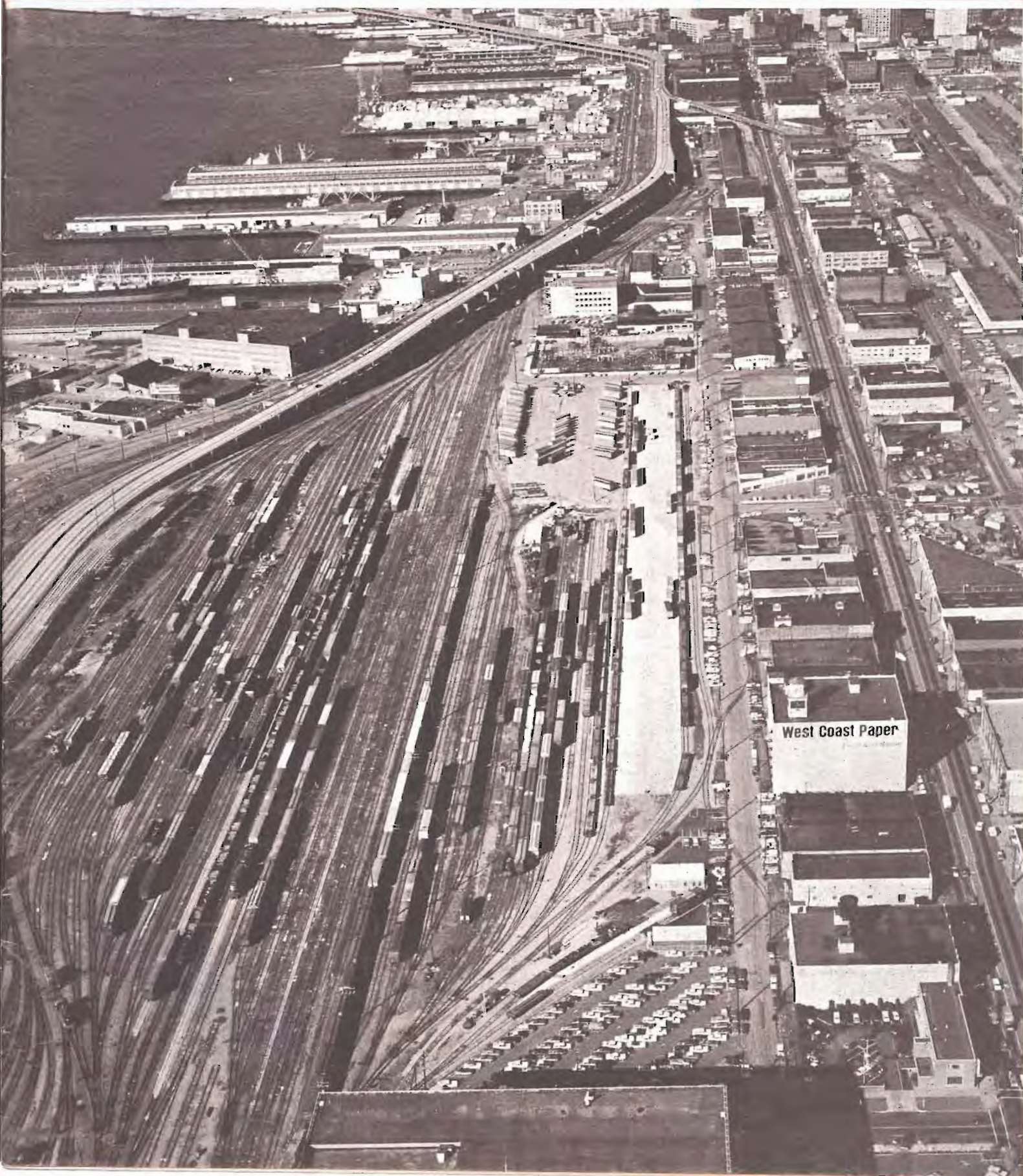


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

november
•
december
1970



MARIE HOTTON
Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

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To My Fellow Employees:



It is my privilege and pleasure to extend to you and your families sincere warm wishes for a Joyous Christmas and a very Happy New Year. May 1971 bring to you peace, health and happiness.

The year 1970 was not a prosperous one for the Milwaukee Road. The gains which we experienced in operating revenues

and the improvements which were provided were not sufficient to offset the continuing slowdown in the national economy and rising costs of every kind. We were not alone, of course. The nation's railroads generally felt the impact of similar hardships.

In these times, when uncertainty seems to be a way of life, few of us are left unaffected. Yet, most of us go into the New Year with renewed hope and expectancy for better things to come.

As we begin 1971, I believe we can look forward to better times for our railroad and for the entire troubled industry. I believe that an informed public and an enlightened central government are coming to a better realization of the importance of the railroads to our nation's well being and are taking steps to obtain more equitable treatment for this essential enterprise. Railroads are indispensable to our industrial economy and our national security. A healthy nation requires a healthy railroad industry.

The hope and expectation of an improved climate for the railroads should stimulate all of us to aid in the movement by doing our part with renewed energy and enthusiasm. It is this message of real hope for the future that I emphasize and bring to you this holiday season.

Curtis E. Sjogren

THE COVER

This is a view in a northerly direction of the Milwaukee Road's newly expanded Stacy Street Intermodal Yard adjacent to the Seattle waterfront as it went into full service in October. On each side of the long concrete strip is a 1,800-foot track for the loading and unloading of trailers and containers, and on the easterly side is a track of the same length for switching and storage. At the far end of the yard may be seen the area for temporary parking of trailers and containers. For the story, see page 4. (Port of Seattle photo)

Traffic Department Reorganizes Sales Section; New Positions Created



D. M. Wiseman



J. F. Dunseth Jr.



T. J. Embach

Transportation Digest

WRA DISCONTINUES PR. The Western Railroad Association will discontinue its public relations department on Jan. 1, 1971, owing to the continued poor earnings of many of the western railroads. Frank J. Stanton, director of public relations at the association's headquarters in Chicago, will become a member of the staff of James M. Souby Jr., president of the WRA, and maintain PR contacts on a local basis.

FOOD SERVICE CITATION. The Food and Drug Administration of the U. S. Department of Health, Education and Welfare has recommended a "Special Citation" of the Milwaukee Road for the maintenance of excellent sanitation in food service cars. The citation recognizes concern for public health by achieving an excellent sanitation record for the 10th consecutive year.

CONTAINERSHIP SERVES PORTLAND. The Port of Portland, victor in a legal battle to obtain direct containership service to and from the Far East, announced that the "Golden Arrow" would include Portland on its itinerary starting Dec. 12. The call initiated 20-day service by a Japanese steamship consortium which originally had scheduled service only to the Northwest ports of Seattle and Vancouver, B. C.

CAPTAIN SMILEY PASSES. Memorial services were held on Sept. 4 for Captain Albert Smiley, 83, the last skipper of the Milwaukee Road's famous steam tug "Milwaukee," the last of her breed that towed rail barges on the Seattle-Port Townsend run. Captain Smiley started his maritime career as a cabin boy on a windjammer, and was the senior active master mariner on Puget Sound, carrying an unlimited license. He was a member of the Puget Sound Maritime Historical Society and a retired honorary member of the Masters, Mates and Pilots.

In connection with a new organizational arrangement in the sales section of the traffic department, Donald M. Wiseman, general manager-freight sales, has been named to the newly created position of general manager-field sales. He will continue to make his headquarters in Chicago.

John F. Dunseth Jr., formerly director of management and cost control systems for the Burlington Northern, has been appointed general manager-system sales, and Thomas J. Embach, formerly area manager for the Suburban Motor Freight Company, Oak Lawn, Ill., has been named general manager-sales administration and services. Both positions are new also, and based in Chicago.

The reorganization program was undertaken in order to strengthen sales development and servicing activities. Under the arrangement, the department was re-structured so as to establish a national account sales force with responsibility for coordinating the transportation and distribution needs of customers.

Mr. Wiseman attended the University of Utah and joined the traffic department of the railroad in 1950, following brief employment by an airline and another railroad. Subsequently he completed the Columbia University transportation management program and

the advanced transportation management program at Northwestern University.

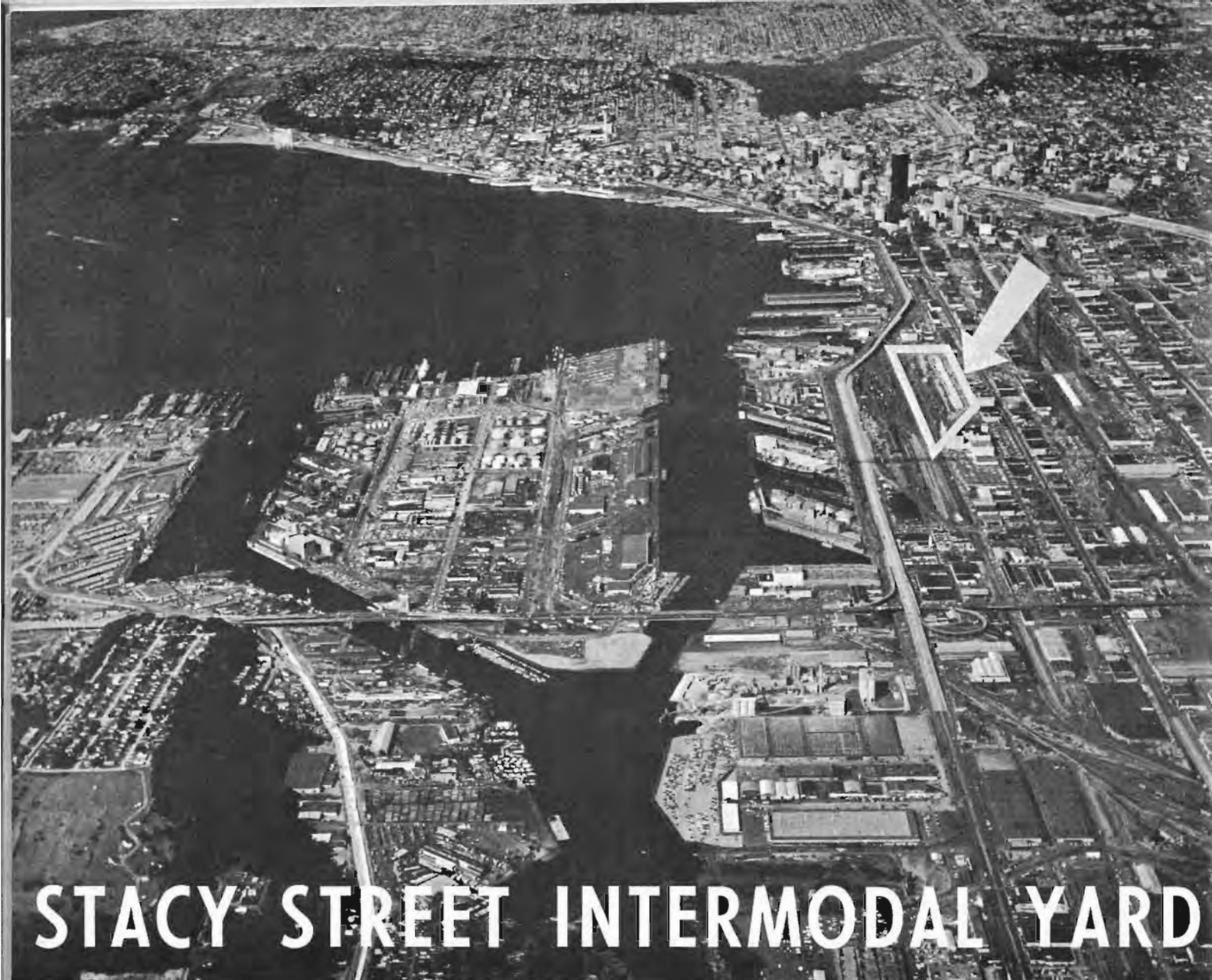
He has held various traffic positions in Minneapolis, Chicago and Salt Lake City, and has served as general agent in Philadelphia and New York City, advancing to traffic manager in New York City in 1962. He returned to Chicago in 1965 as freight traffic manager-sales and services, which title was later changed to general manager-freight sales.

Mr. Dunseth was graduated from Virginia Military Institute with an engineering degree and received a master's degree in business administration from the Wharton School of Finance and Commerce in 1962. He also studied law at the University of Maryland.

In 1955, while completing his education, Mr. Dunseth joined the Baltimore & Ohio, on which he held positions in the engineering, operating and traffic departments, later being made manager of equipment planning for the Chesapeake & Ohio/Baltimore & Ohio. He also served as manager of stone, clay and glass industry relations for the C&O/B&O before transferring in 1962 to the Burlington Lines as director of industrial marketing. He was appointed director of management and cost control systems for the Burlington Northern following the merger in March 1970 creating that company.

Mr. Embach holds a Bachelor of Science degree in general business from Marquette University and a Master of Business Administration degree from Loyola University. He was employed by Suburban Motor Freight more than five years, serving as area manager the last three years. He previously represented the company in various capacities, including that of district sales manager.

STEEL PRICE BOOST. Effective Jan. 4, the United States Steel Corp. will increase prices for railroad track, wheels and axles. The nation's largest steel producer said it will increase the price for rails from \$136 to \$146 a ton and raise the price for track accessories, wrought wheels and forged axles by an average of 6 per cent. The increases will affect products that make up about 1.5 per cent of the industry's business.



STACY STREET INTERMODAL YARD

EXPANSION PROJECT DOUBLES CAPACITY TO HANDLE CONTAINER AND PIGGYBACK TRAFFIC AT PACIFIC NORTH COAST PORTS

THE WORD IS "GO!" these days at the Milwaukee Road's newly expanded and modernized Stacy Street Intermodal Yard in Seattle. The capacity of the facility has been doubled and numerous changes effected, making it a model of efficiency in the handling of piggyback trailers and containers of all types and sizes.

In one of the principal engineer projects carried out in 1970, the yard was re-designed for maximum flexibility, compactness and speed of operation featuring enlarged areas and improved layout for the transfer of the freight units to and from flatcars for temporary storage.

The intermodal facility adjoins the

railroad's general freight yard at Stacy Street, extending from Stacy to Massachusetts Street and from Utah to Colorado South Avenue. Located within a few minutes drive of all waterfront container terminals, freight forwarders and express companies, it is the most conveniently located terminal of its kind in the Seattle area and ranks as one of the most modern freight facilities in the Pacific Northwest. The operation is handled by the Milwaukee Motor Transportation Company, the railroad's motor carrier subsidiary.

The principal reason for the expansion and improvement was the sharp upturn in the railroad's import-export container traffic. As anticipated, this traffic showed

ABOVE: Aerial view in a northerly direction showing the Seattle waterfront and Stacy Street Intermodal Yard (arrow). The location of the yard makes it the most conveniently located facility of its kind in the Seattle area. (Port of Seattle photo)

a 100 per cent gain during the first nine months of 1970 over the comparable 1969 period. In addition, there was a 45 per cent increase in import traffic moving through the Seattle facility in piggyback trailers loaded at the Port of Seattle.

Construction work, which was carried out under traffic, included the removal of a number of unused buildings and

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A three-block long concrete apron is the backbone of the newly modernized and expanded piggyback/container yard.

The strip was laid one foot thick to withstand heavy loads.

short tracks. Increased flexibility of operation was achieved by changes which reduced the amount of switching and trailer movement required.

In the loading area, two 1,800-foot tracks for loading and unloading trailers and a house track of the same length for switching, storage and emergency needs

parallel a concrete strip 79 feet wide and 1,660 feet long, or almost the length of three city blocks.

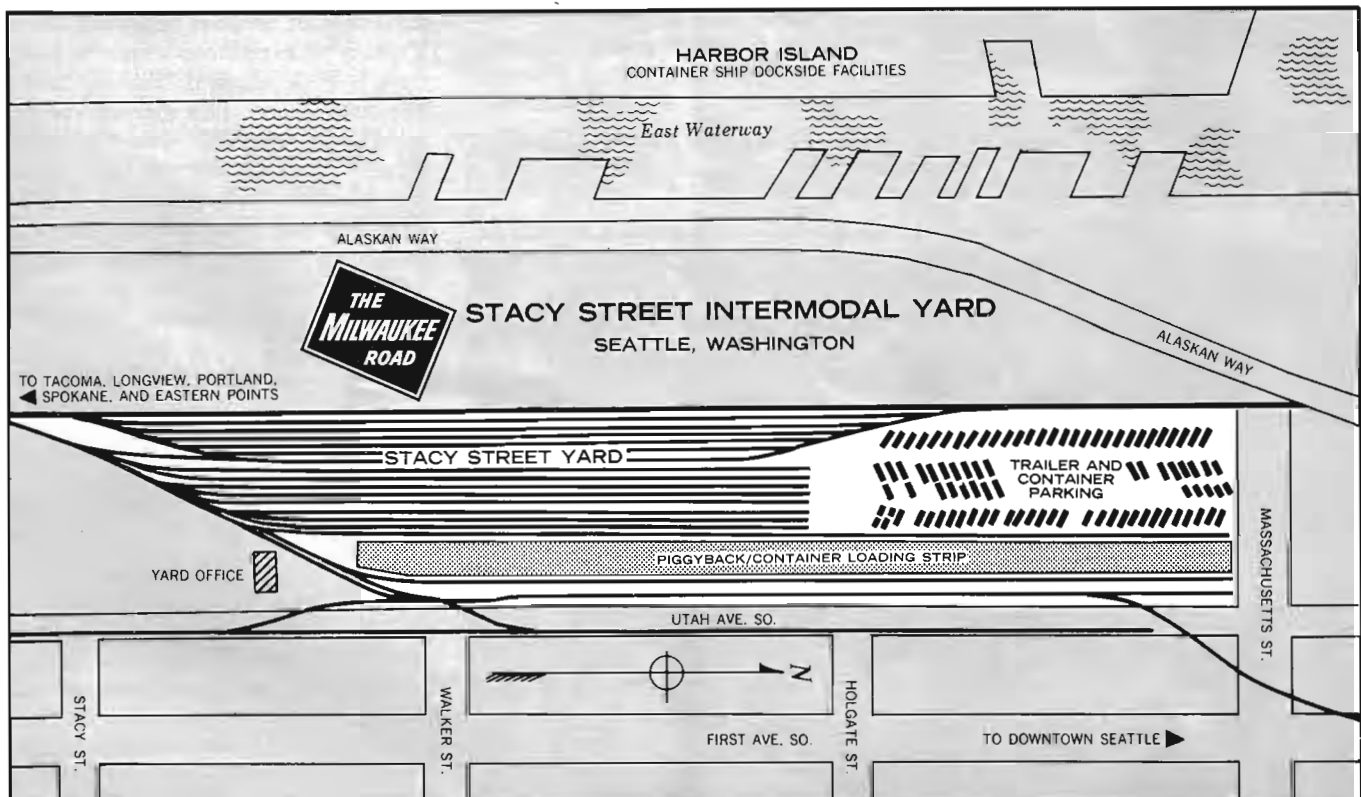
The two loading tracks have a capacity of 36 flatcars and are spaced 90 feet apart to allow plenty of maneuvering room for the Piggy Packer to handle containers and piggyback trailers. The

Piggy Packer can load or unload either type of unit in 90 seconds.

The largest slip-form paving machine in the Northwest was used to put down the concrete strip, laid one foot thick to support the 93,000 pound weight of the Piggy Packer, which has a carrying capacity of 70,000 pounds. Equipment in

Map showing the layout of the intermodal yard. Shown are the 1,660-foot concrete strip for loading and unloading piggyback trailers and containers, the area for temporary park-

ing of the units, the new yard office and other facilities, and yard trackage in the area.





The Piggy Packer shows its muscle. It has a lifting capacity of 70,000 pounds and can transfer a container or piggyback

trailer to or from a flatcar in 90 seconds.

use, in addition to the Piggy Packer, includes three tractors and an Ottawa Commando.

In the area set aside for temporary storage of trailers and containers, the holding capacity was increased from 45 to 200 units.

Upon the completion of the expansion project this fall, the yard was opened on Oct. 27 with a showing to news media in the Seattle area. The event received wide publicity in the press and on television newscasts that evening.

Byron E. Lutterman, vice president

and western counsel at Seattle, was quoted on the occasion as saying that the efficiency and location of the facility should help the Milwaukee Road maintain its leadership in the movement of long haul traffic to and from Pacific North Coast ports.

Noting that import-export traffic over the Seattle waterfront continues to show a steady rate of growth, he said, "With the completion of our expanded intermodal yard, we hope to add to that growth and give the Seattle economy a modest shot in the arm."

Growth in import-export shipments

was responsible also for the expansion and re-design in 1970 of Piggyback Park, the MMTC terminal adjoining Bensenville Yard west of Chicago. Construction work carried out there included the installation of an additional track for the loading of trailers and containers by straddle crane and the complete renovation of container handling facilities.

New U. S. Customs House

To keep pace with the intermodal movement of overseas containers and as a means of expediting service to customers, a U. S. Customs clearance facility was built. A new track connects the piggyback/container area with Bensenville Yard, but circumvents the hump operation complex of the main yard, thereby increasing the flexibility and speed of trailer and container handling. The capacity for temporary storage was increased also to provide for 700 50-foot piggyback trailers, or an even larger number of containers, at any given time.

Reporters for Seattle newspapers and trade magazines, together with TV cameramen, watch the Piggy Packer in action. The opening of the intermodal yard received wide publicity in the press and on television newscasts.



RAILS PAY THEIR OWN WAY

Cost of maintenance, improvements and taxes for railroad right-of-way is currently running at about \$1.8 billion a year. Including allowances for return on investment, this expense consumes about 20 per cent of every railroad revenue dollar. Comparable costs now paid as user charges by other intercity carriers range from 5.1 per cent by freight motor carriers to 3.3 per cent by airlines and nothing by water carriers.

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LAW DEPARTMENT OFFICERS MOVE INTO NEW POSTS

Vice President Schiewe Retires; Succeeded by R. K. Merrill



E. O. Schiewe



R. K. Merrill



J. P. Reedy



R. W. Spangenberg

Raymond K. Merrill, general solicitor of the railroad, was elected vice president—law effective Nov. 1. He succeeded Edwin O. Schiewe, who retired as vice president and general counsel following more than 29 years of service in the law department.

James P. Reedy, who also held the title of general solicitor, was elected general counsel, and Roland W. Spangenberg, corporate counsel, was elected general solicitor. All will continue to be located in Chicago.

Mr. Schiewe's retirement climaxed a career in which he had served the railroad with great distinction. He is a native of Chicago and a graduate of Valparaiso University, receiving his A.B. degree in 1929, followed by a J.D. degree from Northwestern University in 1932. He was associated with the law firm of Cummings & Wayman in Chicago before joining the law department of the railroad in 1941.

In 1944 Mr. Schiewe was appointed assistant general solicitor, advancing to general solicitor in 1958. He was elected vice president and general counsel in 1962, and served as a director of the company from October 1966 to March 1970.

In addition to professional affiliations, Mr. Schiewe was a founder of the Lutheran High School Association of Greater Chicago. He is also a member of the national advisory board of Valparaiso University and a director of the Lutheran Church Missouri Synod Foundation.

Upon retiring, he was honored by officers of the company and professional colleagues at a dinner in the Mid America Club, and also at an open house in

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the law department offices. He and Mrs. Schiewe will continue to live in Lincolnwood, Ill., a Chicago suburb.

Mr. Merrill was born in Wheaton, Ill., and received an LL.B. degree from Chicago Kent College of Law in 1942. Except for four years of service in the Coast Guard during World War II, he has been with the Milwaukee Road continuously since 1937. He was appointed assistant general solicitor in 1951, advancing to commerce counsel in 1955 and to general attorney and commerce counsel in 1959. He was elected general solicitor in 1962.

Mr. Merrill is a member of Delta Theta Phi law fraternity, in addition to numerous professional affiliations.

Mr. Reedy, a native of Chicago, received an LL.B. degree from Notre Dame University in 1949. Following private practice, he joined the law de-

partment of the railroad in 1951, advancing to assistant general solicitor in 1955 and to general attorney in 1958. He was appointed assistant general counsel—law in 1962 and became general solicitor in 1964.

In addition to other professional organizations, Mr. Reedy is a member of The Society of Trial Lawyers of Chicago and was recently made a fellow of the American College of Trial Lawyers.

Mr. Spangenberg was born in Chicago and studied law at Northwestern University, where he received a B.S.L. degree in 1931 and an LL.B. degree in 1933. He has held a number of positions in the law department since joining it in 1935. He was appointed assistant general counsel in 1951, and had served as corporate counsel since 1962.

Mr. Spangenberg holds membership in several bar associations.

Ailes Succeeds Goodfellow as AAR President

Stephen Ailes, former Secretary of the Army, was elected president and chief executive officer of the Association of American Railroads, at a special executive session of the AAR Board of Directors on Nov. 5. His election to the office is effective Jan. 1, 1971.

He succeeds Thomas M. Goodfellow, who has been elected president of the 13,000-member National Defense Transportation Association. Mr. Goodfellow, who had requested retirement during the coming year, agreed to continue serving as AAR chairman until Oct. 31, 1971.

Mr. Ailes, currently a partner in the Washington, D.C., law firm of Steptoe

& Johnson, served as Secretary of the Army in 1964-65. Previously he had served for three years as Under Secretary.

He received his undergraduate degree from Princeton University in 1933 and his law degree from West Virginia University. After a brief period of private law practice, he returned to West Virginia University for three years as assistant professor of law. He was appointed to the legal staff of the wartime Office of Price Administration in 1942 and served as an assistant general counsel in 1945-46. The following year he was appointed counsel for the U. S. Economic Mission to Greece.

The logo for ASTRO, consisting of the word "ASTRO" in a bold, stylized, sans-serif font.

PROGRESS REPORT:

Congressional Bills Call for Aid to Ailing Railroads

The ability of America's railroads to carry their share of the nation's future transportation load centers on a question of money. Can they find the money needed for new equipment and facilities?

The recently released report of America's Sound Transportation Review Organization (ASTRO) puts the industry's capital needs for modernization and improvements at \$36 billion between now and 1980.

Every American has a pocketbook interest in the "railroad problem" because transportation is an element in the price of about everything they use or consume—and railroads are the backbone of the national transportation system. In 1969 railroads hauled 780 billion ton-miles of freight, or nearly 4,000 ton-miles for every man, woman and child in the country. Thus they were responsible for transporting about 41 per cent of all intercity traffic—nearly twice as much as any other type of carrier.

And essential as railroads are today, the nation's dependence on them continues to grow. Railroad volume increased 33 per cent in the last decade and is expected to show even faster growth in the next. ASTRO estimated that by 1980 railroads must be able to handle about one third more traffic than they do now—more than one trillion ton-miles a year.

While there is no question about the nation's Space Age need for the railroads, there is a big question about their ability to do the job that will be required of them. The expansion predicted will entail outlays for plant and equipment far beyond past and present levels—and far beyond the railroads' capacity in their present financial condition.

Beset by rising costs, subsidized competition and unfair regulations, railroads have seen earnings fall steadily. In the struggle to keep pace with progress many are now strapped for money to stay in business, much less provide for future needs. On most lines, revenues are being outpaced by mounting expenses.

It was for the purpose of making an in-depth study of this problem and recommending solutions that the board of directors of the Association of American Railroads created ASTRO in the fall of 1969. ASTRO's report, released in June 1970 (July-Aug. '70 *Milwaukee Road Magazine*), calls for creative federal involvement in the railroad industry on a basis similar to that which has long benefited other forms of transportation.

While ASTRO found that the railroads are in no position to solve their own problems in the way the future will require, its report laid out a saving course of action for the nation to follow. It is a comprehensive forward-looking program designed to rehabilitate and revitalize the entire industry.

The recommendations will require important changes in national transportation policies and internal reforms. They also involve various forms of financial assistance, mainly designed to help the railroads help themselves.

The amount of financial aid is not fixed in the report, but has been estimated at less than \$700 million a year—far less than the \$23 billion all levels of government currently spend each year on other forms of transportation. The federal funds would be used to help railroads modernize their plant, augment their supply of freight cars and locomotives, and for research.

The report noted that the money could be expected to come back to the government eventually through the higher taxes that a healthy industry would pay.

But financial assistance alone will not solve the industry's problems, ASTRO pointed out. In this connection it reported: "Any program of financial relief will only be a short-lived palliative without a change in deep-seated irrationalities of the present legal and regulatory structure governing all of transportation." Laws and regulations must be overhauled, it said. The railroads must be "brought into the family" as part of a balanced national transportation system based on fair and equal treatment of all modes.

While many of the proposals, such as regulatory change, have no significant price tag, ASTRO concedes that its program, as a whole, would cost money. But it would not be as costly as the alternatives:

- Not as costly as steadily deteriorating rail service at precisely the time the nation needs to use all of its transportation facilities to the fullest.

- And not as costly as nationalization—a dangerous proposition at best—which has been estimated to cost as much as \$60 billion for the acquisition of facilities alone, without touching the capital needs of the industry.

In essence, assistance to the railroads is the best and cheapest transportation investment the government can make.

Most of the recommendations are directed to Congress, because it is the only institution that can implement them. The main thrust of this effort will occur in 1971.



However, a significant breakthrough occurred on Oct. 13 when Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, introduced legislation designed to ease the chronic shortage of freight cars and increase the industry's locomotive fleet. It consists of two bills, the so-called National Freight Car Corporation Act and a companion bill called the Railroad Equipment Obligation Insurance Act.

The first bill calls for the formation of a non-profit quasi-governmental corporation authorized to acquire and maintain a pool of general service boxcars—this being the type most often involved in shortages—and eventually other types of freight cars, if they are found to be in the best interests of shippers. The federal government would guarantee the obligations of the corporation. Initial working capital of \$10 to \$30 million would come from the railroads through a 50 per cent surcharge on per diem charges on plain unequipped boxcars, and be repaid to them by 30-year debentures of the corporation bearing 8 per cent annual interest.

The bill would give the corporation authority to control the movement and distribution of its cars, and to set rates and user charges. Car service rules established by it would take precedence over any conflicting rules of the railroad industry and of the Interstate Commerce Commission.

The corporation would be managed by an 11-member board of directors consisting of the Secretary of Transportation, Secretary of the Treasury and the chairman of the ICC, two shipper representatives appointed by the President of the United States, and six elected by the railroads.

The insurance bill would create a federally financed fund to insure loans made to railroads or their car-furnishing subsidiaries for financing new or rebuilt freight cars and/or locomotives. The fund would insure up to \$3 billion in obligations at any one time.

The bill would authorize the Secretary of Transportation to charge users of the fund up to one-quarter of one per cent per year of the principal amount of their obligation, with receipts being plowed back into the fund. The plan is similar to the insurance as-

sistance given to the maritime industry.

Both bills are consistent with ASTRO's program for improving the industry's car supply and locomotive fleet, and are expected to gain widespread support among shippers and rail-

road suppliers. Having been introduced shortly before the congressional recess for the November elections, action has not been taken on them. However, they will be re-introduced when the 92nd Congress convenes in 1971.



HOW TO WRITE TO WASHINGTON

The railroad industry and railroad employees have a vital stake in legislation which has been introduced in the Senate and will be brought before Congress in 1971. It involves two bills—the so-called National Freight Car Corporation Act, and a companion bill known as the Railroad Equipment Obligation Insurance Act. Details are explained in the accompanying "ASTRO Progress Report." Milwaukee Road employees can serve their own best interest as well as those of the industry by asking their Congressmen and Senators to support early enactment of this legislation. Here are some tips on how to write to Washington:

Use the correct form of address.

<i>The Honorable John Doe</i>	<i>The Honorable John Doe</i>
<i>United States Senate</i>	<i>U.S. House of Representatives</i>
<i>Senate Office Building</i>	<i>Senate Office Building</i>
<i>Washington, D. C. 20025</i>	<i>Washington, D. C. 20025</i>

Write legibly or type your letters. Know your subject and identify the bills you are writing about by name.

Express your thoughts and conclusions in your own words. Be brief and to the point.

State your reasons for writing. Tell your representatives how the issues will affect you, your family, the industry and the nation's economy.

Do not use phrases and sentences from form letters. They will be recognized as "pressure mail" and make little impact.

Be polite and reasonable. Don't gripe or demand. Complaining detracts from your point.

After you have told them where you stand, ask them to state their position in reply.

The timing of such letters is important—write as soon as Congress convenes in January. It is not unusual for a Congressman or Senator, explaining why he voted as he did on an important issue, to acknowledge he would have acted differently had he heard from his constituents before the roll call in the House or Senate.



Japan Special Grain Mission Visits the Milwaukee Road



Members of the Japan Special Feed Grain Mission with Milwaukee Road officers alongside a new covered hopper car in Chicago Union Station. Left to right: G. F. Flynn, Milwaukee Road manager of foreign freight sales; Toshimichi Tanaka, member of the board of directors, Japan Feed Trade Association; D. J. Staley, assistant superintendent transportation, Milwaukee Road; Yoshiro Saito, Livestock Bureau counselor, Japan Ministry of Agriculture & Forestry; Toshio Kato, chairman of

the purchasing committee, Japan Feed Manufacturers Association; W. H. Wait, freight traffic manager-grain, of the Milwaukee; Toshio Kawaguchi, senior inspector, feed department of Zenkoren (cooperative buyers); H. A. Springer, manager of grain sales, R. J. Hodor, market analyst, and P. C. White, manager of market research, all of the Milwaukee Road; and Toshio Minagawa, Far East Office representative, U. S. Feed Grains Council.

The Milwaukee Road was one of two railroads visited recently by the Japan Special Feed Grain Mission during the group's tour of the United States. At the invitation of the U. S. Feed Grains Council, in cooperation with the Foreign Agricultural Service of the U. S. Department of Agriculture, the five-man team held discussions with groups involved in the supply and quality control of feed grains, transportation, marketing and related matters.

A new Milwaukee Road covered hopper car, one of the fleet of 500 recently placed in service on this railroad, was put on display in Chicago Union Station for inspection by the group. The cars are of the large size now in greatest demand in the grain trade, with a capacity of 4,740 cubic feet, or 100 tons.

A number of Milwaukee Road officers joined the group for a two-hour conference, with President Curtiss E. Crippen and G. H. Kronberg, vice president-traffic, taking part in the discussion.

Of particular interest to the group was the Milwaukee Road's current effort to establish a rate reduction on volume movements of corn and soybeans to Seattle, Tacoma and Longview, Wash., for export to Japan and the Orient. It

calls for a rate of 58 cents per 100 pounds of multiple-car shipments of 475 tons or more.

The rate was expected to become effective on Sept. 19 to have it available for the handling of the 1970 crops, but was suspended by the Interstate Commerce Commission. However, a hearing relative to it has been set for Jan 6, 1971.

The rate is the result of extensive studies by the railroad's marketing, sales and rate departments. The studies revealed that substantial volumes of corn and soybeans were moving from the United States to Japan almost exclusively via Gulf Coast ports, and only a slight volume of corn and no soybeans via the Puget Sound and Columbia River ports which the Milwaukee Road serves. The latter ports are closer to Japan and offer faster and more economical routes from the United States.

In-depth studies sought to evaluate the advantages of the North Coast route and to incorporate them into a rate which would provide attractive marketing opportunities for corn and soybeans grown in the midwestern surplus producing territory served by the Milwaukee.

H. C. Pottsmith, Supervisor Of Work Equipment, Retires

Henry C. Pottsmith, superintendent of work equipment, retired on Oct. 31 after more than 44 years of service to the Milwaukee Road. His associates in the engineering department in Chicago joined in extending good wishes at a luncheon in the Union Station's Canterbury Room.

Mr. Pottsmith attended the Univer-

H. C. Pottsmith, right, pictured at the luncheon in his honor with B. J. Worley, vice president-chief engineer.



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sity of Minnesota and began his career in 1925 as a machinist helper at St. Paul. In 1940 he was made foreman of the locomotive shop at Minneapolis, advancing there to master mechanic in 1949. He was appointed general diesel supervisor—system in 1951, and had been superintendent of work equipment with headquarters in Chicago since 1953.

He and Mrs. Pottsmith are living at present in Kent, Wash., with the intention of making their home in the Seattle-Tacoma area. Their son, Henry Jr., lives in Kent, and they also have a daughter in Buffalo, N. Y.

• APPOINTMENTS •

Engineering Department

Effective Nov. 1, 1970:

R. P. Drew is appointed superintendent of work equipment with headquarters in Chicago.

Effective Nov. 16, 1970:

P. V. Mather is appointed signal engineer with headquarters in Chicago.

Mechanical Department

Effective Nov. 1, 1970:

W. A. Hisman is appointed shop superintendent of the Milwaukee locomotive shop and wheel shop with jurisdiction over the Milwaukee diesel house and that part of the La Crosse Division including Madison, Watertown and Portage, Wis.; and of the Milwaukee Division, excluding Beloit and Janesville, Wis., with headquarters in Milwaukee. . . . **E. A. Rogers** is appointed master mechanic of the Milwaukee diesel house and terminal, with headquarters in Milwaukee.

Traffic Department

Effective Sept. 16, 1970:

Earl C. Winther is appointed district manager-sales with headquarters in Spokane, Wash.

Office of President

Effective Oct. 1, 1970:

Ruth B. McKelvey is appointed chief clerk of the pass bureau.

Effective Nov. 1, 1970:

N. D. Owen is appointed assistant to vice president-operation with headquarters in Chicago.

Effective Nov. 16, 1970:

Robert E. Sellards is appointed manager of training and development. . . . **Larry E. McDowell** is appointed employment officer.

November-December, 1970

Employees in Chicago Area Cited for Participation in Crusade of Mercy



District Master Mechanic Eugene J. Mueller, shown with Chairman William J. Quinn, displays the Crusade of Mercy citation naming him "Outstanding Solicitor."

Milwaukee Road employees in the Chicago area showed outstanding generosity in pledging a record total of \$37,553 to the Employees Combined Fund Raising Plan during the solicitation drive Sept. 14 through Oct. 15. The contribution is approximately \$12,300 more than that pledged in 1969.

The goal for 1970 was 30 per cent higher than the amount pledged last year, in line with the figure set by the Metropolitan Crusade of Mercy as necessary to meet the burgeoning need for charitable, health and human care services throughout Chicagoland.

Under the plan for equitable distribution of the Employees Combined Fund, 85 per cent goes to the Metropolitan Crusade, which incorporates the appeals of 900 voluntary care agencies in Chicago and in 154 suburban communities. The support from the employees this year exceeded the metropolitan goal by 19 per cent, reflecting an increase of 49 per cent over 1969.

The results were reported at a meeting with department heads in Chicago on Nov. 10 presided over by William J. Quinn, chairman and chief executive officer, who conducted the metropolitan drive among Chicago railroads and railway suppliers. Other speakers included President Curtiss E. Crippen; C. C. Dil-

ley, director of public relations and advertising, who served as chairman of the company drive; and Donald A. Wiley, assistant director of the Crusade of Mercy.

In expressing his gratification over the results, Mr. Quinn said, "I take great pride in the fact that Milwaukee Road people have again demonstrated their concern for the health and welfare of our communities, as is so evident by their generous response. You may recall that the campaign slogan for this year's Crusade of Mercy was 'Together We Can Make the Difference.' I am pleased to say that we on the Milwaukee Road have changed that to read, 'Together We Did Make the Difference.'"

Mr. Quinn was delegated also to present the Crusade's "Outstanding Participation" citation to department heads representing employees in departments that ranked 50 per cent and higher in participation.

Special recognition went to the Western Avenue mechanical department, where 96 per cent of the employees were counted as participants. District Master Mechanic Eugene J. Mueller, who accepted the citation for them, received an individual award naming him "Outstanding Solicitor."



School keeps while the circus train is unloaded. (Delavan Enterprise photo)

CIRCUS IN TOWN!

"The Greatest Show on Earth," en route from Council Bluffs, Ia., to Madison, Wis., on the Milwaukee Road, made a special stop on Sept. 9 at Delavan, Wis., to commemorate its birth there 100 years ago.

The arrival of the train on the show's centennial tour attracted a crowd of more than 3,000 circus fans of all ages. Business and school waited while the elephants were unloaded and Mayor Robert H. Miller presented the general manager, Lloyd Morgan, with a key to the city.

On the stop-over the show participated in a parade and a pilgrimage to Spring Grove Cemetery, the burial ground of more than 100 members of Delavan's 19th century circus colony, including William Cameron Coup, who conceived the original Barnum circus. In the procession were animals, clowns, performers, circus wagons, pony carts, the high school band, and a variety of local mounted and walking units.

It was Coup who in 1870 persuaded Phineas T. Barnum, the great showman, to become involved in his first tanbark venture. Mr. Morgan, representing the president of Ringling Brothers and Barnum & Bailey, placed a wreath on Coup's grave.

Following the memorial service, the circus cars were reloaded and the show continued on to Madison, where it was to open a four-day stand.

Earlier in the summer Delavan was the site of a week-long P. T. Barnum centennial fete featuring a pageant of the city's circus history, with music by Merle Evans, former Ringling-Barnum

bandmaster, and the Schlitz Old Milwaukee Days Circus Band. Other events included concerts by the Blatz Band of Milwaukee, coronation of a Centennial Queen, and special acts throughout the week by circus performers.

Except for signs at the main entrances to the city stating "Delavan, 19th Century Circus Capital," there is little memorabilia of the days when Delavan was a renowned Big Top mecca. In the years between 1847 and 1894 it was the winter quarters of 28 circuses.

The first was the Mabie Brothers U. S. Olympic Circus, in 1847 the largest traveling show in America. Delavan was chosen as home base because of the abundance of pasture land and water available for quartering horses—the most important asset to the 19th century circus for transportation as well as performance. The Mabies launched the

Wisconsin circus dynasty which saw more than 115 shows organized in the state during the next 100 years.

The date of the formation of the Barnum circus is generally accepted as Oct. 8, 1870, on the basis of an agreement by Barnum to join Coup and Dan Castello, co-owners of a profitable circus venture, in a partnership. The show traveled by horse-drawn wagon and in the first season netted more than \$400,000.

Realizing that the circus and menagerie had grown too large to trudge along country roads making only 20 miles a day, Coup decided to put it on rails, jump 100 miles or more overnight, and show only in towns large enough to draw good crowds. On Mar. 20, 1871, the show departed from the Milwaukee Road station at Delavan aboard 10 railroad cars, and gave its first performance

(Continued on page 13)



A privileged youngster surveys the crowd. Circus elephants are females with only a few exceptions, being more docile than males. (Delavan Enterprise photo)

In the final tally of figures on the 1970 U. S. Savings Bond drive, employees on the Iowa, Minnesota & Dakota Division emerged as the outstanding group of subscribers on the railroad, with a record of 92 per cent participation in the payroll savings plan for Bond purchases. This was an increase of 16 per cent over the number of subscribers in 1969 and the sixth consecutive time the IM&D employees were counted among groups achieving a 50 per cent or more participation.

In recognition of their excellent showing, the employees were awarded the Treasury Department's Minute Man Flag decorated with the gold star symbolizing a group enrollment of 50 per cent or more five years hand running. It was accepted on their behalf by Superintendent W. K. Peterson at a meeting of the Austin, Minn., Rotary Club Sept. 28.

The flag was presented by Mrs. Jeanie Smith of Tulsa, Okla., "Mrs. United States Savings Bonds" for 1970-71, making her first appearance on a nation-wide tour as an ambassador of good will for the Department of the Treasury. The ceremony was highlighted by the presence of former Vice President Hubert H. Humphrey, visiting Austin as a candidate for the U. S. Senate in the November election, and of Treasury Department officers in Minnesota.

As this issue of our magazine went to press, other groups to receive awards for achieving or exceeding a 50 per cent or more enrollment for Bond purchases on the payroll savings plan included employees on the Aberdeen, the Iowa and the La Crosse divisions, and the accounting department employees at the Fullerton Avenue office building in Chicago. At the department level, awards will be presented also to employees in the mechanical department at Western Avenue in Chicago for a new record there of 93.4 per cent participation, and to the mechanical department employees at Deer Lodge, Mont., who signed up for Bond purchases a solid 100 per cent.

(Continued from page 12)

in Brooklyn, N. Y., two weeks later.

The year following, the circus rolled out of winter quarters in the first train of its own brightly painted circus cars and began touring the country by rail. Wherever the show went, people flocked to see the spectacular circus train, and overnight millions of children and grown-ups became devotees of the sawdust ring.

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IM&D Employees Lead Payroll Savings Bond Subscribers in 1970 Drive



Mrs. Jeanie Smith of Tulsa, Okla., "Mrs. U. S. Savings Bonds," presents the Minute Man Flag with Gold Star to employees on the Iowa, Minnesota & Dakota Division. Left to right are: Mike Lushene, president of the Austin Exchange Club (foreground); W. K. Peterson, superintendent of the IM&D Division; A. H. Haakenson, president of the Austin Rotary Club; and Hubert H. Humphrey, former vice president of the United States and newly elected senator from Minnesota. (Austin Herald photo)



Employees at division headquarters in Austin, Minn., display the Minute Man Flag. Left to right: John Newlin, time revisor; Kemma Johnson, secretary to division engineer; Lois Cummings, roadmaster's clerk; Bob Rigdon, chief clerk to division engineer; and Jack True, secretary to division superintendent.



Members of the general governing board and general chairmen who attended the biennial luncheon. Seated left to right: Mmes. Joseph L. Hart, W. Ray Dolan, Roy E. Melquist, Ralph Vannella, L. G. Ellis, Miss Marilyn McNicholas. Rear,

from left: Mmes. Robert A. Rathbun, Joseph Ashenbrenner, Everett L. Hubbs, Frank T. Ross, Oscar Bond, Judith Sottysik, and Clarence Knoblauch.

Business and Pleasure Mark the Biennial Meeting of the Women's Club in Chicago

The efforts of the Milwaukee Road Women's Club to promote mutual enjoyment and helpfulness among railroad families added up to a praiseworthy report at the biennial meeting in Chicago on Saturday, Nov. 7. The get-together at the La Salle Hotel marked the opening of the club's 46th year.

Mrs. Ralph E. Melquist of Minneapolis, president general, presided at the business session programmed for the morning. Members attending included presidents of 15 chapters and 14 general officers and general chairmen.

At last report, the club counted a

membership of 8,691—4,170 voting and 4,521 contributing members—among 45 chapters throughout the railroad system.

Reports delivered at the session reflected a pattern of concrete, useful action in serving the social interests of the railroad family and a neighborly concern for its well-being.

Accounts of social activities were replete with affairs such as card parties, retirement dinners, potluck suppers, picnics, Christmas parties for children and the like. Welfare reports indicated that instances of actual hardship are rare. Programs in this area consisted for the most part of seeing to the com-

fort of the sick and elderly, lending a hand to families at times of death, and assisting the occasional family which, hit by some misfortune, could use help.

On the business agenda, Mrs. Ralph Vannella of Bensenville, executive secretary general, summarized activities among local chapters the year preceding and those supervised by the executive committee of the general governing board. Approval was voiced of the change effective in 1970 whereby small chapters with limited opportunities to achieve "over-the-top" goals were able to receive membership awards.

Mrs. Vannella, who supervises the club's scholarship program for sons and daughters of employees, reported that scholarship aid in 1969 totaled \$4,800. On this matter, approval was given to continue the sponsorship at the present rate of two \$600 awards annually, re-

Presidents of various chapters represented at the meeting. Seated left to right: Mmes. Katherine Silvernail, Aberdeen, S. D.; Albert Lahey, Savanna, Ill.; Ernest Burmeister, Madison, Wis.; Walter Darr, Bensenville, Ill.; Arthur Heester,

Tacoma; Charles Hart, La Crosse, Wis. Rear, from left: Mmes. Earl Steiner, Miles City, Mont.; Walter Maher, Marion, Ia.; Eric Olson, Mobridge, S. D.; Robert Novak, Davenport, Ia.; Henry Anderson, Minneapolis.



newable for the full college or university undergraduate course.

Other business of importance included the election of general officers, Mrs. L. G. Ellis of La Crosse, Wis., serving as nominating chairman. By unanimous vote, Mrs. Melquist was re-elected president general—her fourth term in that office—and Mrs. Vannella to another term as secretary general.

The general get-together luncheon after the meeting underscored the ability of Mrs. W. Ray Dolan, general luncheon chairman, to arrange a delightful program. Attendance for the occasion numbered about 100, including several delegations from neighboring states. In the course of the luncheon tributes were paid to the oldest and youngest member present, the honors going to Mrs. Alice Johnson of Madison, Wis., a youthful 82, and Mrs. Robert Novak, president of Davenport Chapter, who is 27.

The entertainment featured Michael Bondon, a young singer and showman with a pleasing baritone voice, in a performance calculated to send the audience home happy.

In connection with the luncheon, costume jewelry was displayed for sale or order. This is a project of D. J. Conard, special agent on the railroad police force, and his wife, Barbara, who represent an eastern firm in booking displays of its merchandise to groups interested in fund-raising activities. The hostess organization receives a percentage of the sales, and door prizes for those who attend. Winners of the door prizes—jeweled pins—were Mrs. Elmer Neummer and Mrs. Walter Darr, members of Bensenville Chapter.

Mr. and Mrs. D. J. Conard arrange the costume jewelry at the luncheon.



November-December, 1970

Jakubec Ends 50-Year Operating Career

J. A. Jakubec, assistant to vice president-operation, at the luncheon in his honor. Left to right are Vice President F. G. McGinn, Mr. Jakubec, President Curtiss E. Crippen and L. V. Anderson, assistant vice president - operation and general manager.



James A. "Jim" Jakubec, assistant to vice president - operation, retired on Oct. 31, ending a career of more than 50 years with the railroad.

On his last day of service in Chicago, the company held a luncheon in the Union Station Canterbury Room at which he was honored by about 50 of his close associates, including a group of management "alumni." The occasion was highlighted by tributes from President Curtiss E. Crippen and Vice President F. G. McGinn.

Mr. Jakubec was one of the best known officers on the railroad, having held positions of responsibility at numerous locations. In the course of his service he had established an outstanding record in the operating department, distinguished by ability to handle special assignments in the field. Both Mr. Crippen and Mr. McGinn expressed their regard for him in terms that come from knowing and working with an individual many years, and spoke for the gathering in extending wishes for happiness in the years to come.

Mr. Jakubec started with the railroad in 1920 in Minneapolis, and following service in the division offices at La Crosse and Wausau, Wis., was chief clerk to assistant general manager in Chicago. He was made trainmaster at Austin, Minn., in March 1943, returning to Chicago the same year as special assistant to general manager. In 1944 he was appointed trainmaster at Chicago Heights, Ill., and later held that position at Aberdeen, S. D.

He was promoted to assistant superintendent of the Chicago Terminals in 1948, and in 1949 to superintendent at Aberdeen. Subsequently he served as superintendent of the Chicago Terminals and the Milwaukee Division, and as general superintendent at Milwaukee.

He was appointed assistant to vice president - operation in 1958.

Mr. Jakubec has moved to Wauwatosa, Wis., where his daughter, Patricia, and family (Dr. and Mrs. Paul Novacek) make their home. He also has a son, Ronald, who lives in Providence, R. I. The two families have given him five grandchildren.

James J. Landrigan

James J. Landrigan of Oak Park, Ill., who retired as assistant to general freight traffic manager-rates and divisions in 1962, died on Nov. 23. Services were held in St. Giles Church, Oak Park.

Mr. Landrigan was an employee of the Milwaukee Road for 43 years in the general freight department in Chicago. He served as assistant general freight agent from 1941 to 1954, when he became general freight agent, and was appointed assistant to general freight traffic manager-rates and divisions in 1958. Since retiring he had been an investment officer at St. Paul Federal Savings & Loan Association of Chicago.

Surviving are his wife, Eva; a son, James Jr.; two daughters, Dr. Doris L. Jackson and Mrs. Mary Brault; and five grandchildren.

CAR DISTRIBUTION IMPROVING. The Interstate Commerce Commission has announced that freight car distribution continues to improve almost daily, and that shippers are experiencing fewer problems in shipping commodities despite the shortage of cars. It attributed the increased efficiency to the doubling of demurrage charges on hopper cars and a series of car distribution orders, together with voluntary action taken by the railroads to increase the availability of cars to shippers.

RETIREMENTS

The following employees' applications for retirement were reported during September-October 1970

General Office & System Employees

Belter, C. G. Bureau Head.. Chicago, Ill.
Bird, J. T. Typist.. " "
Boland, R. J. Clerk.. " "
Brandt, Dorothy. Chief Clerk.. " "
Bryant, Wm. Waiter.. " "
Dale, W. G. Steward.. " "
Keys, George Chef-Cook.. " "
Lindmark, A. C. Clerk.. " "
Lindmark, E. M. Clerk.. " "
McGill, M. H. Comp. Operator.. " "
McKenzie Clerk.. " "
Pritchard, M. J. Senior Buyer.. " "
Scandrett, J. Cook.. " "
Shemroske, J. A. Asst. Engineer.. " "
Staver, L. G. Asst. Engineer.. " "

Aberdeen Division

Anderson, T. W. Conductor.. Aberdeen, S. D.
Heinrich, John Sect. Foreman.. Selby, " "
Johnson, W. S. Engineer.. Aberdeen, " "
Siedschlaw, C. W. Sect. Laborer.. McIntosh, " "

Chicago Terminals

Calabrese, Sam Machinist.. Chicago, Ill.
Chvojtcsek, F. A. Carman.. " "
Covall, Stanley Machinist.. " "
Damore, James Machinist Helper.. " "
Davenport, W. A. Conductor.. " "
Dixon, W. W. Wash Rack Opr.. " "
Edelman, E. A. Car Foreman.. " "
Gerken, H. G. Counterman.. " "
Jones, Jefferson. Shop Laborer.. " "

Obrein, E. W. Engineer.. Chicago, Ill.
Simmons, W. J. Chief Caller.. " "
Tolds, Bob Stevedor.. Galewood, " "
Wendt, R. H. Machinist.. Chicago, " "

Coast Division

Byron, C. W. Clerk.. Bellingham, Wash.
Clark, B. R. Gen. Clerk.. Tacoma, " "
Kelly, J. G. Secretary.. " "
Schultz, H. H. Rdhse Foreman.. Bellingham, " "
Schultz, W. R. Shovel Opr.. Port Angeles, " "
Sullivan, D. J. Dist. Mgr. Sales.. Spokane, " "
Vrooman, R. E. Sect. Foreman.. Sumas, " "

Dubuque & Illinois Division

Couch, L. A. Carpenter.. Savanna, Ill.
Cousins, D. T. Laborer.. " "
Hensen, H. L. Chief Clerk.. Ottumwa, Ia.
Howe, Henry Welder Foreman.. " "
Law, Lawrence Laborer.. Savanna, Ill.
Lilyard, J. J. Conductor.. " "
Palmer, F. J. Engine Watchman.. Ottumwa, Ia.
Uphoff, Willard Carman.. Savanna, Ill.
Whistler, R. L. Loco. Engineer.. Davenport, Ia.

Iowa Division

Duncan, H. R. Attorney.. Des Moines, Ia.
Straub, C. W. Laborer.. Cedar Rapids, " "
Walburn, C. W. Clerk.. Perry, " "

Iowa, Minnesota & Dakota Division

Nelson, A. N. Sect. Foreman.. Northfield, Minn.
Wade, F. H. Sect. Laborer.. Jackson, " "

La Crosse Division

Hart, C. J. Carman.. La Crosse, Wis.
Kriel, H. P. Sect. Foreman.. Brookfield, " "
Lutz, F. F. Sect. Laborer.. Necedah, " "
Verch, W. E. Sect. Foreman.. Minocqua, " "

Milwaukee Terminals & Shops

Ader, L. G. Pipefitter.. Milwaukee, Wis.
Beck, J. G. Mail Sorter.. " "
Farrell, E. J. Clerk.. " "
Hawe, E. F. Clerk.. " "
Hoerl, J. M. Asst. Chf. Clk.. " "
Ischko, Iwan Carman.. " "
Malnory, F. L. Elec. Welder.. " "
Papiernik, S. B. Janitress.. " "
Parks, J. F. Supervisor.. " "
Sammarec, J. D. Machinist.. " "
Shaw, H. A. Switchman.. " "
Smith, A. E. Clerk.. " "
Smith, C. L. Carman.. " "

Rocky Mountain Division

Allen, E. F. Pipefitter.. Deer Lodge, Mont.
Bond, Frank Sect. Foreman.. Haugan, " "
Greetan, Alta Steno-Clerk.. Deer Lodge, " "
Hamilton, M. D. Rate Clerk.. Missoula, " "
Smith, W. H. Sect. Foreman.. Miles City, " "
Torstenbo, H. Laborer.. Harlowton, " "

Terre Haute Division

Altland, Ralph Loco. Engineer.. Joliet, Ill.

Twin City Terminals

Hagarty, J. B. Towerman.. Minneapolis, Minn.
Holden, J. V. Mail Handler.. " "
Johnson, C. R. Ticket Clk.. " "
Johnson, R. C. Crossing Watchman.. " "
Lazor, Steve Carman.. " "
Nelson, C. R. Laborer.. " "
Swanson, S. W. Crossing Watchman.. " "
Younglove, C. B. Clerk.. " "

Dorothy Brandt Retires From Long-Time Pass Bureau Post

Dorothy W. Brandt retired as chief clerk of the pass bureau on Sept. 30 with the affectionate regard of an unusually large group of Milwaukee Road people. Her



Dorothy Brandt is presented with a testimonial gift by E. C. Adams, chief of pass bureau, at the open house in her honor. On hand is Miss Ruth B. McKelvey, who succeeds Miss Brandt as chief clerk of the pass bureau.

decision to bow out after 40 years of service attracted attention also among her contemporaries on other railroads with whom she had worked on pass matters.

Miss Brandt held the distinction of having spent her entire career in the pass bureau in Chicago. She started in 1930 as an assistant to the late Mrs. Elizabeth M. Peterson, and was appointed chief clerk upon Mrs. Peterson's retirement from that position in 1948.

Friends and associates of Miss Brandt were invited to extend their best wishes for her retirement at an open house on Sept. 16 in the Union Station office building. A group of about 50 women with whom she has enjoyed close friendships honored her also at a luncheon on Sept. 24 in the station's Canterbury Room. On both occasions she was presented with a testimonial gift. A long-time resident of Bartlett, Ill., she will continue to make her home there.

Jet planes are opening up a whole new world for travelers. Breakfast in New York, lunch in San Francisco—and baggage in Hong Kong.

In many offices, the early bird starts the coffee pot.

Volpe Report Outlines Plans For Development of Railpax

The Rail Passenger Service Act (Railpax) has been signed by President Nixon, and Secretary of Transportation John A. Volpe has released a preliminary report on his department's plans for a basic national rail passenger system authorized by the legislation.

This system would link principal cities in a network of 16 different rail passenger routes. Trains will be operated over these routes by a quasi-public corporation authorized by the Act. Terminal points in the proposed network will be: Seattle, San Francisco and Los Angeles in the West; Miami, New Orleans and Houston in the South; and New York, Boston, Philadelphia and Washington, D. C. in the East. Chicago and St. Louis will be key points in the Midwest.

The system, as tentatively outlined, is purposely limited, to give freedom of management to the new corporation. However, the Act does entrust the corporation with the responsibility of developing "the full potential of intercity rail passenger service by employing innovative operative and marketing concepts." In order to better achieve its goal, the corporation will be free of Interstate

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Commerce Commission control in the following matters: regulation of rates; abandonment or extension of passenger service lines; regulation of routes and service; and, with certain exceptions, the discontinuance or change of passenger train operations.

Secretary Volpe's report states that tentative routes were selected under guidelines set out by Congress, and it suggests that available funds should be concentrated on a limited number of routes which show promise of profitability. It

is the intention of the Secretary of Transportation to then have the corporation expand operation on the basis of experience, sound marketing strategy and public demand.

All railroads will be invited to participate in this program, and those which do join the system will be permitted to discontinue all inter-city passenger service over their own lines as of May 1, 1971. Participating railroads will be required to pay into the corporation sums determined by their present losses from passenger

operations. These payments will be in cash or in equipment. Secretary Volpe states that all such equipment will have been produced since World War II and most of it since 1950. Initial capitalization of \$40 million will be supplied by the federal government. The remainder will come from participating railroads and the private market.

Those railroads not participating will be required to continue existing passenger service until Jan. 1, 1975.



IM&D RETIRERS HONORED IN SIOUX CITY

The eighth annual retirement-reunion honoring our employees on the former Sioux City and Dakota district of the Iowa, Minnesota & Dakota Division who retired this past year drew the usual enthusiastic turnout. Nearly 200 active and retired members of the railroad family, accompanied by wives, relatives and friends, gathered for the testimonial in Sioux City, Ia., the Sunday of Oct. 4.

Engineer Elmer A. Weiland again served as toastmaster for the festivities in the banquet hall of the Eagles Lodge. On hand again also were Conductor and Mrs. Kenneth Knoernschild of Sioux

City to play dinner music and old-time favorites of the crowd. Each woman was presented a red rose, and for the men there were after dinner cigars.

For laughs there were the Music Maids, recalled for another of their popular home talent shows.

Highlighting the program, each re-

tiree received a "Milwaukee Road Orange" boutonniere and a gold spike engraved with his name and date of retirement from service. In terms of entertainment, good fellowship, and a homecoming for employees honored in previous years, the eighth annual get-together ranked among the best.

Retired employees who were honored at the get-together: Left to right are Section Foreman Clarence Wood, Lesterville, S. D.; Roadmaster J. W. Loftus, Yankton, S. D.; Section Foreman M. F. Miller, Canton, S. D.; Engineer R. L. Foster, Sioux City; Switchman A. J. Spencer, Sioux Falls, S. D.; Section Foreman E. D. Miller, Hornick, Ia.; Telegrapher E. M. Isaacson, Sioux City; Sectionman Alvin Kusler, Tripp, S. D.; and Marlowe Evans, bill and expense clerk, Sioux City regional data office.



Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

She is a blue-eyed blonde and her name is Michelle Francis McCarthy. The happy parents of the new baby are the Art McCarthys, who also have a little boy. Art is the district diesel supervisor.

A dance band called the Emeralds has a talented guitar player, Barry Johansen. Barry, son of Carman Roy Johansen, is a freshman at the University of Minnesota and will major in physics. With an outstanding scholastic record in high school and a variety of interests in addition to his band, Barry should go far.

Mrs. Anna Sullivan, mother of General Foreman Pat Sullivan, St. Paul diesel house, passed away at age 91.

After undergoing surgery and a period of convalescence, Car Foreman A. L. Parsons is back to work almost as good as new.

Carman and Mrs. Maurice Thayer spent their vacation visiting son Bradley, who is stationed in Michigan with the Coast Guard.

Master Mechanic J. Kervin and wife went to Ottumwa, Ia., on Oct. 24 for the funeral of his uncle, E. J. Kervin, retired traveling engineer from the Kansas City Division. Mr. Kervin had made his home in Ottumwa.

October 31 was the last day with the railroad for Henry Rutter, who retired after 44 years of service. Mr. Rutter was a boilermaker in the locomotive department and retired as a carman in the car department.

Swan Olson took his pension on Nov. 1. His service dates back to July 1, 1948 at Minneapolis, and he was with the car department until his retirement as a carman helper at St. Paul.

Sympathy was extended to Roundhouse Laborer Robert Giles and three children on the death of his wife in October.

Retired Passenger Carman John Ryan passed away Oct. 1 in Minneapolis.

Aberdeen Division

EAST END

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

Ken Klover, section foreman at Bird Island, was married Sept. 18 to Sandra Ewert. They now live at Stewart, where they have purchased a home.

Engineer Warren Sanford has done well in giving the "gift of life" whenever the Red Cross bloodmobile comes chugging down the road. Warren just completed contributing his fourth gallon.

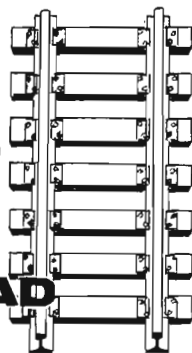
From Bill Applegate, our former safety engineer, comes word that he is now a grandfather to Shelli Lyn, who is the new daughter of Bill Applegate

Jr., now serving in the Army in Bien Hoa, Vietnam.

John Ryman, the son of Engineer George Ryman, is studying art in Europe this school year and absorbing it all over the continent, with headquarters in Amsterdam. John is a junior at Minneapolis College of Art and Design and is taking this year to round out his studies in Holland and England, along with a group of 27 other students who were picked for this singular honor. He recently sent his little brother Freddie a Dutch outfit complete with lederhosen, colorful suspenders, and a snazzy pair of wooden shoes painted red, and is Freddie the envy of his little pals!

Brakeman Ira Mitchell, who retired in 1964 on disability, passed away Sept. 12 at Ortonville. Retired Engineer George Bouthilet passed away in

ABOUT PEOPLE OF THE RAILROAD



Minneapolis on Sept. 24. Retired Conductor C. F. (Dizz) Bowers passed away Oct. 26 at Webster, Wis.

Engineer Edgar Mohn and his wife have learned to take adopted grandchildren in stride. Their daughter adopted two tots, and recently their son David and his wife gave a permanent home to little two-month-old David John. Besides the three "chosen" ones, there are three other grandchildren to keep Edgar and his wife young.

Retired Passenger Brakeman Clarence Benson and his wife recently celebrated their golden wedding at their home in Moorhead, Minn. Following the big party, they packed their suitcases and took off for a second honeymoon at Niagara Falls.

There is a mixture of feeling about Conductor Clyde Adamson's colorful new overalls. He got the idea in Casper, Wyo., while on vacation, and bought a pair after seeing the Casperites all decked out. He has been wearing them on duty, and there have been comments!

Conductor Bob Hausauer and his wife are still steamed up about the 10 days they spent in Switzerland, Germany and Holland on a tour called "Rendezvous on the Rhine." There were so many highlights, they can't simmer down to the outstanding one, unless it was the night some 200 tourists equipped with long, lit torches zigzagged up a mountainside to a genuine old Heidelberg castle, where they were

wined and dined in old world style and surroundings. You don't hardly do things like that every day.

Others of us stayed in the U.S. and buzzed around. The Dave Taylors camped on Ludloe Island on Upper Red Lake in northern Minnesota, where they hunted grouse and picked wild cranberries while beavers, squirrels, rabbits etc., came right up to camp, friendly and unafraid. The Chet Bakers took a trip "home" to Indiana and brought back some pawpaws so we could find out what is a pawpaw. Agent Lynn Van Horn left for the wilds of Canada on the trail of a moose, where he was joined by Engineer Charlie Cotton. They were snowed and rained right out of their tents, and came slogging home minus moose. This magazine correspondent went east to the Blue Ridge Mountains, Washington, D. C., Williamsburg, Va., and so on. Country roads never looked better after all that blithering traffic.

Terre Haute Division

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

Going to a football game can be a thrilling event, especially when your son is playing. It would be hard to measure a father's chest when his son makes a great play. In the game this season between Schulte High School of Terre Haute and Clinton High of Clinton, Ind., I noted such a father in Fred Priester Jr., DF&PA. His son Tom plays guard for Schulte High. Tom is reported to be one of the finest guards hereabouts.

The stork visited Brakeman Terry Martin and wife, Jenette. Their newborn has been named Todd Mike.

Our sympathy to the families of the following deceased:

Charles H. Doane, retired conductor, who served the Milwaukee for 46 years. Burial was in Walnut Grove Cemetery. The Retired Railroadmen's Association conducted services.

Mrs. Mildred Elder, mother of Conductor George Elder, died after a brief illness. She was buried in Cottage Hill Cemetery, Brazil, Ind.

William "Mick" Cravens, former crane operator, died in Long Beach, Calif. Burial was in Grandview Cemetery, Terre Haute.

Walter R. Zopf, switchman and yardmaster at Hulman Street, died suddenly after a brief illness. Burial was in Roselawn Memorial Park, Terre Haute.

M. A. Wilkinson, retired switchman, passed away after a brief illness. Burial was in Grandview Cemetery.

Paul H. Swayze, son of Lineman Paul Swayze, died of an accidental gunshot wound while on leave from the Army. He was buried in Highland Lawn Cemetery.

A few words from Crete, Ill., via F. Pete Metz:

Frank Devert and wife celebrated their 50th wedding anniversary on
(Continued on page 20)

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APPRENTICESHIP GRADUATE. W. A. Schmidt, who recently completed his machinist apprenticeship at Tomah Shops, receives his graduation diploma. Congratulating him on his membership in the machinist organization is Shop Superintendent F. J. Reese.



A FOND FAREWELL. Long-time fellow employees in the office of the general superintendent transportation in Chicago bid a fond farewell to Car Distributor R. J. Boland at an open house marking his retirement on Sept. 30 with 52 years of service. From left are W. R. McPherson, retired assistant superintendent transportation-passenger; Car Distributor R. L. Christiansen and Chief Freight Car Distributor J. A. Kowal; Boland; G. A. Fell, assistant superintendent transportation-passenger; Mildred Flack, retired secretary to general superintendent transportation; H. C. Beckler, chief clerk; and Car Distributor S. A. Mongelluzzo. Mr. Boland had served in the transportation department since 1942 and prior to that time on positions in the Chicago terminals.



WEDDING IN THE FAMILY. Conductor Warren Harding starts up the aisle of Our Savior Lutheran Church in Montevideo, Minn., with his daughter Judy, who became Mrs. Dennis King on Sept. 11. Judy is a nurse and her husband is attending graduate school in biochemistry at Ft. Collins, Colo.

FORTY-FIVE YEARS LATER. R. B. Stewart, sales representative in New York City (center), is presented a Silver Pass by D. M. Wiseman, general manager-field sales, as G. V. Valley, regional manager-sales, New York, stands by. September 16 marked Mr. Stewart's 45th anniversary of continuous service in the traffic department, in which he had applied originally for only a temporary job.



INITIATION. H. E. Schwartz, assistant to vice president of the Milwaukee Motor Transportation Company in Chicago, explains the operation of the railroad's motor carrier subsidiary to new employees Hattie Hudson (left) and Jennifer Schwalb with the use of a model tractor-trailer. Hattie is secretary to manager of piggyback services and Jennifer to supervisor of safety and personnel.



SILVER SERVICE. Frank G. Gustafson, locomotive engineer at Alberton, Mont., receives a Silver Pass in recognition of 45 years of Milwaukee Road service. Presenting the pass is Trainmaster M. E. Beckert.



MEMBER OF PIONEER RAIL FAMILY RETIRES

Carman Clifford J. Hart, taking up retirement on Sept. 30, was commended for 52 years of service, all in the car department at La Crosse, Wis., and presented with a Gold Pass. Pictured on the occasion are D. D. Fisher, superintendent of the car department, Milwaukee Shops (from left); Hart; his son William R., car foreman at Madison, Wis.; J. V. Sands, assistant shop superintendent, Milwaukee; and J. F. Marco, car foreman at La Crosse. Clifford Hart comes from a long line of Milwaukee Roaders, dating back to his great-grandfather, who was a section foreman on the laying of track between Madison and Prairie du Chien, Wis., in 1856. All told, the Harts have compiled more than 320 years of service on the line. Clifford was the fourth member of the family to serve more than 50 years. His son presently has 14 years of service, and a grandson, Dispatcher R. Wittenberg of La Crosse, has 27 years.

June 28 with an open house at Amvets Hall in Crete. Many friends were there to wish them well.

Mr. and Mrs. Earl Ruchman celebrated their 50th wedding anniversary on Oct. 4 with an open house and buffet dinner at Amvets Hall also, with many friends and relatives in attendance.

The brother of Retired Engineer Herb Seehausens passed away recently. Herb is in real good health and attends the Retired Railroadmen's Association meetings in Terre Haute.

In closing, I like to quote this thought on "kindness" by Father Faver: "Kindness adds sweetness to everything."

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

On Oct. 23, a retirement party was held for Ed Hawkins, roadmaster at Iron Mountain, at the Dickinson Hotel in Iron Mountain. Ed had served more than 43 years as section laborer, section foreman, extra gang foreman and roadmaster. During the course of the evening's program, he and his wife were presented with a gift purse. Approximately 40 guests were present, including among the retirees former chief carpenter G. P. Slagle and former roadmaster and Mrs. F. V. Mc-

Larnon of Milwaukee. Division officers attended also, together with the Michigan state senator and other state representatives, who dropped in to wish Mr. and Mrs. Hawkins a long, happy retirement.

D. K. Hurler has been appointed the new roadmaster at Iron Mountain.

Word has been received that Retired Engineer George Keefe has been ill. George now resides at Lily, Wis.

It was reported to us that Fireman Larry W. Kaepplinger, while assisting a motorist with a breakdown on the highway, was seriously injured when struck by another automobile.

R&SW Conductor Frank J. Clusky, who retired in June 1959, passed away Oct. 19 at Lake Worth, Fla.

We also note the passing of Retired Engineer and former Traveler Audley F. Ludington on Oct. 31 at the age of 76. Lud was a World War I veteran and a member of the Milwaukee Road American Legion post. Masonic services were held, with burial at Valhalla in Milwaukee.

Running back Ron Cardo of Oshkosh State University, son of C&M Conductor Harold H. Cardo, has set the rushing pace in the Wisconsin State University Conference at this writing. So far he has picked up 465 yards in 100 attempts, averaging 93 yards a game. His best performance to date was against Stout and River Falls, when he gained 143 yards in 24 attempts and 163 in 28 ventures. His ground-gaining exhibition in the Stout

game earned him the honor of offensive player of the week in the WSUC.

Cardo, a senior majoring in physical education, returned to the Titans last year after spending two years in the Army. He was originally recruited as a quarterback, but shifted to running back due to his exceptional speed (4.4 in the 40 yard sprint). He lettered in baseball, but has since shelved that sport with an eye to getting a shot at pro football. Several professional teams have displayed interest in having him in their camp.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

John Komurka, regional data manager at Austin, was transferred to the regional office in Seattle on Oct. 16. A coffee party was held in his honor the afternoon of Oct. 9 by the employees in his office, and on the evening of Oct. 10 he and Mrs. Komurka were honored at a dinner at Tommy's Supper Club in Austin emceed by Superintendent W. K. Peterson.

Babe Swank, chief clerk to superintendent, has become a grandpa again. James Craig was born in Baltimore, Md., where his father, Dick, is stationed with the Marines.

Arnold Hoffman, retired Austin warehouse foreman, passed away suddenly at his home in Austin on Oct. 9. Arnold retired on Oct. 31, 1962. He is survived by his wife, Margret; a daughter, Gwen Hoffman, Austin; and five brothers, Delbert in Austin, Joseph of Meyer, Ia., Anthony of Chicago, Alfred of Milwaukee and Claude of Minneapolis.

Ron Zacharda, who held the statistician's job in the superintendent's office at Austin, has resigned to return to Mankato State College. Bill Schlichter has taken his place. Bill is from Austin.

SIOUX CITY AREA

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

Charles Coury, 88, retired conductor, Mitchell, S. D., passed away Oct. 20 at Mitchell. He worked for the Milwaukee Road for 35 years before retiring in 1955. Survivors include his widow, two sons and four daughters.

Patrick C. Slowey, 73, Yankton, S. D., passed away at Yankton. He is survived by his wife, two sons and a daughter.

Sympathy was extended to Agent John Malloy, Vermillion, S. D., on the death of his father, John Malloy, at Tabor. Mr. Malloy was agent at Tabor before his retirement.

Announcement was made recently of the marriage of Miss Judy M. Verkrna and John Kuckleburg, son of Agent and Mrs. Ray Kuckleburg, Canton, S. D. Both are 1970 graduates of

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FALL RETIREMENT. Frank L. Malnory, carman welder at Milwaukee Shops (left), receives good wishes from Shop Foreman M. Plamenig upon retiring in September. He had completed almost 48 years of service. The Malnorys plan to enjoy retirement at their home on Rock Dam Lake in the scenic Wisconsin lakes area.



HONORING A RETIREE. A. J. "Tony" Cursio, traveling mail and baggage agent, pictured with a group of fellow employees at an open house marking his retirement on Oct. 1. From left are W. R. Jones, superintendent of sleeping, dining, mail, baggage and express services; Steno Joan Zembron; J. J. Nolan, chief clerk; Cursio; Secretaries Marilyn McNicholas and Ruth Trela; and W. J. Bujanski, traveling mail and baggage agent. Cursio had 17 years of service on positions in the mail, baggage and express department in the Chicago Union Station. Following his retirement, he and Mrs. Cursio took up residence in Aptos, Calif.



SILVER PASS HOLDER. Retired Section Foreman H. P. Kriel of Wauwatosa, Wis. (right) pictured as he was presented a Silver Pass by Roadmaster H. F. Barrette. Mr. Kriel's recent retirement terminated 45 years of service in the track department.



MARKING FORTY-FIVE YEARS OF SERVICE. Loretta Popernick receives a Silver Pass with congratulations from J. M. Conway, auditor of equipment accounts, at an office party in her honor. Loretta holds the position of assistant bureau head, TOFC-mileage, in the equipment accounts department in Chicago.



HAPPILY MARRIED since Nov. 14 are Jan Kuske, steno-clerk at Muskego Yard, Milwaukee, and Richard Lee Campbell. Following the ceremony at Holy Redeemer Church, a reception was held at Stanton's Hall on West Bluemound Road. Mr. Campbell is employed at Western Electric in Milwaukee.



TAKING UP RETIREMENT, Ivan Ischko, carman at Milwaukee Shops (left), has the good wishes of Foreman L. Shuta. Ischko was born in the Ukraine and was a carpenter and blacksmith on Russian railroads before joining the Milwaukee Road for another 15 years of service.

BEST WISHES FOR RETIREMENT are extended to H. W. Smith, section foreman at Tusler, Mont. (second from left), who concluded 43 years of service on Sept. 30. Present from the Aberdeen Division are, left to right, Superintendent R. L. Martin, Roadmaster F. J. Hilt and Division Engineer F. P. Pawlak.





Third Quarter		Nine Months		
Ending September 30		Ending September 30		
1970	1969	1970	1969	
RECEIVED FROM CUSTOMERS				
for hauling freight, passen- gers, mail, etc.	\$73,457,470	\$71,876,308	\$211,343,601	\$206,345,626
PAID OUT IN WAGES .. 34,684,897		33,524,483	102,367,103	96,807,389
PER DOLLAR RECEIVED				
(cents)	47.2	46.6	48.4	46.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment In- surance Act	3,980,031	3,716,431	11,154,225	10,764,530
PER DOLLAR RECEIVED				
(cents)	5.4	5.2	5.3	5.2
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest...	39,008,493	37,559,501	113,484,672	112,090,487
PER DOLLAR RECEIVED				
(cents)	53.1	52.3	53.7	54.3
NET INCOME				
(LOSS)	(4,215,951)	(2,924,107)	(15,662,399)	(13,316,780)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	262,208	274,125	768,368	793,231
Decrease 1970 under 1969.	11,917	—	24,863	—

Black Hills State College in Spearfish, S. D. They will reside in Los Angeles.

Congratulations to Yard Clerk Eugene and Mrs. Flair on the birth of a daughter, Jennifer Ann, on Oct. 30. Jennifer weighed in at less than four pounds and her little brother and the family are patiently awaiting her homecoming. However, at this writing she is growing fast, so they won't have to wait long.

From Mason City we hear that W. R. "Bill" Hayghe, district manager-sales, has been elected a director of the North Iowa Traffic Club, and that Rolin Blough, his secretary, was elected secretary-treasurer.

La Crosse Division

WISCONSIN VALLEY

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

The fall/winter activities of Wausau Chapter of the Women's Club began Oct. 25 with the annual get-together for railroad families and their guests. The party was held at the American Legion clubhouse. A pleasant social hour provided time to exchange greetings, particularly with retirees whose activities have eliminated frequent contact. Preceding the dinner, Mrs. Mel Boernke offered a prayer. Train-

master Howard Parker presided as master of ceremonies.

Honored guests, with their wives, were employees who have retired since October 1969, namely Trainmaster H. A. Obermowe, Engineer Ray Kerr, Diesel Foreman John Cline, and Engineer Maurice Nelson. Each was presented with a gift. All indicated they are enjoying their retirement. The Obermowes have been touring Wisconsin and Minnesota as fancy calls, and plan to spend some of the winter months in a warmer climate. The Kerrs contemplate a trip to Europe. Mrs. Kerr looking forward to contacting relatives. The John Clines have had many enjoyable trips into northern Wisconsin in their van, which is practically a home-on-wheels. The Nelsons' "rest and recreation" spot for many years, which he referred to as the "shack" on Lake Papoose, has been upgraded to a lovely, year-round home, and they are planning to remain there permanently. They have retained their home in Wausau just in case the snow piles get too high.

Mr. Parker called on other retirees for highlights of their activities. Mrs. Brostrom, president of the club, summarized the past year's events, mentioning that 1970 marked the 45th anniversary, and congratulated all the members who assisted in planning the

party, which has grown in popularity in the 11 years past. Mrs. Nelson, chairman, who read a poem, noted that 78 people were present including some from Minocqua, Merrill, and Wisconsin Rapids. Many prizes, which were donated by Wausau and Merrill businessmen, were given to winners in the game that followed the dinner. The party closed with group singing, Mrs. Louis Pronold, the wife of retired section foreman at Janesville, Wis., providing the piano music.

Retired Engineer Ralph Hintze Sr. decided to become one of Wisconsin's snowbirds and has flown to California to spend the winter with his son, Frank.

Mrs. W. P. Fredrick, wife of deceased conductor and mother-in-law of Conductor Clyde Bosacki, passed away Oct. 5 following a brief illness. Funeral services and interment were at Minocqua.

Mrs. Adolph Johnson, wife of Section Foreman Johnson, passed away recently in a Marshfield hospital. Funeral services were held at Merrill. Immediate survivors, besides her husband, are four daughters, two of whom are at home.

Peter Nowitzke, 76, retired crossing watchman, passed away Oct. 21. Immediate survivor is his wife.

Retired Conductor and Mrs. Warren Essells recently celebrated their 30th wedding anniversary with a dinner and reception held at Immanuel Baptist Church, Wausau. Warren retired in 1965. The couple recently left Wausau to settle permanently in Hutchinson, Kans.

Best wishes for a well earned and happy retirement are extended to two veteran track department employees, namely W. E. Verch, section foreman at Minocqua, and Fred Lutz, section laborer at Necedah.



Conductor Vic Robinson

The Dominican Sisters of Wausau requested Conductor Vic Robinson to pose for the picture above, which they submitted with the following: "Thanks for taking such good care of us. We really appreciate it." Frequent travelers on the Valley trains, the Sisters became acquainted with Conductor Robinson and often relied on him for assistance.

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Margaret Lynn Kasten, the daughter of Conductor and Mrs. Alvin M. Kasten, was married Oct. 24 to Wayne Lawton at a 4 p.m. ceremony in Zion Lutheran Church, Wausau. Nuptial music was provided by Mr. and Mrs. Richard Schumacher, organist and vocalist. The wedding party included the bride's sister, Mrs. Joseph Kun, as matron of honor, and her brothers Danny and John as a groomsman and usher respectively. A reception, dinner and dance were held at the American Legion clubhouse in Wausau. After a wedding trip to Minnesota and Iowa, the young couple are living in Wausau.

MADISON DISTRICT

Kathryn Skidmore, Correspondent

Friends and co-workers of B&B Foreman Ed Lins were saddened by the news of his death on Oct. 26. Ed had been on sick leave since last April and had planned to return to his job in November. Surviving are his wife, two brothers and a sister.

Congratulations to Engineer and Mrs. Earl B. Homan, Janesville, on the recent birth of their son . . . and to Engineer and Mrs. Anthony Coyne on the arrival of their new daughter.

Harvey Gordon has returned to his duties as Madison roundhouse foreman after recovering from surgery.

Our congenial MMT driver, Albert Auck, has returned from a hunting trip to Montana, and his Madison friends are waiting eagerly to sample steaks from the deer he brought back.

The Church by the Side of the Road at the Wagon Wheel, Rockton, Ill., was the setting of the Oct. 10 wedding of Penny Gordon, daughter of Roundhouse Foreman and Mrs. Harvey Gordon, and PFC Larry Glassburn. A reception was held at the Gordon home. The bridegroom, after serving 11 months in Vietnam, has returned for another tour of duty.

Carol N. Rand, Grade A rate clerk, was honored at an office gathering Oct. 1 upon leaving for a position as a rate analyst for the State of Wisconsin. His co-workers presented him with a gift and their good wishes on his new venture.

Chicago Terminals

GALEWOOD

Eleanor P. Mahoney, Correspondent

On Oct. 25, wedding bells rang for Judy Parsons, former Galewood stenoclerk, and daughter of Irv and Dorothy Parsons, retired Galewood employees. It was a beautiful wedding and many freight house employees were among the guests. On Oct. 27, just two days later, it was with much sorrow that this office heard Irv had passed away suddenly.

Walter Zielen and his wife, Albina, who recently returned from a vacation in Europe, celebrated their 25th wedding anniversary on Sept. 27 with a

Carloadings



JANUARY-NOVEMBER 1970 COMPARED WITH SAME PERIOD IN 1969

		NUMBER OF CARLOADS			
% of Total Revenue obtained from commodities shown	loading of these commodities	ELEVEN MONTHS		INCREASE	
		1970	1969	1970 over 1969	% of increase
10.9%	Grain	75,446	71,575	+ 3,871	+ 5.4%
3.2	Coal	82,043	75,654	+ 6,389	+ 8.4
2.4	Freight Forwarder & Shipper Assn. traffic	24,409	24,069	+ 340	+ 1.4
2.1	Pulp or pulp mill products	14,647	14,575	+ 72	+ .5
2.0	Waste or scrap materials	23,604	23,178	+ 426	+ 1.8
1.8	Primary forest products	49,018	48,631	+ 387	+ .8
.9	Soybeans	12,996	11,439	+ 1,557	+ 13.6
23.3%		282,163	269,121	+13,042	+ 4.8%
		ELEVEN MONTHS		DECREASE	
% of Total Revenue obtained from commodities shown	loading of these commodities	1970	1969	1970 under 1969	% of decrease
		1970	1969	1970 under 1969	% of decrease
8.4%	Lumber or dimension stock	44,870	48,746	— 3,876	— 8.0%
6.6	All other paper or allied products	65,397	65,686	— 289	— .4
4.1	Motor vehicles	17,578	19,077	— 1,499	— 7.9
3.4	Meat, fresh, chilled or frozen	25,414	32,135	— 6,721	— 20.9
3.4	All other chemicals or allied products	28,802	28,895	— 93	— .3
3.4	Stone, clay, or glass products	31,802	37,638	— 5,836	— 15.5
3.3	All other food products (incl. sugar)	23,422	23,509	— 87	— .4
3.3	All other wood products (incl. plywood)	26,068	26,761	— 693	— 2.6
2.9	Primary iron or steel products	26,082	29,353	— 3,271	— 11.1
2.9	All other primary metal products	13,675	16,283	— 2,608	— 16.0
2.8	Grain mill products	48,938	49,352	— 414	— .8
2.7	Nonmetallic minerals; except fuels	45,607	52,547	— 6,940	— 13.2
2.6	Canned fruits, vegetables and seafoods	20,948	21,847	— 899	— 4.1
2.4	Industrial chemicals	13,917	14,591	— 674	— 4.6
2.4	All other transportation equipment	20,843	25,628	— 4,785	— 18.7
1.7	Fabricated metal products	13,701	13,911	— 210	— 1.5
1.5	Malt liquors	15,730	19,632	— 3,902	— 19.9
1.5	Petroleum, natural gas or gasoline	16,110	18,073	— 1,963	— 10.9
1.4	All other machinery; except electrical	6,830	7,688	— 858	— 11.2
1.4	Electrical machinery or equipment	12,450	14,063	— 1,613	— 11.5
.9	Dairy products	9,273	10,174	— 901	— 8.9
.9	Farm machinery or equipment	9,754	10,917	— 1,163	— 10.7
.7	Fresh fruits and vegetables	8,125	8,604	— 479	— 5.6
.6	Potatoes, other than sweet	5,674	6,268	— 594	— 9.5
.6	Beverages; except malt liquors	9,643	9,793	— 150	— 1.5
.5	All other farm products (incl. sugarbeets)	10,853	14,305	— 3,452	— 24.1
.5	Coke oven or blast furnace products	6,364	6,626	— 262	— 4.0
.3	Livestock	2,857	3,765	— 908	— 24.1
.2	Metallic ores	2,347	2,391	— 44	— 1.8
.1	Small packaged freight shipments (LCL mdse.)	300	315	— 15	— 4.8
9.3	All other carload traffic	69,773	73,375	— 3,602	— 4.9
76.7%		653,147	711,948	—58,801	— 8.3%
100.0%		935,310	981,069	—45,759	— 4.7%

party at Moskal's Catering Hall.

Sympathy was extended to Carolyn Di Cicco, report clerk, on the death of her father, Pierino, on Oct. 21 after a long illness.

Beth Christine, born on Nov. 3, makes it four granddaughters for Phil Scorza, rate clerk.

On Oct. 8, your correspondent celebrated the birth of William Philip Brennan, also her fourth grandchild.

New employees in our billing department are Linda Barz and Chuck Stutz.

Helen Rebacz, wife of our cashier, Stan, is home from McCleary Memorial Hospital in Excelsior Springs, Mo., recuperating from surgery. Mrs. Hester, mother of Pat, our biller, is home and doing well after a total hip replacement at Wesley Memorial Hospital.

Walter Lapinski, retired claim clerk, and brother of Bruno, retired assistant cashier, passed away Nov. 4.

It is good to have Mary Ann Walsh back to work after her serious auto accident.

Michael English is back to work as a revising clerk after two years in service, one year being spent in Vietnam.

New employees include Anne English. Mike's sister, who is working as a keypunch operator. Others in the regional office are Sabina Pieciak, comp operator, and Jim Comroe, relief clerk.

Sam Furlan, check clerk, died in his sleep Nov. 4. Sympathy was expressed to his family.

Check Clerk Peter Kukurba is back working in the freight house after 13 months in Vietnam. He returned with two Purple Hearts, Silver Star, Bronze Star Presidential Citation, and Vietnamese Cross of Gallantry. Pete is taking a leave of absence to study engineering at I.I.T.

Kieran Mahoney, daughter of your correspondent, who plays on the tennis varsity team of Quincy College, recently won the singles match in competition with a visiting team from Missouri University.

John J. Duffy, rate and bill clerk at Bensenville, passed away recently.

BENSENVILLE

Delores Barton, Correspondent

Lawrence Bursdall, B&B carpenter on the Terre Haute Division, retired Oct. 30 after 34 years of service. He was presented a Skil Saw from his co-workers and friends by Chief Carpenter H. E. Schrab.

Congratulations to Caller Don Hicks and his wife on the arrival of Kimberly for their family of two boys and two girls.

Chief Clerk Jane Quinn of the engineering department retired after 10 and a half years to "keeping house." A welcome to Elaine Jenks, new stenoclerk in the engineering department, and to Bernice Heming, new stenoclerk in the superintendent's office.

Larry Carroll of the engineering de-



DOUBLE SAFETY INDEMNITY

If your job calls for safety glasses or a hard hat, by all means wear them. You'll never be sorry, according to E. C. Eadus, car foreman at Cedar Falls, Wash., pictured (center) as he was presented with membership certificates in both the Turtle Club and the Wise Owl Club of America. District Safety Engineer R. J. Finnegan is doing the honors with General Car Foreman Hamre standing by.

Eadus didn't have to learn the hard way. While he was driving back recently from Cle Elum, Wash., at Hyak a car pulled out suddenly from an intersection where snow had piled about 15 feet deep. The intersection was less than 40 feet away when he applied the brakes, and as a consequence his car struck a snow bank. The impact broke the windshield and shards of glass flew inward, but the fact that Eadus was wearing both safety glasses and a hard hat protected him from what could have been serious lacerations. He didn't get a scratch.

partment took a week's vacation and came back a married man. Congratulations.

Retired Chicago Terminal Engineer Steve Mowrer was in from Denver recently to say hello.

Chief Clerk Clair Bass spent his vacation moving from Franklin Park to Woodland Heights. While on vacation, he became grandpa for the fourth time; this time to a little boy, Joseph, born Nov. 12.

Still on the sick list at this writing are Trainmaster Tom Curley; Yardmaster Sam Pulford; Switchmen G. L. Christie, H. D. Marler, Frank Augustine, Walter Lowell, F. Burns and John Tracey; and Janitor Wayne Barton.

Caller Scofield has returned to Western Avenue from Aberdeen, S. D.

Chief Boulevard Caller Bill Simmons retired under disability recently, and he and Mrs. Simmons will make their home in Texas, growing fruit. Best wishes.

On Oct. 24, Linda S. Maturno, daughter of the Joseph Maturnos, was married at St. Beatrice Church in Schiller Park to Peter Krieger. Joe

gave Linda in marriage at the double ring service. Linda wore a gown of peau de-ange lace with a chapel train, a triple veil, and carried white roses, carnations and stephanotis. The reception for 125 guests was held in the Tioga VFW Home in Bensenville. The newlyweds honeymooned in Lake Geneva and are now making their home in Schiller Park. Linda is studying at Triton Junior College in River Grove and Mr. Krieger is employed at Hub Electric in Elmhurst.

With the closing issue for 1970 I would like to extend my thanks to each and every one for their cooperation in keeping me informed of news. A Happy Holiday Season to you and yours.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER

Ernest E. North, a former draftsman in this office and a Milwaukee Road employee for 30 years, passed away suddenly on Sept. 15 at Twin Bridges, Mont. Burial was in Plains, Mont. Mr. North joined the Milwaukee in 1917 at Deer Lodge, Mont., and transferred to the shops in Milwaukee in 1925. During World War II he saw service in the Army. He left the railroad in 1954 to take a position with the Atomic Energy Commission at Los Alamos, N. M. Surviving are his wife, Lela, Albuquerque, N. M., and two sons, Tom of New York City and Charles, who is with the Department of State in Accra, Ghana, Africa.

CAR DEPARTMENT

Niki Pieri, Correspondent

Sympathy was extended to the family of Hugo H. Goetz who passed away on Oct. 19 at the age of 71. He began his railroad career as a carman in March 1944, and became an airbrakeman in March 1952, working in the passenger and freight car shops until he retired on June 30, 1967. He is survived by two daughters and sons-in-law and seven grandchildren. Services were held at Beautiful Savior Evangelical Lutheran Church, Mequon, with interment in Union Cemetery.

Michael Wilson and the former Gertrude DeMuth were married on Oct. 10 in St. Peter and Paul Church. The young couple spent their honeymoon in the Wisconsin Dells area. Mike is a machinist apprentice in the passenger air brake department.

Nancy Jaworski, who worked as timekeeper in Shop Superintendent V. L. Waterworth's office for nearly three years, transferred to J. V. Sands' office in October.

Sympathy was extended to the family of Ruth Smith, the former Ruth Schmidt, who passed away Oct. 28. She is survived by her husband, Arthur, and daughter, Marilyn Ratzlaff. Mrs. Smith worked at Davies Yard and Milwaukee Shops as a stenoclerk for 17 years and retired in October 1966.

C. L. Smith, carman cutter in the

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freight shop, joined the retired ranks on Oct. 21. Mr. Smith began working for the Milwaukee Road on March 2, 1942, at Terre Haute, Ind., and came to the Milwaukee shops in July 1955.

LOCOMOTIVE DEPARTMENT

Carol Rader, Correspondent

Our best wishes go to Shop Superintendent Richard P. Drew upon his promotion to superintendent of work equipment. Mr. Drew, a 27-year veteran of the Milwaukee Road, completed his machinist apprenticeship in 1950 and worked in Milwaukee as a machinist until 1952, when he was promoted to night roundhouse foreman at Mason City, Ia. He later served as foreman at Sioux City, Western Avenue and Savanna; general foreman at Western Avenue, the Milwaukee wheel shop and diesel house; and as district master mechanic at Bensenville. He served in the latter capacity until November 1966, at which time he was made shop superintendent in Milwaukee. His promotion to superintendent of work equipment was effective Nov. 1. He will be headquartered in Chicago while maintaining his present home at New Berlin, Wis.

We welcome Eddie Rogers back to Milwaukee in the capacity of master mechanic at the diesel house. Mr. Rogers, a native of Savanna, Ill., was general foreman in the diesel house from January 1967 to September 1969, at which time he was promoted to assistant master mechanic at Western Avenue. He succeeds Ward A. Hisman, who was made shop superintendent.

Mr. Hisman has been district master mechanic since September 1969, leaving the position of master mechanic in St. Paul. As shop superintendent he has jurisdiction over the Milwaukee locomotive shop, wheel shop and diesel house; Madison, Watertown, Portage, and the Milwaukee Division.

Sympathy was extended to the family of Ray O'Brien, who passed away on Oct. 15. He had been a clerk in the locomotive department since 1923.

Safety Club Talks About Guns

The Locomotive Department Back Shop Safety Club held its quarterly meeting on Oct. 30 at Kovic's Amerwood Hall in West Milwaukee. The club, organized several years ago for the purpose of promoting safety both at work and in the home, has had speakers from our Chicago safety department and from county and state organizations in the Milwaukee area which offer speakers and films about safety free of charge.

At the last meeting, William Schick, electrician in the back shop, spoke on "Gun Safety." He pointed out that guns and ammunition should always be kept locked up separately when not in use. Some very vital facts were brought to light. For example, last year, 43 per cent of shooters, including those with self-inflicted wounds, were in the 12 to 20 age group. Most of



ON THE BOOK BEAT. Above, members of Perry Chapter of the Milwaukee Road Women's Club present a copy of "The Hiawatha Story," the new book by Jim Scribbins, a Milwaukee Road employee, to the Perry public library. From left are Mrs. Harry Brulport, chapter president; Mrs. Earl Green, good cheer chairman; Mrs. Pat Ryan, and Librarian Dorothy Peters. Below, Mrs. Jack Snyder, wife of the Milwaukee Road yardmaster at Perry (left), is pictured at the United Nations 25th anniversary display in the library, where she helped serve the Silver Anniversary Tea. For details, see Correspondent Halcyon Kistler's items. (Perry Daily Chief photos)



these accidents were caused by lack of education in the handling of firearms.

Bill went on to inform members about the Department of Natural Resources' Hunter's Safety Program. The program, aimed at youngsters between 12 and 16, relies heavily on volunteer groups to sponsor the course. Instructors are trained under the Department's supervision and certified by the Department and the National Rifle Association. Among topics covered are general knowledge of firearms and ammunition; how to carry, clean, and shoot firearms; hunter responsibility and accident prevention; woodcraft

and first aid. Graduates of the course are permitted to hunt without supervision between the ages of 14 and 16.

Bill concluded his talk by pointing out that Wisconsin law prohibits anyone under 16 from handling firearms for any purpose without adult supervision and that the Hunter's Safety Program should be considered by all fathers whose sons are learning to use firearms.

Members of the club enjoyed a light lunch and refreshments during the social hour that followed the talk. Informative and educational talks such as Bill's are vital to a safety club.



Mrs. George Franks of Perry, Ia., widow of a Milwaukee Road switchman, shown with some of the dolls she dressed this year for the annual Christmas toy project of the Masonic Home. For details, see Correspondent Halcyon Kistler's news. (Perry Daily Chief photo)



Mr. and Mrs. Ed Hawkins pictured at a dinner in Iron Mountain, Mich., marking Roadmaster Hawkins' retirement. For details, see Correspondent Jim Boeshaar's items.



Buster Warren, lampman at Muskego Yard in Milwaukee, is congratulated by Roadmaster P. J. Sylvester on the occasion of his retirement after many years of railroad service. For details, see Correspondent Beverly Radtke's news.

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Buster Warren, lampman at Muskego Yard, was honored at a large gathering of friends and associates on the occasion of his well-earned retirement. Buster had been a railroader since his youth, starting in engine service on the Southern Railway. He joined the Milwaukee Road at Milwaukee Shops as a fire lighter on Sept. 2, 1947, and transferring to the track department in April of 1955, rounded out his career at Muskego Yard this past summer.

Congratulations go to the following gentlemen who have retired with a grand total of 151 years of railroad service: Arthur E. Smith, train clerk at Air Line Yard, on Sept. 9 with 57 years; Edward J. Farrell, Menomonee Belt and West Allis yard clerk, on Sept. 30 with 47 years; and Eugene F. Hawe, hold and reconsigning clerk at Muskego Yard, on Oct. 3 with 47 years also.

Congratulations to the following proud fathers: La Crosse Division Conductor Robert Kaine, a boy, Patrick Joseph, born June 9; Switchman Fred Yerke, a boy, Randy Scott, on Sept. 21; and Switchman Pete Cieczka, a boy, Timothy Allen, on Aug. 17.

Congratulations to Switchman Russ Malicoat on his marriage Sept. 18.

District Adjuster John Martin and his wife, Betty, had a busy time of it in September, involving three of their four sons. Spc/5 John W. and wife Candi welcomed a son, Brett Thomas, at the Fort Sill army hospital on Sept. 17; their first child and the Martins' first grandchild. Spc/4 Richard T. was released from the Army on Aug. 29 after 22 months of service, the last 11 in Wurzburg, Germany, and on Sept. 19 was married to Karen Clow. SN1

David is presently at Treasure Island, Calif., awaiting transfer to Yokosuka, Japan, and the crew of the USS Oklahoma City, missile cruiser and flagship.

Congratulations to Jean (Moore) Wilde and her husband, Jerry, on the birth of a son, Michael Scott, on Oct. 25. Jean is secretary in the district adjuster's office in Milwaukee.

AIR LINE YARD

Train Clerk Art Smith retired on Sept. 9 after 57 years of service in Milwaukee. He started when he was 24, and upon retiring at a durable 81 was the railroad's oldest employee. Art was graduated from Marquette's



Art Smith

pharmaceutical school but chose to work for the railroad instead, starting in 1924 at Burnham Bridge. He estimates that in the course of his service he weighed approximately 250,000 freight cars and carded about one million cars for movement. Over those years Art was instrumental in breaking in quite a number of men who have reason to wish him well, for when Art broke a man in, he taught the job thoroughly. He will be remembered for his good nature and for his courtesy to the shipping public and his fellow employees.

Art is a bachelor, and since the death of his mother he has continued to live at home along with his sister. Upon retiring, he planned to continue his daily walks and follow his hobby of watching sports on TV at home and occasionally at the Golden Spike, where he likes to stop in for a beer.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Lloyd (Ashe) Gillard, yard clerk in the Stowell District, and his wife returned recently from a motor trip to Marietta and Atlanta, Ga., and the State of Florida. He reported hot weather and huge crowds wherever they went. It appeared that everyone was having a last fling at summer.

On the Saturday of Sept. 12, the employees joined R. J. Symicek and Jan in a farewell party at Tuckaway Columns and enjoyed cocktails, dinner and dancing. Rollie has since departed to assume the position of regional manager at Aberdeen, S. D.

P. A. Pacini of the office of auditor of freight accounts in Chicago was promoted to assistant regional manager at Milwaukee. Mr. Pacini, his wife and three children have already taken up residence in the city.

Sympathy was expressed to Robert Nelson, comptometer clerk, on the death of his father, Frank R., Oct. 30. Mr. Nelson was a retired school-teacher. Surviving in addition to Rob-

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ert are Mrs. Nelson, Mark and Richard. Burial was from Blessed Sacrament Church.

New employee Gary Marks is handling clerk and janitor duties. He is a student at the University of Wisconsin, Milwaukee, majoring in accounting. His real goal, however, is to become a member of the Milwaukee police force.

The Ray Gatzkes spent part of their vacation in Las Vegas enjoying the nice climate and swimming as well as the one arm bandits.

On Oct. 22 Manager R. E. Vischer was honored at an office cake and coffee treat in recognition of his birthday. He was presented with a decorative plaque for his office.

AGENCY

The position of assistant chief clerk has been assigned to Edward T. Nowicki, former C&O accounting clerk.

Joseph Mitcham has been working as relief messenger and yard clerk. He is the son of J. H. Mitcham, regional manager-sales in Milwaukee. Jack Girard, newly employed, is also working as a relief messenger.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton



Diane Mihalovich

Diane Mihalovich, daughter of Conductor Kenny Mihalovich of Harlowton, was installed recently as Worthy Advisor of the Rainbow Girls, and Marilyn Peccia, daughter of Carman John Peccia, as Worthy Associate

Advisor. Dianne was presented with her crown, charm bracelet, gavel, the traditional stuffed animal, and Rainbow Bible. She was active in Christian Teens, and named "out-standing girl" of the Federated Church. She was also Prom Princess of Harlowton High School and active in track, receiving the high point trophy of 1970. This year she is secretary of the senior class and of the Girls Athletic Association, "Enginette" leader, drum majorette, and a candidate for Homecoming Queen.

Jack Christie, retired conductor, passed away at Puyallup after a lengthy illness. Mr. Christie retired off the Agawam run out of Great Falls before moving to Washington.

Two-time champion at the Harlowton Country Club lost out this year to a Harlowton businessman. The great golfer, Trainman Lawrence Wren, was edged out by a stroke. Engineer Ernie Blumer won the first flight and Electricians O'Neill Miller and Richard Stoltz won the second flight.

Retired Sectionman John Simon passed away at Manitowoc, Wis. He was a former resident of Denton,

Mike Kiroff Takes His Well-Earned Retirement

by Martha Moehring
Correspondent, Montevideo, Minn.



Sectionman Mike Kiroff

At the end of October, a change occurred on the Milwaukee Road at Montevideo, Minn.—Sectionman Mike Kiroff retired. We had a coffee party and gave him a Pendleton shirt, and there was a smorgasbord at the Hotel Hunt later at which he was honored some more.

His immediate plan called for a trip to Toronto to visit with relatives, including his sister, who was coming from

Macedonia for the reunion. Mike hadn't seen her since she was a child.

It won't be quite the same at Montevideo without Mike put-putting down the track in his motor car, trimming switch lights, stopping to grub out weeds and cleaning up around the station. No one can remember ever seeing him stand still for long during the 48 years he was here, because Mike always saw something that needed to be done.

Mike was born in Bonitza, Macedonia in 1900 and came to the United States in 1913. His first job in this country was as a bus boy in a Greek coffee house. Then in the summer of 1914 he was hired as a water boy for an extra gang at Hopkins. In the years that followed there were other railroad jobs in Minnesota and the Dakotas until 1922, when he came to Montevideo. Shortly after establishing his home here he became a United States citizen.

The Kiroffs have three children, and they live here also: Richard, a widower with five children; Mrs. Clyde Hanna, who has four; and Mrs. Arden Anderson, who has three. Mike is now busy working around his house and yard, keeping his car shiny and polished, and enjoying the school music programs in which his grandchildren take part. At 70 he's not "retired"—his type seldom is.

Mont., working there until he retired.

Jerome Tuss, son of Carman William Tuss of Harlowton, is a representative at large on the Central Board at Western Montana College in Dillon.

Louis C. Burd passed away in Butte, Mont. He was born in Missouri in 1889, came to Montana in 1908, homesteaded at Hedgesville, joined the Milwaukee in 1912, served with the armed forces in World War I, and moved to Butte in 1928.

Cashier Robert Zeigler of the Great Falls freight house retired Sept. 1. He was given a fine dinner and present at Victor's by his many friends. We extend best wishes for a long and happy retirement to Bob and Mrs. Zeigler.

The Milwaukee Road Women's Club "Over-the-top" dinner was held at Harlowton Oct. 12. It is noted that Marie Lichtenbarger won the Bank Night drawing, Betty Murch won the penny raffle, Ruby Dewey won the lady's high prize at cards, and O'Neill Miller was high man at cards.

This year's Hunters Feed given by the Moose again drew a crowd of over 300. This is an annual event. Many out-of-state hunters were here for the

antelope season. A big game rifle was given away.

Electrician Allen Tovey officiated at a ceremony for three Harlowton boys elevated to Eagle Scout rank. Machinist Robert Burrows, a former Eagle Scout and Scoutmaster, was one of the sponsors of the event, which was attended by many out-of-town people.

Tomalee Ann, daughter of Machinist and Mrs. W. G. Owens of Two Dot, Mont., became the bride of Wesley J. Aldrich of Lewistown. The pretty ceremony was held in the Central Baptist Church in Lewistown. The bride wore a white street length dress with a shoulder length veil falling from a spider mum headpiece, and carried a bouquet of spider mums and gladioli. A reception was held in the reception room of the church after the ceremony.

James Althaus, roundhouse laborer, was united in marriage with Victoria Lynn Hajenga of Garneil in the First Methodist Church in Lewistown which was decorated with baskets of lavender mums, yellow daisies and white gladioli. The bride was prettily attired in a nylon organza gown with chapel train and an illusion veil, and carried a cascade bouquet of lavender-tipped



JOINING THE WISE OWL CLUB, Special Officer R. L. Schrankel (left) is presented his membership certificate by Captain of Police W. Miller. Schrankel was cited by the National Society for the Prevention of Blindness for wearing safety glasses while he was checking a train in Bensenville Yard and walked into a piece of wire hanging from a car. The deep scratch on one lens testified to their value in seeing him through the incident without injury.

carnations surrounding a yellow rose. The groom's father is Machinist Frank Althaus. Both Frank and Jimmy work in the Harlowton shops.

This past summer was hot and dry for a more than usual period. Numerous range and forest fires caused a lot of grass and timber loss. The Little Belt Mountains just north of Harlowton suffered over a great area, with thousands of acres burned. Smoke jumpers, fire fighters, of whom many were Indians, local people and air-dumped fire retardant were used to contain the fires. However, the usual deer and elk are coming into town, and hunting rigs both large and small.

EAST END

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

The local VFW and Auxiliary honored Mrs. Genevieve Gray, wife of Engineer A. E. Gray, at a dinner-dance on Sept. 19. Mrs. Gray is Montana Auxiliary president. There were approximately 70 in attendance, including a number of out-of-town members and officers.

On Oct. 5, Conductor E. R. Martin, a recently retired alderman, was honored at a dinner at the Crossroads. Mayor Claude M. Jones presented Ed and former Mayor Herb Crone with plaques for a "generous contribution to the welfare of the community."

The Ladies Auxiliary to the UTU held its annual dinner Oct. 27. Prizes for the best costumes were awarded Fireman R. H. Zuelke and Ellen Roberts. Grocery bingo was played following the dinner.

A dinner was held at the Met Cafe on Oct. 10 in honor of Herman Smith, recently retired section foreman. Mr.

Smith was presented with a bulging billfold and Mrs. Smith was presented a corsage.

Doris DeLange, daughter of Mrs. Fay DeLange and Retired Conductor Bill DeLange, was married Sept. 6 to Michael T. Mangen. The young couple are making their home in Miles City, where both are working and Michael is attending Miles Community College. . . . Roselae R. Hoffman, granddaughter of Mrs. Anna Hoffman, and John Tenny Babcock, son of Retired Brakeman and Mrs. T. S. Babcock, were married Sept. 12 in Miles City. Following a wedding trip to Denver, they are living in Bozeman, where both are attending MSU.

Mr. and Mrs. M. J. Babcock, parents of Switch Foreman Elmer Z. Babcock, celebrated their 60th wedding anniversary with an open house at the Olive Motor Inn on Oct. 4. Hosts and hostesses for the affair were their two children, Elmer and Mrs. June Baker, and families.

Friends and relatives of Retired Engineer and Mrs. Ben Haggerty gathered at their home the afternoon of Oct. 4 to congratulate them and assist in celebrating their golden wedding anniversary. Mr. and Mrs. Haggerty were married in Miles City on Oct. 4, 1920. In the evening the couple's four children and their families honored them at a dinner at the Crossroads. The Haggertys have 16 grandchildren, 12 of whom were able to be present for the gathering.

Word has been received that Mr. and Mrs. Bill Hinrichs are the parents of a baby boy born in September. Conductor and Mrs. L. V. Hinrichs are the proud grandparents.

Friends of District General Car Foreman A. J. Hamre were sorry to learn of his recent illness and hope he is much improved by this time.

Student News: Don St. Peter, son of Engineer and Mrs. J. R. St. Peter, was one of four freshmen elected as representative of the Associated Students of Carroll College. . . . Gertrude Pembroke, daughter of Engineer and Mrs. A. W. Pembroke, has been named secretary of the national law enforcement fraternity, Lambda Alpha Epsilon, at Dawson College. . . . Nancy Shook, granddaughter of Mrs. Edna Wilkerson, was second runner-up in the Flame Girl contest at Rocky Mountain College. . . . Mark Lester, son of Signal Supervisor and Mrs. M. S. Lester, was first in the 11-year-old division of the Punt, Pass and Kick contest held in Miles City. Jeff Stuckey, son of Agent and Mrs. G. A. Stuckey, was second in his age group, the 12-year-olds.

With Our Servicemen: Sgt. Douglas E. Smith, an employee of the car department, was recently awarded the Army Commendation Medal in Vietnam. He also holds the Bronze Star Medal. . . . Marine Lance Corporal Larry D. Bennett, son of Brakeman and Mrs. C. W. Bennett, is now serving with the Marine Corps at the air station in Iwakuni, Japan. . . . Disbursing Clerk Third Class James R.

Bundy, son of Engineer and Mrs. C. C. Bundy, is a crew member of the USS Okinawa and recently participated in the 10th Vietnamese Awards ceremony.

Sympathy is extended to the families of the following: Retired Engineer Ben Schultz—Mr. Schultz passed away at his home on Aug. 28. Burial was in Miles City. . . . Retired Engineer Samuel T. Hobbs—Mr. Hobbs passed away on Oct. 2 at the age of 87. Services were held in Miles City and burial was in Billings, Mont. . . . Retired Yardmaster Ben A. Hill—Mr. Hill passed away Oct. 20 at the age of 86. He is survived by his wife and son Vern, a brakeman at Miles City, and Vern's family. Burial was in Miles City. . . . Engineer William D. Bartsch—Mr. Bartsch passed away Sept. 17 following a long illness. He is survived by his wife and three stepchildren. Burial was in Sunset Memorial Gardens in Miles City. . . . Retired Conductor Ira M. Caine—Mr. Caine passed away at Missoula, Mont., Oct. 24 at the age of 79. Burial was in Hamilton, Mont. . . . William T. Miller—he was the son of Retired Baggageman Thomas P. Miller of Mobridge. . . . Donald Cook, the brother of Mrs. Aaron (Genevieve) Gray of Miles City. . . . Mrs. Edna May Griffin—Mrs. Griffin was the mother of Mrs. Paul Smith.

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

Mrs. Alta Greetan, steno-clerk in the materials division at Deer Lodge, was honored at a coffee hour by her co-workers upon her recent retirement. Since retiring she has been visiting her son-in-law and daughter and their family in Ellensburg, Wash.

Conductor G. L. Nurse of Deer Lodge retired recently. He and his wife planned to leave in October for a long visit in Hawaii.

Earl F. Allen, pipefitter in the locomotive department at Deer Lodge for many years, retired on Sept. 30. Earl and his wife plan to remain in Deer Lodge and enjoy retirement among
(Continued on page 30)

SERVICE PASSES AWARDED

GOLD 50-YEAR PASSES

Endicott, T. R., engineer. . . . St. Bernice, Ind.
Goerner, Elmer, pipefitter. . . . Westchester, Ill.
Vick, Rudolph, engineer. . . . Wood Dale, Ill.

SILVER 45-YEAR PASSES

Bihun, George, carman. . . . Chicago, Ill.
Cass, H. M., switchboard opr. . . . Chicago, Ill.
Gustafson, F. G., engineer. . . . Albion, Mont.
Jensen, E. P., conductor. . . . Milwaukee, Wis.
Johnson, Edwin, electrician. . . . Chicago, Ill.
Kriel, H. P., sect. foreman. . . . Wauwatosa, Wis.
Layman, W. C., conductor. . . . Elgin, Ill.
Miles, B. G., lead review clerk. . . . Chicago, Ill.
Notz, C. G., pipefitter. . . . Sabula, Ia.
Popernick, Loretta, . . .
asst. bureau head. . . . Chicago, Ill.
Wencka, E. F.,
revising clerk grade A. . . . Milwaukee, Wis.

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GOLD PASS STATUS. H. J. Beringer, cashier in the Minneapolis regional data office, who became a 50-year veteran on Aug. 27, is presented a Gold Pass by Regional Data Manager M. G. Kutz. Starting his service with the Milwaukee at Dubuque, Ia., Beringer later held various positions in the Minneapolis freight office. He has been cashier in the regional data office since it was established in 1960.



RETIRING AFTER 47 YEARS SERVICE, Conductor Wilbur (Coop) Cooper of Marion, Ia., is pictured with his wife as they visited with some of their well wishers. From left are Assistant Superintendent W. J. Peta, the Coopers, Traveling Engineer J. F. Kiley and District Safety Engineer L. E. Wickler. The Coopers have since taken a fishing trip to Minnesota—Coop ranks as a top walleye fisherman—and planned to leave in December for a sojourn in California.



BROTHERS RETIRE TOGETHER. Frank and Charles Jindra (left and right), pointers at the Western Avenue coach yard in Chicago, shown as they were honored jointly at a cake and coffee get-together upon retiring on Oct. 30. Wishing them well is General Foreman C. E. Curran. Charles retired with 49 years of service and Frank with 35 years.



PRIZE-WINNING PUPPY. Sky Queen of Bradycrest, a four-month-old wire fox terrier owned and handled by Jo Ann Hubbs, daughter of Assistant Superintendent and Mrs. Everett L. Hubbs of Madison, Wis., posed with the trophies and ribbons she won at a specialty match sponsored recently by the Fox Terrier Club of Chicago at Grays Lake, Ill. "Tara," as she is called, was chosen best in match over 11 other Wire puppies and also best in match over five smooth fox terrier puppies.



RETIREMENT SEND-OFF. Myrtle Hamilton, rate clerk at Missoula, Mont., who retired recently, pictured at a garden party in her honor at the home of Agent Don Klepper. Looking on as she opens her gifts are Harry Moore, retired clerk (from left), Agent Klepper and Stanley Cloke, sales representative at Missoula. Present also were Myrtle's son and daughter-in-law, Mr. and Mrs. Don Hamilton.



JUST MARRIED. Cheryl Anderson, the daughter of Aberdeen Division Conductor J. D. Anderson, and Francis Rose cut the wedding cake at the reception after their marriage in Montevideo on Oct. 3. They are making their home in Crystal, Minn., where both are employed.

PETERSON BROTHERS WED



Mr. and Mrs. William Peterson

Superintendent and Mrs. W. K. Peterson of Austin, Minn., recently welcomed two daughters-in-law to the family circle. Their son Joel and his wife, the former Joyce Connelly, were married at Austin on July 11 in St. Edward's Catholic Church. Joel and Joyce have set up housekeeping in Austin.

William Peterson and his bride, Pamela Mills, are shown at the reception in the Lake City Country Club, Lake City, Minn., which followed their marriage on Sept. 19. They are making their home in Minneapolis.

Both of the Petersons' sons have joined their father in the operating department of the railroad. Joel is a fireman on the Iowa, Minnesota & Dakota Division, and William is working on the La Crosse Division as a brakeman on trains operating between Minneapolis and La Crosse.

Mr. and Mrs. Joel Peterson



(Continued from page 28)

their friends, while taking trips to points of interest from time to time.

Wilbur Wood's friends were saddened to learn of his death in October. Wilbur was a clerk in the materials division for many years, and had been on an extended leave of absence due to ill health.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Mike Galvin relieved Barney Buzdick as agent at Three Forks this fall while Barney was on vacation, which he spent hunting in the Haugan and East Portal area.

Your correspondent's wife runs a dry cleaning establishment in Three Forks. Recently a local citizen ran his car through the wall and a plate glass window. My wife's comment: "I did not plan it this way, but I always wanted a drive-in cleaners."

Iowa Division

MIDDLE AND WEST

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

Engineer and Mrs. Lloyd Moss are very proud of the recognition their daughter, Rosalie, has received for her landscape painting done as a hobby. She is a sophomore at Northwest Missouri State College, Maryville, majoring in elementary education and has industriously augmented her school fund by working summers and part-time during the school year. She is eager to finish and start teaching, as she recently became engaged to a young Milwaukee Road brakeman, G. Newman.

Retired Conductor Henry Boisen, 88, passed away in September in California of a heart attack.

Mr. and Mrs. James Glass Jr. of Skaneateles, N. Y., are the parents of a girl born Sept. 4. Great-grandmother is Emilie Mischo of Jamaica, Ia., widow of the former Milwaukee Road sectionman.

A new baby daughter has been welcomed into the Iowa City home of Mr. and Mrs. Franklin Snyder. Grandparents are Yardmaster and Mrs. Jack Snyder of Perry.

Dr. and Mrs. L. D. Barton of Newton, Ia., are the proud parents of a daughter born Sept. 7. Grandparents are Conductor and Mrs. F. W. (Bus) Mansfield of Perry.

Another employee of the Milwaukee Road has joined the ranks of the Perry city administration. Engineer Keith Speck was appointed to the Park Board to complete the term left vacant by the resignation of Stan Grout.



Rosalie Moss

Our sincere sympathy is extended to Roger A. Daly, switchman at Cedar Rapids, on the death of his brother; to Elmer Krug, operator at Marion, on the death of his father; and to Conductor V. W. Baker, East Iowa Division, on the passing of his wife.

Perry Operator and Mrs. Claire Behlings are settling back to normal after the wedding of their daughter, Kathryn (Kathy), to Donald J. Wheeler of Redfield. Not only was this the first wedding in the family but the first formal one held in the new Lutheran Church in Perry. Completion of the church was scheduled for July, so September wedding plans posed no problem — they thought — but when September arrived and the church was still not ready, the family began to have small panic sensations. However, on Sept. 19 Kathy and Don were married in the new church as planned, in a beautiful ceremony. They are residing in Omaha, where the young man is completing his training at Universal Technical Institute.

Funeral services were held recently in Omaha for retired UP conductor Edward Lafferty, who died at 96. He started his railroading career on the Milwaukee as a caller.

Conductor and Mrs. Donald Mills are busy trying to keep up with the needs of a rigorous football schedule for son Steve, a senior at Perry Community High School. He has played three seasons and won recognition as an outstanding defensive lineman.

Pam Gearhart, daughter of Conductor and Mrs. George Gearhart, was among the students at the University of Iowa who performed recently in the Oratorio Chorus. She sings in the soprano section.

Retired Switchman and Mrs. Earl McDowell have announced the engagement of their daughter, Vicki, to Kenneth Price. Both are juniors at the University of Northern Iowa.

Perry Chapter of the Milwaukee Road Women's Club continues to carry on in the spirit of its founders with charitable and friendly endeavors. While the members enjoy social times at their meetings, they are ever on the alert to help those less fortunate than themselves and ways to serve the community. One recent activity was the presentation of a copy of "The Hiawatha Story," the new book by Jim Scribbins, to the local library. It is their aim to help keep this part of the Milwaukee Road's history and Perry's part in it alive in the minds of our young people.

Mrs. Tina Franks is one of those people who keep busy and happy doing nice things for others. For example, a picture in this issue of the Magazine shows her with some of the dolls she dressed this year as part of her contribution to a happy Christmas for some little ones. She has made this a regular activity ever since the local Masonic Home first started its Christmas toy project, dressing 83 dolls that year. She also does other kind and thoughtful things for children she

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probably will never see. Her cheerful voice by phone or in person has been a joy to many people in our community, and of course to the Milwaukee Road family, since her father, Harry De-Groate, was a Milwaukee employee and her husband, George, was a switchman for many years in Perry Yard before his retirement and death.

Mrs. Frank is also a busy grandmother to three. Tina, now married with a youngster of her own, Randi, teaching at Winterset, Ia., and Bob, who is involved in many high school events, especially football. In addition, she is quite active in her church and "sits" occasionally at the local hospital if there is need for it or for a friend. But otherwise, she says, she doesn't do "much" anymore; just enjoys life and the company of people.

In an unusual occurrence at Perry Yard, Switch Foreman Harry Vodenick, son Steve, a switchman, and Engineer Cliff Vodenick—a switch crew consisting entirely of relatives—made up train No. 363 recently to go to Storm Lake for Conductor Vernon Vodenick. Cliff and Vernon are brothers and cousins to Harry and Steve.

Chicago General Offices

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

Officials from The Milwaukee Motor Transportation Company were present for the annual Safe Driving Award Dinner held in Chamberlain, S. D., on Sept. 19. The Chamberlain terminal, with 11 units, was first in safety for miles per vehicle of all terminals in the MMTC system, not having been involved in a preventable accident since March 1967 through August 1970 for a total of 1,050,148 miles driven. The driving awards, sponsored and controlled by the National Safety Council, were presented to drivers Francis Cleland, seven years; Albert Kenobbie, six years; and W. W. Countryman, Terry Goodman and Bernard Smith, one year, the foregoing all from Chamberlain; Francis Duffy, eight years, and Allen Davis, two years, both from Sioux Falls; Don Berner, one year, from Aberdeen; and Bud Seney, with seven years, from Rapid City.

Mr. and Mrs. John Brielmaier (MMTC clerk at Milwaukee) announced the birth of their first daughter, Julie Ann, on Oct. 4. Julie has a three-year-old brother, Scott Allen.

Driver Howard Behnke and his Martha have really been seeing the country since he retired last winter. They broke in their new station wagon and travel trailer by taking a trip through the West and South last winter, and then in June hit the Alcan Highway for Alaska, realizing a dream for which they saved and planned for many years. They advise that the Alcan Highway is 1,200 miles of rough, dusty road, but the scenery and fishing along the way are well worth it.

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Europe Revisited After 25 Years



Mr. and Mrs. Livingston's passport picture

Engineer Lee Livingston of Kansas City, Mo., took a nostalgic journey this past summer to scenes of his service overseas with the 89th Cavalry Reconnaissance Squadron in World War II. With Mrs. Livingston, he was among 238 veterans of the 89th and their wives who held a reunion in Europe to commemorate the 25th anniversary of the ending of the war and to honor their comrades who died in battle.

Livingston joined the squadron in

1942, and with the exception of 30 days while he was hors de combat as the result of having a jeep shot from under him, saw action up to the cease fire on May 7, 1945 on the Czechoslovakian border. The unit, as part of the 9th Armored Division, was involved in such dramatic events of the war as the Battle of the Bulge, the Remagen Bridge incident and the closing of the Ruhr.

The return trip called for sightseeing in London before starting a bus tour of the continent. On the itinerary the veterans visited Belgium, France, Luxembourg, Germany, Austria and Switzerland. The evidence of prosperity in villages as well as cities amazed Livingston, he said, in view of the devastation he saw 25 years ago.

The highlight of the trip was the welcome they received in Luxembourg. "It seemed that the whole country turned out to greet us," Livingston said. "The older people who remembered us shook hands with tears in their eyes, and thanked us as their liberators from the German forces. On our last day in the country there was a big reception for us, given by the Prime Minister."

They made this a leisurely trip and did quite a bit of camping and fishing along the way, catching trout, salmon, Alaskan crabs, shrimp and clams. They met several Milwaukee Road people from Othello going the same way, and stopped and visited with them. After touring Alaska, they ferried their car and trailer back to Vancouver, returning to Portage in September. They took several hundred color slides which they are now showing to their less adventurous friends.

We hope that by the time you read this Phil Malo, MMTC manager rates and tariffs, who has been in Sherman Hospital, Elgin, for several weeks, will be back at work.

TRAFFIC DEPARTMENT

Kathy Ferris, Correspondent

Again it's time to welcome some more folk to the general freight department, Bob Pace, who transferred from Galewood to the rate desk; Joe Kunovich from Fullerton Avenue, who joined the guys and doll in Divisions; and "Broadway Bill" Sacco from the passenger department, who is our new mail clerk.

And speaking of new additions, there are a few in the nursery depart-

ment, too. Bill Mullen's wife had a baby girl, Bridgid Ann; Jim Ryan's wife had a baby girl, Jennifer Ann; and Diane Oberhaus had a baby boy, Stephan Earl. All mothers and babies are doing fine, and last we checked, so were the fathers.

Merle Morris spent her two-week vacation in Spain. Merle said she really enjoyed the sights and that the bullfight really surprised her. She said it reminded her of a ballet.

Wedding rice was in the air on Nov. 14 when Becky Benson became the bride of Terry Clemmons at Seven Holy Founders Church in Calumet Park, Ill. We wish the two of them happiness and good luck.

There's another gal up here walking around with a light heart, and that is probably due to her recent engagement to Bud Bocker. Bud and Maureen Sculley plan a May wedding.

We welcomed John Dunseth as one of our department heads, general manager-system sales.

Agnes E. Schubert, stenographer and information clerk in the passenger traffic office, passed away on Oct. 7 following an illness that hospitalized her in February. She was well known to members of the travel profession, having been employed in the passen-



HONORED AT GALEWOOD. Bruno Lapinski, assistant cashier at the Galewood regional data office in Chicago who retired recently, receives the best wishes of Manager J. F. Millard, left (working now at Fullerton Avenue), and Assistant Manager G. C. Bayless. Lapinski had 46 years of service on positions at Union Street and Galewood, including assistant cashier in the data office since it was established in 1960.

ger department since 1925. Funeral mass was said at Our Lady of Victory Church, Chicago, with interment in St. Mary's Cemetery. She is survived by a brother and sister-in-law, Mr. and Mrs. Andrew J. Schubert Sr., two nieces and three nephews.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Ray Kocher, retired manager mail, baggage and express, visited friends in the Union Station in September.

George Harder and his wife had an enjoyable trip to the Black Hills of South Dakota during the past summer. George is a retired correspondent of this magazine.

S. W. Amour, retired vice president-labor relations, and his wife are spending the winter in Florida.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Jane Marski, Correspondent

J. M. Conway, auditor of equipment accounts, and his daughter, Carol, recently took an early morning sight-seeing trip with Irv Hyden, flying officer of the WGN traffic 'copter. The three-hour ride included a reconnaissance of all the major expressways in this area and a view of his home from the air.

Mr. and Mrs. Jack Wright became the proud parents of a baby boy, Jack Jr., on Sept. 21.

Congratulations to Rose Voss on the birth of her first grandchild, Michael Robert, on Oct. 25.

Martha Koenig became Mrs. Michael Coonda on Sept. 19 at St. Alphonsus Church. She was honored at a shower given by her co-workers at which she received lovely gifts.

We welcomed back Arline Roggow after a long sick leave, and Bertha Albritton after the birth of her baby.

November brides from the car record bureau were Donna Buck, who married Ken Schenk Nov. 14 at St. Francis Borgia, followed by a Caribbean cruise, and Patricia Hayes, who became Mrs. Donald Ogne Nov. 21 at the Elmwood Park Bible Church.

AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

Sympathy was extended to Walter Franz, assistant auditor of investments, on the death of his mother, Margaret Bochart, on Oct. 17; to Miss Arlene Essig, clerk of the accounts section (on leave of absence), whose mother passed away Oct. 2; to the family of Martha Prestin, who passed away on Sept. 18—Martha retired as head typist in February 1958; to Charles Winandy, retired assistant auditor of joint facility accounts, whose mother passed away Sept. 2; and to Cliff Gourley, assistant engineer, whose brother Richard was killed in an automobile accident Sept. 1.

We welcomed back Betty Carrol and George Kaberlein, who had been on leave of absence due to ill health.

Recent travelers abroad included Ernie Lehmann, assistant engineer, who visited Japan, Marty Cygnar, assistant engineer, who visited countries in Europe, and Claire Hansen, who visited Europe also and saw the Passion Play.

Congratulations go to Carl Lee and Cy Kissel on their recent promotions. Carl was made supervisor of the AFE & RCR section and Cy was made supervisor of the valuation and tax section.

A welcome was extended to Milton Swander, assistant engineer, who came to us from the Burlington Northern railroad.

PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

We extend a hearty welcome to Cleo Airola, who joined us on Oct. 16.

Sincere sympathy to Pauline Burg on the death of her father. Funeral and burial services were held in Barrington, Ill.

"Get well" wishes were extended to Carlene Krumpack's son, who underwent surgery. He is progressing very well at this writing.

Charles Jensen took a fishing trip to Canada. He said the fishing was really great. I understand he caught some beauties.

It's always a pleasure to have Morgan Pritchard visit with us. Morgan is enjoying his retirement immensely.

Frances Ukropin, formerly a member of our office staff, stopped in recently to say hello. Frances left the company to be a full time housewife and mother.

Betty Cunningham and Tom Melzer

Mrs. George W. Loderhose

Mrs. George W. Loderhose, 86, widow of a retired freight claim agent of the Milwaukee Road, and also a former president general of The Milwaukee Road Women's Club, died Nov. 13 in Lutheran General Hospital, Park Ridge, Ill. Services were held in St. Luke's Lutheran Church, Park Ridge.

Mrs. Loderhose was active on the executive committee of the Women's Club for many years, and served as president general from 1944 to 1950. She was also a former president of the Lutheran Day Nursery of Chicago. Surviving are her daughter, Mrs. Lenore Bjork, three grandchildren and two sisters.

were honored at a luncheon at the Regimental on Sept. 8. Betty planned to attend school full time, so she can be the teacher she always wanted to be, and Tom is returning to school also, after spending some time with us this summer.

My sincerest apology goes to Karen Freutel for not mentioning the most exciting day of her life. Karen was married on July 16. She is now Mrs. Loui Gugliuzza.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Sharon Mundt on leave from the Joint Facility and Bill Bureau, and her husband, Steve, who became the parents of a boy on Sept. 13. He weighed in at 11 pounds and has been named David Michael.

Estelle Bonini, daughter of Ellen and Al Bonini, recently became the bride of Donald Watts. The ceremony was performed at St. Bonaventure's Church and the reception was held at Marlene's in Bridgeview, Ill.

Marlene Guy, typist in the Joint Facility & Bill Bureau, became the bride of Howard Root at a small ceremony on Oct. 31. Her friends and co-workers observed the occasion with an office party at which she received many useful gifts.

Philip Webb, son of Helen Buschick of the Accounts Payable Bureau, is a salesman for Mercedes Benz and Toyota automobiles. He entered a recent sales contest and won third prize—a "sit down" lawnmower, a \$500 bonus and a tape recorder. He was third in the district and third in 14 States. He worked for the Milwaukee Road in the Fullerton Avenue building as a messenger during the summer months a few years ago.

Congratulations to Frances Meyers on her appointment as bureau head of the Miscellaneous Voucher Bureau.

Jo Bird, typist in the Accounts Payable Bureau, retired Oct. 14 with 48 years of service and was honored with

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LONGLEY-LANE. Barbara Longley, revue clerk in the Galewood regional data office in Chicago, and Gary Lane pictured at St. John's Church, Chicago, where they were married on Oct. 24. Following a wedding dinner, they took a honeymoon trip to the Smoky Mountains.



CAUSE FOR CELEBRATION. Marking the 10th anniversary of the establishment of the regional data processing center in Madison, Wis., the office force is shown putting on a little celebration (Manager M. E. "Mel" Picht bringing up the rear). Employees in the freight office shared the observance, which featured a buffet dinner of baked ham with the trimmings.



GOING STRONG AT NINETY. Henry R. Wahoske of Portland, Ore., who recently turned 90, pictured with his wife, Eva, at his birthday party. Mr. Wahoske joined the railroad in 1909 as a contracting agent for street staff during the extension of the Milwaukee Road to the Pacific Coast. He later served as a commerce agent and in other capacities, retiring in 1950.



CHICAGO TERMINALS SEND-OFF. Ed Henberger, track inspector in the Chicago terminals who retired recently after 47 years of service, got a rousing send-off at a dinner at Steven's Steak House in suburban Elmhurst. He is pictured (center) as Roadmaster R. E. Palmer presented him with a gift from co-workers and other friends while Retired General Foreman Lombardo stood by.



RETIRING ON THE D&I DIVISION, Carman Andrew Fuerst (left) is presented a Silver Pass by Car Foreman Carl Engaldo on his last day of work at Savanna, Ill. Fuerst had been a Milwaukee employee since 1922, starting his apprenticeship at Dubuque, Ia., and serving for the most part in the car department there and at Savanna. He and Mrs. Fuerst make their home in Dubuque.

a large office party and presented with many beautiful gifts.

Recent visitors to the office were retirees Elvira Ahlberg, comptometer operator, Ruby Dunaven, typist, who now makes her home in San Diego, Calif., and Bill Foss, who retired 11 years ago and now lives in Northridge, Calif.

Sophie Kustron of the Accounts Receivable Bureau has five nieces and nephews attending the following colleges: Judy - Iowa State; Jan - Cornell; Mark - Loyola; and Scotty and his twin sister, Dawn, attending Notre Dame and Loretto Heights, respectively.

Sincere sympathy to Richard (Dick)

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Ellison of the Material Bureau on the death of his father.

Kathy Bowe, daughter of Chief Joint Facility Examiner William J. and Mrs. Bowe, was pictured recently on the front page of the Bensenville Register. She is a student of Zaki Labansky, ballet teacher.

Congratulations to F. H. Miller, assistant comptroller, and his wife on becoming grandparents for the third time. Their son David, who was an employee of the Milwaukee at Fullerton Avenue, and his wife, Joyce, presented them with a granddaughter, Kristine Anne, on Oct. 7.

Sincere sympathy to Michael J.

"Mike" Schlee and his wife, Ruth, on the loss of his mother-in-law, Mrs. Hattie Ladewig.

Congratulations to Helen Schroeder, supervisor of keypunch operators, on the occasion of her 30th anniversary with the Road. A large office party was held in her honor, and she received many beautiful gifts. Helen and her supervisor, Leonard Sabac, assistant manager of data operations, and John Kissel, supervisor of machine accounting-Milwaukee Motor Transportation, have served a total of 102 years with the Milwaukee Road, Leonard for 33 years and John for 39 years.

Marxen, District Material Manager, Retires



Mr. and Mrs. H. R. Marxen pictured at the dinner in their honor at the Steak Knife in Milwaukee. Speaking for employees in the material division is E. F. Volkman, manager of material.

H. R. "Cappy" Marxen, district material manager with headquarters at Milwaukee Shops, ended a career of more than 41 years of service with the Milwaukee Road by taking an early retirement on Sept. 30.

In tribute to their long-time co-worker, material division employees honored him and his wife with a dinner at the Steak Knife restaurant in Milwaukee and presented him with a testimonial gift.

Mr. Marxen, a native of Elgin, Ill.,

joined the railroad in 1928 at the Galewood car shops and transferred to what was then the stores department the year following. Starting as a laborer, he moved up through various positions to assistant district material manager in 1959. He was transferred to Milwaukee Shops in the same capacity in 1960 and appointed district manager in 1962.

The Marxens have returned "home" to Elgin to pursue their hobbies and enjoy the company of their children and grandchildren.

joined by his wife, Patricia, son, Mike, who is a senior in high school, and daughter Janie, an eighth-grader. The Komurkas also have a married daughter living in Minneapolis and a son attending junior college in the East.

REGIONAL MANAGER-SALES: John Gates, chief clerk to the regional manager-sales, reports that his daughter Becky is now improving rapidly after two months in the hospital with injuries sustained in an automobile accident near Puyallup on Aug. 31. Becky, 21, who is now recuperating at home, is a stewardess for Western Airlines. Another newsworthy item from the Gates family concerned their eldest daughter Meg, who has been pursuing art studies and working in New York City. Meg, who was a James T. Gillick Scholarship award winner several years ago, was the winner of a sizable monetary prize in a contest sponsored by a large eastern corporation.

Friday, Nov. 13, proved to be lucky for R. E. "Rich" Ball, for in the afternoon employees in offices on the sixth floor gathered to congratulate him on his appointment as sales representative in the office of the district manager-sales in Seattle. He was presented with a smart looking attache case. Mike James succeeds "Rich" as assistant chief clerk.

MILWAUKEE MOTOR TRANSPORTATION COMPANY: Friends were saddened to learn of the passing on Sept. 16 of Mrs. A. J. Kilvinger, wife of A. J. (Tony) Kilvinger, terminal manager in Seattle. Burial was in Washington Memorial Park. Surviving besides her husband are two sons, William of Milwaukee and Craig, a paratrooper stationed at Fort Bragg, N. C.; and two daughters, Linda living at home and Sharon in Augusta, Ga.

Mrs. Arthur Barkley, widow of a former assistant in the vice president's office in Seattle, passed away suddenly on Nov. 17 while on a visit to Seattle. She had been living with her daughter, Mrs. Robert Coburn, in Rohnert, Calif.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

DISTRICT MANAGER-SALES: Mike James, clerk in the office of district manager-sales, was married Sept. 5 at a mass in St. Edward's Church in Seattle to Nancy McGrath. Their lovely wedding was followed by a reception in the church hall. Nancy is a graduate of Immaculate High School, while Mike, son of Mr. and Mrs. W. P. James of Shelton, graduated from Seattle Prep and attended Seattle University.

LOCAL FREIGHT OFFICE: Seattle's KIRO radio station named our agent, A. E. (Al) Swanson, "Boss of the Day" recently. Al received theater and dinner tickets, and the office was sent a lovely bouquet of flowers. . . . Irene Carleton flew recently with her sister and brother-in-law for a fun-filled three days in the Lake Tahoe-Reno area. . . . Margaret Treglow and Olive Stiles are both absent at this writing, due to illness. . . . Two new girls have joined the department—Jane Rabenstein, who is a newcomer to Seattle from Minnesota, and Penny Puratich, who transferred from the superintendent's office in Tacoma to fill in on the stenographer's job while Margaret Treglow is recuperating. . . . Bob Parsons, who worked for the Association of American Railroads for

nearly 20 years, recently returned to the freight office and is now working the car desk. . . . We regret the passing of Mrs. Harry Fordyce, wife of retired chief B&B carpenter at Seattle. Harry plans to stay on in their charming mobile home at Ocean Shores.

FREIGHT CLAIM DEPARTMENT: Mr. and Mrs. Reg Morris welcomed a new granddaughter on Oct. 14. The little one, named Lisa Marie, was born to Mr. and Mrs. Ed Berger. Mrs. Berger is the former Linda Morris.

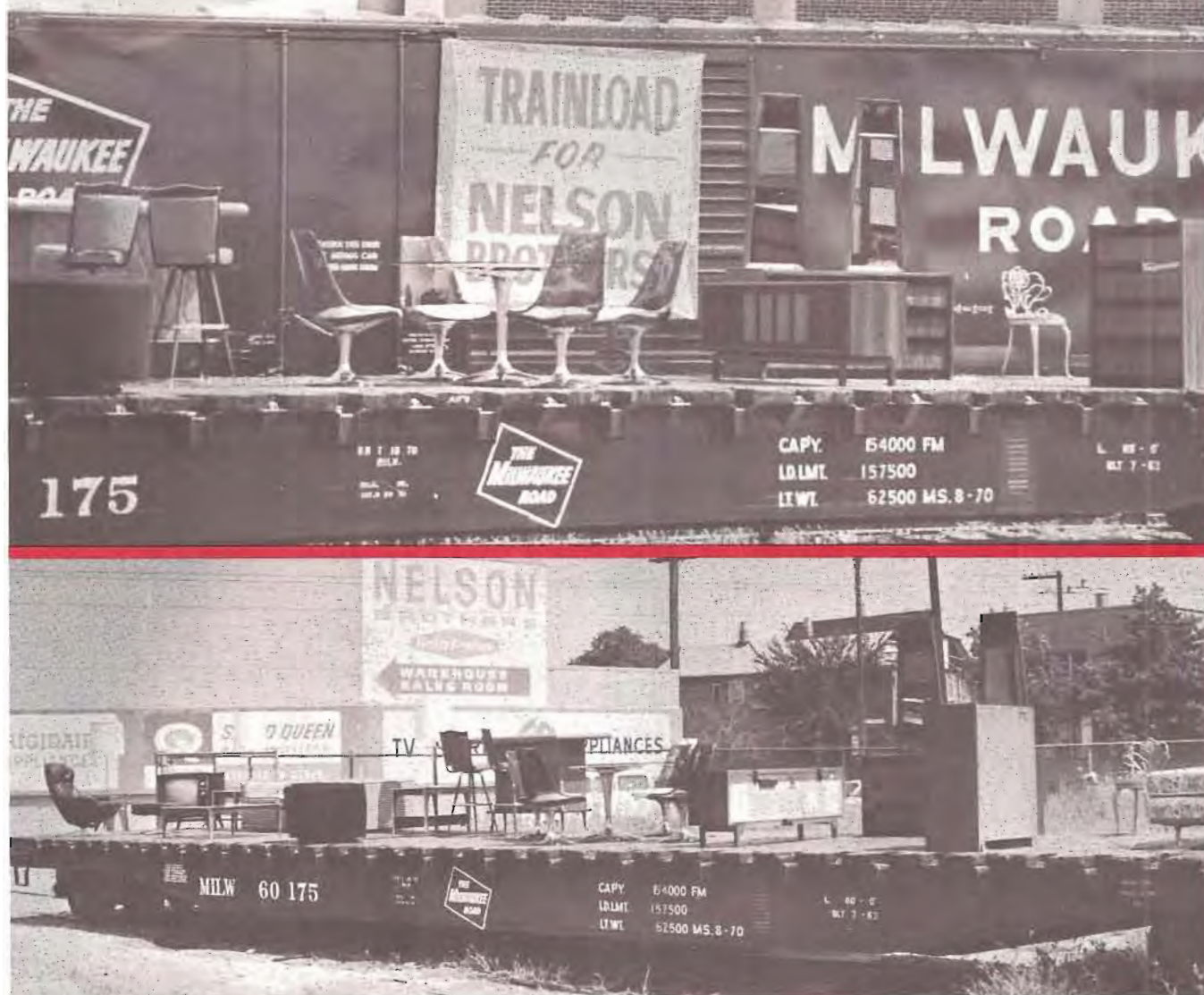
REGIONAL DATA OFFICE: New employees in the office are Debbie Bowen, keypunch operator, and Vicki Olsen, who is doing vacation relief work. . . . Cora Webster and her husband vacationed in the Hawaiian Islands during September and also had a short sojourn in British Columbia. . . . Nancy McIntyre, comp operator, is on a leave of absence, and on Sept. 20 she and her husband, Harold, welcomed a baby boy. . . . Bill and Betty Whalen recently spent a two-week vacation with relatives in St. Maries, Ida., and Spokane. . . . M. S. Gilbert, data manager in Seattle since February of this year, has been transferred to Austin, Minn. He was honored with a luncheon at the Beach Broiler on Oct. 9 and presented a golf cart as a remembrance from his Seattle associates and co-workers. . . . J. J. Komurka, formerly regional data manager at Austin, assumed his duties at the Seattle Regional on Oct. 16 and been

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Betty Rae Sevedge, daughter of Superintendent and Mrs. M. T. Sevedge, and Robert K. Butler, civil engineer for the Milwaukee Road, were married in Tacoma on Oct. 10 in an evening ceremony at the Skyline United Presbyterian Church. The bride wore a white satin gown appliqued with lace and seed pearls and a silk illusion veil, and carried white pompoms centered with an orchid. Attendants at the wedding were Miss Shelly Sevedge, the bride's niece, and her brother, Dr. Pat Sevedge of Los Angeles; Miss Marilyn Butler, sister of the groom, and his brother, James, as best man; Miss Judy Wauke of Minneapolis and Michael Coleman of Bellevue, Wash. The couple took a wedding trip to Victoria, British Columbia. Betty is a stenographer in the office of the division engineer at Tacoma.

The Milwaukee Road Magazine



RAILROAD ODDITY. The Milwaukee Road plays an integral part in a creative commercial now being shown on all Chicago TV channels. The film, in color, shows a trainload of furniture and household appliances being delivered to the Nelson Brothers Furniture Company in Chicago.

The commercial originated with Abe Blinder, Nelson Brothers' president, who conceived the idea of utilizing railroad equipment in a commercial, since most of the company's shipments arrive by rail. The idea was executed by the E. H. Brown Advertising Agency, which arranged with the railroad for the leasing of two 60-foot flatcars, two standard boxcars and a 1200-HP yard engine.

The "train" was photographed arriving at the railroad's

Western Avenue Yard in Chicago and proceeding over Nelson Brothers' service track crossing Grand Avenue. The flatcars were loaded with furniture grouped to simulate rooms—tables and chairs, televisions, sofas, bar sets, bedroom suites, all in room arrangement.

After this, the flatcars were reloaded with solid rows of refrigerators, ranges, washers, dryers and other household appliances, and the "train" was filmed again moving into the warehouse. All the while, a banner on the side of one of the cars proclaimed "Trainload for Nelson Brothers."

Throughout the filming, heads turned along Grand Avenue as the cars came into view. It's not the conventional way to ship furniture, but it certainly is creative advertising.

FIND ONE OR BUILD ONE! While on location in Ireland for the filming of the new movie "Ryan's Daughter," MGM needed a steam traction engine of the type that came in use there in the 1890s. The engine was a long-time favorite of Irishmen for farming, mining, road building and many other tasks. However, it was replaced in the 1930s by the internal combustion engine, and MGM's prop master was faced with the problem of "find one or build one." He chose the second method, and with the help of photographs, created a new bit of old Ireland.





MAGAZIN

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UNION STATION, CHICAGO FUNCTIONAL STYLE

"Form follows function" in this change of pace at Chicago's Union Station. This is a view of progress on the 35-story Gateway Center office-concourse building going up on the site of the massive concourse which was razed in 1969. Underground, work was

progressing on the concourse, for use in spring or early summer of 1971. The Union Station area will be on four levels and include escalators, air conditioning, shops, and many other up-to-date facilities for the convenience of travelers.