

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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THE MILWAUKEE ROAD MAGAZINE

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MARIE HOTTON
Editor

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Transportation Newsgrams

\$3 MILLION AIR CUSHION

The Department of Transportation has awarded a \$3 million contract to the Grumman Aerospace Corporation to build a 300-mile-an-hour tracked air cushion vehicle (TACV). Transportation Secretary Volpe said the Grumman contract will provide the technology for "second generation intercity ground transportation systems" which will be capable of speeds up to 300 mph within 6 to 10 years.

WHERE THE PASSENGER BUSINESS WENT

In 1936, when a magazine survey asked "If you had to travel 500 miles or more, would you prefer to ride a plane or train?" some 70 per cent of the men (and 81 per cent of the women) chose the train. In 1963, the American Newspaper Publishers Association asked a somewhat similar question. Among businessmen, 95 per cent said they would fly. Among nonfliers (car drivers), 64 per cent also picked the plane.

WISCONSIN "HAIR" EXPRESS

The Milwaukee Road lined up a special train to carry members of the University of Wisconsin's Student Association from Madison to Chicago for a Saturday night performance of "Hair," the American tribal-love rock musical. About 1,000 made the round trip on "The Wisconsin 'Hair' Express." The dance captain of the production is also a U. of W. student.

SERVICE EXPANSION FOR ALASKA

Sea-Land Service Inc. announced in February that it was adding a third containership to the two in service between Seattle and Alaska, thereby increasing its container carrying capacity on the run 50 per cent over 1969. The addition of the third vessel increased sailing frequency between Seattle and Anchorage to two direct sailings a week.

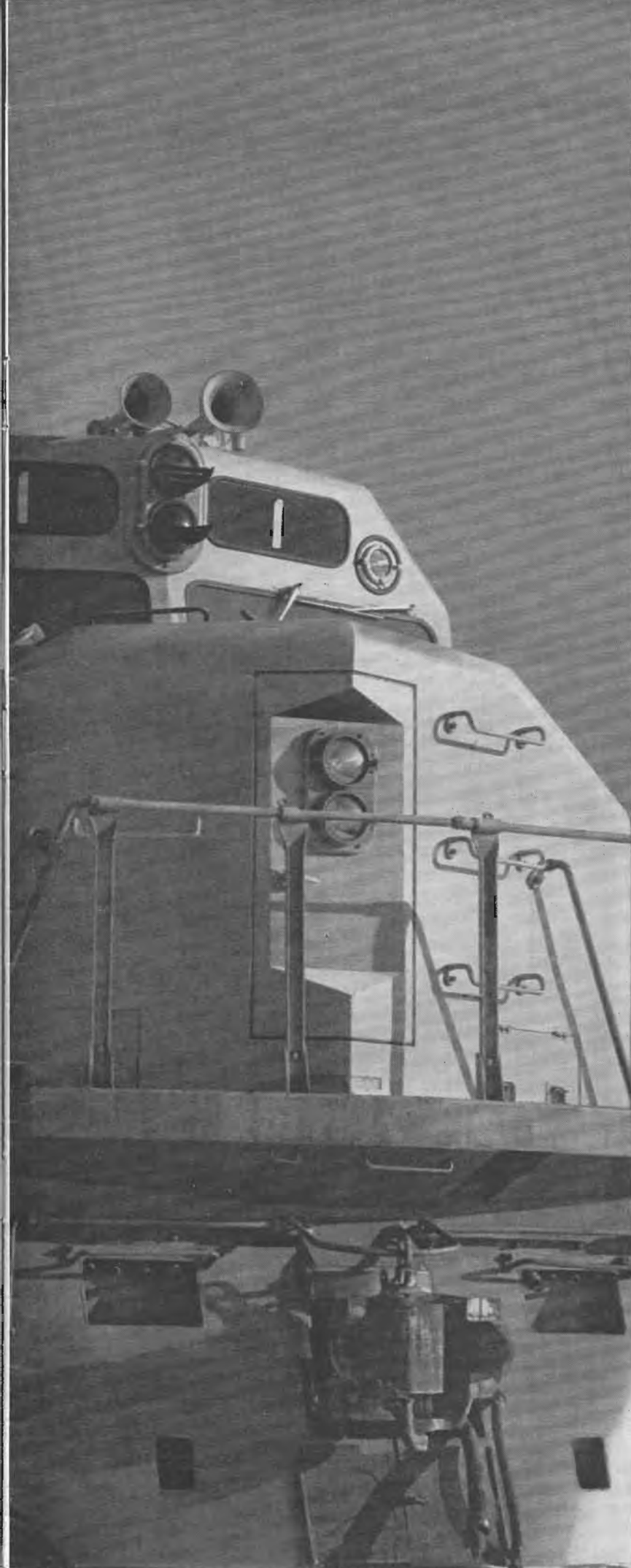
WEST GERMANY FOOTS THE BILL

As a solution to increasing traffic congestion from automobiles, West Germany has been pumping federal funds into coordinated urban transportation systems. From an initial contribution of \$67.4 million in 1967, federal aid mounted to \$136.8 million last year and is expected to reach a cumulative total of \$5 billion by 1977. For commuter rail systems, the federal government picks up about 50 per cent of the cost, the state 40 per cent and the city 10 per cent.

THE COVER

Andy Frain usherettes greet homebound commuters at the entrance to Milwaukee Road trains in Chicago's Union Station to hand them copies of the first issue of "On The (bi) Level," a newsletter dealing with subjects of interest to Milwaukee Road commuters in the Chicago area. What's news today? "Project Transi-plan," a program for improving suburban passenger service. For the story, please turn to page 8.





annual report 1969

A BRIEF ACCOUNT OF THE HIGHLIGHTS OF THE MILWAUKEE ROAD'S OPERATION IN 1969

- An average of 15,636 people were employed by the railroad during 1969.
- Their wages and salaries amounted to \$136,267,833.
- The railroad also contributed \$14,288,053 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$5,600,690.
- During 1969 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$612,877,751 representing an investment of \$39,197 for each employee's job.

Results of Our Operations in 1969



	Increase + or decrease —
Railway Operating Revenues	\$269,108,190
Other Income	16,486,399
TOTAL	\$285,594,589
	+ \$ 432,947
	+ 5,332,683
	+ \$5,765,630

	Increase + or decrease —
Railway Operating Expenses	\$230,631,170
Taxes and Rents	49,964,600
Interest	10,640,188
TOTAL	\$291,235,958
	+ \$12,711,103
	+ 8,081,895
	— 3,349,828
	+ \$17,443,170

FACTS:

1. We carried 7,018,092 passengers an average distance of 47 miles, and received an average revenue of \$1.49 per passenger.
2. We carried 45,567,264 tons of freight an average distance of 377 miles and received an average revenue of \$5.25 for each ton of freight hauled.
3. We paid an average of \$8,715 per year to 15,636 employees.

Sources of Revenue / Freight and Passenger Service



CLASSES OF TRAFFIC	REVENUE	% GRAND TOTAL
FREIGHT TRAFFIC		
Food and Kindred Products	\$ 36,536,734	13.6
Farm Products	33,465,039	12.4
Lumber and Wood Products, except Furniture	32,428,115	12.1
Pulp, Paper and Allied Products	21,113,651	7.9
Transportation Equipment	15,734,441	5.8
Primary Metal Products	15,002,757	5.6
Chemicals and Allied Products	13,814,420	5.1
Ordnance and Accessories	10,071,725	3.7
Stone, Clay and Glass Products	8,076,577	3.0
Coal	7,837,048	2.9
Nonmetallic Minerals, except Fuels ...	6,208,444	2.3
Misc. Mixed Shipments, except Forwarder and Shipper Assn.	5,441,746	2.0
Machinery, except Electrical	5,432,654	2.0
Waste or Scrap Materials	4,777,994	1.8
All Other	23,292,445	8.7
Total Freight Traffic	\$239,233,790	88.9
OTHER FREIGHT SERVICE		
Switching	\$ 5,813,469	2.2
Demurrage	2,349,739	.9
Joint Facility—Net. Cr.	1,995,849	.7
Mail	1,632,257	.6
Express	(49,301)	.0
All Other	1,329,240	.5
Total Other Freight Service	\$ 13,071,253	4.9
Total Freight Traffic	\$252,305,043	93.8
PASSENGER TRAFFIC		
Passengers in coaches	\$ 9,485,116	3.5
Passengers in parlor	930,332	.4
Total Passenger Traffic	\$ 10,415,448	3.9
OTHER PASSENGER SERVICE		
Mail	\$ 4,501,740	1.7
Dining and Buffet	672,894	.2
Sleeping Car	344,242	.1
All other	868,823	.3
Total Other Passenger Service	\$ 6,387,699	2.3
Total Passenger Service	\$ 16,803,147	6.2
GRAND TOTAL	\$269,108,190	100.0

() Denotes contra item

Freight Car and Locomotive Programs

During 1969 the Milwaukee Road equipment fleet was upgraded by the addition of 25 new diesel locomotives, including nine of 3,600 h.p. capacity, eleven of 3,000 h.p. and five 2,300 h.p. units of a new lightweight type for branch line service. The nine 3,600 h.p. locomotives are designed for sustained high speed freight operation over long distances, such as the runs between Chicago and the Pacific Northwest.

The diesels acquired as a part of the Milwaukee's 1969 budget bring to a total of 137 the number of new locomotives added to the railroad's fleet within the past five years. Practically all of them are of heavy horsepower.

In addition to the new locomotives acquired in 1969, the railroad rebuilt 18 units in company shops and upgraded the units by the installation of new diesel engines,

increasing the horsepower from 1,750 to 2,000.

Five pairs of locomotives assigned to time freight service in mountain territory were equipped with Locotrol, a recently developed binary-logic and radio system which enables the engineer in the lead locomotive to coordinate the acceleration and braking of the Locotrol units, regardless of where they are located in the train.

Freight cars added to the fleet in 1969 included 200 box cars of 70-ton capacity, 50 100-ton gondola cars, 50 100-ton covered gondola cars, 150 wood chip cars of 100-ton capacity and 10 specially equipped box cars for the handling of automobile parts.

The railroad's freight car rebuilding program put 664 cars into like-new condition for service. In addition, improvements were made to 626 other types of freight cars.

The Milwaukee Motor Transportation Company, a wholly owned subsidiary, acquired 600 new piggyback trailers including 250 refrigerator vans; 200 dry vans; 50 high cubic capacity drop-frame trailers especially suitable for bulky but relatively light loads; 50 flat bed trailers; 30 open top units suitable for carrying steel, machinery and other shipments too large to go through regular trailer doors; and 20 half-side open top trailers.

Aside from plans to acquire certain special-purpose freight car units, budgeting for new rolling stock acquisitions in 1970 has not been finalized because of the tight credit situation and concern about the slowing of business activity. However, a locomotive rebuilding program similar to the 1969 program is planned for 1970 and it is expected that freight car rebuilding programs will be continued.

Employees

Train and Engine Men Yard and Station	⊙⊙⊙⊙⊙⊙⊙⊙	6,249
Maintenance of Equipment and Stores	⊙⊙⊙⊙	2,906
Maintenance of Way and Structures	⊙⊙⊙⊙	2,792
Professional, Clerical and General	⊙⊙⊙⊙⊙	3,236
Executives, Officials and Staff Assistants	⊙	453
TOTAL EMPLOYEES		15,636

Job Value

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$612,877,751.

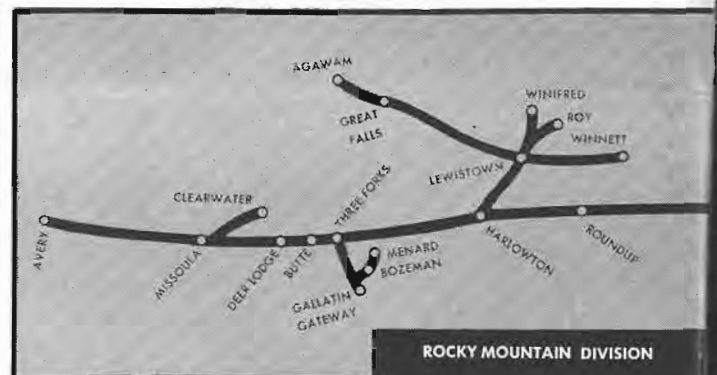
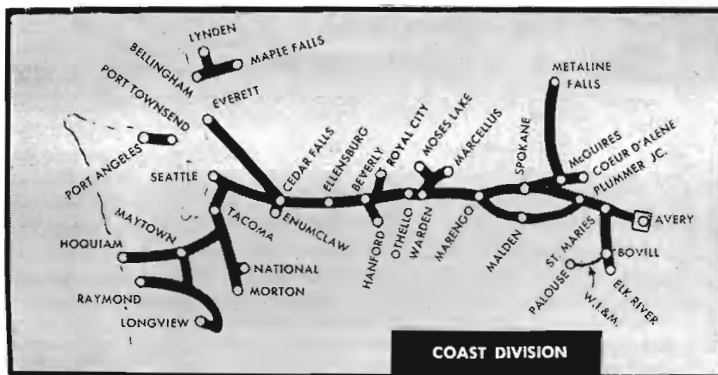
TOTAL PROPERTY VALUE: \$612,877,751

DIVIDED BY: 15,636 employees

= \$39,197

Invested in each employee's job

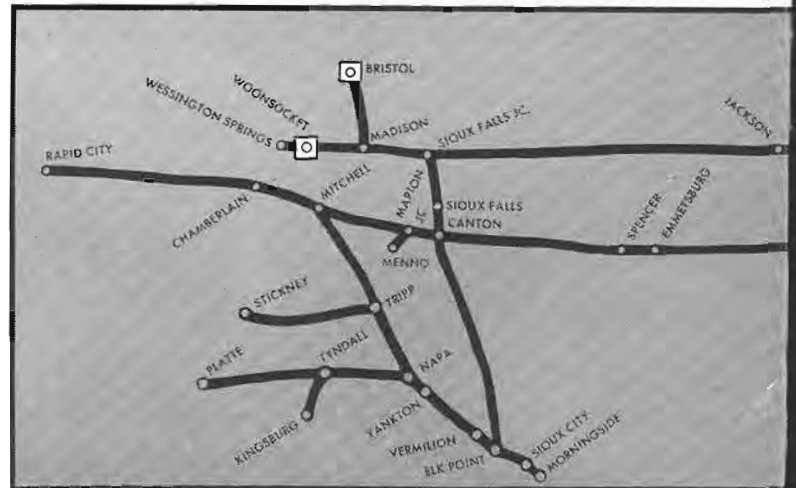
		TOTAL WAGES	AVERAGE WAGES PER HOUR WORKED	WAGE SUPPLEMENTS		AGGREGATE LABOR COSTS		
				PAYROLL TAXES	HEALTH AND WELFARE BENEFITS	AMOUNT	AVERAGE PER EMPLOYEE	AVERAGE PER HOUR WORKED
Ten Year Payroll Summary	1960	\$121,135,807	\$3.109	\$ 9,969,699	5,600,690	\$132,751,747	\$6,562	\$3.407
	1961	112,701,787	3.206	9,099,691	5,418,475	124,669,473	6,773	3.547
	1962	112,440,997	3.290	9,407,264	4,621,477	124,900,028	7,166	3.654
	1963	112,682,575	3.330	9,412,272	4,611,812	125,378,080	7,426	3.705
	1964	115,463,190	3.433	9,802,397	4,539,841	129,472,679	7,616	3.849
	1965	119,119,721	3.663	10,197,336	4,207,092	133,856,898	8,100	4.117
	1966	122,980,448	3.784	11,515,053	3,283,233	139,107,313	8,446	4.280
	1967	122,116,782	4.027	12,165,512	3,051,767	138,903,771	8,867	4.581
	1968	128,091,703	4.174	13,478,562	\$1,646,241	146,988,740	9,500	4.790
	1969	136,267,833	4.379	14,288,053	2,867,995	156,156,576	9,987	5.018



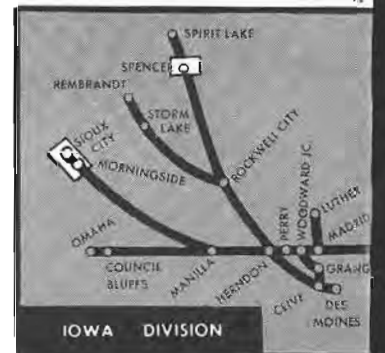
THE MILWAUKEE ROAD in the states it served in 1969

	Av. Miles of Road Operated In 1969	Average Number of Employees	Total Wages All Employees	Property Taxes
Idaho.....	232.62	107	\$ 887,561	\$ 139,833
Illinois.....	682.82	4,270	37,835,222	1,579,182
Indiana.....	155.91	285	2,537,609	256,962
Iowa.....	1,763.12	1,463	12,911,617	1,641,135
Michigan.....	162.57	129	1,016,441	101,394
Minnesota.....	1,328.26	1,863	15,964,768	1,912,645
Missouri.....	156.62	276	2,461,176	219,200
Montana.....	1,242.25	932	8,384,538	1,127,866
North Dakota.....	366.88	73	507,217	144,215
South Dakota.....	1,728.09	716	6,073,966	743,313
Washington.....	1,067.88	1,229	10,900,832	651,161
Wisconsin.....	1,591.08	4,133	35,359,091	1,672,513
All Other.....	12.22	160	1,427,795	11,335
Total	10,490.32	15,636	\$136,267,833	\$10,200,754

System Payroll Taxes	\$14,288,053
System Income and Misc. Taxes	127,636
Total System Taxes	\$24,616,443

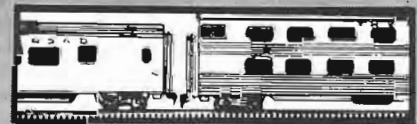
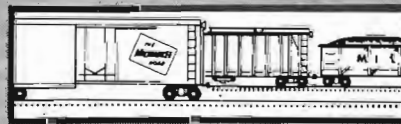
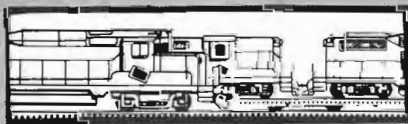


THE MILWAUKEE ROAD'S OPERATING DIVISIONS



Units of Equipment Owned

At the close of 1969 our railroad owned a total of 34,945 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



LOCOMOTIVE UNITS

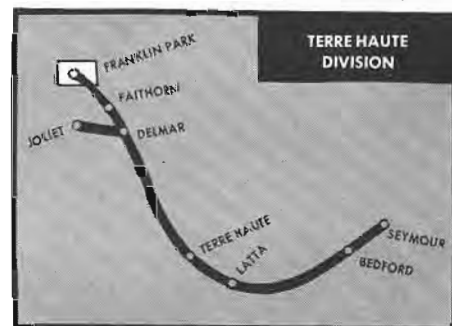
DIESEL—Freight	116
Passenger	50
Multiple Purpose	330
Switch	205
ELECTRIC	51
TOTAL	752

FREIGHT CARS

Box and auto	17,875
Gondola and hopper	8,664
Flat	3,157
Others	4,150
TOTAL	33,846

PASSENGER CARS

Sleeping	11
Coaches	151
Baggage, mail, express	163
Parlor	7
Others	15
TOTAL	347





Bi-level coaches and diesel locomotives assigned to suburban passenger service pictured on a Sunday evening at Elgin, Ill., western terminus of the railroad's west suburban route, as trains stand ready for the Monday morning rush hour.

Project Transi-Plan Proposed for West Suburban Service

"On The (bi) Level" Cites Need for Mass Transit District

Mayors and other representatives of suburban communities interested in our railroad's proposal for the formation of a mass transit district along our suburban line between Chicago and Elgin, Ill., learned the details at a meeting in Bensenville, Ill., the evening of Mar. 3.

Approximately 19 communities located on the line or adjacent to it, together with the Milwaukee Road Commuters Association, were represented in the group of about 40 who met with President Curtiss E. Crippen to discuss *Project Transi-plan*, a program calling for the planned development and improvement of our suburban service.

A special task force of 12 company officers has been created by Mr. Crippen to expedite the program, with General Attorney Thomas H. Ploss as chairman.

The railroad had informed our company's commuters in the Chicago area on Feb. 19 that it was contacting on-line and neighboring west suburban communities with a view to their forming a mass transit district. The announcement was in a newly-created

newsletter called *On The (bi) Level* distributed to homebound passengers on both the north and west suburban lines.

The newsletter, which will deal with subjects of interest to commuters, explained the terms under which a mass transit district is eligible to receive federal funds for the purchase of passenger equipment essential for suburban service.

It pointed out that the Urban Mass Transportation Act of 1964, recognizing the growing problems of public transportation in larger communities, permits the federal government to provide two-thirds of the cost of coaches and locomotives upon the application of a mass transit district formed by the communities involved. The Act stipulates that such funds are available *only* to public bodies, *not* to private enterprises such as railroads.

Mr. Crippen told the Bensenville audience that the railroad's proposal is the result of a thorough study to determine future commuter traffic and the ability to accommodate it. He explained that steadily increasing patronage on the west

suburban line has taxed the capacity of the existing commuter fleet, particularly during rush hours, and the projected rate of growth in that area makes it obvious that additional equipment will be needed.

Observing that the cost cannot be financed from the railroad's revenues, Mr. Crippen pointed to the urgency of a solution such as that offered by the formation of a mass transportation district. He noted that similar efforts are now being made or have already been successfully concluded by communities on several other railroads that provide commuter service.

Mr. Ploss also addressed the gathering, explaining the plan as outlined in a brochure distributed at the meeting. Commenting on the rapid growth in suburban patronage, he noted that in 1961 ridership on the west line totaled 1,966,018. This year, he said, it is expected to reach 2,870,838—an increase of more than 46 per cent. Looking to the future, he stated that ridership of 4,676,300 is anticipated by 1980.

Andy Frain usherettes distribute copies of "On The (bi) Level," the new newsletter for Milwaukee Road commuters, to homeward bound passengers departing from the Chicago Union Station Feb. 19. The first issue was devoted to news of the railroad's mass transit district proposal.

Mr. Ploss explained that patronage on the north suburban line is increasing at a similar pace, but during the last three years growth on the west line has been much more rapid. "We estimate," he said, "that by 1974 Milwaukee Road suburban service will require 36 additional bi-level cars and 13 locomotives."

This assumes two new trains on the west line, he said. He placed the cost, if they were ordered today, at \$7.2 million for the cars and \$4.55 million for the type of locomotives needed.

He emphasized that capital for investment in equipment simply cannot be generated by the suburban service itself, if fares are to be held at levels that will make commuting by rail the attractive alternative it now is for a large number of people.

Mr. Ploss told the community officials that members of the *Transi-plan* task force will be pleased to attend meetings at which the mass transit district proposal is discussed. He urged them to weigh the plan carefully and to notify him of their intention as soon as possible.

He added that although *Project Transi-plan* does not involve the north suburban line at present, eventually commuters in that area may also be asked to consider the proposal.

The brochure, which covers the plan in detail, lists among facts and figures that the Milwaukee operates a total of 66 trains over the two routes each week day, 32 over the west line (16 in each direction) and 34 over the north line (16 northbound and 18 southbound). The trains carry approximately 23,000 passengers each week day, or 11,500 individual commuters.

The equipment includes 62 bi-level stainless steel air conditioned coaches. Of these, 40 were placed in service in 1961 and 22 were added as they came

Milwaukee Road suburban service has been completely modernized since January 1965 with trains made up of stainless steel bi-level coaches, such as this shown heading out of downtown Chicago. Project *Transi-plan* calls for community cooperation to obtain funds for the additional equipment needed to accommodate the steady growth in commuter patronage.



off assembly lines over the winter of 1964-65. Twenty of the 62 are cab control units for "push-pull" bi-directional operation, and 42 are trailer coaches. The latter have a larger capacity, but the average is about 160 passengers per car.

Eighteen locomotives are also assigned to the suburban pool. All of them are equipped with supplemental diesel units for generating the electric power required for heat, light and air conditioning.

Upon acquiring the 22 new double deckers, the railroad was able to place

11 new trains in service, and speed up or change the schedules of 18 others. In April 1968, two new trains were inaugurated also on the north suburban line. These additions and changes were made to improve service during off-peak daytime and evening hours, as well as to accommodate rush hour traffic.

In 1968, as an economical solution to the problem of overcrowding on certain trains, six Hiawatha coaches were converted to suburban use. The cost of conversion to bi-level standards, including commuter type seats and compatible



heat, light and air conditioning units, was \$28,000 per car.

Altogether, the railroad has invested approximately \$15 million in coaches and locomotives regularly assigned to suburban service. This figure represents equipment prices of the 1960's when the cost of a bi-level averaged \$160,400. Today the cost is about \$200,000, a 25 per cent increase.

The brochure points out that Milwaukee Road suburban service has played a significant role in the residential and industrial growth of the west suburban area. As an illustration, it cites the village of Ontariville, which is expected to experience a population explosion of 148 per cent in the 1965-75 decade. It notes, too, that entirely new communities—such as Streamwood—have sprung up. In fact, real estate developers commonly advertise the ready availability of the Milwaukee's commuter service as an inducement to locate in their projects.

In summation, the brochure puts the situation thus:

"The only feasible solution to the problem of more seats and trains at this time is through the formation of a mass transit district. Six years after the passage of the federal Mass Transportation Act, the Milwaukee has concluded that its unaided private enterprise alone cannot solve the financial problems of continuing a growing suburban service in the face of a growing need for other capital improvement.

"It is our feeling on the Milwaukee—and we hope it is your feeling too—that good suburban service is an important part of community life and that it is worthy of community effort."

Claim Prevention's Ray Melzer Retires

Mr. and Mrs. Ray Melzer take a bow at the dinner in their honor, along with their daughter and son-in-law, Mr. and Mrs. Jerry Hundrieser of Morton Grove. Their other daughter, Mrs. Alan Zeisler of Dallas, Tex., sent best wishes.



R. E. (Ray) Melzer, assistant to the manager of claim prevention, refrigerator and merchandise service, stole a march on retirement Feb. 28, having elected to get a head start on leisurely living. On his last day of service, he and his wife, Gertrude, were honored by more than 50 friends from various locations at a dinner in Chicago's Cardinal House.

In January, Mr. Melzer had marked his 45th year with the Milwaukee and his 44th in damage prevention work. As a specialist in that field, he had served on assignments from Bedford, Ind., to Seattle, Wash. He was appointed assistant to manager in 1958.

Mr. Melzer's retirement plans center on the idea he has harbored through the years to further his long-time hobby of collecting railroadiana and scale model trains. At last count by this magazine, his train collection numbered about 135

locomotive and 160 cars in the rarity class. Most of the head end power is steam. The prize is a Lionel Hiawatha and three passenger cars, circa 1935, with a Lionel 381 patterned after the Milwaukee's bipolars running a close second. His operating system in the basement of his home in Morton Grove, Ill., is a 16 x 30-foot Lionel layout of solid T rail and electric switches made in 1937—a type of model railroad now almost impossible to find.

In the course of pursuing his hobby, Mr. Melzer has served two terms as president of the Midwest division of the national Train Collectors Association. Currently, he is general chairman of the national convention scheduled for June 26-28 in Chicago. As a ringleader in the Station Agents and Employees Association on the Chicago-Milwaukee line of the railroad, he was also president twice of that organization.

Milwaukee-North Western Merger Reviewed

Conditions to the merger of the Milwaukee Road and the Chicago and North Western Railway were being reviewed by the Milwaukee as this article was being written, in view of the announcement by Northwest Industries, Inc. on Feb. 27 that it had terminated its exchange offer to Milwaukee Road shareholders.

Under the terms of the plan of reorganization and merger agreement, consummation of the exchange offer is a condition to the proposed merger of the two railroads. As an alternative means of unifying the properties, Northwest Industries offered to sell substantially

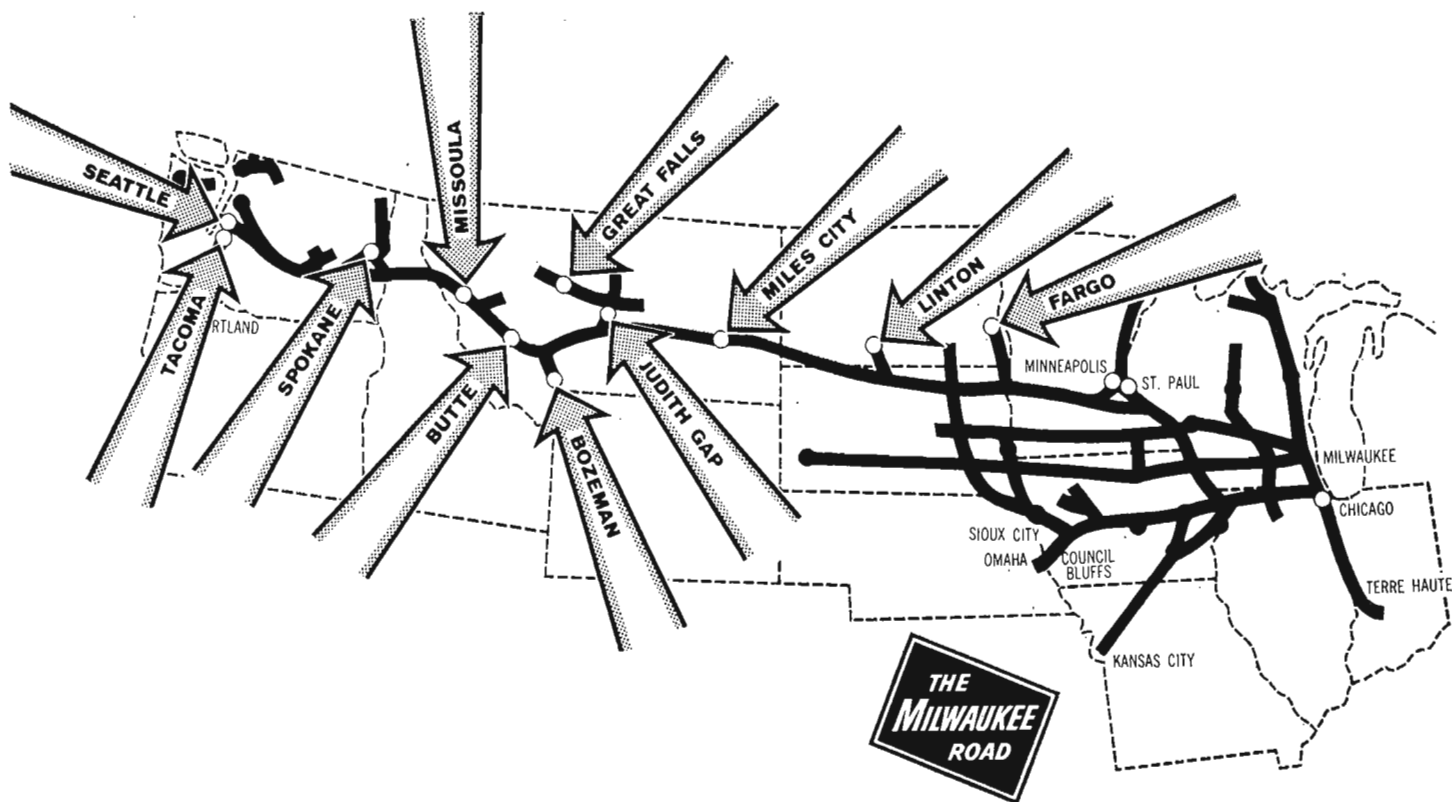
all the assets of its railroad subsidiary to the Milwaukee.

These developments followed an order of the Interstate Commerce Commission on Jan. 28 reopening the merger proceedings for 30 days to afford applicants the opportunity to negotiate a modification of the provisions applying to the exchange of common stock, or if they were unable to arrive at a modification, to jointly or individually request the Commission to fix the terms of exchange.

In the order, as amended on Feb. 5, the Commission stated that it appeared "that due to recent fluctuations in stock

market prices upon which the exchange terms were based, the foregoing guaranteed value of \$80.00 would now result in merger terms so disadvantageous to shareholders of Northwest Industries that this Commission could not find the terms and conditions to the proposed merger to be just and reasonable as required by Section 5 of the (Interstate Commerce) Act."

In light of the Commission order, the termination of the exchange offer by Northwest Industries and its offer to sell to the Milwaukee the assets of the North Western, the directors of the Milwaukee are reviewing the entire situation.



Map of the Milwaukee Road with arrows indicating the points at which the Milwaukee and the Burlington Northern will be

able to interchange traffic at competitive rates. The new arrangement went into effect on March 3.

Road Opens Eleven New Western Gateways

ICC Provision Offers Shippers Broad Choice of Traffic Routes

On March 3, for the first time in 60 years of operation across the northern tier of states, the Milwaukee Road offered shippers a choice of gateways in the routing of traffic west of Minneapolis-St. Paul.

The action resulted from conditions prescribed by the Interstate Commerce Commission for the protection of the Milwaukee in connection with the merger of the Burlington, Great Northern and Northern Pacific railroads to form Burlington Northern Inc.

President Curtiss E. Crippen characterized the Milwaukee's new capability as "the correction of a long-standing inequity that worked to our disadvantage and, consequently, to that of the shipping public."

"The Milwaukee recognized from the outset that the Burlington Northern merger would be a natural and logical one, representing the kind of progress that must be made in the railroad industry," he said. "As such, it had the support of the Milwaukee, with the provision that conditions basic to the preservation of our own competitive ability be

included as a part of the over-all proposal."

One of the most important conditions, and the one put into effect immediately on Mar. 3, provided for the opening of 11 western gateways for the interchange of traffic between the Milwaukee and the former Great Northern and Northern Pacific lines. The gateways are located at Fargo and Linton, N.D.; Miles City, Judith Gap, Great Falls, Bozeman, Butte and Missoula, Mont.; and Spokane, Seattle and Tacoma, Wash.

These gateways had always been closed for the interchange of certain traffic between the railroads, except upon the payment of penalty rates.

Formerly, shipments routed westbound via the Milwaukee Road from points east of Minneapolis-St. Paul and destined to local points on the Great Northern or Northern Pacific had to be turned over to those railroads at St. Paul. This requirement applied even though the Milwaukee was able to provide competitive service as far west as Spokane, Seattle or Tacoma for inter-

change there with one or the other of the Northern Lines. The same restriction applied on such traffic destined to less distant points west of the Twin Cities.

On eastbound traffic from local points on the Northern Lines in the Pacific Northwest or elsewhere in the northern tier of states to points on the Milwaukee Road in Wisconsin and Illinois, for instance, the Milwaukee could not solicit the long haul competitively but was, in most such instances, limited to that part of the movement east of the Twin Cities.

Under the new arrangement, shippers and receivers of freight have a multitude of new choices with respect to reconsignment, diversion and transit privileges, as well as a broader selection of competitive routes, markets and sources of supply.

Other conditions to the merger of far-reaching importance to shippers and to the Milwaukee relate to the granting of trackage rights into Portland, Ore., and Billings, Mont. Trackage rights will also be provided over segments of the Burlington Northern north of Seattle to

provide a competitive north-south service route for the Milwaukee between Canada and Pacific Coast states. All of these conditions will be put into effect by the Milwaukee as soon as certain agreements and routine procedures have been concluded.

"These conditions will meet a need that shippers have felt for a very long time", Mr. Crippen stated. "There can now be much greater freedom of movement in the handling of traffic between the Milwaukee and the Burlington Northern lines at points throughout the West and Pacific Northwest."

"I feel", he added, "that this is the kind of progressive step that will hold traffic to the railroads and make them even more competitive with other modes of transportation."

A. Stanley Price

A. Stanley Price, retired district manager of sales-Des Moines, Ia., died Feb. 9 in Alameda, Calif. Funeral services were held at St. Philip Neri Church in that city, with burial in Holy Sepulchre Cemetery. He is survived by his wife, Kathleen; two daughters, Mrs. Beverly Boss of Fresno, Calif., and Mrs. Kay Johnston of Helena, Mont.; and five grandchildren.

Mr. Price, a native of New Jersey, was employed by the New York Central and the Southern Pacific before joining the Milwaukee Road as a city freight agent at San Francisco in 1936. He represented the railroad in the San Francisco-Oakland area until 1956, when he became division freight and passenger agent in Miles City, Mont. He was appointed district manager-sales at Des Moines in 1960 and retired from that position on Feb. 1, 1967.

George W. Anderson

George W. Anderson, retired district adjuster, passed away in Milwaukee on Feb. 6. He was 84 years of age. Funeral services were held in Milwaukee, with interment in Wisconsin Memorial Park.

Mr. Anderson started his railroad career in 1906 as a brakeman on the La Crosse Division, and transferred to the claim department as an adjuster in 1926. He was appointed a district adjuster in 1933 and served in that capacity at various locations until 1945, when he was assigned to the Milwaukee-Kansas City Southern Joint Agency. He retired from that position in 1950.

Meet Bill Mullen, Certified AST&T Member And Practitioner Before the ICC Bar



Perseverance pays off for W. P. (Bill) Mullen, shown in his office in the Chicago Union Station. Framed side by side are a certificate entitling him to certified membership in the American Society of Traffic and Transportation, another naming him a non-lawyer practitioner before the Interstate Commerce Commission, and a diploma in business administration from Northwestern University.

In the office of William P. Mullen, special rate officer in the Chicago traffic department, are three framed certificates that reflect many hours of hitting the books at night school.

As the result of examinations given last summer, he was awarded a diploma in business administration by Northwestern University, elected to certified membership in the American Society of Traffic and Transportation, and admitted to practice as a non-lawyer before the Interstate Commerce Commission bar.

Mullen rated the AST&T membership by virtue of having successfully completed the series of professional examinations which are administered by the Society for the purpose of advancing the capabilities of the transportation industry. The course of study leading to certification is designed to further the competence and technical training of individuals who qualify for enrollment in the program by reason of education or experience.

The series encompasses economics, management, marketing distribution and transportation law, and the submittal of an approved research paper concerning transportation or an allied field. Mullen's submission was titled "The Freight Transportation Consultant—Who He Is, What Does He Do, Where Is He Going."

Under an upgraded program in effect since Jan. 1, 1968, examinations are

given semiannually at regional centers in the United States, Canada and other foreign countries. Since the program began in 1948, the Society had administered 10,953 examinations through June 1969.

Permission to practice before the Interstate Commerce Commission involved a six-hour examination given at field offices throughout the United States under the direction of ICC Vice Chairman George M. Stafford. Mullen was one of 59 candidates who passed, among a total of 104 who applied.

Before taking the examination, all applicants were required to satisfy the Commission that by virtue of education, training and experience they were eligible for consideration as non-lawyer practitioners.

Mullen's qualifications include 12 years' experience in the accounting department of the Milwaukee Road as a rate clerk and claim investigator, and six years in the traffic department. He was a rate analyst prior to last November when he was appointed special rate officer.

Between working, boning up for exams, and being a good father to three children ages 2, 8 and 12, Mullen manages to sneak in a little time for swimming, basketball and golf. His next aim is to obtain a B.A. degree in business administration, on which he has about another year of night school to go.



William J. Quinn, returning to the Milwaukee Road on Mar. 16 as board chairman, is welcomed at a luncheon in the Chicago Club. At the head table are, from left, Vice Presidents

F. G. McGinn and E. O. Schiewe, Mr. Quinn, President Curtiss E. Crippen, and Vice Presidents B. J. Worley, G. H. Kronberg and E. J. Stoll.

Leo T. Crowley Resigns as Chairman; Succeeded by William J. Quinn

Announcements of great interest to employees of the Milwaukee Road were the resignation of Leo T. Crowley as chairman of the board of directors on Mar. 16, and the election of William J. Quinn, former president of the railroad, as his successor.

Mr. Crowley announced his desire to step down from the chairmanship at a meeting of the board on Feb. 25. He agreed, however, to continue his duties as a director.

At the meeting, the board elected Mr. Quinn a director and chairman of the board and chief executive officer of the company effective Mar. 16.

President Curtiss E. Crippen, in expressing the gratitude of the company for Mr. Crowley's service as chairman of the board and a director for over 25 years, termed him "A person pre-eminent in his generation."

Citing Mr. Crowley's distinguished career in industry and government service as well as in railroading, Mr. Crippen said, "His accomplishments have been a credit to him and to all of the activities with which he has been associated. The company is fortunate that his experience and judgment will continue to be available to it as a member of the board and a consultant."

Mr. Crowley, a leading citizen of Madison, Wis., started his career there

with the General Paper and Supply Company, of which he became president. Subsequently he engaged in banking, serving as president of the Bank of Wisconsin in Madison, and was administrative assistant to the late Governor Schmedeman of Wisconsin.

Prior to joining the Milwaukee in 1945, Mr. Crowley had served since 1934 as chairman of the Federal Deposit Insurance Corporation, a post to which he was appointed by President Franklin D. Roosevelt. During Roosevelt's administration he served as Alien Property Custodian, and as a member of the war cabinet from 1942 to 1943. He also served as head of the Office of Economic Warfare in 1943, and of the Foreign Economic Administration from 1943 to 1945.

Mr. Quinn's first tour of duty with the Milwaukee, beginning in 1954, was in the capacities of general solicitor, vice president and general counsel, and as president from Jan. 1, 1958 until Oct. 12, 1966, at which time he left to become president of the Chicago, Burlington & Quincy railroad. He occupied the latter position until his recent election to vice chairman of Burlington Northern Inc., the company formed by the merging of the so-called Northern Lines.

Upon resuming his association with

the Milwaukee Mar. 16, Mr. Quinn was welcomed by approximately 50 of the company's officers at a luncheon given by Mr. Crippen and Mr. Crowley in the Chicago Club. Mr. Crippen, in extending the welcome of the official family, assured Mr. Quinn of their full support on his new job. "I am delighted that we have been able to prevail on Bill Quinn to return," he said. "His outstanding abilities, his stature in the railroad industry and his knowledge of our railroad mean that he brings to us a great deal."

Mr. Crowley, who was unable to attend, expressed similar sentiments in a letter read by Corporate Secretary J. Thomas Taussig. In it, Mr. Crowley also paid tribute to Mr. Crippen as an outstanding president of the railroad, and extended thanks to the members of the railroad's various merger committees for the cooperation he had received while working with them on merger situations affecting the Milwaukee's interests.

"I sincerely hope you will give Mr. Quinn the same fine cooperation you have given me over the past 25 years," he wrote. "I know that Bill Quinn will be an excellent chairman and will take good care of the future of The Milwaukee Road."

In response, Mr. Quinn expressed his pleasure at being among old friends, and spoke briefly of his three-and-a-half years at the Burlington which led to his election as vice chairman of the Burlington Northern, a position based in St. Paul. Mr. Quinn, a native of St.

Paul, started his career there as assistant U. S. district attorney for the District of Minnesota, and also had headquarters in Minneapolis while serving as vice president and general counsel of the Soo Line, the position he relinquished to join the Milwaukee.

"But time goes very rapidly," he told his listeners, "and to most of my family (the Quinns have eight children) the Twin Cities are now only places to go to visit relatives. The opportunity to remain in the Chicago area was a factor in my decision to return to the Milwaukee.

"I was influenced, too, by the opportunity to work with Curt Crippen, whom I regard as one of the most capable

men in the industry."

Mr. Quinn remarked that transferring from the Burlington was a hard decision, but he was happy with the decision he had made and the prospect of having a hand in the Milwaukee's future. "The Milwaukee is a property that, although it has its problems, also has its opportunities," he pointed out.

"I think that, together, we can solve the problems that are our own, and some of those that are the industry's. We don't lack for material to work with, and I'm confident that we can make great progress. I'm confident we will have a great deal to say about how the railroad industry picture in the Midwest works out."

C. P. Richardson, Auditor of Equipment Accounts, Retires



C. P. Richardson

C. P. (Chick) Richardson, auditor of equipment accounts headquartered in Chicago, retired on Jan. 31 with a host of good wishes from his associates and friends in the finance and accounting department. Three affairs were held in his honor—a dinner at Catania's Jolly Club, a luncheon in the cafeteria of the Fullerton-Southport office building, and an open house in his office on his last day with the company.

Mr. Richardson had spent his entire career in the auditor of equipment accounts office, starting in 1924. Advancing through various positions, he became assistant auditor of equipment accounts in 1956, and was appointed head of the department in 1962.

He and his wife, Lillian, will continue to live for the present at their home in Morton Grove, Ill.

By far the most popular single leisure time occupation of Americans, according to a Gallup poll, is doing crossword puzzles. Runners-up: checkers, bingo and poker.

The bathtub was invented in 1850 and the telephone in 1875. Had you been living in 1850, you could have sat in the bathtub for 25 years without the phone ringing once.

A man entered the tobacco shop in a plush hotel and asked for a pack of cigarettes. "What kind?" asked the clerk. "Any kind," replied the man. "King size or regular?" "King." "Filter tip or plain?" "Plain." "Mentholated or straight?" "Mentholated." "Crushproof box or soft pack?"

"Never mind," said the man, "I think I've just broken the habit."

The Milwaukee Road Magazine

RETIREMENTS

The following employees' applications for retirement were recorded during January-February 1970

General Office & System Employees

Anhalt, E. L.	Comp. Opr.	Chicago, Ill.
Cobb, G. W.	Porter ..	" "
Hester, J.	Lt. of Police ..	" "
Konertz, M. J.	Chief Clerk ..	" "
Lloyd, A. A.	Commissary Agt.	" "
Melzer, R. E.	Asst. to Mgr.	" "
Miles, Jeff ..	Porter ..	" "
Richardson, C. P.	Aud. Equip. Accts.	" "
Stancell, E.	Waiter ..	" "
Stewart, W. L.	Sig. Foreman ..	" "
Thomson, L. A.	Clerk ..	" "

Aberdeen Division

Beck, S. A.	Agt. Operator ..	Ortonville, Minn.
Collings, J. E.	Chief Carpenter ..	Aberdeen, S.D.

Chicago Terminals

Breen, J. M.	Conductor-Switchman ..	Chicago, Ill.
Culliton, J. D.	Eng. Foreman ..	Bensenville, "
Gliddon, H. J.	Car Foreman ..	Chicago, "
Kubat, M.	Car Cleaner ..	Bensenville, "
Mikota, A. F.	Stower ..	Chicago, "
Pitts, Louis ..	Machinist ..	" "
Sniezewski, J.	Frt. Conductor ..	Bensenville, "
Swadek, C. W.	Lamp Man ..	Chicago, "

Coast Division

Moore, I.	Telegrapher ..	Seattle, Wash.
Twedell, R. D.	Brakeman ..	Tacoma, "
Williams, H.	B&B Carpenter ..	" "

Dubuque & Illinois Division

Faber, J. J.	Sec. Foreman ..	East Moline, Ill.
Nickolson, H. F.	Conductor ..	Ottumwa, Ia.
Shafer, J. H.	Oiler ..	Savanna, Ill.

Iowa Division

Allen, T. J.	Station Agent ..	Preston, Ia.
Lee, Marvin E.	Sec. Foreman ..	Fayette, "
Madison, H. E.	Sec. Laborer ..	Madrid, "
Smith, J. D.	B&B Carpenter ..	Sabula, "

Iowa, Minnesota & Dakota Division

Bender, F. L.	Agent ..	Madison, S.D.
Fells, L. F.	Asst. Cashier ..	Sioux City, Ia.
Miller, M. F.	Sec. Laborer ..	Sioux Falls, S.D.
Ratz, E. C.	Sec. Foreman ..	Fulda, Minn.

La Crosse Division

Franklin, J. E.	Engineer ..	Red Wing, Minn.
Godin, A. W.	Pass. Conductor ..	Minneapolis, "
Grimm, J.	Layout Man ..	Milwaukee, Wis.
Gully, R.	Chauffeur ..	Wausau, "
Marg, William A.	Sec. Laborer ..	" "
Wagner, E. F.	Sec. Laborer ..	Watertown, "

Milwaukee Division

Baker, W. E.	Diesel Foreman ..	Janesville, Wis.
Baxter, H. W.	Brakeman ..	Ladd, Ill.
Lepinski, E. R.	Agt. Operator ..	Fond du Lac, Wis.
O'Berto, Joe. A.	Agent ..	Oglesby, Ill.
Strong, O. R.	Conductor ..	Milwaukee, Wis.
Weaseman, C. H.	Operator ..	Sturtevant, "
Wilkinson, A. A.	Conductor ..	Green Bay, "

Milwaukee Terminals & Shops

Birner, M. A.	Tel. Opr.	Milwaukee, Wis.
Fenelon, J. H.	Machinist Helper ..	" "
Hauser, E. A.	Chief Stockman ..	" "
Hedding, A. G.	Tel. Opr.	" "
King, H. G.	Steamfitter ..	" "
Lenihan, R. G.	Lineman ..	" "
Miller, J. E.	B&B Foreman ..	" "
Turnbull, E. A.	Crane Opr.	" "
Williams, T. R.	Laborer ..	" "

Rocky Mountain Division

Britzius, J. M.	Loco. Engineer ..	Three Forks, Mont.
Olson, H. C.	Sec. Laborer ..	Lewistown, "
Prata, T. A.	Roadmaster ..	Missoula, "

Terre Haute Division

Harmon, R. G.	Sec. Laborer ..	Jasonville, Ind.
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Twin City Terminals

Bendiksen, A. R.	Laborer ..	Minneapolis, Minn.
Edgerdorf, L. A.	Car Inspector ..	St. Paul, "
Gooding, A. W.	Machinist ..	" "
Head, W. J.	Janitor ..	Minneapolis, "
Johnson, T. C.	Machinist ..	St. Paul, "
Kronebusch, P. P.	Chief Caller ..	Minneapolis, "
Love, D. S.	Loco. Engineer ..	St. Paul, "
Preston, R. E.	Loco. Engineer ..	Minneapolis, "
Solseth, H. C.	Roundhouse Foreman ..	St. Paul, "
Watson, J. M.	Brakeman ..	" "



The fair attracts crowds of visitors—more than 30,000 during the two-day show.

JUNIOR ACHIEVEMENT TRADE FAIR

Showcase for Teen Enterprise in Action

Chicago's 17th annual Junior Achievement Trade Fair in the International Amphitheater Feb. 14-15 was a challenging experience in over-the-counter salesmanship for the teenage business men and women who run the five mini-corporations sponsored by the Milwaukee Road.

Three thousand high school students from the Chicago area and elsewhere competed side by side for the attention

of approximately 30,000 prospective customers who visited the two-day show.

Shoppers could choose from more than 400 different products made by 270 companies. The wares, exhibited in 10-foot long booths, stretched out over a five-block area in the main exposition hall.

Displayed on the five-block counter were gifts and gadgets, household items, novelties, games, things for the car and

workshop—articles ranging from coat hangers at 25 cents to radio/phonographs costing \$25. Most J.A. products are priced from \$1 to \$4, but one ambitious firm went out for the big spenders. Its product, the most expensive item, was a toga'd Roman statue priced at \$150. Shouldn't every home have one?

But whether their product was bubble bath, pot scrapers or lamps made of beer cans, no sales people could have been more enthusiastic. The Milwaukee Road companies, with guidance from their Advisers and a great deal of initiative by the Achievers themselves, found business good but hard-won. This was the real thing—not like selling to your parents, relatives and neighbors.

The fair was a showcase for teen enterprise in action, as companies talked up their merchandise. Spike-a-Delic marketed a "Gold Spike" ballpoint desk pen; De Sal II offered an assortment of semi-precious stone jewelry and psychedelic key chains; United Achievers pushed a toy-like novelty; Pro-teens, which makes hand-crafted yarn ornaments, boosted sales with costume rings; and Junico, because the fair opened on

Pro-teens talk up flower-decorated costume rings: "Try one for size."



March-April, 1970



Prospective customer studies tie tacks set with quartz sold by De Sal II.

Junico "sweetens" sales of its record album caddy with a candy-filled valentine.



NATIONAL JUNIOR ACHIEVEMENT WEEK IN TACOMA



The Milwaukee Road emblem displayed on the booth in the foreground identifies it as that of Le Bon Nom, the railroad's Junior Achievement company in Tacoma, Wash. The scene is the trade fair held during National Junior Achievement Week at the Tacoma Mall with the support of Tacoma's 16 J.A. sponsoring firms.

Le Bon Nom has devoted many after school hours to selling its products and participating in Junior Achievement activities. Since it was organized last October, the employe-managers have designed, built and sold two products and are now working on a third. For the fair, the company's stock in trade was "Tribbles," a small, round furry animal in assorted colors. Serving as Advisers for the group are D. L. Failor, assistant to the superintendent of the Coast Division, Virginia Fuller, the superintendent's secretary, and J. L. Agnew, traveling car agent.

St. Valentine's Day, sold candy-filled valentines along with its main product, a record album caddy.

The fair climaxed a year-long celebration of Junior Achievement's 50th anniversary. Continuing the national participation inaugurated last year, J.A. companies in other cities were invited to exhibit.

Among the highlights, manufacturing and assembly procedures were demonstrated by selected J.A. companies, with production lines in operation on spotlighted platforms. Two stage shows daily featured Chicagoland top teen talent and music by Lou Brownie and his Mercury Recording Orchestra.

"Learn By Doing" System

Junior Achievement was conceived by the late Horace A. Moses, who as chairman of the Strathmore Paper Company in Massachusetts back in 1919, sought to interest business and civic leaders in providing an opportunity for young people to "learn by doing" how the American system of free enterprise really works. Today, J.A. groups are organized in all 50 States, Canada and seven other countries. In the Chicago area there are 315—of the nation's 140,000 and some Achievers, almost 7,000 live in Chicagoland communities.

Each company, involving about 10 to 20 high school students, has a sponsoring firm which also provides three volunteer Advisers to get the business off the ground. Once the company is organized, the teenagers are responsible for the entire venture. They select a name, elect officers, decide on a product or service, set wages and commissions, and raise capital by selling stock at \$1 a share. The Achievers themselves must own stock in the enterprise.

The miniature corporations function one evening a week at J.A. business centers, where they set up production lines, hold meetings and keep financial records. The major centers have power tools, kitchens and other facilities for leasing by companies engaged in manufacturing.

An important part of the program is the role of the Adviser, who stands ready to counsel the employe-managers while they learn how to buy materials, market their products, handle payrolls, figure taxes, pay rent and report to stockholders.

The ground rules call for liquidation of the company in May before school closes. In most cases, dividends are declared. Then, as in any professional



Spike-a-Delic Achievers have a likely prospect for a Gold Spike pen set.

United Achievers push their "trick" propeller, "only \$1, including the ballpoint pen."



undertaking, the assets are sold and the proceeds distributed among the stockholders.

Some companies don't make a profit, of course, but more than 65 per cent are successful, and even those operating in the red profit from the experience. Either way, Junior Achievement adds up to a well-learned lesson in economics.

The secret to a successful company is

a good product and Spike-a-Delic believes it has such a product in its desk pen decorated with a railroad spike. Emboldened by a tidy profit made at the fair in Chicago, the company accepted an invitation to exhibit at Milwaukee's J.A. fair the week following. There it made expenses also, and came out ahead with almost \$70 to put in the bank.

APPOINTMENTS

Finance and Accounting Department

Effective Mar. 1, 1970:

John M. Conway is appointed auditor of equipment accounts . . . **Edward B. Marx** is appointed assistant auditor of equipment accounts. The former position of assistant to assistant comptroller is discontinued.

The office of work operations is being expanded to include personnel administration. **John C. Manders** is appointed to the newly created position of manager

work operations-personnel.

Traffic Department

Effective Feb. 1, 1970:

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

Effective Mar. 1, 1970:

John T. Conlin is appointed district manager-sales, Chicago . . . **Gail F. Meintzer** is appointed assistant regional manager-sales, Seattle . . . **Jack L. Werner** is appointed district manager-

sales, Seattle . . . **Lawrence R. Whelchel** is appointed district manager-sales, Everett, Wash.

William E. Van Maren is appointed assistant district manager-sales, Kansas City . . . **Earl C. Winther** is appointed assistant district manager-sales, Spokane, Wash. . . . **Richard D. Wood** is appointed assistant district manager-sales, Tacoma, Wash.

William C. Halfacre is appointed sales representative, Atlanta, Ga. . . . **Ivan M. Evans** is appointed sales representative, Aberdeen, Wash. . . . **Heinz C. Reupert** is appointed sales representative, Chicago . . . **Warren L. Boggs** is appointed sales representative, Houston, Tex.

Frank H. Magnusson is appointed sales representative, St. Paul . . . **James F. Silbernagle** is appointed sales representative, Salt Lake City . . . **John S. Mahoney** is appointed sales representative, Sioux City, Ia.

Harold Williamson is appointed passenger sales representative, Chicago . . . **Arthur C. Vogts** is appointed manager of the reservation bureau, Chicago.

Lear Named Public Relations Representative in Chicago

Matthew H. Lear has been appointed public relations representative of the railroad, with headquarters in Chicago. He joined the public relations department on Mar. 1.



M. H. Lear

Mr. Lear, a native Chicagoan, is a graduate of Loyola University, Chicago, with a Bachelor of Arts degree in political science. He also attended Marquette University in Milwaukee. He now resides in suburban Glenview, Ill.

A Texas newspaper conducted a contest with a prize for the best essay on "Why I Am Glad to Be a Texan"—in 25,000 words or less.

For fixing things around the house, nothing beats a man who's handy with a checkbook.

You can't be sure of anything these days. Just think of all the mothers who, just 20 years ago, had their daughters vaccinated in places they thought wouldn't show.

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Charles F. Marquardt, retired assistant captain of police, Milwaukee, passed away last December at the age of 67. Charlie started with the railroad in the baggage room at Milwaukee in June 1917 and transferred to the police department in 1923. He made lieutenant in 1944, was promoted to assistant captain in March 1966, and retired on May 31, 1967. He is survived by his wife, Florence; two sons, Scott and Charles, and their wives; and two grandchildren. Funeral services were in Milwaukee with interment in Wisconsin Memorial Park.

Babies, babies! Congratulations to Switchman Harold Hindman and the Mrs. on the arrival of a girl . . . La Crosse Division Conductor Nick Glab and wife welcomed Christina Marie, born Feb. 10 . . . Switchman Dennis Harrington and the Mrs. welcomed a sweet little Valentine named Cathleen . . . and Switchman Tom Labinski and the Mrs. welcomed baby Thomas on Feb. 9.

Art Carlson, Vince Quinn, Barry Stengel and Thomas Farrel recently underwent serious surgery, and the Milwaukee Road Blood Bank is almost depleted. At the present writing all four men are still very ill. PLEASE CONTRIBUTE TO THE BLOOD BANK WHILE YOU ARE ABLE. SOME DAY IT MAY BE YOU WHO NEEDS BLOOD.

William J. Cary passed away suddenly Feb. 3 at the age of 50. Bill started with the railroad in November 1938 as a train clerk at Muskego Yard and in 1964 was appointed general car supervisor there. He is survived by his wife, Dorothy, two daughters, two grandchildren, four sisters, and his brother Eugene, who works at Muskego. Funeral services were held at Holy Assumption Church with interment in Holy Cross Cemetery.

Grace Johnson, secretary to the general superintendent, is on a 90-day leave of absence at this writing. She and her husband, Buhl, sought a change of climate and are in Albuquerque, N. M. Mail to them should be addressed to 10921 Cordova N. E., Zip 87112.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

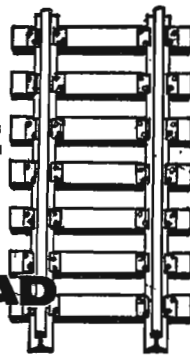
Carol Ann Gatzke, daughter of Revising Clerk Ray Gatzke, was married Feb. 7 to Thomas E. Mitchell at Holy Redeemer Catholic Church. Her sister, Evelyn, was an honor attendant, and a brother, Allan, assisted as usher. Carol has been a student at the University of Wisconsin, Milwaukee, and was employed during the summer months in the regional office as a keypunch operator and bill clerk. A reception was

held at Moser's, where the guests enjoyed a buffet supper and dancing. The young couple will make their home in Milwaukee.

A cake and coffee party was given in the office on Jan. 30 for F. E. Groves, pending his departure for Chicago, where he was to begin his new position as manager of regional data offices. He was presented with some attractive desk and office accessories to keep his former associates in mind. On Saturday, Feb. 14, he and Mrs. Groves were guests of the employees at Nino's Steak House, where *gemuetlichkeit* prevailed.

We welcomed back to Milwaukee W. T. Jepson as regional data manager. This is his second time around, since he was a former assistant manager. We also extended congratulations on the birth of a son, William, who ar-

ABOUT PEOPLE OF THE RAILROAD



rived shortly after the Jepsons returned to Milwaukee.

Alice Sobczak has forsaken her duties as assistant manager in favor of a clerical position. She is now assigned to inbound revising, which, incidentally, is not entirely new to her.

Barbara McPhee is confined to St. Joseph's Hospital at this writing, after suffering a mild heart attack. Glad to report that she is coming along fine.

Newest clerk on the payroll is Patricia Dangel, a native of Olivet, S. D., who is now making her home in Milwaukee. She was formerly with the Santa Fe Railway in Chicago for two years. She has been handling duties on the mail desk and keypunching.

AGENCY

Retired Employee Ralph A. Kanies, who was yard clerk at Reed Street for many years and then fruit house foreman, passed away Jan. 29. He is survived by his wife, Erna, and children Robert, Mrs. Doris Tibbits and Ralph; also by stepchildren Mrs. Estelle Jorgensen and Helen Rege, and 15 grandchildren. He was a member of the Brotherhood of Railroad Employees.

John H. Krohn, yard clerk at the Stowell control center, passed away Jan. 23. He is survived by a daughter, Barbara Mazurkiewicz, two brothers, William and Albert, and four grandchildren. Interment was in Woodlawn Cemetery.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Floyd E. Staples, 75, retired car foreman at Rondout and a resident of Lake Zurich, passed away Feb. 8. Services were held in Libertyville, with burial there in Lakeside Cemetery. He is survived by his wife, Jeanette, five sons, four daughters, 24 grandchildren and four great-grandchildren. Mr. Staples, a native of Iowa, had 45 years' service with the Milwaukee. He started in the maintenance department at Savanna, and was appointed car foreman at Rondout in 1957. He had been retired 10 years.

Recently promoted on the Milwaukee Division were Firemen A. C. Yielding and George Ardelean, who successfully completed the promotion exam for engineers.

Sympathy was expressed to Train Dispatcher Ed Zellmer on the recent death of his mother, and to Time Revisor Pete Larsen, whose father passed away in January.

Word has been received from Arthur Schmidt, retired section foreman, Sherwood, Wis., that Retired Conductor C. E. Chapman passed away last Dec. 30 at age 89. He was buried at Kenosha, Wis. Mr. Chapman was a conductor on the former Superior Division 44 years. For the last eight years he made his home in Hot Springs, Ark. He had no immediate survivors.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to the family of Yardmaster John Ruffino Jr., who passed away Mar. 1 while on duty at the Western Avenue coach yard. Mr. Ruffino is survived by his wife, Sarah. He had 29 years of service with the company.

Sympathy was extended also to Sandra Pavlovich on the loss of her father, Tony, who was a yardmaster at our Division Street district. Tony had 25 years of service with the railroad.

John P. Moscinski, chief yard clerk at the Western Avenue car control center, was presented with a 50-year Gold Pass recently. Mr. Moscinski entered service Dec. 24, 1919 as a messenger at the Galewood freight office and has served in various capacities in the agencies since that time.

Harold J. Glidden retired Jan. 30 after 45 years of service with the car department. Coffee and cake were served at the Bensenville one-spot car office and a monetary gift was presented to him by his friends and co-workers.

Congratulations to Switchman Art
(Continued on page 20)

The Milwaukee Road Magazine



FIVE GENERATIONS of a Milwaukee Road family had this picture taken at a recent reunion. At left are Mr. and Mrs. John Hergert; in the center their daughter and son-in-law, the William Lemires; at right their grandson, William Lemire Jr., and his wife; and in the foreground their great-granddaughter, Mrs. Jerry Covington, and her husband, with the Hergerts' great-great-granddaughter, Michel Renee Covington. Mr. Hergert retired in 1952 as a car inspector at St. Maries, Ida., after 35 years of service, and Mr. Lemire worked for the Milwaukee during World War I, at which time his father, Ernest, was working for the railroad also. Both families now live in Lake Isabella, Calif.



◀ **NEW HOMEMAKERS.** Diane Marie Thomsen and Patrick John McCaffery shown at their recent wedding in Sacred Heart Church, Manilla, Ia., which was followed by a reception and dinner at the Red Lion Steak House in Denison, Ia. They are making their home in Dow City, Ia. Mr. McCaffery is employed in the maintenance of way department on the Iowa, Minnesota & Dakota Division, working out of Charter Oak.



FIFTY-YEAR PASS-HOLDER. Engineer R. C. Smith, relaxing at home in Savanna, Ill., since his recent retirement, is presented a Gold Pass for himself and Mrs. Smith by Trainmaster-Traveling Engineer J. F. Kiley. Smith, who was employed on the east end of the Iowa Division, rounded out 50 years of service on Feb. 18.



SIoux CITY CELEBRATION. Ray A. Kolhoff, district manager-sales at Sioux City, Ia., marks his 45th year with the Milwaukee Road on Jan. 26. From left are Assistant Superintendent T. E. Witt, Regional Data Manager L. J. Fossum, Mr. Kolhoff, Sophia McKillip, secretary for the Sioux City sales office, Assistant Agent J. E. Ellis and Sales Representative R. D. Wood. The occasion was a kaffeeklatsch hosted for the rail lines, grain firms and other industries who are also tenants of the Benson Building in Sioux City.

GOLD PASS VETERAN. Engineer R. J. "Sonny" Hayes receives his Gold Pass for 50 years of service with congratulations from R. H. Love, superintendent of the Iowa Division. Hayes hired out on the Milwaukee at the age of 17 and is now working on the "City" trains between Savanna, Ill., and Perry, Ia., where he lives. He and Mrs. Hayes enjoy travel and sharing their time with their grandchildren and friends of every age group.



RETIRING AT MILWAUKEE SHOPS, John Grimm, cabinetmaker in the wood mill (right), is presented a gift certificate from his fellow employees by Cabinetmaker Gabe Oravez. Grimm had been with the Milwaukee 45 years, working as a cabinetmaker from 1925 until his retirement this year on Jan. 2.

(Continued on page 18)

Anderson and wife on the arrival of a little girl, and to IBM Operator Gene Eppley and wife on the arrival of a son.

Switchman Joe (Sling-Shot) Sniewski retired Jan. 6, after 25 years of service, and Switchman John Breen retired January 7 after 34 years of service.

Evan Thomas, special equipment supervisor, was roller skating recently and fell, breaking his left ankle. He is convalescing and expects to be back to work soon, on crutches of course. He says it was his first roller skating attempt in four years, and it might be his last! Dave Hoyer was replacing Mr. Thomas at this writing.

The division engineer's office has a new employee, Pat Kincaid, who is working as steno-clerk.

Glad to have Switchmen J. F. Falout and D. E. Kasky back with us. L. P. Kling is on the sick list after undergoing emergency surgery, and Switchman W. P. Collins is still confined to his home at this writing. Engineers F. V. Laz and G. E. Valko are off the sick list and back at work.

Steve Rebesco, son of Assistant Agent Ray Rebesco, received a scholarship to ITT in Chicago to further his education in electronic engineering.

Effective Mar. 1, General Foreman Tom Hall submitted his resignation from the railroad after more than 27 years of loyal service and went to work for the Long Island Railroad as superintendent of shops with headquarters at Richmond Hill, N. Y. A party was held in his honor on Feb. 11 at Jerry's in Bensenville by the men who worked with him at the diesel house at Bensenville, and another was given by the mechanical department foremen on the 14th. We all wish Tom the best of luck on his new job.

Aberdeen Division

EAST END

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

The section foreman position at Montevideo has changed hands again. With the return to "home port" of Stewart, Lowell Picha's foreman rating has passed into the hands of Ron Sather and Lowell is foreman at his old section.

Engineer Ralph Preston decided to take the pension right after Ground Hog Day when the little animal saw his shadow . . . Chief Clerk Jack Seiler of the Aberdeen engineering department was feted at his retirement party recently when about 70 people showed up and wished him well after many years of dedicated service. The Sellers plan to continue living in Aberdeen . . . At present, plans are in the hopper for a retirement shindig for Traveling Engineer-Trainmaster Phil Anderson, who took the pension Mar. 1.

The Ashburns and the Sheimnos are home from Hawaii with enviable coats of tan and orchids sticking out of their

Employee's Wife Named Woman's Editor of Elgin (Ill.) Daily

Readers of the *Elgin (Ill.) Daily Courier-News* were informed Feb. 2 of the appointment of a new woman's editor, Janice Kluck. In private life, she is Mrs. Vernon Kluck, wife



Mrs. Vernon Kluck

of a sales representative for the Milwaukee Road employed in the Illinois Region.

Mrs. Kluck is a graduate of the State University of Iowa, Iowa City, with a degree in liberal arts. For nine months after graduation she was on general assignment with the daily *Southern Illinoisan* in Carbondale and assisted the woman's editor.

Upon joining the Elgin paper, she served as a reporter from March 1966 until September 1969. Her beat was the city hall and Elgin public schools. Her new beat covers the field of family, food, fashions and furnishings of interest to women throughout the Elgin area.

The Klucks live in Bartlett, Ill., where Vernon was the Milwaukee Road agent before transferring to the traffic department. They have two young daughters, Cynthia and Jennifer.

(*Courier-News photo*)

ears. Superintendent R. L. Martin and his wife are over there at the present writing.

Retired Engineer Melvin Rear died at his home in Santa Cruz after failing health the past years . . . Stella, the wife of Conductor Bill Hodge, died suddenly Feb. 9, following a siege of the flu . . . Francis (Bud) Wertz, Aberdeen switchman, died at St. Luke's Hospital on Feb. 10 . . . Odean Larson, former freight house foreman at Montevideo, died in his sleep on Feb. 14. He had been in poor health since an automobile accident last fall.

Train Director Pat Maloney hears regularly from his daughter Margaret, who has joined her husband, Brad Jensen, for a two-year stretch in Taiwan.

Mark Natzel has gone home to Minneapolis to take care of his new little brother Britt. Mark made life interesting for Grandpa Harold Natzel and Grandma Christine while everybody was waiting for the stork to make his visit.

After several years of failing health, Retired Conductor Marnel Golie

passed away on Feb. 28 at his home. He retired in 1955.

From Sun City, Calif., comes word from former Assistant Superintendent J. W. Wolf that he's getting lined up to celebrate his 75th birthday, and that after 15 years of retirement, he's involved in a lot of activity. That sounds like John Wolf!

Conductor A. R. Kamla had major surgery at Deaconess Hospital in Minneapolis and is now home, minus his gall bladder. Frank Bauman of the Granite Falls section has also had surgery and is now in the process of "healing up." On the east end, Conductors Ed Murphy and Tom O'Hearn have been hospitalized, and so has Brakeman K. D. LeMere. Max Shunkwiler of the Aberdeen car department has had surgery at St. Luke's in Aberdeen. All of these men are now at home getting the TLC (tender loving care) treatment.

After making the sparks fly in Montevideo Yard during February, Welder Foreman Maurice Richards has moved his crew of Jim Schacker and Dave Reupke and their equipment to the west where, at this writing, they are welding in the Milbank vicinity.

Sherryl Ryman, the only daughter of Engineer H. L. (Bennie) Ryman, was married recently to Dean Grove, and Bennie managed to live through the walk down the aisle. The young couple now live in Minneapolis.

Richard Eliason has returned from the Army to resume his position on the Granite Falls section. He just recently welcomed a little daughter, Theresa, to his home. That's a first, and also a first for Grandpa Joe Eliason, one of our traveling roadmasters.

Terre Haute Division

M. K. Verdeyen, Correspondent
Yardmaster, Terre Haute, Ind.

We welcomed the following new employees: Betty Lucas, secretary to Assistant Superintendent Chamberlain; also Hubert Counterman, John Dinkel and Steve Chubb in train service.

We are happy to report that Terry Martin and Greg Hire, trainmen, are back to work after two years of military service. Also, congratulations to Terry on his recent marriage.

Engineer T. R. Endicott planned to fish in Florida and visit relatives on his vacation. His son Elwood, a conductor, is boasting of his first grandson. Elwood also has two granddaughters. Yardmaster W. W. Jordan reports a new granddaughter born in November, Tonya Lynn. Her daddy, W. W. Jr., is in the Navy.

I enjoy the quips I find in newspapers, magazines and so on. Fred Mosier, knowing of my likes, salvaged the following from tags attached to tea bags. "When your mind goes blank, turn off the sound, too." "You can't see eye to eye with anybody you look down on." "Another name for gossip is 'ear pollution'."

Our sincere sympathy to the fam-

The Milwaukee Road Magazine



Those Two Little Words—"PER DIEM"

We hereby call attention to a double kind of word
That no railroad man a-living can say he never heard.
The fireman, the call boy, the conductor and his crew,
The agent and the yard clerk are familiar with them, too.

Two words of seven letters, no hyphen in between,
But what a lot of money these two short words can mean!
They come from ancient Latin and refer to fleeting time.
What words do we refer to? Why, the little words "per diem."

Per diem means the dollars our railroad has to pay
For every foreign freight car that stays with us a day.
Yes, shining silver dollars for loaded cars or light
That linger on our railroad line past 12 o'clock at night.

It used to be that we could say it cost a buck a day,
But now with multilevel, it just ain't quite that way.
Nine groups have been assembled, each at a different rate,
From \$2.16 to \$12.18, the top ones tempting fate.

These bucks each day for every "for'ner" down there on the "hold,"
And every idle empty car, be it new or old,
And every box, or flat, or "gon" that's sidelined for a trip,
And each and every one of them that's standing on the "rip."

And when you count this station, and then other stations, too,
Think of what a hole it eats in our road's revenue.
So start them going, keep them moving, never let them stop
'Til they're coupled in a freight train about to make a hop.

And when you find a "for'ner" making rust upon our rail,
Learn why it isn't moving, then keep right on its tail.
Keep them moving, keep them rolling, as though they're in the mails,
For each one costs us dollars every day it's on our rails.

ilies of the following. Mrs. Helen Urhin, 89, died in Robert Long Hospital in Indianapolis. She was the mother of Trainman John Urhin. Hannigan C. Speers, retired brakeman, died in December. Burial was at Mitchell, Ind. Fred Foddrill, retired yardmaster, died in February, with burial at Bedford. Elmer Jenkins, retired brakeman, died in January. He was a member of Masonic Lodge #532 and the Retired Railroadmen's Association. Burial was at Sandborn, Ind. Leo C. Huberti, retired time reviser, died in February. He was a member of The Railroadmen's Association. Burial was in Roselawn Memorial Park. George W. Hall, retired roundhouse foreman, died Feb. 28. Burial was at Sugar Grove Cemetery. Mrs. Effie May West, 82, wife of Archie L. West, retired agent, died at Silver Cross Hospital in Joliet, Ill. Burial was in the Momence cemetery. Mr. West was with the railroad for over fifty years.

Chief Dispatcher Don Hehman, who had surgery last July at Union Hospital, is resting at home now, but still on the sick list. Friends who wish to write should address him at 2811 So. 6th Street, Terre Haute, Ind. 47802.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna



T. F. Brennan

Savanna freight house, and eventually went to the yard as a clerk, remaining until his retirement as messenger. The Brennans will continue to make their home in Savanna but plan to do some traveling during their new-found leisure.

Retired Brakeman R. E. Vesely passed away Feb. 27 while on a fishing trip near the Savanna Army Depot. Funeral services were held at Savanna, with interment in the township cemetery. Surviving are his wife, a son, Gene, and a daughter, Mrs. Esther

T. F. Brennan, yard clerk-messenger at Savanna Yard, retired Mar. 1. He began railroading back in 1920, working on the repair track and in the B&B department, transferred to clerical positions in the

Goss, all of Savanna; and 11 grandchildren. Brakeman Vesely started railroading in the B&B department in 1926 and transferred to train service the latter part of that year. He retired in 1968.

Sympathy was extended to Russell Swift, station clerk at Clinton, Ia., on the death of his mother, Mrs. Clarabel Bowne, in the City Hospital at Savanna Mar. 1. Surviving are two other sons, Spencer Swift and Bruce Bowne of the Navy, and three grandchildren.

Retired Switchman and Mrs. E. J. Waterman, formerly of Savanna but now located in Mt. Carroll, Ill., celebrated their golden wedding anniversary Feb. 3. They are the parents of two children—their only son, Jack, was killed in a Navy plane crash in 1968—and five grandchildren.

Retired Switchman Lyman Johnson, formerly of Savanna, passed away at his home in Stockton, Ill., Jan. 23. Funeral services were conducted in Savanna. Surviving are his wife, two daughters and seven grandchildren. Mr. Johnson entered the employ of the railroad as a switchman in 1943 and retired on June 30, 1967.

Adolph Winkler, retired Savanna

roundhouse machinist, passed away in the Savanna City Hospital Feb. 4 at the age of 86. Surviving are a brother, two nephews, one being Engineer Earl Winkler, and a niece, Mrs. Mary Wolfe of Savanna.

Retired Roundhouse Foreman J. H. Bell passed away Jan. 9 at the age of 85. Mr. Bell was foreman at Marquette from 1929 until his retirement in 1946. Funeral services and burial were in Oelwein, Ia.

Announcement was made of the arrival on Feb. 10 of a son, Bradley Allen, in the home of Mr. and Mrs. Robert Walleen, Fort Wayne, Ind.—the first grandchild for Superintendent and Mrs. L. H. Walleen, Savanna, Ill.

A. J. Gibson, retired agent at Dixon, Ia., passed away in St. Luke's Hospital Feb. 13. Funeral services were held in Hope Lutheran Church, with burial in the Dixon Cemetery. Surviving are the widow, a son, Dexter, of Dixon, and four grandchildren. Mr. Gibson retired from railroad service in 1959. He had been active as a dealer in livestock, semi-professional baseball pitcher and former mayor of Dixon.

S. B. Wickler, retired agent, passed away Feb. 17 in a Rockford hospital. Mr. Wickler started railroading as an operator at Kirkland Feb. 27, 1909, and filled many agent and operator positions on the First District until his retirement July 7, 1962. His wife preceded him in death about a year ago. Surviving are two sons, District Safety Engineer L. F. Wickler and Conductor Paul Wickler, a brother and sister in Clearwater, Fla., a sister in Stillman Valley, and grandchildren. Funeral services were held in Byron, Ill., with burial in the Stillman Valley Cemetery.

Visitation Church in Kewanee, Ill., was the scene of the wedding Feb. 7 of Kathleen Ann Younglove, daughter of Dr. and Mrs. Robert Younglove of Kewanee, Ill., and Michael Jay Cravatta, son of Chief Yard Clerk M. B. and Ticket Clerk Marilyn Cravatta of Savanna. Michael's sister Christine was junior bridesmaid and his sister Karen was flower girl. A reception was held in the Midland Country Club in Kewanee. Their home will be in Savanna,

LAST DAY AT MILWAUKEE SHOPS for Blacksmith Welder Orville E. McIntire (center) was Mar. 4. He retired with 45 years' service. G. L. Wood, general superintendent of the car department (left), and Draftsman D. J. Bartz are wishing him well and reliving their World War II army days when the three saw service together with the 753rd Railway Shop Battalion in Africa, Italy and the Philippines.



where Kathleen teaches in the school system. Michael is cost accountant at the Hawkeye Chemical Co., Clinton, Ia.

Harold K. Hill, former roundhouse foreman at Ottumwa, died in St. Luke's Hospital in Phoenix, Ariz., on Feb. 2. Burial services were in Phoenix, where the Hills made their home at 4601 E. Wilshire Drive. He is survived by his wife, Nelle, a sister, Mrs. Jim Lewis of Apple Valley, Calif., and a brother, Ralph Hill of Davenport. Mr. Hill, who spent all of his working years with the railroad, had retired in 1951 due to ill health. He was the holder of a 35-year button from the mechanical department and life memberships in the Masonic order and the Elks.

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Ken Frederickson was welcomed back to work Feb. 1 after almost four years of military service.

Christine Davis has returned also, following the birth of Carol Ann last Dec. 1.

Dan Chabowski, bureau head of the TOFC mileage bureau, resigned Dec. 31 to accept a position with the XTRA Company. Congratulations to Jack Wright, former clerk in that bureau, who has been promoted to bureau head.

John M. Conway was appointed auditor of equipment accounts following the retirement of C. P. Richardson (see article elsewhere in the Magazine). Ed Marx was appointed assistant auditor of equipment accounts, succeeding John Conway.

FLASH! This is Agnes' final contribution of news as a correspondent for the Milwaukee Road Magazine, a role she has carried out faithfully since 1966 to the pleasure and satisfaction of its readers. Her retirement on Feb. 27 was an event which called for an office gathering and two dinner parties given by her co-workers, one at the Ivanhoe and the other at Math Iglers. Agnes had been with the railroad since 1938, starting as a typist in the district accounting office at Minneapolis. She

transferred to Chicago when the district offices were consolidated in 1940, since which time she had held various secretarial positions, including that of secretary to assistant comptroller, and to the auditor of equipment accounts since 1965. She plans to remain in Chicago, her present address being 3932 W. Cornelia Ave. (60618).—Editor

PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

Sympathy was expressed to Leonard R. Thelander, whose son-in-law, Charles Taylor, passed away on Jan. 23. Funeral services were held at the Occonna funeral home in Elgin.

Wedding bells rang for Susan Smith, who married Dane E. Isenmann on Feb. 21 at the Union Church in Hinsdale. The reception was held at the Crest Creek Country Club in Naperville. The happy couple are, at this writing, enjoying the hot sun in Nassau.



FIFTY-YEAR SERVICE RECORD. Eunice J. Stevens, secretary to the superintendent of the Dubuque & Illinois Division at Savanna, Ill., is presented a 50-year Gold Pass by Superintendent L. H. Walleen. Eunice began her career as a railroader at Savanna Yard on Dec. 31, 1919 and became the superintendent's secretary the following March. Her 50 years on that position is a record for women employed on the Milwaukee Road. For many years she has served also as D&I Division editor for the Milwaukee Road Magazine.

SERVICE PASSES AWARDED

Gold 50-Year Passes

Bialas, J. V., review clerk.....Niles, Ill.
Foster, R. L., ret'd. engr.....Sioux City, Ia.
Hayes, R. J., engineer.....Perry, Ia.
Moscinski, Julius, chief yard clerk...Chicago, Ill.
Sofka, E. W., cashier.....Chicago, Ill.

Silver 45-Year Passes

Gliddon, Harold, car foreman...Franklin Park, Ill.
Jensen, O. C., asst. bureau head...Chicago, Ill.
Kinsfogel, J., cabinetmaker.....Milwaukee, Wis.
McIntire, O. E., welder.....Milwaukee, Wis.
Radtke, A. F., tinsmith.....Milwaukee, Wis.
Simmert, Gladys I., cashier.....Bozeman, Mont.
Wood, C. H., section foreman...Lesterville, S. D.

"Get well" wishes were extended to John H. Beton's father-in-law, who underwent surgery. He is progressing very well.

D. J. Russo, formerly a member of our office staff, stopped in to say hello. He spent many years with the railroad. He is now manager of a Chicken Unlimited store.

Congratulations are in order for Jim V. Maloney, who is a proud grandpa for the seventh time. His daughter, Marialyce Glascott, had a baby boy on Mar. 2.

We have many people here who have moved forward. L. B. Rees has been appointed purchasing agent; Charles F. Jensen assistant to general manager; Morgan J. Pritchard senior buyer; Luther Banker a buyer; and Karen M. Freutel office assistant to the general manager of purchasing. Congratulations to all.

TRAFFIC DEPARTMENT

Diane Oberhaus, Correspondent

Wedding bells rang on Feb. 7 for Jim Ryan of our GFD and his bride, Christine Swansboro. The wedding took place at Holy Trinity Church, Westmont, Ill.

Congratulations were extended to Ed Spalding and his wife, Sandy, on the birth of their first child, Kimberly Anne, and also to Joe Nowacki and his wife, Fran, on the birth of their third child, Cynthia Ann. The Nowackis now have two boys and a girl.

We wish a speedy recovery to Frank Trom, who recently had surgery and at this writing is recuperating at home. And also to Keith Demetro, who recently had an emergency operation.

Sympathy was extended to Walter Klosowski on the death of his brother.

James E. Williams, sales representative at Indianapolis, has been elected vice president of the Traffic Club of Indianapolis after serving a very successful year as secretary-treasurer. The club has about 75 members. Mr. Williams has been with the Milwaukee since 1958, holding positions as chief clerk and city freight and passenger agent at Davenport, Ia., and as sales representative in Indianapolis since Feb. 1, 1968.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Elizabeth (Betty) Duffy and her husband, who became the parents of a boy on Feb. 11.

Olive Odessa of the miscellaneous bureau became a grandmother for the fifth time upon the birth Mar. 1 of a girl, Christina Marie, to her daughter and son-in-law, Charlene and Frank Vincenzo. The Vincenzos have three other children.

An open house was held in the office for Donna Clark of the miscellaneous bureau at which she received many personal gifts from her friends and co-workers. Donna became the bride of

HAPPINESS IS A PERFECT GAME



Don Casey with his bowling sights set on a 700 series.

Don Casey, storekeeper at Sioux City, Ia., recently found a spectacular way to escape the doldrums of a bowling slump. All he did was post a 300 game in the Sunset Mixed League at Plaza Bowl.

Don, a Sioux Citian most of his life, had borrowed a friend's ball in an attempt to regain his old form. After opening his series with a 153, he decided to go back to his own ball for the second game. He then rolled a 191 and followed with the perfect line to end the series.

Looking back on his achievement, he recalled that three balls were the type that could have gone either way. Don maintains that his wife, who was right behind him, was more nervous than he was. "I couldn't believe it at first," he said. "I got a little shaky afterward."

Don, whose son Ray is head basketball coach at South Sioux City High School, says he is having his poorest bowling year, carrying a 173 combined average in two leagues. His next goal is a 700 series, but his present troubles have him worried. "I always have that one bad game," he says. But judging from his recent perfect performance, it seems clear he has regained his old touch. (*Sioux City Journal photo*)

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Willard E. Anderson is the new secretary to Assistant General Manager D. O. Burke. He was formerly roadmaster's clerk at Horicon, Wis.

Sympathy was extended to Howard C. Beckler, chief clerk in the transportation department, whose mother, Mrs. Margaret Beckler, passed away Feb. 5 at age 81 in Mundelein, Ill., after a long illness.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Rose Printz, Correspondent

Happy Vacation, Bon Voyage, Aloha —Mr. and Mrs. McDonough left Los Angeles Mar. 6 on the "Lurline" for Hawaii. Their first stop was San Francisco, where they had a full day for sightseeing and getting acquainted with their fellow-travelers. After four fun-filled days of shipboard activities, they disembarked in Honolulu. Their itinerary included the islands of Maui, Kauai and the Kona Coast of Hawaii, returning to Honolulu, from which point they left Mar. 28 via airline.

Deeply-tanned Ed Rumps is back on the job after enjoying a three-week vacation visiting his daughter and family on the outskirts of San Francisco.

They also drove to Los Angeles and San Diego, and were particularly impressed with the quaint homes in the town of Escondido. Gregg Morris, a TV personality, was a fellow passenger on their flight.

Happy to report that Hazel Dillon, Mary Bernice Haley and Lulu Perine, on the sick list recently, have returned to their respective positions.

The R. C. Tiedjes have adopted a bouncing bit of joy named "Misty." This little teeny-tiny French poodle has completely taken over the household.

TREASURER'S OFFICE

Elaine Schuble, Correspondent

Welcome back to Vince Rundgren. Vince had the misfortune of falling from an extension ladder over the Christmas holiday, resulting in a fractured thighbone and a severe laceration over his left eye. We're all glad to see his smiling face back in the office and hope it won't be long before he can put aside his crutches.

We would all like to welcome Greg Reingruber to our office. Greg's first day with the Road was Feb. 9.

Happy Birthday . . . Marge Egan, Mar. 11 . . . Manley Stead, Mar. 13 . . . Joyce Madia, Apr. 4 . . . Hazel Berg, Apr. 9 . . . Greg Reingruber, May 13 . . . and Bill May, May 20.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

On Mar. 15, the first of a series of dinners to be known as the Annual Mechanics' Safety Award Dinner was held to honor Milwaukee Motor Transportation Company maintenance personnel at Bensenville, Ill. They were presented Certificates of Safety for their exemplary achievement in having worked at least a year without personal injury.

Belated congratulations are extended to Mr. and Mrs. Robert McElligott (MMTC billing clerk at Bensenville, Ill.) on the birth of their first child, Robert Jr., on Jan. 3.

Sympathy was extended to Robert Kurka, assistant to supervisor of safety and personnel, whose mother, Mrs. Martha Kurk, passed away Mar. 2.

Glad to report that both Kenny Nordstrom, container services supervisor at Bensenville, Ill., and Frank Call, MMTC Mechanical, Billings, Mont., are back at work after extended absences due to surgery.

Mr. and Mrs. Roy Miskimins (retired MMTC assistant vice president) have returned to their home in Glenview, Ill., after spending some time in Brownsville, Tex. There they visited several old friends from the Green Bay and Milwaukee, Wis., areas who have retired and now live in the vicinity of Brownsville. They were happy also to have a visit from Mr. and Mrs. Howard Behnke while in Brownsville. Howard,



RETIREES FROM TREASURER'S STAFF.

Manley Stead, messenger-clerk for the treasurer's office in Chicago, shown with Treasurer C. L. Schiffer when he retired Feb. 27 after 46 years of service. His co-workers presented him with a handsome sweater. Manley plans to continue living in Elgin, Ill.

who retired from MMTC service Jan. 9 after more than 20 years as a driver in the Portage-Wisconsin Rapids area, had been to the Pacific Northwest and took a side trip on his way home to visit Mr. and Mrs. Miskimins.

The girls at the MMTC Fullerton Avenue accounting office held a surprise bridal shower in honor of Lucy Bernardi, payroll clerk, on Feb. 11. Lucy and Jake Berg were married on Valentine's Day at St. Andrew's Church, Chicago. A reception was held in Chicago at the Wishing Well Restaurant.

Then on Feb. 25, the accounting office girls held another surprise shower, this time in honor of Rose (Mrs. Sol) Rizzo, revenue clerk, who retired to await the birth of her first child expected in May. Both girls received many beautiful and useful gifts.

OFFICE OF AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Contributed by Ruth Schuhrke

Congratulations to R. P. Heinan on his promotion to assistant to auditor of freight accounts and overcharge claims, and to Farrell Groves, recently from Milwaukee, who was promoted to regional data manager.

Sincere sympathy was expressed to D. C. Fish, auditor of freight accounts, on the death of his brother, Eugene, Feb. 4.

A. V. Gallagher, chief clerk, is in Ravenswood Hospital at this writing, doing well after surgery. We miss him and hope he hurries back.

Ardell Westerberg is feeling fine also, and back home from Wesley Memorial Hospital after a bad fall in January.

Milt Croasdale was in to see us after his long illness, and awaiting his return to work.

Allan Adams was welcomed to our

department, coming from the office of the auditor of expenditure, and also Ken Frederickson, from the office of the auditor of equipment accounts. Other newcomers are Diane Cecil, Joyce Schladeiwiler, Frank Lisiewicz and Karen Kummer.

Ann Sundin, dictaphone operator for our office, was looking forward to a trip to Florida Mar. 25. We wish we were going with her.

Marilyn Mastro, special statement clerk, surprised us and became Mrs. Harold Hampton on Valentine's Day. The Hamptons honeymooned in Las Vegas and California.

OFFICE OF AUDITOR OF FREIGHT SETTLEMENTS

Contributed by Josephine White

After three great-grandsons, Blanche Debs was proud to announce the birth of her first great-granddaughter, Faith Lynn, Jan. 31. Congratulations to Blanche from all of us.

Helen Breen, formerly head bookkeeper, is trying her hand as a review clerk in the review bureau.

Erna Anhalt retired Feb. 13 after 50 years of service to the Road. Best wishes were extended to Erna.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT —CAR DEPARTMENT

Eileen M. Schneider, Correspondent

We are happy to announce that Don R. Mueller, triple valve repairman in the air brake shop, was promoted to shop engineer in the locomotive shop general office effective Mar. 1.



WEDDING IN THE MMTC FAMILY. St. Stephen's Church, Antioch, Ill., was the setting for the Valentine Day wedding of Sandra Isaacson, daughter of Carl Isaacson, manager of the Milwaukee Motor Transportation Company terminal in Milwaukee, and wife, and Richard M. Milnes, son of Mr. and Mrs. Peter Milnes, Cleveland, Ohio. A reception followed at Lorenz' Smart Country House in Antioch.

The Milwaukee Road Magazine

La Crosse Division

WISCONSIN VALLEY

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



Mrs. Kasten

Conductor Alvin Kasten's wife was honored recently by the Breakfast Optimist Club. She was the first woman to be honored in the club's project to recognize our school crossing guards. A guard since 1956, Mrs.

Kasten received a certificate of appreciation.

On Dec. 12, 1969, a daughter, Rebecca Lyn, was born to Fireman I. J. and Mrs. DeLap. Engineer Austin DeLap is the grandfather.

Henry L. Hildebrand, 93, retired clerk and a pioneer Tomahawk resident, passed away Feb. 9. He had been a station clerk for 30 years when he retired in 1948. Funeral services and burial were at Tomahawk.

Richard Cherwenka Sr., 75, a retired section laborer, passed away at his home in Merrill Jan. 12. Funeral services and burial were at Merrill.

EAST END

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

Assistant Foreman and Mrs. D. J. McCormick, Portage, are the parents of a baby girl born Jan. 9. They named their daughter Machelie Lynn.

Retired Agent Carl O. Manskee, 87, passed away Jan. 25 at Watertown. Mr. Manskee lived at Watertown all his life and was employed by the Milwaukee Road for over 50 years. He was very active in the doings of the Masonic Temple.

Retired Conductor Edward Q. Owen, 70, passed away Jan. 28 at the V.A. Hospital in Madison after an extended illness. He is survived by his wife, Gladys, and one daughter. Mr. Owen was a member of the B.P.O.E., Veterans of WW I Barracks and the V.F.W. at Portage.

Mrs. Bernard C. Heberlein, 58, wife of brakeman B. C. Heberlein and sister of Conductor E. J. Manthey, died Jan. 29 at Portage. She had been ill for quite a long time.

Engineer James Kiltie died at Milwaukee on Feb. 4. He had worked in engine service since June 1943. Requiem Mass was held at St. John's Episcopal Church, Portage.

The hard working committee members of the 27th annual Milwaukee Road Hiawatha Bowling Tournament held at Portage Apr. 4 and 5 were Conductors C. E. Blake, D. A. Catlin, M. E. Byers, D. W. Clemmons and T. L. Clemmons; Switchman F. H. Bub-

(Continued on page 26)

Carloadings



JANUARY-MARCH 1970 compared with same period in 1969

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1970 over 1969	THREE MONTHS		INCREASE	
		1970	1969	1970 over 1969	% of increase
9.1%	Grain	18,528	16,823	+ 1,705	+ 10.1%
2.9	Grain mill products	14,121	13,552	+ 569	+ 4.2
2.8	Freight Forwarder & Shipper Assn. traffic	6,240	5,864	+ 376	+ 6.4
2.0	Waste or scrap materials....	6,757	6,562	+ 195	+ 3.0
1.7	Nonmetallic minerals; except fuels	7,950	6,807	+ 1,143	+ 16.8
1.6	Primary forest products	12,129	9,767	+ 2,362	+ 24.2
.5	Soybeans	2,793	1,864	+ 929	+ 49.8
.5	Potatoes, other than sweet..	1,715	1,640	+ 75	+ 4.6
.5	Fresh fruits and vegetables..	2,032	1,596	+ 436	+ 27.3
.0	Small packaged freight shipments (LCL Mdse.) ...	101	60	+ 41	+ 68.3
21.6%		72,366	64,535	+ 7,831	+ 12.1%
	loading of these commodities DECREASED in 1970 under 1969	THREE MONTHS		DECREASE	
		1970	1969	1970 under 1969	% of decrease
8.3%	Lumber or dimension stock...	10,972	12,953	— 1,981	— 15.3%
6.8	All other paper or allied products	17,754	18,318	— 564	— 3.1
4.4	Motor vehicles	4,755	4,985	— 230	— 4.6
3.9	Coal	22,504	23,296	— 792	— 3.4
3.7	All other wood products (incl. plywood)	6,323	7,265	— 942	— 13.0
3.7	All other chemicals or allied products	8,164	8,567	— 403	— 4.7
3.6	Meat, fresh, chilled or frozen	7,293	9,301	— 2,008	— 21.6
3.5	All other food products (incl. sugar)	6,354	7,008	— 654	— 9.3
3.4	All other primary metal products	4,420	4,814	— 394	— 8.2
3.0	Canned fruits, vegetables and seafoods	6,100	6,779	— 679	— 10.0
2.8	Primary iron or steel products	7,425	7,952	— 527	— 6.6
2.7	Stone, clay, or glass products	6,670	8,594	— 1,924	— 22.4
2.7	All other transportation equipment	6,513	7,678	— 1,165	— 15.2
2.3	Pulp or pulp mill products...	3,965	4,272	— 307	— 7.2
2.1	Industrial chemicals	3,685	3,850	— 165	— 4.3
1.6	Fabricated metal products...	3,265	3,372	— 107	— 3.2
1.6	All other machinery; except electrical	1,961	2,201	— 240	— 10.9
1.4	Malt liquors	3,677	4,877	— 1,200	— 24.6
1.4	Electrical machinery or equipment	3,174	4,300	— 1,126	— 26.2
1.3	Petroleum, natural gas or gasoline	4,038	4,407	— 369	— 8.4
1.2	Farm machinery or equipment	2,871	3,778	— 907	— 24.0
1.0	Dairy products	2,677	2,901	— 224	— 7.7
.7	All other farm products (incl. sugarbeets)	1,985	4,727	— 2,742	— 58.0
.6	Beverages; except malt liquors	2,632	2,649	— 17	— .6
.5	Coke oven or blast furnace products	1,667	1,964	— 297	— 15.1
.3	Metallic ores	665	741	— 76	— 10.3
.2	Livestock	396	469	— 73	— 15.6
9.7	All other carload traffic....	17,551	18,860	— 1,309	— 6.9
78.4%		169,456	190,878	— 21,422	— 11.2%
100.0%		241,822	255,413	— 13,591	— 5.3%

litz; Brakeman J. C. Neubauer; Engineers Wallace Gavinski and Harvey Hurd; and Fireman Kenneth Koch.

Extra Gang Foreman and Mrs. G. E. Gardner are the parents of a son, Cory Lyndon, born Feb. 25. Cory has a brother, David, age 6. The baby was named Lyndon after his great-grandfather.

Arnold Sturm, telegrapher at Watertown, Wis., has a hobby he thinks is unusual—at least, he doesn't know anyone else who collects used Milwaukee Road train orders. Arnold became interested in collecting those green tissue sheets while he was working at Butte, Mont., and since he transferred to Watertown in 1968, has gathered many others from different offices in Wisconsin and Illinois. However, he would like to get some from distant locations, and says he would appreciate contributions. If you want to add to Arnold's collection, send them to him at 418 N. Monroe St., Watertown 53094.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Mrs. Willard Roberts, 70, died suddenly on Jan. 24, on the eve of her golden wedding anniversary. She is survived by her husband and four daughters: Mrs. M. G. Wolfe, Columbus, Ga., Mrs. John Wuensch and Mrs. William Bonadurer of La Crosse, and Mrs. Edward W. Young, Onalaska, Wis. Burial was in Woodlawn Cemetery at La Crosse.

Martin Ryan, 42, bridge construction foreman from La Crosse, was killed when struck by an automobile on Jan. 29 at Davenport, Ia. Survivors include his widow, Rosemary; his parents, Mr. and Mrs. Roy B. Ryan of La Crosse; two brothers and eight sisters. He was a veteran of World War II. Burial was in Woodlawn Cemetery at La Crosse.

Ross T. Nixon, 52, chief clerk at the roundhouse and car department in La Crosse, was stricken with a fatal heart attack on Jan. 14. Survivors include his wife; four sons, Charles, S/Sgt. Daniel, Gregory and Neil; his mother, Mrs. Josephine Nixon of Ontario, Wis.; one sister, Mrs. John McGlynn, St. Cloud, Minn.; and one brother, Robert of Oshkosh, Wis. Burial was in St. Mary's Cemetery at Winona.

George C. Jandt, 74, passed away on Dec. 27 in La Crosse. He retired in 1964 as a crossing watchman. Survivors include his widow, Gertrude; two daughters, Mrs. Charles Barnes and Mrs. Floyd Schroeder of Bangor, Wis.; and one sister, Mrs. Hulda Berg of Bangor. Burial was at Bangor.

The Milwaukee Road Women's Club held a Past Presidents Luncheon, with eight past presidents attending. The table decorations with a Valentine Day theme were made by Mrs. Walter Miller.

The 100th birthday anniversary of Mrs. Christine Berg, mother of Re-



Ray A. Fink, chief clerk in the Tacoma freight office, left, is congratulated by Agent D. W. Amick at an office gathering marking his 50th year of service with the Milwaukee (see the Coast Division news). His anniversary was Jan. 5.



Thomas A. Prata, roadmaster with headquarters in Missoula, Mont., shown with Mrs. Prata at a dinner in Missoula marking his retirement after 50 years of continuous service. For details, see the Rocky Mountain Division news.

tired Assistant Engineer Carl Berg of La Crosse, was celebrated on Feb. 6 in the Augustana Home at Minneapolis. Greetings from President Nixon and Governors LeVander of Minnesota and Edberg of Varmland, Sweden, were read. The birthday guest responded frequently with jovial remarks. One thing Mrs. Berg stated was, "The funny thing is, now when I am so old and happy, everybody looks so young." It was a celebration the residents at the Home will long remember.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton



Mr. and Mrs. George Palmer Wood

Miss Carol Louise Anderson, daughter of Night Foreman A. Carmen Anderson of Harlowton, became the bride of George Palmer Wood of Conrad, Mont., Dec. 20, 1969. The ceremony was performed in Trinity Lutheran Church in Harlowton, and a reception followed in the Faith Center of American Lutheran Church. Both were decorated by Mrs. Richard Stoltz, a talented artist. The bride, given in marriage by her father, wore an empire gown of white velvet and slipper satin with a chapel train and carried white

roses centered with a red poinsettia. After the honeymoon, Mrs. Wood returned to Pueblo, Colo., where she is serving her dietetic internship, and her husband to Fort Lewis, Wash., where he is stationed with the Army.

Kathy Winsky, daughter of Switchman August Winsky, received \$30 at the Youth Fair for her lamb from the Upper Musselshell Wool Pool. She used the money to help purchase a registered Suffolk yearling ewe.

Machinists Local 848 celebrated its 56th anniversary Feb. 6 with a meeting and Dutch lunch. Charter members were Hershey Allen, George Bell, Lawton Burrows, D. R. Brainard, G. R. Burnett, E. Chamberlain, H. L. George, David Hackston, A. E. Kellum, Scott Silcott, W. N. Seitz and Peter Weyer.

Don Murphy, son of Switchman Dan Murphy, left for a three-year hitch in the Army, starting at Fort Lewis.

Frank Swan, sectionman at Lewistown, retired Dec. 1, 1969. He started with the Milwaukee in the early 1930s and had worked at Lewistown 28 years. Frank and wife will make their home in Lewistown in retirement.

Henry Olson, sectionman at Lewistown, retired Jan. 15. He started with the Milwaukee in Minnesota and came to the Rocky Mountain Division in 1959.

Leonard Torstenbo, son of Shop Laborer Helge Torstenbo, graduated from eastern Montana College at the end of the winter quarter with a B.A. in business administration. Leonard worked a while in the shops to earn some money toward his education.

Elsie Mielke Achuff, daughter of this writer, received all A's for the fall quarter at the University of Montana, where she is finishing her education while her husband is in Vietnam. They have two small children.

An open house was held at the Star Hotel in Harlowton for Retired Engineer Jim Britzius, at which 80 friends

paid the Britziuses homage.

Robert Reighard, retired B&B foreman, passed away in Missoula, where he was making his home. He was born in Cherokee Strip, Okla., moved with his parents to Canada, then to Roundup, Mont., where the family homesteaded, and went railroading in 1920. He was promoted to a B&B crew in 1924 and retired in 1965. He was well known throughout the Rocky Mountain district.

Marvin Weber, son of Electrician Ed Weber, was married to Dianna Lynn Hepner of Three Forks Dec. 19, 1969, at the First Baptist Church in Three Forks. The bride wore a floor length gown of white lace and net over satin and a shoulder length veil, and carried a bouquet of pink carnations.

Honor students from Milwaukee Road families at Harlowton and Two Dot include: Janet and Atha Griffith, Pam Steinhauser, Ron Tuss, Bob Trapp, Art Winsky, Marlene and Colleen Murphy, Jan Girard, Doug Nissen, Linda Tronnes, Tamara Fleming, Marilyn Peccia, Carol Daggett, Bill and Bob Duncan, Kathy and Linda Winsky, Arla Anderson, John Daggett, Richard Knudson, Nancy Mahoney, Mike Murphy, Suzie South, Jim Widdicombe, Debbie Cox and Susan Stoltz. On the honor roll at Eastern Montana College is Mike Wood.

From Mrs. Rolla Smith, wife of deceased roundhouse foreman of Great Falls, comes a note of appreciation for receiving the Milwaukee Road Magazine again after some interruption when Rolla passed away. If you know of anyone who is not getting the Magazine and should, please contact me if you live in this district, or write directly to the editor.

The Judith Development Corp. has taken over the master planning, development and sale of lots at Sapphire Village near the famous Yogo Sapphire Mines near Lewistown. You may remember write-ups on several occasions as to the original development of the mines for the Crown Jewels of England.

EAST END

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

Paul Hazelton, former car department laborer, has been added to the staff of the Montana Highway Patrol and will be working in the Broadus area. Paul is the son-in-law of Carman Leonard Leidholt.

The Milwaukee Women's Club had an interesting demonstration on the use of the blender at its February meeting, presented by Joan Reed, MDU home service advisor. The Valentine theme was carried out, with Mrs. Myrtle Gudmundson and Mrs. Sophie Svendsen serving as hostesses.

Marie Kern, daughter of the late Joe Kern, a retired conductor, has for the past 15 years promoted a coffee hour in her shop for the benefit of the March of Dimes. Marie is to be commended on her project. This year she

Ike Moore Taps "30" at End of the Line



Operator Isaac Moore

For Isaac (Ike) Moore, teletype operator in the Seattle relay office, retirement at the end of 1969 closed a working career that spanned more than 60 years. At a cake and coffee party, his associates in the Stuart Building presented him with a portable television set, the modern replacement for the traditional engraved pocket watch.

The gift was but one indication of the kind of changes Moore had seen in the railroad industry over his long career.

Moore, now almost 74, grew up in a small Virginia town where everyone wanted to work for the old Virginian Railway. At age 13, he landed the

coveted job of messenger for the superintendent. It was non-paying, but as Moore says, "It was the job that counted."

Two years later he got his first paying job at the railroad's station in Seneca, Va., where he picked up the Morse code and polished his skill at the telegraph key for five years.

When World War I came, Moore joined the Army and rose to battalion sergeant major on the battlefields of Europe. After returning to find his old job taken, he took a series of jobs around railroads in the South and eventually worked his way back on a permanent payroll.

Thereafter, Moore's life was railroads, except for a stretch in the '30s when he homesteaded in Alaska and worked for the Signal Corps. In 1937 he took a job with the Great Northern, then spent five years with the Spokane, Portland & Seattle, and in 1943 joined the Milwaukee Road at Seattle to stay for good.

At his retirement party, Moore reminisced about some exciting events to which he was a party in his Morse code days. Now it's all teletype and computers, he remarked, and those "beautiful steam engines" are mere museum pieces. He added, however, that in his lifetime, railroading had improved technologically beyond his wildest boyhood dreams. (*Seattle Times photo*)

topped the \$100 goal she has been striving for and was able to present the March of Dimes campaign a check for \$127. Several local women have assisted her by making cookies.

Brakeman R. E. (Dick) Wright won the billiard championship by defeating Carman Lindy Ness at Parker's first annual billiard tournament sponsored by Retired Brakeman O. R. Parker. There were a total of 32 contestants, and Dick beat 6 or 7 to gain his title.

Army Private Garrett L. Sweten, son of Sectionman and Mrs. K. D. Sweten, was recently assigned to the 45th Engineer Group in Vietnam as a heavy equipment operator. . . . Sp/4 Brent D. Parker has been assigned to the 147th Army Air Support as a security guard. Brent is also serving in Vietnam in the Vung Tau area. He is the son of Engineer and Mrs. R. H. Parker.

Gary L. Clark and Joanne L. Hahka of Butte were married on Valentine's Day in Helena, where both are em-

ployed. Gary is the son of Engineer and Mrs. Kenneth Clark.

The Ivan Orthmans of Kinsey became parents of a boy last Dec. 30, making Section Foreman and Mrs. W. J. Berreth great-grandparents. . . . Congratulations to Retired Conductor and Mrs. W. J. DeLange on their granddaughter, born Jan. 20 to Mr. and Mrs. Leland Dodd. . . . Also to Engineer and Mrs. S. V. Friedt on a granddaughter, born Jan. 20 to the David L. Goodsons.

Sympathy is extended to the following families: Retired Clerks Mr. and Mrs. Norm Anderson on the death of Ann's brother, W. P. Marx. . . . To Parke Burns, former clerk at Miles City and now chief clerk at Aberdeen, on the death of his brother, B. G. "Boo" Burns. . . . To the Grace Martin family. Mrs. Martin passed away Jan. 8. She is survived by five sons, all Milwaukeeans—Conductor E. R. Martin of Miles City, Chief Carpenter J. D. Martin of the IM&D Division, Agent R.

D. Martin of Ryegate, Engineer R. K. Martin of Moberg and Retired Pumper Walter Martin of Roundup; also by a daughter, Genevieve Jones of Sacramento, Calif. . . . To the family of Harvey Wilkins. Mr. Wilkins passed away Feb. 11. He retired a number of years ago and was a machinist helper during his employment . . . And to Mrs. A. S. Price, whose husband, Stan, was a former division freight and passenger agent at Miles City. Mr. Price passed away Feb. 9 in Alameda, Calif.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Word was received recently that Tom S. Cooper, trainmaster-traveling engineer, passed away at his home in Spokane last August. He was 63. Mr. Cooper, a native of Idaho, started his career with the Milwaukee as a fireman at Alberton, Mont., in 1942, and was promoted to engineer in 1946. He became a traveling engineer in 1957, and was appointed trainmaster-traveling engineer in 1965. While working at Alberton, he served as mayor for eight years. Surviving are his wife, Helen; a son, Gary, now home after three years in the Army; two daughters, Mrs. Norman Bestwick, and Mrs. Dale Wilcox of Spokane; and four grandchildren. Burial was in Coeur d'Alene, Ida.

Notice was received also of the death last fall of Brakeman Herbert L. (Bud) Bestwick as the result of a hunting car accident west of his home in Alberton, Mont. Bestwick had lived all his life in the Alberton area. He started working for the railroad in 1938, was on leave during World War II, and returned as a brakeman following his discharge from military service. He is survived by his wife, Dolores; two sons, David and Donald; two brothers, T. H. Bestwick of Newberg, Ore., and Norman, Spokane; and two sisters, Mrs. Richard Fish, Pacific Grove, Calif., and Mrs. Lauris Robinson, Missoula.

Thomas A. Prata, roadmaster in Missoula, Mont., retired Jan. 31 after 50 years of continuous service. He began his career at Bonner, Mont., and had served at various locations on the western Rocky Mountain territory, Idaho and Washington.

Marking his retirement, he and Mrs. Prata were honored at a dinner in the Holiday Inn at Missoula attended by about 170 employees and their spouses, and by their son Tom and his wife from Seattle. Division Engineer R. H. Michaels acted as toastmaster, and Trainmaster Mike E. Beckert presented both the retiring roadmaster and his wife with gifts. Telegrams and letters of congratulation were read from their sons Joe in California and John in Texas, and from many Milwaukee officials in Chicago.

Pedestrian—A fellow who thought there was still a gallon of gas in the tank.



ANDREASON-MURPHY. Newly wedded at St. Patrick's Church in Perry, Ia., on Feb. 7 are Mary Ellen Andreason of Arcadia, Ia., and Joseph Murphy. Joe is the son of Yard Clerk and Mrs. Ray Murphy of Perry and the grandson of the late Conductor Joe Reel.

I M & D Division

SIoux CITY AREA

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

Sympathy was extended to the family of Harold O. Maass, 70, who passed away at Mason City, Ia. Harold was baggage room foreman at Mason City when he retired in 1963. He was a member of St. James Lutheran Church. Survivors include his wife and a son, Donald O., stationed with the Air Force in Alaska.

Mr. and Mrs. Fred Beeck, Denison, Ia., announced the engagement of their daughter, Jane, to Brakeman-Switchman Douglas Dowty, son of Mrs. Marcella Jolly, Marietta, Ga., and Stanley Dowty, Sioux City, Ia. An April wedding is planned. Miss Beeck is a graduate of Stewart's School of Hairstyling and Cosmetology and is employed at Stewart's Plaza Salon, Sioux City.

Sympathy was extended to Conductor Don Keimmish, Sioux City, whose wife passed away recently.

The Sioux City Regional Office recently honored Assistant Cashier Lucille F. Fels upon her retirement after over 45 years of service in the Sioux City freight and regional offices. Lucille was presented with a corsage and gift certificate at a dinner party. All employees in Sioux City wish Lucille a long and happy retirement.

Also honored at the same party was Leonard O. Lonseth, chief revising clerk, regional data office, who was presented with his Gold Pass by L. J. Fossum, regional data manager, in recognition of 50 years of service.

Congratulations to Agent and Mrs. A. N. Lingscheit, Hawarden, Ia., who recently spent three weeks in Honolulu, Hawaii. There they became acquainted with their first grandchild,

Carie Lynn, born to their daughter and son-in-law, Staff Sgt. and Mrs. Liston, who are stationed in Honolulu with the Army Air Force. Al reported having a wonderful time and naturally bragged just a little about the new baby.

Locomotive Engineer Roland L. Foster retired on Feb. 27 after 52 years of service and traveling an estimated 2 million miles, which all started as a hostler helper on the former H&D Division. He transferred to this division in 1919 as fireman, hostler and engineer, and also worked in the mechanical department and as a crew caller at Sioux City. Mr. Foster served several terms as local chairman of the B. of L.F.E. Most of his service was on the Midwest Hiawatha and Arrow, and for the last few years on east end freight. He plans to enjoy his retirement at home in Sioux City.

Agent E. J. Hackett, Calmar, Ia., retired on Dec. 31, 1969, after 57 years of service, the past 50 years as agent at Calmar. He also served as mayor of Calmar and as justice of the peace the past four years. When he came to Calmar in 1920, there were three operators, two baggagemen at the passenger depot, and at the freight house a clerk and 10 transfer men. All carload shipments were sent to Calmar to break bulk, and there were 25 cars at the platform each morning to transfer. There were also three passenger trains each way between Marquette and Mason City each day, and three between Calmar and Austin-Minneapolis. Mr. Hackett is wished the best of happiness in his retirement by his fellow employees.

Sympathy was extended to the family of Retired Cashier Clyde Snere, formerly of Spencer, Ia., on the death of his wife at Algona, Ia. She was also the mother of John B. Snere, agent at Algona.



Engineer Roland L. Foster (center), retiring at Sioux City, Ia., on Feb. 27, is congratulated by Diesel House Foreman K. S. Casey (right) and Engineer Paul Card, who was the fireman on Foster's last run. For details, see the IM&D Division news.

Retired Carman Ray R. Torbet, 76, Mitchell, S. D., passed away in Mitchell on Mar. 1. Survivors include his wife, two daughters, five grandchildren and two great-grandchildren.

Henry G. Jungk, retired sleeping and dining car conductor, passed away at his home in Sioux Falls, S.D., on Mar. 5. He was 77 years of age and had been in failing health for some time. Mr. Jungk entered train service as a brakeman on the old Dubuque Division in 1913. He transferred to passenger service in 1928 at Sioux City, later becoming a steward on the Midwest Hiawatha and moving to Milwaukee. At the time of his retirement in 1947 he was sleeping and dining car conductor on the Arrow out of Sioux Falls. Mrs. Jungk preceded him in death in 1943. His survivors include a daughter, Mrs. L. W. (Marion) Johnson, Brandon, S.D.; three sons, David of Topeka, Kan., and John and Joseph, both of Milwaukee; and eight grandchildren.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent



Tom Cochlin

Tom Cochlin, son of Steno-Clerk Bernadine and Harold Cochlin of Austin, became the first Pacelli High School wrestler to win two Minnesota State titles in a row in the State Catholic-Private Schools meet. Tom's opponent took a 1-0 lead in the first period and held it until the last 16 seconds of the match. Tom looked at the clock and knew it was now or never and picked up five points with a lateral drop to win. Last year, Tom wrestled in the 138-pound class and this year was in the 145-pound class. He is a senior at Pacelli High School in Austin and will graduate in June, with a view toward becoming a physical education teacher. He is co-captain of his team.

Leonard Ulwelling, engineer in the Austin yard, passed away Feb. 11 at St. Olaf Hospital after being ill a week. He is survived by his wife, Alice; a daughter, Mrs. Robert Rugg, Albuquerque, N.M.; a son, James, of Austin; three grandchildren and two sisters.

F. L. Bender, former agent at Madison, S.D., has retired after more than 50 years of service. Floyd was freight service inspector at Aberdeen before taking the Madison agent's position. H. P. Dubbe is now the agent at Madison, having moved from the Jackson agency. Leona Stillwell has been awarded the job at Jackson, A. A. Baumgart, formerly at Delavan, has gone to Sherburn to fill Leona's job, and D. H. Clinnin, from Mankato, has been awarded the Delavan position.

Iowa Division

MIDDLE AND WEST

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

A recent article in the Peabody, Mass., "Times" featured as its subject Charles Snyder, the son of Yardmaster and Mrs. Jack Snyder of Perry. The article related how Snyder, "a rising young television director," directed "Tempo Boston," a TV talk show starring Dave Garroway. It told also how Snyder relaxes with various hobbies, including a large HO model railroad set. He is married and has a six-and-a-half year old daughter.

Word was received in Perry of the death of Retired Dispatcher Ralph W. Wright in California.

Sectionman and Mrs. Jake Delp of Grand Junction, Ia., welcomed twin sons on Jan. 7.

Richard Agan, chief clerk in the Des Moines traffic office, and his wife are the proud parents of a baby girl born Jan. 25 in Des Moines. They also have a son. The Agans reside in West Des Moines.

Funeral services were held in Perry on Jan. 26 for Mrs. Clara E. Peterson, the widow of Retired Conductor Dane Peterson.

Fred Werner, father of the Milwaukee's Jack Werner, died suddenly of a heart attack Feb. 3. He is survived also by his wife, another son and a daughter.

July 17 has been set as the wedding date of Karla Hansen, daughter of Mr. and Mrs. Fred Hansen of Des Moines, and Jerry Salzgeber, son of Engineer and Mrs. Orville Salzgeber of Perry. Jerry is receiving basic training at Fort Jackson, S. C., at this writing.

Word has been received in Perry that Airman Montie L. Judd, son of Engineer and Mrs. Richard Judd of Perry, has completed basic training at Lackland Air Force Base in Texas.

Pfc. DeWayne Lewis Jr. spent a 30-day convalescent leave in Perry with his parents, Sectionman and Mrs. Lewis, and his wife, Jeanette. He was wounded in Vietnam in January and hospitalized in Japan.

Virginia Ann Nichols, daughter-in-law of Brakeman and Mrs. Robert Nichols of Perry, was one of the Drake University accounting students to receive an award based on scholastic achievement, contribution to the community, and potential success in accounting.

February 14 marked the wedding of Mary Owens, daughter of Engineer and Mrs. Terry Owens of Des Moines, and Patrick J. Hess of Des Moines. The ceremony at St. Augustin's Catholic Church in that city was followed by a reception at Eino's in West Des Moines. Both are students at the University of Iowa, and plan to complete their studies.

Ascension Chapel at Augustana College in Rock Island, Ill., was the setting for the recent wedding of Miss Marcia Lenell of Skokie, Ill., and H.

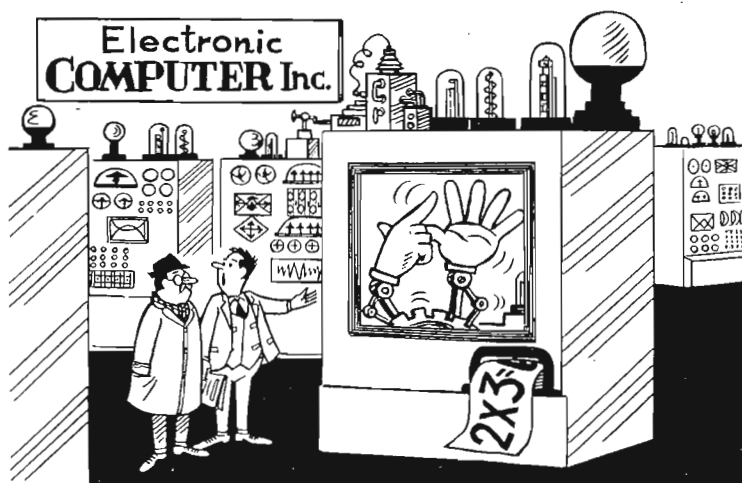


SEATTLE LEAVE-TAKING. Milton G. Kutz, regional data manager at Seattle who transferred to the same position in Minneapolis Feb. 1, shown with Mrs. Kutz at an office party in his honor. Fellow employees presented him with a new attache case. Mr. Kutz had served as regional data manager of the Seattle department since 1965 and before that in Sioux City.



IM&D WEDDING. Ed Dahlby, assistant engineer for the Iowa, Minnesota & Dakota Division, and his bride, Marilyn Olson of Northwood, Ia., shown at their marriage Jan. 24 in a candlelight service in the Deer Creek Valley Lutheran Church near Northwood. They spent their honeymoon in Chicago and are now making their home in Austin, Minn.

Ricky Geu, son of Agent and Mrs. Henry Geu of Council Bluffs, Ia. The bride was attired in a peau de soie gown with chantilly lace and seed pearl trim, and was attended by seven bridesmaids. The bridesmaids included the groom's two sisters, Misses Dixie and Scarlett Geu. The wedding reception was held in the ballroom of the Sheraton Inn, Moline, Ill. The couple are at home in Northlake, Ill., following a wedding trip to Las Vegas. The new Mrs. Geu is a teacher in the Mt. Prospect, Ill., schools and Ricky is an



"Here's one in your price range, but it only does simple arithmetic!"

accountant with Price Waterhouse in Chicago.

Agent and Mrs. Geu observed their silver wedding anniversary last New Year's Eve with an open house at their home in Council Bluffs. More than 100 friends attended. The couple were assisted by their daughters, Dixie and Scarlett, and their son and daughter-in-law.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

DISTRICT MANAGER-SALES: Mr. and Mrs. Don Olson are the proud parents of a son, Gregory Don, who arrived on Jan. 18. Don is chief clerk in the office of district manager-sales and Dianne is a clerk in the regional data office.

REGIONAL DATA OFFICE: M. G. Kutz was appointed regional data manager in Minneapolis effective Feb. 1 . . . M. S. Gilbert, who was assistant regional data manager at Milwaukee, assumed the duties of manager of that department in Seattle on Feb. 1. Mrs. Gilbert will join him here in the near future . . . Esther Ray vacationed recently with friends in San Francisco and with her parents in Kelso, Wash. . . . Joan Socco has returned to the regional office as relief clerk.

REGIONAL SALES: W. V. (Bill) Johnson, district representative-rail highway sales in Seattle, is recuperating at his home in Edmonds at this writing, following a three-week sojourn in St. Luke's Hospital in Spokane.

TELEGRAPH: Roger Rasmussen, formerly operator at Tacoma Junction, is now telegraph operator at Seattle, having replaced Isaac "Ike" Moore upon his retirement.

CREDIT UNION: William Arnold of the Western Milwaukee Federal Credit Union reports that a very successful

dinner meeting was held on Feb. 21 at Ivan's (between Puyallup and Tacoma), with 150 present. The Credit Union, which began in 1961 with a capitalization of \$200.00, now has more than half a million in assets.

On behalf of Loretta Bahl and family and myself, I would like to thank all who sent messages of sympathy, flowers and donations to the Washington State Heart Association in memory of George E. Bahl, 61, who passed away suddenly on Feb. 17. George was born in Chicago and moved to Seattle as a young boy when his father, the late Joseph F. Bahl, who retired as general passenger agent at Seattle, was transferred to the west coast. George attended St. Joseph's School and Seattle Prep, and after starting with the Milwaukee in July 1936, worked out of the local freight office as waterfront checker for many years. A veteran of World War II, he was a member of the Burien VFW. He was also on the board of the Milwaukee Hospital Association and a trustee of the Brotherhood of Railroad Clerks. Requiem Mass was said at St. Philomena's Catholic Church, with burial in Washington Memorial Park. Besides his wife, Loretta, he is survived by a son, Joseph John, and three daughters, the Misses Joan Marie and Alice Louise Bahl and Mrs. Richard Hughes, all of Seattle; a brother, William M. of Rogue River, Ore.; and a sister (your Magazine correspondent), Mrs. Hillery (Laura) Schaub, Seattle.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

We salute Ray Fink, a fine co-worker, on achieving 50 years of service with the Milwaukee Road. Mr. Fink, chief clerk in the Tacoma freight office since Feb. 10, 1958, started with the Milwaukee in Tacoma on Jan. 5, 1920. He later worked in Seattle, Everett and Sumner, and was

cashier in Seattle for 10 years. During the second World War he was car service agent for the Association of American Railroads in Seattle, and worked for three years in the Army's transportation office in Seattle.

Condolences were extended to Juanita Modglin, secretary in the trainmaster's office at Tacoma, on the death of her father, Grover C. Modglin, on Feb. 6 at the age of 74. Mr. Modglin was a native of Illinois who came to Tacoma in 1939, and was a former Milwaukee employee. Survivors include his wife, Grace, son Donald, and two daughters, the other being Mrs. Bernard Groh, all of Tacoma; three brothers, three sisters and four grandchildren.

Dad Seeks Letters for News Of Son Missing in Vietnam

The story of our national anthem as told in "Proudly We Hail," the booklet presented recently to Milwaukee Road employees, and the letter from President Curtiss E. Crippen that accompanied it, have evoked many heartfelt endorsements of our country's values and standards. One employee whose son, an employee also, is missing in action in Vietnam, wrote in part:

"I made sure my youngest son took them to school, where they were well received. Believe me, our country needs more of this."

With regard to his missing son, the writer called attention to the much-publicized effort of Ross Perot, the Texas industrialist, to deliver supplies to United States prisoners of war in North Vietnam. He noted that although Perot was not allowed into the country, he did succeed in focusing the opinion of the world on the plight of these men and the anxiety of their families.

He quoted Perot's statement that he is not giving up, and his belief that if he receives millions of letters of support, the North Vietnamese will feel compelled to provide better treatment for their American prisoners.

"Could our Milwaukee Magazine urge our employees to write to President Nixon about this matter," the writer asked? "And also to our former President, Mr. Johnson? I have heard from Mr. Johnson and I know he is helping Mr. Perot and our senators in their efforts to make the North Vietnam government release information about our missing in action soldiers."

Concern for our lost Americans is reflected in an avalanche of mail voicing support of Mr. Perot's project. Letters to him can be addressed to P.O. Box 100,000, Dallas, Tex.

The Milwaukee Road Magazine



Documentary crew lines up a shot of the Lafayette, the first locomotive to be built with a horizontal boiler in 1837, for the Baltimore & Ohio. The passenger cars, resembling stagecoaches, rocked back and forth when the train was under way.



Helen Jean Rogers, director of "The Ballad of the Iron Horse," stages a scene featuring the Tom Thumb, the first steam locomotive in the United States, built in 1829.

The Ballad of the Iron Horse

The development of the railroads in the United States from their beginning up to the present day provided television viewers with an informative hour of entertainment the Sunday of Mar. 15. The pictures above were taken during the filming of "The Ballad of the Iron Horse," a 3M Special produced for ABC News.

The special was based on the fact that of all the modes of transportation, none has evoked more romance and longing for travel than the railroads. It was written and produced by John Secondari, award-winning documentarian.

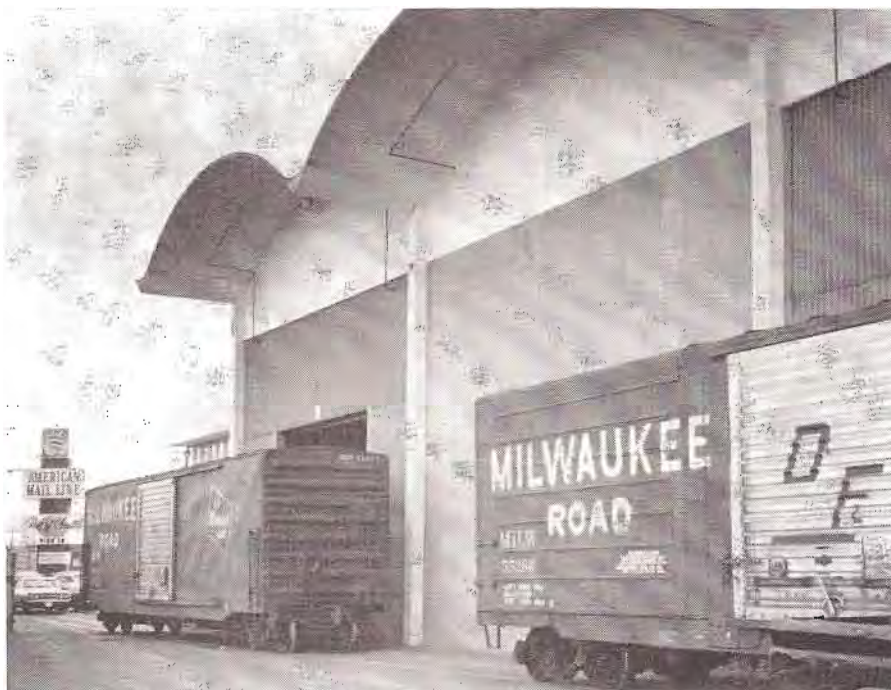
The saga was re-enacted in scenes depicting the building of the early railroads in the 1830s and tracing their development through the Civil War, the spanning of the continent in 1869, and the introduction of sleeping and dining cars, and luxurious private cars for millionaires.

Later scenes depicted the advent of the automobile and the development of trucking lines and airplanes gradually threatening the railroads' supremacy. Bringing the story up to date, "The Ballad of the Iron Horse" showed the many innovations under way today that bolster the image of their impressive past and foretell the railroads of tomorrow.



FLOWER POWER

Flower power hit the Port of Seattle Feb. 27 when the American Mail Line's "Korean Mail" arrived from Hong Kong and discharged 13,800 cartons of artificial flowers—1,004,305 pounds of them. The shipment, destined for Teters Floral Products at Bolivar, Mo., filled 4,037 measurement tons of space aboard the liner. The Milwaukee Road, which has handled this OCP (Overland Common Point) cargo for Teters for many years, spotted 43 boxcars to pick up the cartons as they came out of the holds. Two are shown here lined up at American Mail's train shed on Pier 28. At Seattle, this was reported as the largest single shipment of artificial flowers ever to go through the Northwest, although Teters has been importing them for several years in large quantities.





MAGAZINE

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THE MILWAUKEE ROAD ON THE TACOMA WATERFRONT



AIRVIEW OF THE PORT OF TACOMA in a northwesterly direction provides a panorama of the Milwaukee Road's facilities on the tide flats adjacent to the 11th Street viaduct. In the center, between the Puyallup and Milwaukee waterways, are the railroad's dock houses, and paralleling them above is the sweep of Tacoma Yard, with the car barge landing jetting into the waterway. Through the haze on the horizon may be seen the foothills of the Cascade Mountains.



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