter, and "summer brakemen" Mike Baker, Tom Harms, Steve Adamson, Kent Nord and Bob Wallien.

Traveling Engineer Eddie Hatzenbuehler was fêted at a farewell party at Aberdeen recently, upon being transferred to Ottumwa, Ia. He is being replaced by E. H. Hopper. Trainmaster G. E. Mickelsen of Aberdeen is now in

Milwaukee and E. P. Galiher is at Aberdeen.

After a year of good solid work in the Moose Lodge in Aberdeen, Margaret Crocker of the engineering office was given a degree at ceremonies in Mooseheart, Ill., complete with cap and gown.

We learned recently that Foremen Tom Hilt and T. Bagauss were among the group that received 38-year Superior Service Award cards for working that number of years without a reportable injury to themselves or the men under their supervision.

Chicago General Offices

TRAFFIC DEPARTMENT

Sharon L. Penington, Correspondent

We put the welcome mat out for Sue Asta, who came to us on Mar. 14 from Motorola. We also gave her our best wishes on her marriage to Michael W. Paulus on June 22. Mike also works for the Milwaukee, at the Bensenville yard. The couple will live in Bensenville.

Bob Bennett, general freight agent, and his wife, Patricia, became parents of a baby boy on May 25. They named him William Robert.

Congratulations also went to Fran Priester, of the general freight department, and his wife, Pat, who also became parents of Jason Daniel June 5.

On June 8, Kathleen Burke, daugh-

ter of John Burke, our general fuel agent, became the bride of Don Placcek, in a wedding at St. Francis Borgia Church in Chicago. They now reside in Denver.

There was another wedding involving the GFD, this one on May 4, when Janis Ansell became Mrs. Fred Warner. They were married at St. John the Baptist Church in Johnsburg, Ill., honeymooned at Niagara Falls, and now live in Franklin Park, Ill.

On June 20, a farewell luncheon was held at the Whistle Stop for Kitty Slattery, former correspondent, who has been working for the GFD for almost three years, and now has been transferred to the engineering department, where she will work for Frank Wilson.

Our sympathy was extended to John Rogers of the GFD, when his father passed away on Apr. 5. Our sympathy also went to Harold Grove, also of the GFD, on the death of his mother, who was buried on May 13.

ELECTRONIC DATA PROCESSING

Shirley Kutil, Correspondent

Since the previous correspondent, Wynn Kasow, left the keypunch section at the beginning of this year, many changes have taken place.

Laura Kristensen surprised us by bidding upstairs, and the position of head keypunch operator was awarded to Juanita Balanoff. Kay Madl has a new position as assistant console operator.

"Welcome aboard" to our new keypunch operators, Linda Hunt and Verna Moore. "Welcome back" from sick leave to Helen Mendonsa and Rose Scardine, and from jury duty to Edith Clemmons and Fred Meyne. Our "get well and hurry back" wishes go to Marie De Francesco and Helen Foote.

We extended sympathy to Joanne



ABERDEEN DIVISION WEDDING. Carmen Nelson and John Skog are a smiling couple at their marriage on May 11 at the Ebenezer Lutheran Church in Minneapolis. The bride was escorted by her father, Aberdeen Division Engineer Maurice Nelson.



Mr. and Mrs. Salvatore Vendegna, popular Chicago-Fullerton Avenue employees, are surprised by their co-workers with a wedding shower in their honor (see the Chicago general offices news). Sal, of the auditor of freight settlements force, and the former Barbara Warren of Key punch were married on May 25.

Kurth and Helen Foote, whose mothers passed on; to Wally Wronski, on the death of his grandmother; to Lennie Sabac, who lost his sister-in-law; and to Delores Nebow, whose mother-in-law died.

The three proud new fathers in the computer room are Charles Duncan, Charles Abruzzi and Donald Neilsen. All had girls. Lennie Sabac is the proud grandfather of Kathy.

Best wishes to our third-finger-left-hand-girl, Lucy Frankowski, on her engagement to David Tomasko.

Far-from-home-vacations were taken by: Aileen Wishes, who spent most of a month in Florida, on both coasts, with the result that we all are admiring her tan; Rose Erwin, who spent two-and-a-half weeks touring Las Vegas, Tucson, Disneyland and Los Angeles; and Bette Howard, who took a three-week tour to Japan, noting there that the Japanese people show much affection for friends and relatives by clapping their hands to welcome them when someone leaves or arrives, sometimes with whole family delegations present to see someone off with much clapping and bowing.

Harry Graack says his sprained wrist didn't hurt a bit when he was given the \$1,000 union lottery prize check.

On May 18, Jane Ross Shepler became Mrs. William A. Jones, as a result of their meeting through Compute-A-Date. Bill also does IBM work and is a programmer . . . besides being good-looking! Jane had a lovely shower table. Credit for decorating, photography and flowers goes to Mary Kilfoy, Fran Bialk, Dorothy Michaelson and Kay Steller. This group also can take bows for Barbara and Sal's table on June 3 . . . call them Mr. and Mrs. Salvatore Vendegna. The surprise wedding of Barbara Warren of key-punch and Sal Vendegna of the audi-

Carloadings

JANUARY-JULY 1968 compared with same period in 1967

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS			
		SEVEN MONTHS		INCREASE	
		1968	1967	1968 over 1967	% of increase
	INCREASED				
8.8%	Lumber or dimension stock	34,288	32,522	+ 1,766	+ 5.4%
6.1	All other paper or allied products	40,964	38,960	+ 2,004	+ 5.1
3.9	Motor vehicles	13,423	10,528	+ 2,895	+ 27.5
3.5	All other wood products (incl. plywood)	16,504	14,431	+ 2,073	+ 14.4
3.2	Stone, clay or glass products	25,159	23,312	+ 1,847	+ 7.9
3.2	All other chemicals or allied products	19,425	18,518	+ 907	+ 4.9
2.7	Primary iron or steel products	25,320	17,025	+ 8,295	+ 48.7
2.7	Industrial chemicals	10,956	10,521	+ 435	+ 4.1
2.4	All other transportation equipment	19,237	16,429	+ 2,808	+ 17.1
2.3	Pulp or pulp mill products	8,925	8,318	+ 607	+ 7.3
2.1	Nonmetallic minerals, except fuels	24,355	22,684	+ 1,671	+ 7.4
1.5	Malt liquors	12,155	11,425	+ 730	+ 6.4
1.2	Electrical machinery or equipment	8,613	6,316	+ 2,297	+ 36.4
1.0	Dairy products	7,574	7,337	+ 237	+ 3.2
.6	Beverages (except malt liquors)	5,812	4,997	+ 815	+ 16.3
.6	Metallic ores	3,055	2,651	+ 404	+ 15.2
.5	Fresh fruits and vegetables	4,497	4,174	+ 323	+ 7.7
9.4	All other carload traffic	44,625	42,959	+ 1,666	+ 3.9
.1	Small packaged freight shipments (L.C.L. Mdse.)	151	144	+ 7	+ 4.9
55.8%		325,038	293,251	+31,787	+10.8%
	loading of these commodities	DECREASE			
		SEVEN MONTHS		DECREASE	
		1968	1967	1968 under 1967	% of decrease
	DECREASED				
10.8%	Grain	37,255	46,193	— 8,938	— 19.3%
3.8	Meat, fresh, chilled or frozen	23,567	23,634	— 67	— .3
3.5	Coal	46,486	47,607	— 1,121	— 2.4
2.9	Grain mill products	31,991	33,087	— 1,096	— 3.3
2.7	All other food products (incl. sugar)	15,211	17,466	— 2,255	— 12.9
2.7	All other primary metal products	9,406	9,972	— 566	— 5.7
2.6	Canned fruits, vegetables, and seafoods	13,354	13,679	— 325	— 2.4
2.2	Freight Forwarder and Shipper Assn. traffic	14,410	15,160	— 750	— 4.9
2.0	Primary forest products	30,319	31,047	— 728	— 2.3
2.0	Waste or scrap materials	14,034	14,526	— 492	— 3.4
2.0	Fabricated metal products	9,824	11,476	— 1,652	— 14.4
1.6	Petroleum, natural gas or gasoline	12,576	13,766	— 1,190	— 8.6
1.5	All other machinery except electrical	5,057	5,202	— 145	— 2.8
1.4	Farm machinery or equipment	9,164	10,525	— 1,361	— 12.9
1.0	Soybeans	3,943	6,065	— 2,122	— 35.0
.5	Coke oven or blast furnace products	4,926	5,046	— 120	— 2.4
.4	All other farm products (incl. sugarbeets)	4,100	4,676	— 576	— 12.3
.4	Potatoes, other than sweet	3,646	3,648	— 2	— .1
.2	Livestock	1,329	1,489	— 160	— 10.7
44.2%		290,598	314,264	—23,666	— 7.5%
100.0%		615,636	607,515	+ 8,121	+ 1.3%

tor of freight settlements office took place May 25. When they returned after a week's honeymoon, they—in turn—were surprised to find that their departments had combined plans for a shower table set up in the keypunch department.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Marie Streiber, who retired May 31 after 45 years of service, was presented with a silver pass, as well as many gifts, on that day.

We said good-bye to Arthur Steward, who left for military service on June 12.

Viola Asa and Rose Voss are away on sick leave, but we expect both will return before long.

Sympathy was extended to Sharyn Schweig, whose brother, Victor, was killed in action in Viet Nam; to Charles Krawczyk, on the death of his mother; to Clara Raupp, on the death of her sister; and to Gregory Randolph, whose brother died suddenly.

Judith Kilgallon, of the reclaim bureau, became Mrs. Kenneth Selesky on May 4 in a wedding at St. Bonaventure's Church.

Mrs. Arlene Veach returned to work after the birth of Lisa Marie on Mar. 19.

Jack Wright, of the TOFC bureau, is the proud father of Audra Marie, born June 24.

Raymond G. Hoefs

Raymond G. Hoefs, 70, retired chief disbursement accountant, died July 10 in Long Beach, Calif.

Mr. Hoefs was a native of Portage, Wis., and a veteran of 44 years with the railroad, starting in the superintendent's office at Aberdeen, S. D. Later he held various positions in Minneapolis, before transferring in 1940 to Chicago, where he served as traveling engineer accountant, chief clerk to auditor of expenditure, and assistant chief disbursement accountant. He was appointed chief disbursement accountant in 1961 and retired in 1963.

He is survived by his wife, Elsie, of Long Beach, and a son, William, of Seattle. Memorial services were held in Long Beach, with burial at Aberdeen.



CITED FOR BRONZE STAR. Capt. Cleveland H. Edwards, husband of Carolyn Edwards of the Chicago communications relay office, was awarded the Army Bronze Star on July 14 for valor under fire in Vietnam. Captain Edwards attended Tuskegee Institute and is a graduate of the officer candidate school at Fort Sill, Okla. He enlisted in January 1965 and has been stationed in Vietnam with the 82nd Airborne Division since last December.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

Glen Heath, who succeeded Donald J. Miller as assistant manager of piggyback services, is a very active member of the Alumni Association of the College of Advanced Traffic, Chicago. In fact, Glen was elected treasurer of this association for 1968.

Another active member of the same association is Harold Davis, clerk at Bensenville Piggyback Park, who graduated from the College of Advanced Traffic in March and joined shortly thereafter. Harold is taking an active part in committee functions.

Loretta and Graziano Bertini became the parents of a girl on May 15. The baby has been named Kellie Ann. Until her marriage, Loretta was secretary to Jean Poer, MMTC controller.

Another welcome addition to the accounting department's family was Mary Lynn Noel, who was born June 3 to James and Linda Noel. Jim is the MMTC payroll accounting clerk.

The accounting department also welcomed two pleasant new additions,

Rose Rizzo, who joined the MMTC as accounts receivable clerk, and Barbara Bott, who is now secretary to Mr. Poer.

The Chicago general office also has a new addition, Miss Carol Obuchowski, who is now secretary to D. J. Kinsfather, director of maintenance. Mrs. Betty Ziegler, Mr. Kinsfather's former secretary, left the MMTC and returned to California when her husband's firm transferred him. We'll miss Betty, but are glad to have Carol with us.

Edna Wailes is back at work after spending her vacation in England visiting her mother and her many relatives and friends.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Sympathy was extended to John Werden, chief clerk in R. J. Kemp's office, when his father passed away on May 10 at the age of 74, following a long illness. Interment was at St. Joseph's Cemetery in River Grove, Ill.

Wedding bells rang for Joanne McGinn and Joseph G. Brady on May 25. They were married at Our Lady of Perpetual Help Church in Glenview, Ill., and will make their home in Forest Park, Ill. Joanne is the daughter of Vice President and Mrs. F. G. McGinn.

Airman First Class Richard Emerson, beginning July 1, was at home with his parents for a 30-day leave from Panama, before reassignment to Italy. Before entering service, Richard was a machine operator in Carscope.

Mr. and Mrs. G. W. Washington are the parents of a baby daughter born June 28. He is an assistant to the superintendent of transportation in central dispatch, TOFC.

Mr. and Mrs. Pat Labus are the parents of a baby boy born June 10. Claudette Labus is a former secretary to the superintendent of transportation.

LAW DEPARTMENT

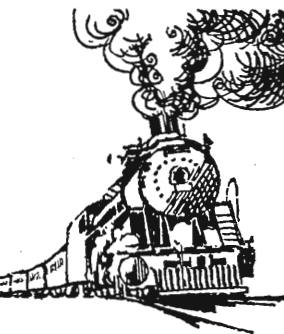
Edward J. Scofield, district adjuster at Milwaukee who retired on Apr. 30, 1957, passed away in Milwaukee on May 16. Mr. Scofield started his career with the railroad as a clerk in the claim department on July 1, 1910. Later he worked as an adjuster and district adjuster, all of his services having been in Milwaukee. He is survived by his wife and two daughters.

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SILVER ANNIVERSARY of service with the company is observed with the presentation of a Silver Pass to George F. Sunagel, traveling sales representative (second from right), by A. J. Berry, assistant manager-sales of the Illinois Region. Sunagel started on May 23, 1923 in the car accounting department in Chicago, and later served as carload tracer and statistician in the office of the general agent-traffic. He was appointed a city freight agent in Chicago in 1942, and to his present position in 1962.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Marie Tuemler, clerk in the general-stats bureau, surprised her friends when she told them she was retiring. A "hurry up" office party was arranged by her friends and co-workers. Mildred Kissinger and Marge Skaja (who has been on sick leave) also retired, and it is the wish of all their friends and co-workers that they enjoy many years of happy leisure.

Recent visitors to the office—Russ Risberg, John Ritter, and Marie Nixon, who now resides in California, all looking hale and hearty.

Sincere sympathy to Helen Klatecki of Miscellaneous Timekeeping on the loss of her brother, and to Helen Foote of the keypunch bureau on the loss of her mother.

OFFICES OF AUDITORS OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Kathy Wicklander, Correspondent

AUDITOR OF FREIGHT ACCOUNTS: We welcomed Charley Stallsmith and Anne Polvi, both of waybill filing, and also William Petryniec, statistical clerk.

Congratulations to Elaine Schuble on her appointment as secretary to the assistant to auditor of freight accounts.

Grace Swanson, local interline balance clerk, was honored recently by her co-workers at a dinner party held at Shanghai Lil's in behalf of her retirement June 28. An office party was also held, where cake and coffee were served.

Sympathy was extended to Hazel Hettinger on the death of her father, John F. Hogan, who passed away May 15 after a short illness. Mr. Hogan retired from the Road in 1954 as chief station accountant.

A farewell party was given Tom



"BEST WISHES FOR YOUR RETIREMENT"

and a depiction of a putting green on the cake displayed by R. W. "Bob" Albrecht, assistant paymaster, convey the sentiments of his associates in the Chicago office at an open house in his honor June 14. Golf is his game. Mr. Albrecht, who retired with almost 47 years of service, was honored also at a dinner held June 8 in the Millionaire's Club in Melrose Park.

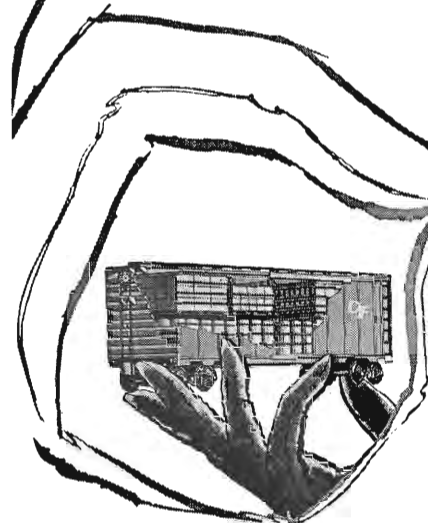
Costigan, claim investigator in the suspense bureau, on June 21. Tom left the Road to continue his education this summer at De Paul University, and in the fall plans to attend UCLA.

After 49 years of service, Bill Slodoway, claim investigator, decided to call it quits and devote his time to just restin'. His many friends at the Road wish him good health and happiness.

AUDITOR OF FREIGHT SETTLEMENTS: Three of our employees retired June 28 after many years of faithful, loyal service to the railroad.

Arnold E. Petersen, retired demurrage auditor, passed away on June 2 in Clearwater, Fla., following a long ill-

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SECRETARY'S SECRETARY RETIRES.

At a retirement luncheon in the Chicago Union Station Canterbury Room held by her friends in the general offices on June 28, Bernice Underwood Blumenthal, secretary to the corporate secretary of the company, poses with departmental co-workers Evelyn Pottinger, assistant corporate secretary (from left), Cleo Airola, stenoclerk, John G. Greene, office assistant, and Vila M. Graves, retired assistant corporate secretary. Bernice retired with 42 years of service.



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FAREWELL PARTY. Retiring together on June 28, John Coughlan, Frank Caufield and Albert Larson (left to right), review clerks in the auditor of freight settlements department in Chicago, are pictured at an office party in their honor. Coughlan retired with 49 years of service, Caufield after 48 years, and Larson is a 52-year veteran.



RETIRING FROM CAPITAL EXPENDITURES, Head Typist Bessie White is pictured with E. H. Nank, auditor of capital expenditures, at an office party in her honor. Bessie retired on June 21, having completed 48 years of service.

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REGIONAL DATA OFFICE

Pearl Freund, Correspondent

A fond farewell was extended to Comptometer Clerk Barbara Dominguez on June 1 at a dinner party at Buddy Beeks. Barbara has decided to make her home in Mexico City with her husband and two children. She departed June 15 after extracting many promises from her co-workers to pay a visit there.

Al Jesko, #8 man on the seniority roster, decided to take his pension after 45 years of service. Al had many reasons to celebrate, namely his retirement, a wedding anniversary and a birthday. He was not too fond of much fanfare and, after he expressed a wish that the regional office should dispense with any parties in his behalf, we proceeded to ignore this wish. A decoy

at Phillips 66....



it's
PERFORMANCE
that counts



ness. He was 89 years of age. Funeral services were conducted in Clearwater by the pastor of the Faith United Church of Christ, with interment in Sylvan Abbey Memorial Park. Mrs. Petersen survives her husband.

AUDITOR OF CAPITAL EXPENDITURES OFFICE

Marion J. Frank, Correspondent

The past months included two additions for the auditor of capital expenditures employees ledger. Richard Liebman, presently attending IIT, and A. Dwight Johnson, a Drake University graduate, are the recent acquisitions.

Wedding bells rang twice in June for A.F.E. Analysis Clerk Adelaide Schultz' family. Her daughter, Adriane, was married on June 1, and son Craig middle-aisled on June 16.

Assistant Engineer Bob Fish's wife presented him with a daughter, Deborah Lynn, on May 28.

President Tom Kelly, of the general freight claim office, reports that the Fullerton Avenue mixed bowling league completed its season at the Fireside Bowling Alleys on May 3. The secretary-treasurer of the league, Olive Odessa, presented the first place trophy to the "Hustlers" at the annual banquet on May 17. Dick Superson, Gene Kanaga, Jackie and Wilma Hoffman, and Marty Hein, of the auditor of expenditures and auditor of capital expenditures offices, made up the winning team.

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OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

Harold J. Montgomery, Correspondent

The new home of Roy K. Baker, retired general storekeeper, is 3016 Magnolia Plaza, in South Chicago Heights, Ill. 60411. The home is a tri-level. Many of Roy's relatives live in this area, and more room was needed to meet the occasions of a retired man near his loved ones. He is again feeling fine and sends best regards.

Best wishes for a happy retirement to Harold W. Chandler, who started his career as a boiler draftsman in the mechanical engineer's department at Milwaukee Shops. He was promoted to inspector of boilers in 1945 with office in the locomotive department. Then the government got him as a U.S. inspector, and he was with it over 20 years. He retired as district director of the Bureau of Safety and Service with headquarters in Washington, D. C.

L. W. "Larry" Vollbrecht, our good friend at the Railroad Retirement Board, was honored by about 76 Milwaukee Road employees at a stag party on June 7 to celebrate his retirement from the Board. The following is quoted from a letter in which he expressed his appreciation to the many who attended:

"When I came with the Board in 1939 to handle the new unemployment law for railroad workers and the field duties in connection with the retire-



GOLF CHAMPIONS. Assistant Engineers Cy Kisiel (right) and Carl Lee of the auditor of capital expenditures department display their trophies for the low net and low gross scores, respectively, in the Chicago-Fullerton Avenue employees' first annual Hirst golf tournament held May 18 at the Bonnie Dundee course, East Dundee Ill. Presenting the trophies is Assistant Engineer Bob Fish of the same department.

ment law . . . I was assigned to handle Milwaukee Road contacts as my primary responsibility. Naturally, over the past 29 years, I have felt close to the Milwaukee Road.

"Heaven only knows how many stupid questions I asked when I first started—busy supervisors and clerks had to educate me, since I didn't know a backshop from a roundhouse, or an extra board from a reserve board. Believe me, your employees were courteous, friendly, and extremely helpful over all of these years. Because of that feeling, I might have tried to go one step farther in giving Milwaukee Road employees all of the service possible.

"To all of these employees, including many long since retired, I wish to express my sincere thanks for their help in making my job easier over the years. To those who attended the retirement party on June 7, I say 'thank you,' with a special word of thanks and appreciation to L. P. Tarrence, mechanical engineer, and H. J. Montgomery, engineer, for 'engineering' the party, and to George Wood, general superintendent of the car department and master of ceremonies, who presented me with some fine remembrances from the group."

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Congratulations to some happy parents. The John LeFevres announced the birth of Teresa Ann on May 15; Switchman Don Thorne and his wife had a girl on May 23; and Switchman Pete Cieczka is the father of a son, Garrett, born May 24. Switchman Carl Anderson and his wife had a baby on June 27.

Sympathy was extended to Engineer Richard Killian on the death of his

party was planned with Mrs. Jesko present, and cake and coffee were served. This delightful lady entered into the conspiracy of having a surprise dinner party the following Saturday at Cedar Forest supper club. On the pretext that he and his two sons, Marvin and Bob, were to pay respects to another gentleman who was retiring, Al walked into his own retirement gathering, where his family and friends were waiting to greet him. While we hope we haven't launched Al on a party career, we are certain he enjoyed our efforts and the celebration.

Al started his railroading in 1924, working various positions until becoming night chief clerk in 1961, where he remained until his transfer to the regional office rate department. It was customary for Al to wear his hat while working, seldom being seen without it, and so he was known to his fellow workers. But more than this, he was known for his dependability and excellent supervising of the night force. He was presented with a monetary gift and a straw hat.

Our sympathy is extended to John J. Smith on the death of his wife, Jeanette, May 26. John was a former clerk in the regional office, and both he and Jeanette were well known to the force. John is now employed with the Road at Chicago.

Dolly Kondziella has left to be married and to take a position at the depot

switchboard. She has been replaced by Mrs. Mary Jones, mail clerk and key-punch operator. Mary's husband, Wadell, is also an employee of the Road, working as night chief clerk at Muskego Yard.

Carolyn Dombrowski again offered her summer home to friends and office personnel for picnicking. A happy time was had by all, including a few unscheduled dips in the lake. A feature of the place is a sightseeing boat with striped canopy, not too speedy but lots of fun and appropriately dubbed "The Martini Boat."

Congratulations to the Walter Beamans on the birth of their first son. The happy parents have named him Daniel.

Ed Wencka is a grandfather for the second time. Son Adrian and his wife have a new daughter, named Rose Marie.

Perennial summer clerk Norman Lindstrom is operating the multilith machine during his vacation from teaching duties.

Alice Sobczak and Geraldine Hartner have just returned from a vacation to Canada, highlighting such places as Glacier National Park.

AGENCY

Robert Hoerl is a recent graduate of Milwaukee Tech College, and has received his degree in accounting as well as other scholastic honors. He is the son of Assistant Chief Clerk Joseph M.



Marking his retirement from the Milwaukee regional data department, Al Jesko of the rate force and his wife are guests of honor at an office party hosted by his co-workers. For details, see the Milwaukee Terminals news.

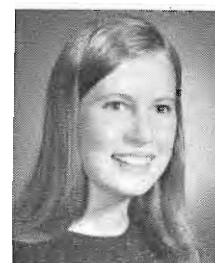
Hoerl, and has spent a short period of time working at the Road during his attendance at school.

Susan Shea is again helping out the summer vacation schedule by performing general clerical duties. She is a full-time student at Mt. Mary College. Marilyn Tillidetzke is a newcomer working as a ticket sorter. She is the daughter of Henry and Angeline Tillidetzke. Her mother, now deceased, was a former secretary-timekeeper for several years.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager



Jano Argue

REAL ESTATE AND INDUSTRIAL DEVELOPMENT DEPARTMENT: Jano Argue, daughter of Assistant Western Director R. D. Argue, has won a \$200 art scholarship and plans to attend the Van-

couver, B. C., School of Art in September. Jano, who graduated from Shoreline High School this year, was also awarded a scholarship to the Summer School of Art at Port Townsend, Wash., for a five-week course in sculpture which began June 17 . . . Russell W. Segner was promoted to the position of industrial engineer effective June 16, succeeding Bruce Solly, who resigned after six years with the department. Carl G. Ohrn was welcomed to the staff on June 12 as the new assistant industrial engineer.

ASSISTANT GENERAL ADJUST-ER'S OFFICE: Hugh McCann, district adjuster, vacationed in Ireland in June and really enjoyed the beauties of the Emerald Isle. The difference in their economy, however, was noted particu-

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COAST DIVISION RETIREMENT. Fred C. Diehm shown as the guest of honor at a party in the depot at Everett, Wash., on June 1 when he made his last run as conductor on the Everett local, his assignment since 1952. Standing by are (from left) Conductors R. B. Craig Jr., H. B. Muir and T. C. Harvey, Brakeman J. B. Gossard, Engineer C. K. Clover and Conductor E. L. Kittleson. Now that Diehm plans to do some fishing, he was presented with the wherewithal to buy his own equipment. He had been railroading since 1923, having worked for other roads in the Pacific Northwest before his service with the Milwaukee dating from 1937. (Everett Herald photo)

larly in the 24-cent haircuts. Even at that price, some of us feel that their haircuts are no bargain.

AUDITOR'S OFFICE: Nettie Moore has returned to work after a marvelous European vacation. After meeting her daughter, Wendy, in Lausanne, where she is working, they motored through Switzerland, Germany, Holland, Belgium, Northern France, Luxembourg, and Northern Italy, as well as part of Austria where "The Sound of Music" was filmed . . . Joseph N. Strassman, who started his career with the Milwaukee in 1910 and was auditor in Seattle from 1933 until his retirement in 1953, passed away in Seattle on June 17. Masonic services were held, with burial in Forest Lawn. He was a member of the Milwaukee Retirement Club, the Masons, and an army veteran of World War I. He is survived by his wife, Katherine and a daughter, Mrs. Franklin Smith of Long Beach, Calif.

DISTRICT MANAGER-SALES. Welcomed to the department during recent months were our new sales representative, Gary B. Troske, formerly chief clerk in Aberdeen, S. D., and Kathy Jaussaud, who is the new stenographer.

GENERAL FREIGHT DEPARTMENT: A baby boy was given a royal welcome on May 7 in the family of Mr. and Mrs. Harold O. Emel. The new-comer—Thomas Russell—joins three sisters, Michele Marie, 5, Kathleen Susan, 4, and Jessica Lynn, 3. Proud father is commerce clerk in the rate department.

LOCAL FREIGHT OFFICE: Larry, son of Assistant Agent Leo Fettig, graduated from West Seattle High School June 8. Larry was a member of the school's baseball team which

placed second in the All Metro League . . . George Bahl, waterfront loading supervisor, is recuperating at home at this writing after a short sojourn in the hospital, and Walt Miesuk, our janitor, is in Providence Hospital for tests . . . Jim Hartery was welcomed recently as our chief car clerk, after having worked in the Seattle yard for a number of years.

SEATTLE YARD OFFICE: New employees welcomed recently were Dale Kirsch, Mark Browne, Don Riddle, Robert Young, Tom Conom, Robert Wheeler and Jess Ramey.

REGIONAL SALES OFFICE: D. A. Keller was welcomed as our new regional manager-sales on May 1. He and Mrs. Keller and family are enjoying their first Northwest home on beautiful Mercer Island . . . John W. Webner came from Cleveland to join



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the rail-highway staff as of June . . . Linda Bloom, secretary to the regional manager-sales, along with husband Jim and daughters Gail and Carla, enjoyed the gorgeous scenery of the Grand Canyon as well as Zion and Bryce. At Kanab, Utah, they met up with Jim's sister and family, who were en route to their new home in Joliet, Ill.

Roscoe W. (Red) Janes, retired roundhouse foreman, passed away in Seattle on May 22. Mr. Janes retired in 1951 after 40 years of service with the Road at various points in Montana. He and Mrs. Janes celebrated their 61st wedding anniversary on Dec. 26, 1967. Mr. Janes was a past president of the Milwaukee Retired Employees Club, past patron of Eastern Star, a member of the Hamilton House Senior Citizens, the Mason, Scottish Rite and Shrine. Services were held in Seattle with interment in Evergreen Cemetery. His wife, Evalena, survives.

T. M. Pajari writes that, owing to illness, it has not been possible to thank his many friends and co-workers on the division for the good wishes and gifts he received when he recently retired, but that their kindness and remembrances were appreciated.

I M & D Division

SIoux CITY AREA

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

About 60 employees in the Sioux City area gathered at the Elks Club on June 22 at a dinner and evening of dancing held to honor Assistant Superintendent R. D. and Mrs. Richter and Car Distributor L. J. and Mrs. Struble at a farewell party. Assistant Superintendent Richter has been transferred to Cedar Rapids, and Mr. Struble to Detroit. Both were presented with farewell gifts and all our wishes for a successful future.

Medor Thibodeau retired May 31 after 48 years of service. He hired out as carman helper apprentice in 1920, and later served as triple valve repairman and welder. He was local chairman for the Brotherhood of Railway Carmen for many years. Medor has no definite plans, but is sure he can find plenty of work around the house to keep him busy.

Sympathy was extended to Alice Butcher, secretary to the assistant superintendent, Sioux City, on the death of her aunt in Denver.

Conductor Alvin S. Wheeler, 53, Sioux City, died unexpectedly at Platte, S. D., where he was on a train run. Employed by the Milwaukee since 1945, he was a veteran of World War II and a member of Monahan Post 64, American Legion. He is survived by his wife, two sons, a brother, two sisters and five grandchildren.

Sympathy went to Marlo Evans, clerk in the regional office, Sioux City, on the death of his stepfather.

Cristoffer Kvidahl, 77, retired B&B foreman, Elk Point, S. D., died at his home of a heart attack. Born in Norway, he came to the U.S. and to Platte, S. D., in 1910, and was employed by the railroad from 1919 until 1957. He is survived by his wife, a daughter, four sons and 20 grandchildren.

Sympathy to the family of Robert C. Baker, 83, Sioux City, a former local attorney for the Milwaukee.

Welcome to Assistant Superintendent T. E. Witt and his family. He succeeds Mr. Richter.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Application has been applied for in the Wise Owl Club for Clifford Medina, section laborer from Albert Lea, Minn., as a result of being struck by flying pieces of a broken emery wheel, which struck his goggles. The right lens shattered but remained intact, thereby saving him from a serious injury.

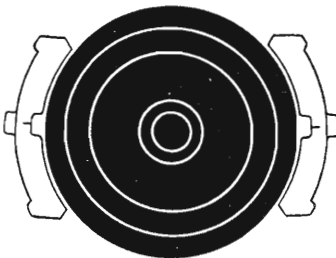


Michael Monteon Richard Monteon

Sando Monteon, assistant engineer at Austin, has two sons who recently received high honors in the academic field. Michael recently graduated from the University of Denver and was named to membership in Phi Beta Kappa, national scholastic honorary society. Election to this group requires a 3.5 grade point average on a 4-point system. He has now been accepted at Harvard for professional studies on a scholarship. Brother Richard recently graduated from Mason City high school with a 4-point average, and has received scholarships from Iowa State University and Northwestern States Portland Cement Co. Richard was a member of the student council, National Honor Society, Mason City high school symphonic band and marching band, a representative of the school's Red Cross program, reporter for the Cub Gazette and originator and chairman of the "Carousel in Forum." His high school major was mathematics.

Virgil DeSart, switchman and yard-

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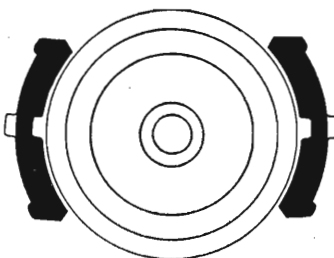


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WITH THE RAILROAD AT OTHELLO. A recent picture of some of our employees at Othello, Wash., shows, from left, Perishable Freight Inspector Gene O'Brien, Traveling Engineer Linton Shaw, Operator Evelyn Shaw, Perishable Freight Inspector Bill Opplinger, Yard Clerks Jessie Morissette and Bernice Atkinson, Lineman Chuck Lintvedt and Agent Bob Barrie. The photographer was Wade Stevenson, roundhouse employe, whose railroad photos have appeared in "Western Trains" and "Smoke Along the Columbia."

master at Austin for many years, collapsed and died shortly after reporting to work in the Austin yard on the morning of June 8. Virg was very active in the BRT, being secretary-treasurer of the local lodge. He is survived by his widow, Ila, two daughters, Mrs. Kenneth Block, of Austin, and Mrs. Jack Riggs, of Pontiac, Ill., and two sons, Lair, of Durham, N. C., and Wesley, of Austin. Wesley is a brakeman working out of Austin.

Charles H. Bradbury, retired roundhouse foreman, passed away June 2 at Decorah, Ia. He is survived by his widow, a son, Herbert, and two daughters, Mrs. Ralph Anderson of Fergus Falls, Minn., and Mrs. Harold Blocker of Akron, Ohio.

G. C. Samuels, former agent at Blooming Prairie-Lansing, Minn., passed away at St. Olaf Hospital recently.

Mr. and Mrs. E. L. Rowlee, retired agent from Spring Valley, Minn., celebrated their 50th wedding anniversary on June 23 at the Methodist Memorial Church in Spring Valley. Hostesses were their daughters, Mrs. H. D. Bodley of St. Paul and Mrs. L. B. Squires, Beloit, Wis.

D & I Division

Harry Black, baggageman at Elgin, retired May 31. Mr. Black started with the Road as baggageman at Mitchell, S. D., in 1925, moved to Calmar, Ia., in the same capacity in 1939, and in 1960, due to a job reduction, transferred to Elgin. He and Mrs. Black were honored at a retirement supper given by his fellow employes, both active and retired. Present also were his son and daughter-in-law, Dr. and Mrs. J. B. Black of Primghar, Ia., and his sister, Sister Monica of Sioux City. The Blacks will return to Calmar, where they have maintained their home. Harry stated that they will do some traveling and that he will continue to serve Calmar as Santa Claus, as he has for the past 27 years.

July-August, 1968

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Marine Lance Corporal Albert Y. Blake, 19-year-old son of Switchman Al Blake, was wounded in action in Da Nang, Vietnam. He is in the Portsmouth Naval Hospital at Newport News, Va., for treatment. Corporal Blake was awarded the Purple Heart.

Sympathy was extended to the family of Retired Switchman Frank Murphy, who passed away June 19. Mr. Murphy had 43 years of service when retiring.

Louis B. Alfano retired on June 1 after 44 years of service as chief clerk and second train clerk.

Engineers W. P. Jacobs and J. H. Remker recently were presented with 45-year Silver passes.

Sharon Gurn of the superintendent's

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Arndt Rasmussen, passenger car electrician at the Western Avenue coach yard in Chicago, shown (right) at a retirement banquet in his honor with Harold Hoeft, who retired from the electrical department in 1964. Hoeft is a former president of Local 885 of the I.B.E.W. For details, see the Chicago Terminals news.



Retiring after 46 years of service, Lawrence Sittler, chief clerk in the car department at Bensenville Yard, right, is presented a gift from fellow employees by District General Car Foreman Jim Wilbur (see the Chicago Terminals news).

office left July 5 on a maternity leave. The office welcomed Shirley Grueneich, who replaces Sharon as statistician.

Assistant Car Foreman Merle Buchholz has been released from the hospital and at this writing is getting along fine. He expected to resume work July 15.

Lawrence Sittler, chief clerk in the Car Department at Bensenville, retired on May 31 after 46 years of service, and was presented by District General Car Foreman Jim Wilbur with an envelope at a "coffee and cake" party in the car department offices. He and Mrs. Sittler will continue to make their home in Itasca.

Mrs. Mildred Graff has taken over the duties of chief clerk, and Mrs. Wanda Whalen has assumed the duties of steno-clerk.

Switchmen R. J. Zuber of the coach yard and Archie VanAlstine of the freight yard retired in June. Engineers H. C. Hart, Leo Kazmerzak and S. F. Mowrer also retired recently. To these loyal employees we extend our best wishes for a long and happy retirement.

LeMar Robinson was appointed training instructor on May 16, and has been working with Assistant Superintendent Webster and Trainmaster Huart on the task of training new switchmen in Chicago Terminal.

Harold E. Schrab was appointed chief carpenter following the retirement of Ed Tyckoson, and Patricia DeMichael was assigned to the duties in the B&B department from which Mrs. Tyckoson resigned "to keep Ed company."

WESTERN AVENUE

Arndt Rasmussen, passenger car electrician at the coach yard who retired on May 17, was honored by his fellow employees at a banquet held at Stella's Restaurant in Chicago. About 75 electricians and other friends attended. A big surprise was the presence of Charley Manzelmann, retired AC and electrical foreman at the coach

yard, who now lives in Lauderdale-by-the-Sea, Fla. Other retired employees present were Al Cushna, Harold Hoeft, Charles Mahnke and Julius Mickow. Arndt, better known as Norske, was given an electric shaver and, as a remembrance of 45 years as an electrician, a gold hydrometer.

Norske is planning to do a lot of traveling, and left on May 24 for Norway. After a three-month visit there, he will make an extended trip through Europe. Upon his return, he will tour the United States and then may settle in Florida.

DIVISION STREET

Carolyn DiCicco, Correspondent

Pete Hagen, retired foreman, passed away in May. Pete had about 40 years service with the road and was foreman at House #5 in the Kinzie Street district at the time of his retirement.

Ed Mueller, retired clerk, has been released from Veterans Hospital after undergoing surgery.

GALEWOOD

Linda Gallagher, Correspondent

Lt. Jack A. Joynt, son of Agent F. H. Joynt, who is stationed in Korea, was recently promoted to captain.

Congratulations to Mr. and Mrs. James Connolly on the recent celebration of their 25th wedding anniversary.

While shopping at a neighborhood department store, Hugh Gallagher Jr., husband of Linda Gallagher and son of H. P. Gallagher, assistant agent of the freight house, prevented a holdup. For capturing the thief, he received a gift certificate and the sincere appreciation of the store's owner.

Sympathy is extended to Gerry LaGrano, relief clerk, on the death of his mother, and to Rocco LaGrano of the freight house on the death of his wife. Also, sympathy is extended to Fred LaRue, Station Accounts, on the death of his sister in California.

Foreman Irv Parsons, No. 1 on District 31 seniority roster, and John Shorter, assistant general foreman at the freight house, recently retired. They were both presented a gift of money from their fellow employees and friends at the freight house.

Familiar faces around the office for the summer are Nancy Dickau, Bill Hepperle and Howie Rosenmayer. Also working during summer vacation are Kevin Lloyd and Wayne Jarvis.

Engineer Percy Willis was recently honored by his friends and co-workers on his retirement. He was presented a box of cigars and coffee and cake were served.

Iowa Division

MIDDLE AND WEST

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

Yard Clerk and Mrs. Danney J. Hutchins welcomed a baby boy on May 11.

The "Middle and West" welcomes

The Milwaukee Road Magazine

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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-CANCELABLE—NON-ASSESSABLE—GUARANTEED PREMIUM**—coverage of \$3,000.00 the principal sum payable in case of death from any cause, to named beneficiary as a

MONTHLY INCOME OF \$300.00

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

	Group 2 Employee In Active Service \$3,000.00	Group 3 Dependent Wife (maximum) \$1,000.00 Dependents of Insured Member	Group 4 Each dependent child under 18 (maximum) \$500.00
Monthly premium for			
Ages under 39 Inc.	\$3.75	\$1.75	.50
Ages 40-59 Inc.	\$6.75	\$2.25	
Ages 60-64 Inc.	\$9.75	\$4.25	
Ages 65-69 Inc.	\$13.75	\$6.25	

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

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

SPECIAL OPTIONS

1. On leaving active service, retirement or other reasons, Insurance may be continued without change and at same premium—mailing premium direct to Home Office either monthly, quarterly or in any manner you find convenient.
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Offered by EMPLOYEES MUTUAL BENEFIT ASSOCIATION OF ST. PAUL, MINNESOTA
a legal reserve life insurance association insuring more than 15,000 Milwaukee Road employees and their families
MAIL THIS APPLICATION NOW TO:

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

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

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

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

Date of birth.....Age.....Height.....Weight.....Sex.....

OccupationSocial Security No.Payroll No.Work No.

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

Amount of
monthly premium

**POLICY FOR
DEPENDENT
WIFE**

The beneficiary is to beRelationship

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

Wife's nameDate of birth

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

(See rate above according to age)

**POLICIES FOR
DEPENDENT
CHILDREN**

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

each for each of my dependent children listed below:

Premium 50 cents a month for each child insured.

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

First Name

Age

Birth Date

.....

.....

.....

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

TOTAL MONTHLY PREMIUM \$.....

Date.....

Signature of applicant

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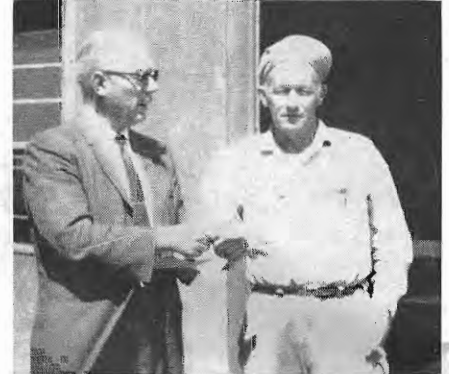
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Ohio
Hammond,
Indiana



HONORED AT MITCHELL, S. D., Local Storekeeper H. E. Binderup receives a Silver Pass for 45 years of service with congratulations from K. J. Kulk, district manager of materials, St. Paul. Binderup started with the Road in 1923 as a store helper at Mitchell, and has been storekeeper since 1955, working all of these years without a reportable injury.

the new personnel and sends best wishes with those promoted away from the Perry area. Gordon Johnson, assistant trainmaster, comes with his wife and young son from Detroit. Dale Burke is the new trainmaster at Council Bluffs, replacing W. J. Westmark, who has a similar position in La Crosse. R. D. Richter has moved from Sioux City to Marion to serve as assistant superintendent, replacing P. C. White, who goes to the data processing department in Chicago. Glen Harrod has moved to Perry as assistant to the superintendent, coming from Ottumwa, Ia., to replace Carl Baumkirchner, who has been promoted to a similar position in St. Paul, Minn.

Mrs. Rosa Christisen, wife of retired Engineer Herbert Christisen, passed away May 18 in Perry, where she had made her home since 1916. She is survived by her widower, a son of Columbia, Mo., a daughter, Mrs. Elsie Mace of Perry, a sister, Mrs. Glenn Linn of



FOR SUPERIOR SERVICE. Liege H. Brown, general section foreman at Minneapolis, receives a 20-year Superior Service Award for working that number of years without a reportable injury to himself or the men under his supervision. Presenting it is Roadmaster L. C. Blanchard.

Perry, a brother and five grand-daughters.

Dr. Robert P. Shirley, son of the late J. M. Shirley, a Milwaukee engineer, passed away in Atlantic, Ia., at the age of 52.

Mrs. Carrie McLellan passed away May 23 after a lengthy illness. She was the operator of a tea room for many years prior to her illness. She was the mother of Conductor George McLellan.

Retired Carman Lawrence Lillebo and Mrs. Lillebo of Perry were saddened by the death of her daughter, Mrs. Leonard Tierney of Dennison, Ia.

Engineer and Mrs. Richard Kelley are welcoming Lt. George L. Rivera into the family as the husband of their daughter, Karla. He is a graduate of Iowa State University, and presently stationed with the Marine Corps in North Carolina.

Retired Machinist Harry C. Boyens passed away May 29. He served the Milwaukee for 45 years before his retirement.

Ralph Murphy, retired chief clerk and cashier at the freight office, passed away May 31 in Des Moines.

Mrs. Hazel Edwards, widow of the late E. E. Edwards, dispatcher for the Road prior to his retirement, was found dead in her apartment June 5, apparently of natural causes.

Mr. and Mrs. A. W. Nicholson of Omaha, Neb., formerly of Perry, announce the marriage of their daughter, Deniece, to Rodney Smith of Omaha.

June began the summer reading program for Perry children. This year's theme is "All Aboard for Railroads," handled by Mrs. Frank Fullhart, wife of a retired roundhouse foreman and very well versed on railroading. Film strips, guest speakers and many other special features are planned to help youngsters better understand railroading and this vital part of our country's history featured in this industry.

Glenn H. Theulin, son of the late Engineer Henry Theulin, has been ap-

The Milwaukee Road Magazine





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NEW PIGGY PACKER PACKS KING-SIZE LIFT

Piggyback trailers and containers were handled mechanically for the first time in Minnesota when the Milwaukee Motor Transportation Company, the trucking subsidiary of The Milwaukee Road, recently placed this new Piggy Packer in service at St. Paul. Observing it in action at the railroad's piggyback facility are P. L. Cowling, vice president and general manager of the MMTC, at left with Driver W. T. Hoheisel, and watching below are, left to right, N. H. McKegney, general superintendent of the Twin City Terminals; T. S. Hartnett, MMTC terminal manager at St. Paul; George Neu, regional manager-sales; and F. R. Halloran, district manager-sales. The facility was revamped to accommodate the Piggy Packer, which has a lifting capacity of 70,000 pounds.

