

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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MARIE HOTTON
Editor

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Transportation Briefs

ICC Allows Freight Rate Increases

The Interstate Commerce Commission gave final approval on Mar. 23 to increases in railroad freight rates. In lieu of the interim increases that were effective Nov. 20, 1970, the Commission's latest order authorized a 14 per cent rate boost within the East, 12 per cent within the West, 6 per cent within the South, 12 per cent on interterritorial traffic, and 12 per cent on import and export traffic. The ICC said the increases "should help to bolster the critically ailing financial condition of the rail industry to meet the needs of shippers."

New Port of Seattle Ton Mark

Port of Seattle foreign trade reached four million tons in 1970, setting a record for the sixth consecutive year. Imports totaled 2.47 million, exports were 1.66 million tons. The figures did not include military cargoes or commercial trade with Alaska, Hawaii or other domestic areas.

Quaker Oats Takes L&D Prevention Action

The Quaker Oats Company has produced a self-study program designed to assist in the reduction of damage to and losses of specially equipped cars provided by railroads to meet the requirements of the food industry. The program consists of two units aimed at improving warehouse operations and demonstrating to loading and unloading crews and warehouse supervisors how they personally benefit from unitized shipments in special railroad cars. Copies are being offered by Quaker Oats at its cost of printing, handling and postage.

Dewhurst Named to New AAR Post

H. Stephen Dewhurst, director of administration in the Public Relations Department of the Association of American Railroads, has been appointed equal employment opportunity officer. Dewhurst joined the AAR in 1942 as assistant to the secretary of the Operations and Maintenance Department in New York City and served later as executive secretary of the department's Safety, Protective, Operating and Medical and Surgical Sections in Chicago. He moved to the PR department in 1956 and became director of administration in 1968.

Legislation to Create Illinois DOT

A bill to create an Illinois Department of Transportation has been introduced in the General Assembly. The Department, to be headed by a Secretary of Transportation, would develop a master plan to administer transportation grants and assume the duties of other departments relating to the inspection of motor vehicles and school buses. Introduced also was a bill to authorize the issuance of \$900 million of State bonds to finance mass transportation, highway construction and aviation facilities.

THE COVER

"Hold the press" was the watchword for this picture showing the arrival of the first Milwaukee Road train to operate into Portland, Ore. (see article elsewhere in the Magazine). March 22 was the historic date on which that long-held goal became an actuality. Acknowledging the welcome that greeted the Milwaukee's extension of service to the city are B.E. Lutterman, vice president and western counsel (from left); G.H. Kronberg, vice president-traffic; F.G. McGinn, vice president-operation; and President Curtiss E. Crippen.



ANNUAL REPORT 1970

A BRIEF ACCOUNT OF THE HIGHLIGHTS OF THE MILWAUKEE ROAD'S OPERATION IN 1970

- An average of 14,803 people were employed by the railroad during 1970.
- Their wages and salaries amounted to \$140,589,640.
- The railroad also contributed \$14,837,868 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$6,774,336.
- During 1970 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$607,673,624 representing an investment of \$41,051 for each employee's job.

Results of Our Operations in 1970



Railway Operating Revenues	\$277,540,108	+	\$8,431,918
Other Income	7,047,614	-	9,438,785
TOTAL	\$284,587,722	-	\$1,006,867

Increase + or
decrease -



Railway Operating Expenses	\$237,411,328	+	\$6,780,158
Taxes and Rents	47,996,055	-	1,968,545
Interest	10,172,512	-	467,676
TOTAL	\$295,579,895	+	\$4,343,937

Increase + or
decrease -

FACTS:

1. We carried 6,600,011 passengers an average distance of 40 miles, and received an average revenue of \$1.37 per passenger.
2. We carried 44,464,309 tons of freight an average distance of 394 miles and received an average revenue of \$5.59 for each ton of freight hauled.
3. We paid an average of \$10,957 per year to 14,803 employees.

Sources of Revenue

Freight and Passenger Service



CLASSES OF TRAFFIC	REVENUE	% GRAND TOTAL
FREIGHT TRAFFIC		
Food and Kindred Products	\$ 37,908,173	13.6
Farm Products	36,611,572	13.2
Lumber and Wood Products, except Furniture	34,350,465	12.4
Pulp, Paper and Allied Products	23,813,553	8.6
Transportation Equipment	15,004,771	5.4
Primary Metal Products	14,569,371	5.2
Chemicals and Allied Products	14,335,862	5.2
Coal	9,804,257	3.5
Stone, Clay and Glass Products	7,391,477	2.6
Misc. Mixed Shipments, except Forwarder and Shipper Assn.	7,127,386	2.6
Nonmetallic Minerals, except Fuels	6,573,102	2.4
Ordinance and Accessories	5,562,367	2.0
Waste or Scrap Materials	5,493,384	2.0
Machinery, except Electrical	5,309,991	1.9
All Other	24,873,226	9.0
Total Freight Traffic	\$248,728,957	89.6
OTHER FREIGHT SERVICE		
Switching	\$ 6,695,157	2.4
Demurrage	2,329,784	.9
Joint Facility—Net. Cr.	2,022,943	.7
Mail	1,447,913	.5
Express	216,867	.1
All Other	1,671,733	.6
Total Other Freight Service	\$ 14,384,397	5.2
Total Freight Traffic	\$263,113,354	94.8
PASSENGER TRAFFIC		
Passengers in coaches	\$ 8,464,049	3.0
Passengers in parlor	709,897	.3
Total Passenger Traffic	\$ 9,173,946	3.3
OTHER PASSENGER SERVICE		
Mail	\$ 3,723,206	1.3
Dining and Buffet	445,716	.2
Sleeping Car	250,246	.1
All Other	833,640	.3
Total Other Passenger Service	\$ 5,252,808	1.9
Total Passenger Service	\$ 14,426,754	5.2
GRAND TOTAL	\$277,540,108	100.0

Freight Car and Locomotive Programs

In a move to meet the growing demand for freight cars suited to the handling of grain and other bulk commodities, the Milwaukee Road acquired 500 covered hopper cars and had them in operation for the 1970 grain harvest. These attractive new cars, painted a golden yellow, are of the large size now in greatest demand in the grain trade, with a capacity of 4,740 cubic feet, or 100 tons. They brought the Milwaukee's fleet of covered hoppers to a total of about 3,050.

Other freight cars added to the railroad fleet in 1970 included 12 Vert-a-Pac cars for the transporting of sub-compact automobiles, and nine box cars of 70-ton and 100-ton capacity for the handling of automobile parts.

Four diesel locomotives of 3,000 h.p. were also acquired in 1970.

The railroad's freight car rebuilding program put 623 cars into like-new condition for service in 1970, bringing the total of such rebuilt cars to 11,695 since the program was begun in 1963. In addition, 862 freight cars were given heavy repairs or modifications for special service.

The railroad's tentative equipment program for 1971 includes 25 new diesel locomotives ranging from 2,300 h.p. to 3,600 h.p., and 675 new freight cars of 70-ton and 100-ton capacity. Included are box cars, mechanical refrigerators and covered hopper cars. Continuation of the heavy rebuilding program is also in the railroad's present plans for 1971, with approximately 850 cars of various types scheduled for renovation.

Employees

Train and Engine Men Yard and Station		6,093
Maintenance of Equipment and Stores		2,671
Maintenance of Way and Structures		2,514
Professional, Clerical and General		3,068
Executives, Officials and Staff Assistants		457
TOTAL EMPLOYEES		14,803

Job Value

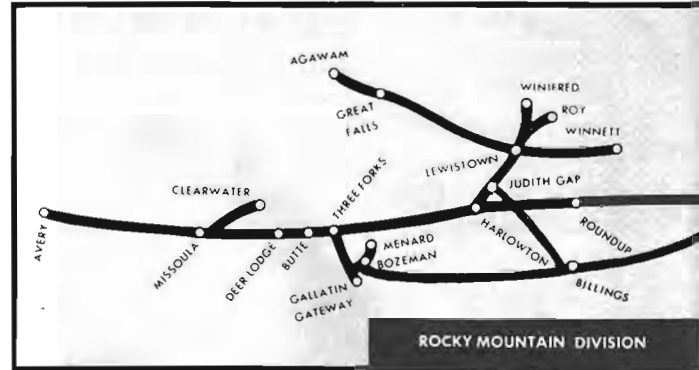
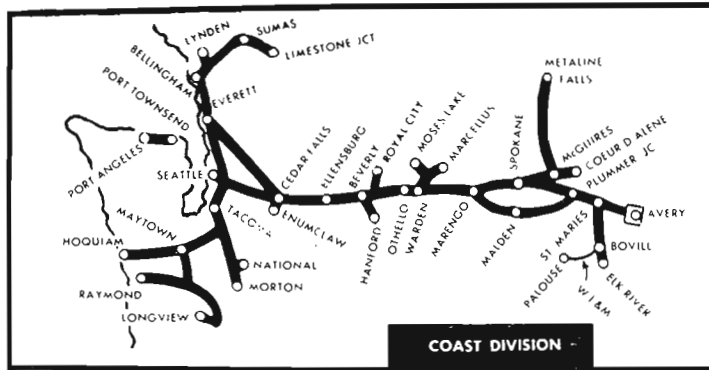
The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to **\$607,673,624**.

TOTAL PROPERTY VALUE: **\$607,673,624**
 DIVIDED BY: **14,803 employees**
= \$41,051
 Invested in each employee's job

Ten Year Payroll Summary*

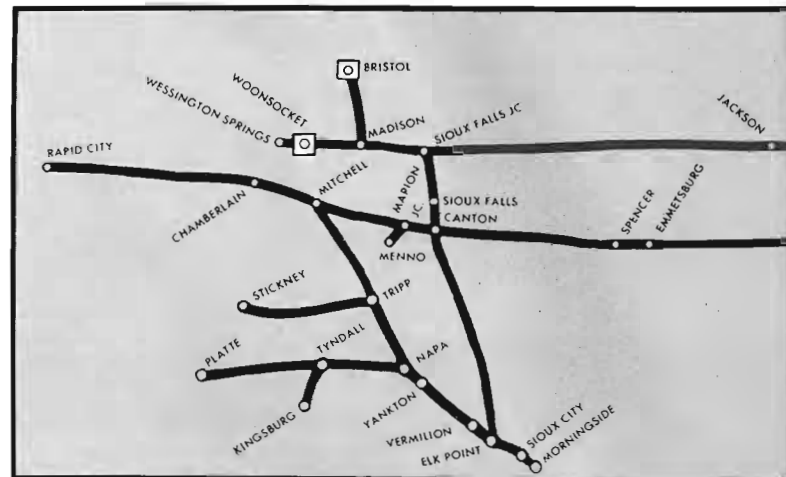
YEAR	TOTAL WAGES	AVERAGE WAGES PER HOUR WORKED	WAGE SUPPLEMENTS		AGGREGATE LABOR COSTS		
			PAYROLL TAXES	HEALTH AND WELFARE BENEFITS	AMOUNT	AVERAGE PER EMPLOYEE	AVERAGE PER HOUR WORKED
1961	\$112,673,501	\$3.205	\$ 9,099,691	\$2,867,995	\$124,641,187	\$ 6,772	\$3.546
1962	112,513,236	3.292	9,407,264	3,051,767	124,972,267	7,170	3.657
1963	112,643,912	3.329	9,412,272	3,283,233	125,339,417	7,424	3.704
1964	115,765,619	3.442	9,802,397	4,207,092	129,775,108	7,634	3.858
1965	118,776,619	3.653	10,197,336	4,539,841	133,513,796	8,079	4.106
1966	123,281,577	3.793	11,515,053	4,611,812	139,408,442	8,464	4.289
1967	121,812,537	4.017	12,165,512	4,621,477	138,599,526	8,848	4.571
1968	128,590,553	4.190	13,478,562	5,418,475	147,487,590	9,532	4.806
1969	136,880,939	4.398	14,288,053	5,600,690	156,769,682	10,026	5.037
1970	140,589,640	4.805	14,837,868	6,774,336	162,201,844	10,957	5.543

*1970 wage data include amounts applicable to the year but paid or to be paid subsequently, and data previously reported for earlier years have been adjusted to similarly include back-pay in the years applicable rather than the payment years.



THE MILWAUKEE ROAD in the states it served in 1970

	Average Miles of Road Operated in 1970	Average Number of Employees	Total Wages All Employees	Property Taxes
Idaho	232.62	102	\$ 894,629	\$ 130,182
Illinois	682.82	4,069	39,496,436	1,499,830
Indiana	155.91	276	2,552,525	195,086
Iowa	1,759.02	1,375	13,088,322	1,738,751
Michigan	152.00	99	930,091	99,809
Minnesota	1,328.26	1,709	15,968,032	1,903,206
Missouri	156.62	268	2,575,977	240,282
Montana	1,242.25	872	8,924,458	1,036,343
No. Dakota	366.88	68	496,809	140,058
So. Dakota	1,728.09	688	6,148,266	743,397
Washington	1,067.88	1,184	11,595,256	618,831
Wisconsin	1,590.74	3,938	36,421,479	1,571,791
All Other	12.22	155	1,497,360	10,829
Total	10,475.31	14,803	\$140,589,640	\$ 9,928,395
System Payroll Taxes				\$14,837,868
System Income and Misc. Taxes				122,737
Total System Taxes				\$24,889,000



THE MILWAUKEE ROAD'S OPERATING DIVISIONS



Units of Equipment Owned

At the close of 1970 our railroad owned a total of 32,825 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



LOCOMOTIVE UNITS

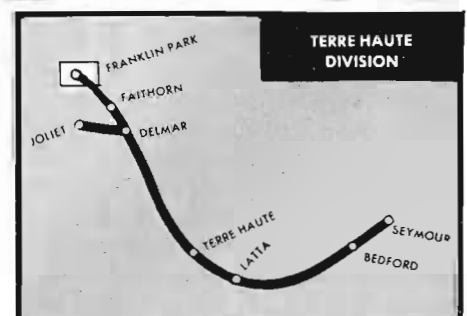
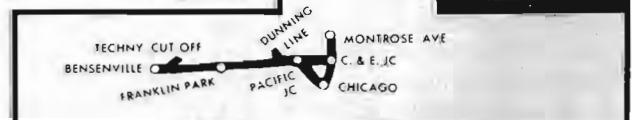
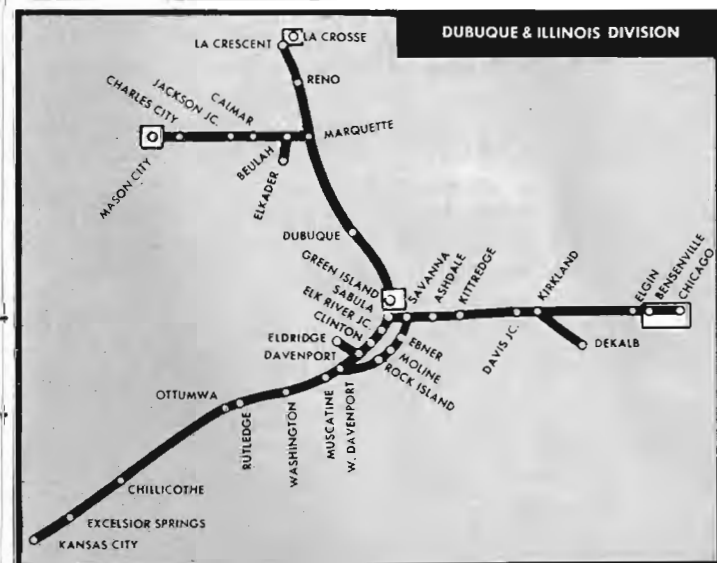
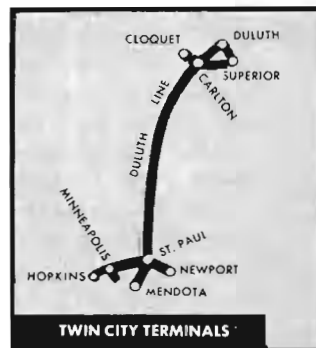
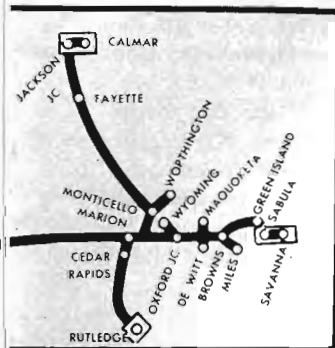
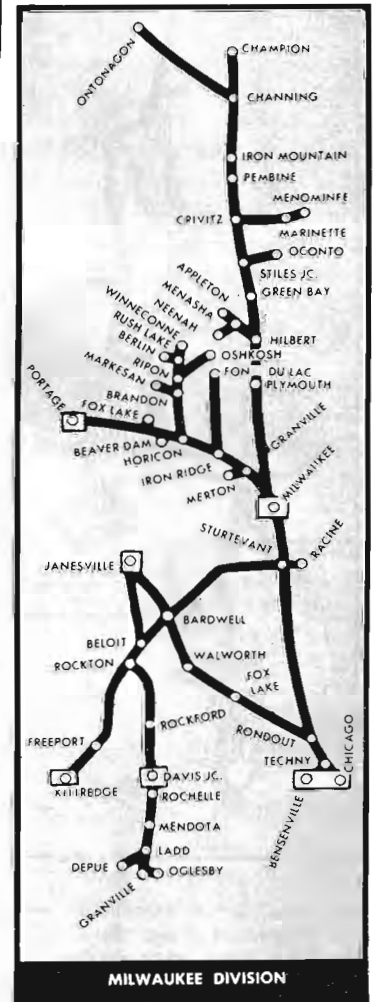
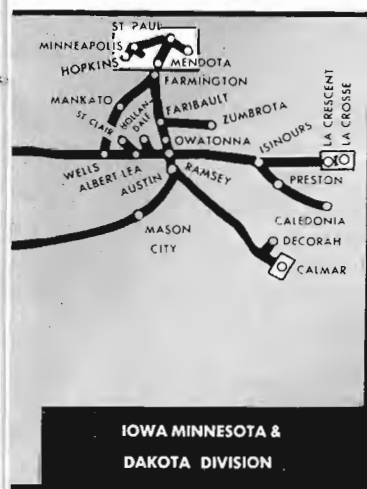
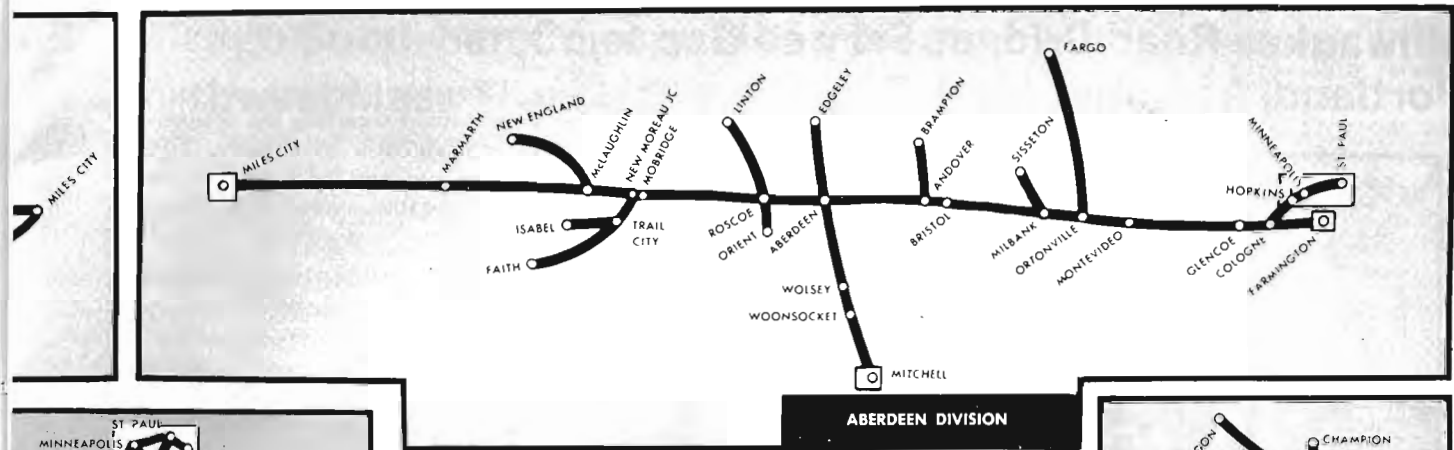
DIESEL—Freight	116
Passenger	50
Multiple Purpose	321
Switch	205
ELECTRIC	48
TOTAL	740

FREIGHT CARS

Box and auto	16,997
Gondola and hopper	7,674
Flat	3,241
Others	3,864
TOTAL	31,776

PASSENGER CARS

Sleeping	11
Coaches	151
Baggage, mail, express	127
Parlor	7
Others	13
TOTAL	309



Note: In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown.

Milwaukee Road Bridges Service Gap to Portland; Activities Mark Entry Day



Map showing the 46-mile extension of Milwaukee Road service between Longview Jct., Wash., and Portland, Ore., effective Mar. 22, and the Milwaukee's new north-south route on the Pacific Coast.

One of the most important events in the history of the Milwaukee Road was taking place as this issue of the Milwaukee Road Magazine was due to go to press—the extension of service to Portland, Ore. A full account of Entry Day events on Mar. 22 will be featured in the May-June issue. In the meantime, here is a brief outline:

Practically all departments of the railroad were involved in the preparations, which included the opening on Mar. 9 of a local freight office at 911 N.W. Hoyt Street and the appointment of L. F. Fettig to serve as agent. In connection with Portland

becoming a Milwaukee Road city, S. J. Barry was appointed assistant superintendent of the Coast Division and W. F. Johnson was made assistant trainmaster, both with headquarters in Portland.

President Curtiss E. Crippen headed a delegation of officers from various locations who participated in the inaugural activities, and with Vice Presidents Kronberg, McGinn and Lutterman, rode the first train operated into the city. The arrival of the train set off an enthusiastic welcome from a large crowd of persons and a grinding of television cameras. In the evening Mr. Crippen addressed a group of more than 300 shippers and civic leaders at a banquet in the Sheraton Motor Inn.

"Red Vests" Solicit Traffic

A "Red Vest" task force of freight traffic officers from points throughout the United States participated also and, joined by members of the Portland traffic solicitation staff, conducted a week-long "get acquainted" campaign among businessmen in the area.

The extension of service to Portland from the Milwaukee's previous western terminal at Longview, Wash., 46 miles north was prescribed by the Interstate Commerce Commission as one of the conditions to its approval of the merger that created the Burlington Northern railroad. An agreement with the BN provides for Milwaukee Road trains serving Portland to use that railroad's Hoyt Street Yard for the interchange of cars with connecting lines and for handling cars originating or terminating in Portland.

Tariffs under which the Milwaukee participates in the routing of traffic to and from Portland, and to Oregon and California points beyond Portland via

connecting lines, were effective Mar. 22.

Throughout the week of Mar. 22 presentations regarding the new service were made also to shippers at key points on and off the railroad throughout the country.

Trafelet Appointed General Attorney in Chicago

The law department announced the appointment of Dean M. Trafelet as general attorney with headquarters in Chicago on Jan. 18. Before joining the Milwaukee Road he was a trial attorney for the office of the Attorney General of the State of Illinois.



Dean M. Trafelet

Mr. Trafelet holds a B.S. degree from Northwestern University and a J.D. degree received from the University of Tulsa in 1967. Prior to serving on the staff of the Attorney General of Illinois, he was with the Chicago law firm of Dax, Miller and Smith.

He is a member of the Bar of the Illinois Supreme Court, Bar of the United States District Court, the Chicago and Illinois State Bar Associations, and is on the faculty of the Central Y.M.C.A. Community College in Chicago.

French Railroad Booklet

The French National Railroads has made available to tourists an attractive brochure describing train travel in France. The brochure, called 'How to Spend 14 Days Seeing France by Train Without Leaving Your Room in Paris,' is free from the railroad's office at 610 Fifth Ave., New York City, N. Y. 10020.

Milwaukee Rebuilds Cars

The Milwaukee Road's car upgrading program for 1971 includes the rebuilding of 450 open top hopper cars, 300 40-foot box cars and 100 8-stake log flats. The box cars will be available for the grain harvest as well as for general service, the open top cars for hauling coal and aggregate loading, and the log flats will supplement the Milwaukee's program for furnishing equipment to the lumber industry in the Pacific Northwest.

Chicago Suburban Communities Create Northwest Mass Transit District



Trustees of the mass transit district and other guests of the railroad at the ceremonial luncheon in Itasca, Ill. Seated, from left: Vincent Stann, River Grove; Mrs. Raymond Geister, East Dundee (secretary); Gus Van Mol, Bensenville. Standing: Jerry A. Fisher, regional representative of the Urban Mass Transportation Administration, Department of Transportation (from left): Herbert Hansen, Elgin; Donald Buckner, Bartlett (chairman); Jack Haynes, representing Trustee Paul Stoeck, Wood Dale; Bob Christensen, Streamwood; Christopher Hagen, Roselle; Mayor Richard Baker, Hanover Park; Watson B. Tucker, Itasca; Frank E. Byrne, Elmwood Park; Charles Wilson, vice president of Smith Barney, Inc.

The Milwaukee Road's *Project Transi-plan* for improving commuter service received formal endorsement on Feb. 10 when representatives of 11 towns and villages located on or adjacent to the line extending west of Chicago to Elgin, Ill., met with members of the plan's task force to form the Northwest Suburban Mass Transit District. Marking the occasion, the railroad sponsored a luncheon at Carson's International in Itasca, Ill.

The action climaxed a year-long effort by the task force of Milwaukee Road officers to familiarize city councils and village boards with the importance of local involvement in maintaining a high standard of commuter service for their residents.

The creation of the district was proposed by the railroad as a solution to the problem of accommodating the steady growth of commuter traffic. In the 1960-70 decade, ridership on the West Line increased approximately 46 per cent. Moreover, a study of the projected rate of growth produced the finding that by 1974 the service will require an additional fleet of compatible locomotives and cars.

Under the provisions of the Urban Mass Transportation Act of 1964, as revised in 1970, two-thirds of the cost of coaches and locomotives required to meet the demands of a railroad's commuter service can be provided by the Federal government upon application by such a district.

The Northwest Suburban Mass Transit District, with 11 communities participating, is one of the largest in Illinois. Similar districts have been formed by communities served by the Illinois Central and the Burlington Northern, while another being formed by towns and villages along the Milwaukee's line extending north of Chicago is expected to be completed this year.

The communities represented in the district on the West Line are Bartlett, Bensenville, East Dundee, Elgin, Elmwood Park, Hanover Park, Itasca, River Grove, Roselle, Streamwood and Wood Dale.

General Attorney Thomas H. Ploss, who is serving as chairman of *Project Transi-plan*, presided at the organization luncheon, which was attended by Jerry A. Fisher of the Department of Transportation, Urban Mass Transportation Administration, Washington, D. C. A highlight of the program involved the introduction of



General Attorney Thomas H. Ploss, left, chairman of the Project Transi-plan task force, congratulates Herbert Hansen, the trustee representing Elgin, Ill., on the formation of the Northwest Suburban Mass Transit District.

trustees who will serve on the district's board of directors, each of whom formally deposited his or her community's ordinance indicating approval of membership.

The *Transi-plan* task force announced at the time it first began encouraging the creation of the mass transit district that capital for financing the acquisition of new equipment and other improvements simply could not be generated by the suburban service itself, "if fares are to be held at levels that will make commuting by rail the attractive alternative it now is for large numbers of people."

Equipment Needs Estimated

The amount required to increase seating capacity on the West Line is presently estimated at approximately \$12.5 million. This represents, at today's equipment costs, about \$4.55 million for 13 locomotives and \$7.2 million for 36 bi-level cars.

At the luncheon Mr. Ploss stated that "The creation of the Northwest Suburban Mass Transit District . . . indicates recognition by local communities of the importance of improved public transportation in keeping with expanding demand. This grass-roots expression of a determination to assure better living conditions does credit to the foresight of people in the communities we serve."

After the luncheon the trustees met informally to arrange certain procedures pertinent to the establishment of a mass transit district. Herbert Hansen, Elgin's trustee, was appointed temporary chairman and asked to schedule a meeting for the election of officers.

The meeting was held on Mar. 10 in the Bartlett Fire Hall. As the first order of business, Donald W. Buckner, the trustee from Bartlett, was elected to a one-year term as chairman of the board; Paul Stoeck, representing Wood Dale, was elected vice chairman; and Mrs. Raymond Geister, representing East Dundee, was elected secretary. The other trustees drew lots to determine their terms of office—one, two, three and four-year terms.

The board set the second Wednesday of each month as its regular meeting date, with the location to rotate.

Speakers included Charles Wilson, vice president of Smith, Barney Inc., Chicago, financial consultants, who discussed with the trustees methods for raising the local one-third share of financing the improvement program. The district expects to apply to the Department of Transportation this year for the remaining two-thirds of the cost of district-owned equipment which could be leased to the railroad.

On the subject of funding plans, the board adopted a resolution endorsing a proposal made by Governor Richard B. Ogilvie of Illinois for improved transportation throughout the state. In his recent budget message to the Illinois General Assembly, Ogilvie called the problem of transportation "one of emergency proportions . . . of which the most critical aspect lies in the area of mass transportation."

As a solution, he asked approval of a bond issue to provide \$900 million for a four-year program of capital improvements and the creation of a state Department of Transportation to administer and unify the financing. Of that total, he recommended that \$200 million be allocated to helping the mass

transportation industry—railroad, rapid transit and bus—upgrade equipment and facilities. He pointed out that, with matching funds available under the Urban Mass Transportation Act, one local dollar can bring five additional state and federal dollars into improvement projects.

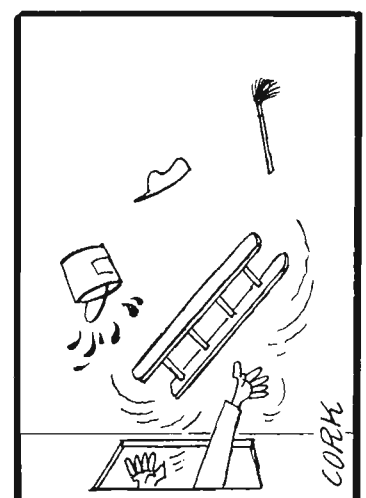
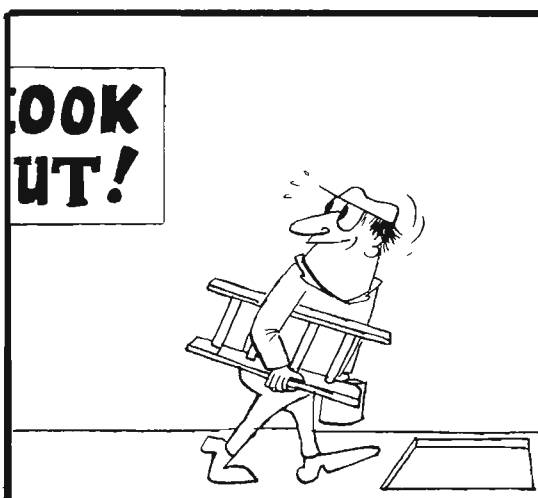
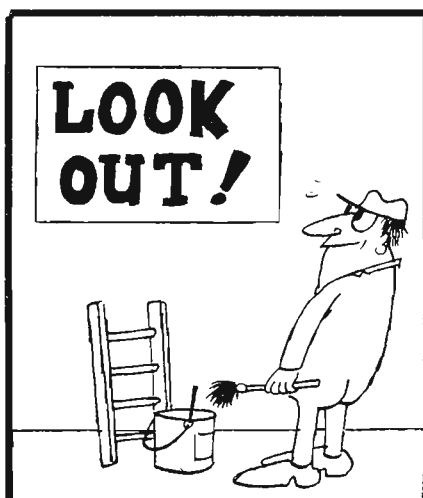
Other action to be taken by the board was deferred until April, pending formal certification of the district as a functioning public body by Illinois' Secretary of State.

Philip J. Malo

Philip J. Malo, 50, manager of rates and tariffs for the Milwaukee Motor Transportation Company, passed away on Feb. 27 after an illness of several months. Funeral services were at St. Lawrence Church, Elgin, Ill.

Mr. Malo, a native of Seattle, had been with the Milwaukee Road since 1953, starting as traveling passenger agent at Everett, Wash., and later holding positions in the passenger department at Seattle and Milwaukee. Following appointments as city freight agent in Milwaukee and district freight and passenger agent at La Crosse, Wis., he served as district representative of rail-highway sales in Milwaukee and Chicago. He was made assistant supervisor of rates and tariffs for the MMTC, the motor carrier subsidiary of the railroad, in 1966, and appointed manager in 1967.

Surviving Mr. Malo are his wife, Kay, a son, Edward, and two daughters, Beverley and Mrs. Linda Veraney.





Supervising the first movement of "container flats" from Missoula, Mont., are W.V. Johnson, Milwaukee Road district representative rail-highway sales, Seattle (from left); Mike Sullivan, assistant sales manager of the Intermountain Lumber

Company; and S.J. "Jim" Cully Jr., president and general manager of System Transport, Inc. The shipment departed during a light snowfall—30 minutes before the sun was shining.

"Container Flats" Expand Service to Lumber Industry

Intermodal transportation and the container revolution took another step forward in March with the introduction by System Transport, Inc. and the Milwaukee Road of a new concept—the movement of finished lumber on "container flats."

The operation was launched with a two-car movement of containers consigned by the Intermountain Lumber Company, Missoula, Mont., to a customer in the Chicago area. George H. Kronberg, the Milwaukee's vice president-traffic, stated that the technique opens new areas of opportunity for Pacific Northwest lumber shippers competing in midwestern markets.

The concept is simple, but the implementation took some doing. Basically, the objective was to move lumber by truck and rail in a "package" which would increase maneuverability, allow maximum utilization of equipment, and give shippers the benefits of improved service.

S. J. "Jim" Cully Jr., president and general manager of the Spokane based trucking firm, fostered the development

of a container flat which allows loading and tie-down of the lumber on the container at a mill. The container is then placed on a flat bed trailer and trucked to a railhead, where it is transferred by fork lift to a flatcar

which is specially adapted to handle such containers. At the end of the rail movement the procedure is reversed and the container is delivered to the consignee by truck.

This method of handling lumber



A "container flat" is loaded onto a railroad flatcar by a fork lift truck. Each container will hold about 20,000 pounds of dressed lumber.

provides shippers with the best features of intermodal transportation. Trucks are used where they are most efficient—on the short haul from mill to railroad and from railroad to job site or distribution center. Railroads, on the other hand, provide the most efficient and economical means of moving large volumes of lumber a great distance.

Using this concept of transportation, a shipper can move four to eight packages of dressed lumber up to 20 feet in length on a container flat. The flats are 8 feet wide, 14 feet long and 6 inches high. They are made of 3/8-inch and 1/4-inch steel, and weigh approximately 600 pounds.

Six turnbuckle binders are used on each container as tensioning devices, together with tie-down cables, and tarpaulins are used for protection. Each container will hold about 20,000 pounds of lumber.

The movement from Missoula culminated a year and a half of experimentation, testing and development by the motor carrier and the Milwaukee Road. System Transport was interested in developing a container that would work under all possible conditions, and the Milwaukee wanted to be certain that the lumber could be moved safely and economically.

Test runs were made, the results analyzed, and the equipment modified until both carriers were confident of safe handling. Mr. Cully has a patent pending on the container flat.

1971 Off Line Traffic Club Officers



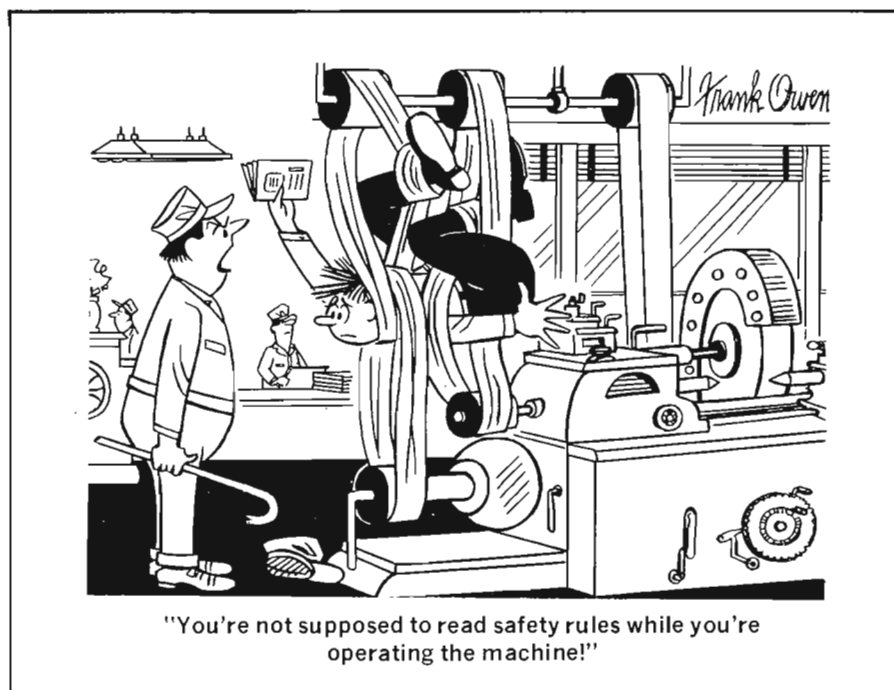
Officers of the San Francisco Traffic Club for 1971: Gary Ferulli, Simco American Toy Co., treasurer (from left); Olaf Engelsen, Pacific Far East Lines, president; Thomas M. McGinley, Milwaukee Road sales representative, vice president; and John Sanborn, Southern Pacific Company, secretary.

Thomas M. McGinley, sales representative with headquarters in San Francisco, was installed as vice president of the San Francisco Traffic Club on Jan. 16. At age 26, he became the youngest vice president in the organization's history.

McGinley, a native of Chicago, joined the Milwaukee Road in 1963 in the signals and communications department, and was employed also in the passenger traffic and advertising departments before transferring to sales and service. He was made chief clerk of the Los Angeles traffic office in 1966,

and appointed to his present position in 1968.

Richard J. Franzwa, district manager-sales at Houston, Tex., also holds an elective office for 1971 as off line director of the Sabine District Traffic Club. The organization takes in all of the so-called Golden Triangle of Texas, which includes shipping points such as Beaumont, Dowling, Evadale, Mulford, Orange, Port Arthur, Port Neches and Silsbee. Traffic from this area comprises about 50 per cent of the total forwarded from the Houston territory.



Employee's Daughter Attends Presidential Classroom for Young Americans

Michele Sylvestro, daughter of Mike Sylvestro of the real estate and industrial development department in Chicago, was one of 350 participants in the 1971 secondary high school



Michele Sylvestro

program of a Presidential Classroom for Young Americans. The students were chosen from high schools throughout the United States and its territories, and Department of Defense and Department of State dependent high schools abroad.

The course consists of a week-long

study of government in Washington, D.C., under the tutelage of high ranking government officials. Michele, a senior at Addison Trail High School, attended the class held the week of March 6-13.

The Sylvestros have two other daughters, Joyce, a teacher in the Schaumburg school system, and Carmina, who graduated from Illinois State University in January and is now with VISTA.

Michele's high school activities include president of the student council, orchestra, the concert choir, forensics, drama, cheer leader, and leading role in the senior class play. Starting this fall, she will attend Illinois State University with the intention of majoring in sociology and anthropology.

The Presidential Classroom originated from White House memos made by President John F. Kennedy and developed during the administration of President Lyndon B. Johnson. The first class was opened in 1968. The program is administered by a 10-man board of directors and an advisory board consisting of senators, congressmen, a supreme court justice, a cabinet officer, the military chiefs of staff, and a group of leading educators and private citizens.

Board Elects New Directors

William J. Quinn, chairman and chief executive officer of the Milwaukee Road, announced that Morton Weinress and Laurence S. Kaplan, both of Chicago, were elected directors of the railroad at a meeting in Chicago on Mar. 18.

Mr. Weinress is president and chairman of the board of Weinress & Company, Inc., Chicago, and a member of the Midwest and American stock exchanges. Mr. Kaplan is president of M. S. Kaplan Company, Chicago.

Mr. Quinn announced that their election filled vacancies on the board of directors created by the resignation of John P. Wagner and William J. Froelich.

A gentleman farmer wrote a veterinarian for advice: "I have a horse that sometimes walks normally and sometimes has a limp. What shall I do!"

The veterinarian wrote back: "The next time your horse walks normally, sell him."

Import-Export Traffic Continues to Move in Heavier Volume



Earl E. White, director of sales with headquarters in Tokyo, Japan, dictates a letter to his secretary, Miss Chieko Matsumoto.

The *Mainichi Daily News* noted that on Mar. 1 the Milwaukee Road began its fourth year of serving shippers from a sales office in Japan. The office opened in Tokyo in 1968 at the Imperial Hotel was moved recently to the Yurakucho Building.

Since the traffic office was established, import-export traffic moving between the Far East and Pacific North Coast ports served by the Milwaukee Road has continued to grow in importance. In 1970 this traffic showed a gain of 35 per cent over 1969, and the volume of overseas containers doubled.

The expectation of further growth was largely responsible for the expansion last year of Stacy Street Intermodal Yard in Seattle into one of the most modern trailer and container terminals in that area, and the re-design of container handling facilities at Piggyback Park near Chicago to provide matching capability. Expansion work at Piggyback Park included the construction of a U.S. Customs clearance facility.

Looking toward the development of additional export movements, the Milwaukee has proposed an incentive multiple-car rate on shipments of corn and soybeans from Iowa, Minnesota and South Dakota to Pacific North Coast ports. In-depth studies had

revealed that a substantial volume of corn and soybeans is moving to Japan via Gulf Coast ports and very little via the North Pacific route, which offers shippers in Milwaukee Road territory a faster and more economical service. The rate, which has been suspended by the Interstate Commerce Commission, was recently the subject of hearings, and a decision is expected shortly.

The huge new Cargill grain terminal at Pier 86 in Seattle which went into service last fall will be an important factor in the movement of export grain to the Far East. The Milwaukee is one of three railroads serving the \$15 million facility located on the offshore pier.

NEW CONTAINER EXPRESS

The first container express train of a service designed to link most of Europe's major industrial centers was inaugurated recently between Paris and Cologne by Intercontainer, a new firm based in Basel, Switzerland. Expansion plans contemplate providing a 'frontierless' link between Paris, Brussels, Antwerp, and possibly Spain. Being explored also is the feasibility of direct container traffic between Europe and Japan via Russia's trans-Siberian rail route.

Division Engineer Fred Hornig Retires



Mr. and Mrs. Fred F. Hornig (center) at the dinner in their honor with W. K. Peterson, superintendent of the Iowa, Minnesota & Dakota Division (left), who was master of ceremonies, and Frank P. Pawlak, Mr. Hornig's successor as division engineer. (Austin Herald photo)

Fellow employees and friends turned out more than 100 strong to honor Fred F. Hornig, division engineer for the Iowa, Minnesota & Dakota Division, when he retired in January after 35 years of service with the Milwaukee Road. He was feted at a dinner in the Eagles Lodge at Austin, Minn.

Mr. Hornig earned a degree in civil engineering at the University of Wisconsin in 1930 and joined the Milwaukee in 1936 following employment with American Telephone & Telegraph, the U.S. Department of

Agriculture and the Texas Company. Starting as a rodman in Milwaukee, he was promoted to division engineer at Mason City, Ia., in 1947, and had held that position on the IM&D since the consolidation of divisions in 1957.

He and his wife, Florence, will continue to live in Austin. They have two sons and a daughter, William, in the engineering department of the City of St. Louis Park, Minn., Bob, who is with the Polk Company in Chicago, and Mrs. Don (Ellen) Nelson of Rochester, Minn.

assistant manager-joint facility accounting; **N.L. Swanson**, assistant manager-payroll and material accounting; **J.W. Brandenburger**, assistant manager-work operations-personnel.

Operating Department

Effective Mar. 16:

S. J. Barry was appointed assistant superintendent of the Coast Division with headquarters in Portland, Ore.; **R.B. Hegge**, assistant superintendent of the Coast Division with headquarters in Tacoma, Wash.; **J.J. Nentl**, assistant superintendent of the Milwaukee Terminal Division with headquarters in Milwaukee; **G.A. Jonasson**, trainmaster of the Twin City Terminal—Duluth Division with headquarters in St. Paul.

W.F. Johnson, assistant trainmaster of the Coast Division with headquarters in Portland, Ore.; **L.J. Fettig**, agent in Portland, Ore.; **E.R. Emanuel**, general agent at Everett, Wash.

Honors for the "most helpful" office worker of the year have to go to the person who took the keys from 3,000 new desks after their delivery to a Chicago office building and put them all in one box.

The farmer noticed that one of his hens was sick. Fearing that some disease might be descending on his flock, he wrung the hen's neck and sent the corpse to the county agent to have the malady diagnosed.

A few days later he received this report: "The bird died of a broken neck."

— APPOINTMENTS —

Finance and Accounting Department

A new office was established in Chicago on Mar. 1 to handle matters pertaining to budgeting and responsibility reporting. Effective that date, **W. C. Wilson** was appointed manager-budgets and responsibility reporting and **M. W. Bonnom** was appointed assistant manager-budgets and responsibility reporting.

In accordance with a realignment of responsibilities in the accounting department, the appointments following were effective Mar. 1:

D.C. Fish, manager-revenue accounting; **W.T. Kures**, manager-interline settlements; **J.M. Conway**, manager, equipment accounting; **J.G. Kirchen**, manager-capital expenditure accounting.

M.J. Schlee, manager-disbursement

accounting; **D.C. Young**, manager-joint facility accounting; **C.E. Morris**, manager-payroll and material accounting.

Effective Feb. 28, the titles following were discontinued: auditor of freight accounts and overcharge claims, auditor of freight settlements, auditor of equipment accounts, auditor of capital expenditures, auditor of expenditures.

Announced also on Mar. 1 were the appointments following: **J.F. Millard**, assistant manager-revenue accounting; **W.W. Kirscher**, assistant manager-interline freight settlements; **E.B. Marx**, assistant manager-equipment accounting; **W. W. Franz**, assistant manager-capital expenditure accounting; **C. E. Lee**, assistant manager-capital expenditure accounting.

S.W. Krumpack, assistant manager-disbursement accounting; **W.J. Bowe**,



"What's par for this hole?"

Milwaukee Road to Operate Chicago-Minneapolis Railpax Passenger Service

Railpax, the familiar name for the National Railway Passenger Corporation created last year by Congress to operate a basic intercity passenger service, announced its selection of routes and the train service for each on Mar. 22. The semi-public corporation will take over the trains on May 1.

The routes were among choices between 21 pairs of cities designated in guidelines set up by the Department of Transportation. Under the government-backed service, Chicago will remain the center of passenger transportation, with a segment of the Milwaukee Road included in the Railpax network.

The corporation will begin operations with 185 passenger trains—a reduction from the current 365—reaching 114 major cities and serving 85 per cent of the nation's urban population. Intermediate cities were selected on the basis of current ridership, operating costs on each route, adequacy of other modes of travel, and the condition of track and equipment.

The Milwaukee Road route will serve the end-point cities of Chicago and Seattle, in conjunction with the Burlington Northern. One train will be operated daily in each direction. Points designated to receive service via the Milwaukee, besides Chicago, are Glenview, Ill.; Milwaukee, Columbus, Portage, Wisconsin Dells, Tomah and La Crosse, Wis.; and Winona, Red Wing and Minneapolis, Minn. Beyond Minneapolis the train will operate via the Burlington Northern's route through Spokane, Wash.

In addition, Railpax will operate three trains daily between Chicago and Milwaukee over the Milwaukee Road.

In the final determination of routes, Chicago was paired also with New York, Washington, Detroit, St. Louis, Cincinnati, New Orleans, Houston, Miami, Los Angeles and San Francisco. New York City, the hub in the East, was paired with Boston, Washington, Buffalo, Kansas City, New Orleans and St. Petersburg. Other cities linked by the service are Washington-St. Louis, Cincinnati-Newport News, New Orleans-Los Angeles and Seattle-San Diego.



Milwaukee Receives 10th HEW Citation

For the tenth consecutive year, the Milwaukee Road has received a certificate of sanitation from the Chicago Area Department of Health, Education and Welfare for excellence in the maintenance of food service cars. HEW, a division of the Food and Drug Administration, presented the award "in recognition of the company's contribution to public health" through high maintenance standards for every dining, bar, lounge, sleeping and parlor car operated during 1969 and 1970.

The special citation was presented to W. R. Jones, superintendent of sleeping, dining, mail, baggage and express services, on Mar. 2. Shown at the ceremony are W. Sommer, assistant superintendent sleeping and dining cars (from left); J. F. Wytrykus, HEW interstate travel sanitation consultant; Mr. Jones; B. M. Walters, director of the special programs branch of HEW; A. J. Corbett, Milwaukee Road chief dining car inspector; and C. E. Stark, interstate travel sanitation consultant, HEW.

The award is conferred on the basis of biannual in-service inspections of equipment, storage and handling of food in both dry and refrigerated states, water supply, food sources, and other factors.

The railroads on these routes will operate the trains under contract with Railpax and handle reservations and fares.

Under the Rail Passenger Service Act, railroads that join Railpax may eliminate their money-losing passenger runs on May 1 in exchange for a fee, while those which do not participate will be required to maintain the runs until Jan. 1, 1975. The fees, in the form of equipment, services, or an amount of cash based on a percentage of their 1969 passenger train losses, will provide the corporation with the bulk of its initial assets. Another \$40 million in federal grants and up to \$100 million in guaranteed loans will help it get started.

The incorporators who are handling operational plans until directors and

management are selected have stated that they are prepared to explore prospects for service beyond the basic system. The Rail Passenger Service Act provides that state and regional agencies may contract with Railpax for additional service provided they assume two-thirds of the loss incurred from the operation.

Tired after a hard day, a distinguished Congressman in Washington handed the menu back to the waiter and said: "Just bring me a good meal."

A good meal was served and the Congressman gave the waiter a generous tip.

"Thank you, sir," said the waiter. "And if you have any friends who can't read, just send them to me."



Office machines have come a long way since the typewriter came into use in the 1880s.

The Woman's Touch In the Business World

Below, Rosemary Spandau, secretary to vice president-management services, operates an IBM Executive model.



For the 20th consecutive year the third week of April has been designated Secretaries Week, with Wednesday highlighted as Secretaries Day.

The purpose of the observance is to give recognition to secretaries for the important role they play in business, industry, education, government and the professions. It also serves to remind secretaries of their responsibilities to their employers and their profession. The theme will again be, "Better Secretaries Mean Better Business."

As the classified advertising pages in city newspapers indicate, competent secretaries seldom go begging for a job. It's quite the other way around. During Secretaries Week, many will be completing preparations to take the Certified Professional Secretary examination at colleges and universities throughout the United States and Canada. Those who pass will earn the designation of CPS, the "emblem of excellence" of the secretarial profession.

Girl Fridays of today—and their bosses—may be surprised to learn that the secretarial occupation is 5,000 years old. The earliest secretaries were Babylonian scribes who took dictation on clay tablets.

Women entered the field in 1881 by way of learning how to operate a recently invented machine known as the Type-Writer. But it was a long hard road, for the typewriter had a difficult time becoming an American institution, owing to a shortage of trained typists.

The first known patent for a device to make characters "so neat and exact as not to be distinguished from print" was granted by Queen Anne in 1714 to an engineer, Henry Mill. No record or description of this machine has survived.

America's first mechanical contribution to the typewriter was a crude device resembling a butcher's meat block. But this was lost also, in the Patent Office fire of 1836.

"Now is the time for all good men to come to the aid of the party" was composed by a Wisconsin editor, Christopher Sholes, as a test for his invention—the first practical type writing machine. It was patented in 1868 and first manufactured in 1873. Then the furor began.

When the New York City YWCA announced in 1881 that it would sponsor a six-month training course in typing for young ladies, men protested that this type of work was beyond the mechanical ability of women and too

strenuous for the female constitution. However, the first eight students—chosen for physical strength rather than looks or intelligence—were graduated without a single breakdown among them.

The first key-pounders (for that's what they had to do) never heard of touch-typing. That was the invention of a typist named McGurkin, who spent 10 years perfecting the system before he revealed it in 1888.

First Machine Typed "Blind"

The early typist also had a formidable machine to wrestle with. Sholes' typewriter, for example, was mounted on a sewing machine stand, and the carriage was returned to the left margin by means of a foot pedal similar to a sewing machine treadle. Furthermore, the machine, which had only capital letters, typed "blind"—that is, the keys struck the underside of the roller, making it impossible to see what had been typed until the platen was turned around.

The wondrous improvements of a shift key and typebars with both capital and lower case letters appeared a few years later. Then an eye-opening typewriter of 1897 banished "blind" writing forever.

The new machine soon attracted attention in high places. Mark Twain was among the first to buy a typewriter, and the first writer to submit a typewritten manuscript to a publisher. George Bernard Shaw recognized its importance when he became the first playwright to use a typewriter as a stage prop (Candida, 1898).

When Thomas Edison visited Sholes to see his new machine he predicted

that typewriters would one day be operated by electricity. It seemed unimaginable. Yet soon afterwards Edison built one which was operated electrically, by a series of magnets. However, the machine was too cumbersome and too expensive to be successfully marketed.

The first practical electric typewriter was invented in 1914 by James Field Smathers of Kansas City, Mo. Since that time, electric typing has reached a new plateau of mechanical convenience for today's secretaries.

Oddly enough, despite technical advances, the standard keyboard has never been changed. The present keyboard and its letter placement date back to the original Sholes machines. The keys were placed so that the most frequently used letters would be spaced as far apart as possible to avoid the clashing of type bars.

Another reason why the old keyboard remains is even more basic. If the keyboard were changed today, it would mean a worldwide retraining of typists.

The first secretaries—known as "typewriters", or believe it or not, "amanuenses"—were a hardy breed. In addition to stamina and a superior knowledge of spelling and letter writing, the turn-of-the-century office girl had to take a lot of ribbing. Bosses, out to prove that women couldn't stand the gaff of the business world, often poured it on, and others resented girls in the office because it meant the boys would have to clean up their language. ("The next thing you know, they'll be smoking cigarettes.")

But once women got their feet in the door via the typewriter, they learned quickly the mysteries of such new

fangled equipment as dictaphones and telephone switchboards. In fact, it was through their mastery of office machinery that women established a permanent place in the business world. And as women became the custodians, their positions grew more secure. Nothing could run without the woman's touch.

Webster defines a secretary as "a person employed to keep records, take care of correspondence and other writing tasks, etc., for an organization or individual." The most important word in that definition is etcetera, for a secretary's job is not humdrum.

Today, as the executive's job gets more complex, the efficiency, resourcefulness and loyalty of the girl who sits outside his office play a major role in helping him carry out his responsibilities and attain organization goals. It is this support function which makes the job interesting and—not to be discounted—can serve as the springboard to advancement for the secretary herself.

A SECRETARY

shall be defined as an assistant to an executive, possessing mastery of office skills and ability to assume responsibility without direct supervision, who displays initiative, exercises judgment, and makes decisions within the scope of her authority.

—Adopted by The National Secretaries Association (International)

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RETIREMENT

Applications Recorded During January-February 1971

General Office & System Employees

Barber, L. Cook Chicago, Ill.
Barger, M. W. Steward Chicago, Ill.
Bialas, J. V. Clerk Chicago, Ill.
Brandl, R. L. Clerk Chicago, Ill.
Dreher, E. C. Bookkeeper Chicago, Ill.
Griffin, W. Porter Chicago, Ill.
Hamilton, F. M. Steward Chicago, Ill.
Jenkins, W. Waiter Chicago, Ill.
Johnson, C. O. Salvage Agent Chicago, Ill.
Johnson, G. Bookkeeper Chicago, Ill.
Kieffer, J. T. Checker Chicago, Ill.
King, R. J. Sleeping Car Porter Chicago, Ill.
Kissane, Ann Timekeeper Chicago, Ill.
Klien, G. F. Signal Designer Chicago, Ill.
Kosen, Hattie Clerk Chicago, Ill.
Malenczak, Anna Janitress Chicago, Ill.
Martin, Bee Coach Porter Chicago, Ill.
Marzullo, C. J. Clerk Chicago, Ill.
McGinley, N. J. Bureau Head Chicago, Ill.
McNicholas, M. J. Secretary Chicago, Ill.
Petri, Thelma Balance Clerk Chicago, Ill.
Pufont, Stella Janitress Chicago, Ill.
Pulak, W. Checker Chicago, Ill.
Raupp, Clara B. Steno Clerk Chicago, Ill.
Rennhack, C. L. Check Clerk Chicago, Ill.
Riley, Marie Clerk Chicago, Ill.
Roberts, M. Clerk Chicago, Ill.
Simon, H. I. Clerk Chicago, Ill.
Smith, L. P. Buyer Chicago, Ill.
Sullivan, F. C. Clerk Chicago, Ill.
Synwolt, L. E. Dictaphone Opr. Chicago, Ill.
Trickett, H. M. Clerk Chicago, Ill.
Wangerin, B. H. Timekeeper Chicago, Ill.

Chicago Terminals

Anaya, A. Asst. Yard Foreman Chicago, Ill.
Bilodeau, J. R. Loco. Engineer Chicago, Ill.
Davis, G. D. Machine Operator Chicago, Ill.
Fritz, William Engineer Chicago, Ill.
Heser, O. R. B&B Foreman Chicago, Ill.
Killoran, H. J. Painter Chicago, Ill.
Krakowski, J. T. Loco. Engineer Chicago, Ill.
Kumor, John Carman Chicago, Ill.
Martinez, J. L. Lamp Lighter Chicago, Ill.
Olsen, W. R. Engineer Chicago, Ill.
Peterson, W. M. Switchman Chicago, Ill.
Pollock, M. G. Conductor Chicago, Ill.
Rackow, E. C. Foreman Chicago, Ill.
Unruh, Paul Frt. Handler Chicago, Ill.
Valko, G. Loco. Engineer Chicago, Ill.
Vanhall, W. M. Stower Chicago, Ill.
Vlcek, Frank Loco. Engineer Chicago, Ill.

Coast Division

Buhre, A. C. Clerk Tacoma, Wash.
Buxton, L. A. Steward Seattle, Wash.
Chane, A. F. Cook Seattle, Wash.
Cooke, R. M. Clerk Seattle, Wash.
Nuttall, J. L. Storekeeper Othello, Wash.
Shaw, Margaret Clerk Spokane, Wash.
Sives, L. H. Track Laborer Bellingham, Wash.
Soike, Hazel Steno Tacoma, Wash.
Stevenson, R. A. Sect. Foreman Spokane, Wash.

Dubuque & Illinois Division

Bradley, E. H. Switchman Ottumwa, Ia.
Dean, C. S. Sect. Laborer Kirkland, Ill.
Dooley, F. C. Conductor Kansas City, Mo.
Farrar, K. W. Train Clerk Savanna, Ill.
Holmberg, J. R. Switchman Savanna, Ill.
Pierce, C. N. Conductor Ottumwa, Ia.
Prichard, B. L. Track Laborer Liberty, Mo.
Ruefer, T. J. Switchman Davenport, Ia.
Stevens, E. J. Secretary Savanna, Ill.

Iowa Division

Ackerman, A. F. Sect. Foreman Green Island, Ia.
Lively, P. F. Sect. Laborer Redfield, Ia.

Iowa, Minnesota & Dakota Division

Bloom, M. C. Agent-Operator Lakefield, Minn.
Czepull, O. W. Sect. Foreman Hull, Ia.
Hornig, F. F. Engineer Austin, Minn.
Larson, I. L. Sect. Laborer Hull, Ia.
Madsen, L. F. Sect. Laborer Sioux City, Ia.
Morey, W. M. Welder Austin, Minn.
Quandahl, H. I. Chief Clerk Mason City, Ia.
Smith, G. L. Conductor Sioux City, Ia.

La Crosse Division

Conklin, M. G. Steno-Clerk Wausau, Wis.
Drwall, E. L. Switch Foreman Wabasha, Minn.
Mahaffey, F. Asst. Cashier Madison, Wis.
Meyers, L. H. Engineer LaCrosse, Wis.

Milwaukee Division

Hannes, R. F. Chief Clerk Fond du Lac, Wis.
Norland, Thor Foreman Rondout, Ill.
Opsahl, A. H. Trucker Green Bay, Wis.
Pasch, E. R. Clerk Marinette, Wis.
Pearson, M. Warehouse Foreman Rockford, Ill.
Roloff, F. General Foreman Sidnaw, Mich.

Milwaukee Terminals

Carlisle, C. V. Gen. Foreman Milwaukee, Wis.
Bubolz, P. W. Layout Man Milwaukee, Wis.
Crane, K. O. Yardmaster Milwaukee, Wis.
Esser, L. M. Secretary Milwaukee, Wis.
Herbst, C. P. Machinist Milwaukee, Wis.
Kinsfogel, J. Cabinet Maker Milwaukee, Wis.

Kleinmaus, F. J. Pipefitter Milwaukee, Wis.
Klinger, H. W. Steam Fitter Milwaukee, Wis.
Koch, R. Sales Repr. Milwaukee, Wis.
Kopitsch, R. E. Secretary Milwaukee, Wis.
Kristbaum, M. Carpenter Milwaukee, Wis.
Kugler, C. D. Carman Milwaukee, Wis.
Martin, P. J. Engineer Milwaukee, Wis.
Masar, Anna Janitress Milwaukee, Wis.
McKay, J. B. Clerk Milwaukee, Wis.
Noonan, S. J. Chief Clerk Milwaukee, Wis.
O'Brien, H. J. Chief Caller Milwaukee, Wis.
Oravez, G. F. Machine Hand Milwaukee, Wis.
Robertson, J. Janitor Milwaukee, Wis.
Rose, W. F. Sheet Metal Worker Milwaukee, Wis.
Smith, Benjamin Conductor Milwaukee, Wis.
Steven, B. B. Accountant Milwaukee, Wis.
Wedde, H. P. Carman Milwaukee, Wis.
Woodward, W. J. Laborer Milwaukee, Wis.
Young, R. E. Loco. Engineer Milwaukee, Wis.

Rocky Mountain Division

Coombs, F. M. Loco. Engineer Butte, Mont.
Christman, Winifred Steno Clerk Deer Lodge, Mont.
Harrison, A. L. Steno-Clerk Deer Lodge, Mont.
Makabe, K. Machine Operator Deer Lodge, Mont.

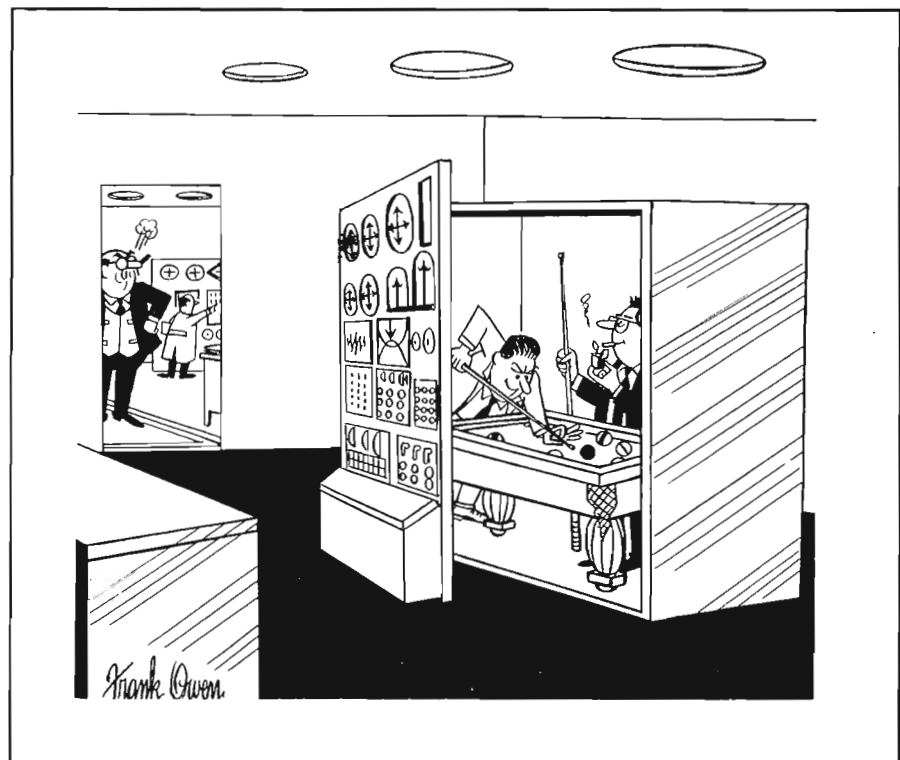
Terre Haute Division

Endicott, T. F. Engineer Terre Haute, Ind.
Wilkinson, C. M. Switchman Terre Haute, Ind.

Twin City Terminals

Beringer, H. J. Cashier Minneapolis, Minn.
Casey, E. R. Laborer St. Paul, Minn.
Deming, R. S. Carman St. Paul, Minn.
Evenson, O. F. Crossing Watchman Minneapolis, Minn.
Falls, C. L. Engineer Minneapolis, Minn.
Heyen, F. H. Towerman Minneapolis, Minn.
Hoyt, G. H. Machinist St. Paul, Minn.
Kleinschmidt, D. C. Carman St. Paul, Minn.
O'Connell, T. F. Chief Clerk St. Paul, Minn.
Sandberg, F. E. Loco. Engineer St. Paul, Minn.

One secretary to another at the Internal Revenue office: "Here's another good one, Mabel. Bachelor, no dependents, thirty-five thousand dollars a year."



Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent
c/o District General Car Foreman, St. Paul

Carman R. S. Deming retired recently with 19 years of service. Mr. Deming started in Minneapolis, and transferred subsequently to the St. Paul car department.

Roy E. Melquist, former car foreman at Minneapolis, passed away suddenly on Feb. 24. Since his retirement in 1957 he and his wife, Elsa, had enjoyed a very active life, and his death was a great shock. Mrs. Melquist is president general of the Milwaukee Road Women's Club.

We welcomed Douglas Franklin, who is replacing Emil Jelinek while he is on sick leave. Doug has just finished his tour of duty with the Navy, and is working as a clerk in the locomotive department.

Mrs. Bill Williams, wife of material division clerk, underwent major surgery in February. We are happy to report that she is recovering nicely.

Sympathy was extended to the family of Charles Gustafson, retired passenger carman, who passed away recently. He was the father of Loren Gustafson, carman on the St. Paul repair track.

Machinist Gordon Hoyt took his pension in February. He had several years' service with other railroads before coming to the Milwaukee.

Helen Arndt was recently elected membership chairman of the Twin Cities Women's Traffic Club. Helen is the secretary to district manager-sales in Minneapolis.

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Jane Marski, Correspondent

Recent retirees were Gertrude Johnson, bookkeeper, after more than 56 years of service; Harry Trickett, clerk in the switching and reclaim bureau, after more than 46 years of service; and Clara Raupp, of TOFC and mileage, after more than 27 years of service. All were honored by their co-workers at office parties.

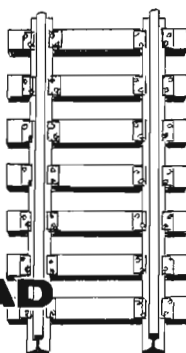
Baby showers were plentiful also. Barbara Guy of the car record bureau left us last December to await the arrival of her baby daughter, Regina Lynn, who was born on Feb. 27. Arlene Veach of the car record bureau and Sharon Myers left on Feb. 1, and Arlene became the mother of a girl, Lynn, on Feb. 23. Each girl received lovely baby things at the showers in their honor.

"Get well" wishes to to Lisa Veach, Arlene's daughter, who was burned in a freak accident. Also to Bertha Albritton of the "stats" bureau, who had an emergency appendectomy, and to Rose Voss of the switching and reclaim bureau, who is hospitalized at this writing.

Congratulations to Rich Keller, now assistant bureau head of foreign car records, and to Herbie Bahr, now bureau head of local car records.

Carol Parmley, after more than 20 years of service, has decided to become a full-time housewife. Her last working day was Feb. 12, and was marked by an office party.

ABOUT PEOPLE OF THE RAILROAD



AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Nile J. McGinley retired on Jan. 30, having served the Milwaukee Road 50 years. He was honored by his co-workers at a dinner at the Europa Restaurant and presented with a gift of money, together with many personal gifts.

Ann Kissane of Payroll Timekeeping and Barbara Wangerin of Shop Timekeeping also retired on Jan. 30. They were honored jointly at a luncheon in the building cafeteria and presented with gifts of money and personal articles.

Georgianna Kuchvaley, keypunch operator, was honored at an office party commemorating her 25 years of service with the company. Her co-workers presented her with a radio alarm clock, and she also received a tape recorder and personal gifts.

David Marcheschi, brother of Joe and fiance of Marie Gomez of the paymaster's office, graduated Feb. 7 from De Paul University with a bachelor of science degree in commerce. The occasion was celebrated with a large family party. He is now a manager trainee in the college accelerated program of the Jewel Tea Company.

Adelaide Schultz is now eligible for the grandmother's club. Her daughter-in-law, Donna, became the mother of a boy, Scott Christian, on Feb. 22.

Sincere sympathy to the family of "Russ" Risberg, who passed away in

Minneapolis on Feb. 19. Mr. Risberg served the company for 48 years. Also to Georgianna Kuchvaley on the death of her father, and to the family of Hans Jess, retired, who passed away in February. Interment was in Sabula, Ia.

AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

We recently welcomed three new employees. They are Evelyn Mazier, head typist, previously of the auditor of passenger accounts office; Richard P. Kleinfieldt, assistant engineer, who formerly worked at the Burlington Northern; and Helen Breen, bookkeeper, who formerly worked for the auditor of freight settlements.

Sympathy was extended to Marion J. Frank, head file clerk, on the recent death of her grandmother; to Anthony Beberger, who retired from this office in 1959, on the death of his brother; to George Kaberlein, assistant engineer, on the sudden death of his two-year-old grandson Jerry; to W. R. Freyberg, assistant engineer, on the death of his wife, Pauline, who became ill suddenly and passed away Jan. 8; and to Bess White, who retired in 1968, on the death of her two brothers, Leavitt J. White and Elmer White, who both passed away in January.

Speedy recoveries are wished for Gretchen Warren, bureau head, who has been ill and is recuperating at home, and to W. W. Franz, assistant auditor of investment, who took ill suddenly and is in the Elmwood Park Hospital at this writing.

Welcome back to Arlene Essig, who was on an extended leave of absence.

What's this I hear about Adelaide Schultz becoming a grandmother? I must say she is the youngest looking one I have ever seen. Her daughter-in-law gave birth to a baby boy, Scott Christian Schultz, on Feb. 22.

PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

We would like to introduce the newest member of our department, Gary Stojek, as price clerk. We hope he will enjoy working with us.

A farewell party was held in honor of Louis P. Smith, who retired on Jan. 29 after completing a career of 47 years with the Milwaukee Road. Lou started working in Purchasing as an invoice clerk and was appointed a buyer in 1962. We wish him many happy years of retirement.

Congratulations are in order for Myrtle Winkelman upon succeeding Louis Smith as stationery buyer.



TOGETHER, MORE THAN A CENTURY OF SERVICE. January 29 was open house day in the freight claim department in Chicago in honor of Hattie Kosen and Clarence Johnson, both retiring with more than 50 years of service. Johnson joined the department in December 1917, and advancing through various positions, retired as salvage agent. Miss Kosen, who joined in March 1918 as a clerk, had served for the last 25 years as operator of the department's mileage desk.



MILWAUKEE SHOPS RETIREMENTS. Retiring together on Jan. 31, four veterans of service at Milwaukee Shops are extended good wishes by Shop Superintendent V. L. Waterworth. Left to right are Carl Herbst, machinist helper in the forge shop, 45 years of service; Paul Bubolz, upholsterer in the passenger car shop, 48 years; Machine Hand Gabriel Oravez, passenger shop, 59 years; and Joseph Kinsfogel, cabinet maker, passenger shop, 46 years.

GIFTS AND GOOD WISHES mark the retirement of Elsie Dreher, bookkeeper in the office of the auditor of capital expenditure, after more than 54 years of service in the Chicago accounting center. She started in 1916 in the freight auditing department and had been employed in the capital expenditure office since 1966. With her are W. W. Franz, assistant manager-capital expenditure accounting (from left), J. G. Kirchen, manager-capital expenditure accounting, and M. W. Bonnom, assistant manager-budgets and responsibility reporting.



LORENZ-FLAHERTY. Lynn Lorenz, secretary to the Milwaukee Road's bridge engineer, and Martin J. Flaherty of the Western Railroad Association traffic department are surprised with a wedding gift from Lynn's co-workers in Chicago. They were married in St. Vincent De Paul Church, Chicago, on Feb. 21, and after honeymooning in Jamaica are making their home in suburban Elmwood Park.



GRADUATING FROM THE APPRENTICESHIP RANKS at To-mah Shops, Walter B. Spolum receives his diploma establishing him as a journeyman blacksmith. The requirements included 400 hours of training at vocational school in La Crosse, Wis. Congratulating him on his new status are Shop Superintendent F. J. Reese (right) and Emil Olson, foreman of the frog shop.



CERTIFICATE OF RECOGNITION. A certificate bearing the best wishes of the Milwaukee Road on the occasion of his retirement and the hope that his interest in the railroad will long continue is presented to C. R. Goodsell, substation operator at Piedmont, Mont., by A. E. Landers, general foreman of substations. Goodsell retired recently after 28 years of service.



MASS TRANSIT DISTRICT INVESTURE. Stanley F. Boyle, in his capacity as mayor of River Grove, Ill., swears in Vincent S. Stann as trustee and representative of the village in the newly created Northwest Suburban Mass Transit District (see article elsewhere in the Magazine). Mr. Boyle, a veteran of 36 years of service with the Milwaukee Road now employed in the car record department of the Galewood freight office in Chicago, has been active in civic affairs at River Grove since 1945, serving as a trustee, magistrate of the circuit court of Cook County, and currently his second term as mayor. A supporter of the creation of a Mass Transit District, he has been a speaker on the subject before other community groups in the northwestern suburban area. (Lerner newspapers photo)

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

The many friends of Miss Florence O'Boyle, file clerk in the general manager's office who retired about eight years ago, will be glad to know that we received word she is in good health and living in Texas. Her address is 12633 Memorial Drive, Apt. 184, Houston 77024.

Iowa Division

MIDDLE AND WEST

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

Engineer and Mrs. Hugh W. Sullivan of Perry have announced the engagement and approaching marriage of their daughter, Jo Ann. The date is Aug. 14.

Last rites for Engineer James G. Wilson were held in Perry on Jan. 7. He had been a resident of Perry for 60 years.

Services were held Jan. 7 at St. Patrick's Church in Perry for Mrs. June Kassel, 48, wife of Conductor Robert Kassel.

Services were held Feb. 8 for Retired Roundhouse Employee Jesse Helms. Members of his family who are Milwaukee employees include Cecil Perkins, husband of Mr. Helm's granddaughter.

Engineer K. H. Laborde's father-in-law, Ray G. McCann, passed away in Perry on Feb. 4.

Mrs. Teresa Connors Lewis received her degree from the University of Iowa at the end of the fall semester. She is the daughter of Engineer and Mrs. Frank Connors of Perry.

Perry Junior High basketball fans have been seeing double if they have followed the games regularly, as the Cannon twins, Danny and David, have been very active in "A" team games this year. They are the sons of Cashier and Mrs. F. Cannon of Perry.

Last rites for Retired Machinist Thomas N. Connell were held in Perry on Feb. 16.

Conductor and Mrs. Edward Hamman celebrated their 25th wedding anniversary on Feb. 11 with a reception at the home of their daughter and family in Perry. Present were their wedding attendants, Mr. and Mrs. Earl Mastin—Earl is in the Milwaukee Road's Minneapolis office—and their children, together with other family members and friends. Mrs. Hamman and Mr. Mastin are brother and sister.

Engineer and Mrs. Frank Connors have followed the Perry High School basketball games this season, watching their son, Joe, acting as guard on the Varsity team.

Funeral services were held in Perry

for Retired Engineer Jesse Snipe on Jan. 26. He and Mrs. Snipe had been residing at the Masonic Home in Perry.

The wrestling season came to an exciting close this year, as two Perry High School boys won the AA State championships in February. One is a brother of Brakeman Neuman. Among the fans were many members of the Milwaukee Road family, but none more enthusiastic than the parents of Junior High's Jeff Stewart, Engineer and Mrs. Stan Stewart. Jeff shows great promise as a wrestler, needing only a little more experience and a year or so added to his age.

Milwaukee Shops

CAR DEPARTMENT

Niki Pieri, Correspondent

Duane Crouse and the former Norma Lee Hacker were married in Dundalk, Md., on Jan. 16. They honeymooned in the mountains of western Maryland before returning to Milwaukee. Mrs. Crouse was employed by the Department of Defense.

Mr. Crouse was discharged from the Marine Corps on Dec. 11, 1970, and began working in the passenger wood mill department as a machine hand helper on Dec. 21, 1970. On Mar. 1 he transferred to the Milwaukee Road police department in the Milwaukee shops as a fire patrolman.

Carpenter Michael Khristbaum retired on Jan. 31. He started working for the Milwaukee Road on Mar. 19, 1953.



WITH BEST WISHES. Lou P. Smith, stationery buyer in Chicago (left), is congratulated by H. H. Melzer, general manager of purchases and material, at an open house on the occasion of his retirement Jan. 29. Mr. Smith had 47 years of service on positions in the purchasing division, including that of stationery buyer since 1962. He and his wife, Sylvia, will continue to make their home in Morton Grove, Ill.

Sleeping and Dining Car Retirers Honored in Chicago



Celebrating long service records in the sleeping and dining car department are, left to right: R. J. King, porter; W. R. Jones, superintendent of sleeping, dining, mail, baggage and express services; Leroy Barber and J. L. Newton, cooks; Elmo Walker,

waiter (seated); Beebe Martin, porter; Robert Jackson, chef; W. Sommer, assistant superintendent sleeping and dining cars; James Scandrett, chef; and A. J. Corbett, chief dining car inspector.

Seven employees in the sleeping and dining car department who retired in recent months were honored by their co-workers at a coffee party held in the Chicago Union Station office.

The senior member of the group above is Robert Jackson, whose service dated from 1927. Starting as a porter, Mr. Jackson transferred one year later to a cook's position, and was employed continuously as a cook and chef up to retirement. He contemplates moving to Florida.

Elmo Walker made his first dining car run in 1928, and in the course of his service had been a waiter on practically all of the company's passenger trains, and also a business car attendant. Mr. Walker is active in his church, and has

planned banquets for as many as 900 people, doing most of the cooking.

James Scandrett, third in seniority, retired with 40 years of service as a second cook, his favorite assignments being on trains operated between Chicago and the West Coast. He plans to do a good deal of traveling in retirement.

Beebe Martin, who joined the department as a porter in 1943, served many assignments on the Chippewa, and was well known to travelers on that run. Fishing and hunting will occupy much of his spare time in the future.

J. L. Newton joined in 1945 after four years in the Navy, since which time he had held cook assignments on all of the company's dining car runs. He plans to

make his home in Chicago. "just taking life easy."

Leroy Barber started with the department as a cook in 1946, following previous experience cooking for section crews. A good part of his service was on the "City" trains and on the Challenger. Mr. Barber has a five-acre farm in Illinois to keep him busy.

R. J. King joined the Milwaukee as a sleeping car porter in 1969 when the railroads took over Pullman operations. His service with the Pullman Company dated from 1927, but he actually began railroad work in 1924, and upon retiring had not missed one assignment throughout his career. Mr. King plans to work with his nephew in calendar sales.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Mrs. Ernest Stein, 76, passed away suddenly on Jan. 7 at home in Harlowton. Both she and Mr. Stein had enjoyed good health. Ernie is a retired locomotive engineer.

Marilyn Peccia, daughter of Carman John Peccia, now heads the Rainbow Girls in Harlowton. Marilyn is Sunday School pianist at Wesleyan Church and a junior in Harlowton High School.

Nord Upchurch, 62, one-time fireman between Harlowton and Melstone, passed away in Atlanta, Ga. His later railroading was as a passenger conductor in Georgia.

Callie M. Colby, daughter of Conductor Lyle Colby, was married recently to Donald A. Garberg of Great Falls in the First Methodist Church in Missoula. Following the service, a reception was held in the Florence Hotel. Callie is a junior and Donald is a senior at the University of Montana, Missoula.

Marvin D. Weber, roundhouse

laborer at Harlowton, has gone to Fort Lewis for basic training. Marvin's father is an electrician at Harlowton.

Gary Lee Rasmussen, son of Linden "Lindy" Rasmussen of Harlowton, was recently married to Pamela Marie Harris of Helena. Gary is a graduate of Harlowton High and Helena Vocational Technical Center, and is now employed by the Anaconda Company in Butte.

Arnie Trumpower, who retired from the Milwaukee in 1963 after 48 years of service, passed away in a Great Falls hospital at age 72. His wife and he were living in Great Falls. A brother, Floyd,

is with the Milwaukee, working out of Lewistown as a conductor-brakeman. Arnie was employed as a hostler at the roundhouse in Great Falls for 26 years. After a reduction of shop forces, he spent the rest of his service working on the track.

Gary A. Stetson, son of Roundhouse Electrician Wally Stetson of Harlowton, was married to Roberta Tognetti in a ceremony at St. Leo's Catholic Church in Lewistown.

Roy A. Davis, son of Pipefitter Al Davis of the Harlowton roundhouse, was married to Mary Helen Keller of Harlowton in Trinity Episcopal Church. Following a very pretty ceremony, a reception was held in the Moose Hall. They are making their home in Bozeman, where Roy is employed.

The Milwaukee Road Women's Club annual Christmas party featured favorite Christmas songs directed by Isabelle Mielke and accompanied by Hildred Pemberton, and a recitation by Mrs. Bea Trapp.

Mr. and Mrs. Henry Jacobson celebrated their golden wedding anniversary recently in Los Angeles, Calif. Henry retired as section foreman in 1958.

Mr. and Mrs. Robert Randall celebrated their golden wedding anniversary in Portland, Ore., on Jan. 29. Robert was a cashier at the Great Falls freight house before retiring in 1962.

James Z. Ramsey of Leucadia, Calif., passed away at his home on Feb. 14. Jim was formerly an agent at Denton and Lewistown.

From time to time this correspondent has given out the list of railroad people's offspring who have been on the honor rolls at school. However, since the rolls at Lewistown and Great Falls and other north Montana communities are not available to me, it is best that the list be discontinued, but it has always been gratifying to report that so many of the railroad family are doing well scholastically.

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

Deer Lodge Jaycees presented their annual Distinguished Service Award to Mrs. Marge Ullery, director of nurses and assistant administrator of Powell County Memorial Hospital. Marge is the wife of Howard Ullery, train dispatcher at Deer Lodge. The presentation was made at the Bosses' Night dinner. "Boss of the Year" award was presented by the Jaycee president to R. F. "Dick" Labbe, car foreman at Deer Lodge.

The last week of January was a happy



Miss Esser Retires

Leon Esser, retiring recently as secretary to manager of materials at Milwaukee Shops, was honored by more than 150 co-workers and friends at a dinner in Milwaukee's Boulevard Inn. Speakers on the occasion included E. F. Volkman, manager of materials; A. W. Hallenberg, assistant chief mechanical officer; Mrs. Edna Klatte, president of Milwaukee Chapter of the National Association of Railroad Business Women; and retired material department officers. Miss Esser's career spanned more than 50 years of service on positions in what was called the stores department when she started as a stenographer in 1920. She is a charter member of the NARBW and for the last 10 years has been secretary of the chapter in Milwaukee.

one for the Hamblin family of Deer Lodge. On Jan. 25, George Hamblin, operator at Avery, and his wife, Maureen, became parents of a son named Andrew Mark. On Jan. 28, Bruce, time revisor in Deer Lodge, and his wife, Linda, adopted a two and a half month-old son named Richard Allen. The proud granddad is Ely Hamblin, trainman between Deer Lodge and Alberton.

Funeral services were conducted recently in Deer Lodge for Edgar W. Stephenson, 85, former machinist who retired in 1966.

Alton P. St. Mars, formerly employed as a machinist at Deer Lodge, passed away in February.

Helen Buzdikian, daughter of Barney and Mrs. Buzdikian of Three Forks, was married to Gary McCartney on Feb. 2.

Mr. and Mrs. Fred Humphreville

became parents of a baby girl last December. Fred is a trainman between Deer Lodge and Alberton and his wife, Ellen, is a yard clerk at Deer Lodge.

Funeral services were held in Butte, Mont., Feb. 13 for James Louis Searle, who was employed as a telegraph operator in that city.

A coffee hour was held in the superintendent's office at Deer Lodge Jan. 29 in honor of Ivy Christman, PBX operator and steno-clerk, who retired on that date. Ivy plans to travel and her many friends presented her with a piece of luggage for that purpose.

EAST END

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

Retired Engineer Earl Hogan was honored recently in the Miles City "Profile," a weekly feature in the local paper concerning active senior citizens. It is written by Jean Freese, the daughter of Retired Conductor W. H. Bartley, and is a highlight of the Sunday paper.

Another of our retired engineers, P. J. Farley, was written up in the sports section of the *Star*. Pete is an avid hunter and fisherman and for the last 25 years has made jaunts with other local sportsmen to Yellowstone Park in the fall for fishing, or to the mountains for hunting. Pete is a senior citizen who is proving that it pays to be active, as he was 91 on his last birthday.

The Bobby Burns celebration is usually a highlight for Retired Electrician and Mrs. W. E. Stricker, and this year was no exception, as their grandson, Craig Hazelbaker of Dillon, was the solo and country dance piper.

Congratulations to Brakeman and Mrs. Howard Ehrle on the birth of their first child, a boy, on Jan. 15 . . . and to Carman and Mrs. Al Waldow on their grandson, born Feb. 2 to the Dennis Danforths.

Debbie Haynes, daughter of Conductor and Mrs. O. G. Haynes, won the All-Around Gymnast trophy for girls at a recent meet in Glendive.

Best wishes are extended to Retired Power House Engineer M. E. Timmons on a speedy recovery. Mr. Timmons had brain surgery in Minneapolis in January, and is back in Miles City recuperating at the local hospital.

The Milwaukee Road Women's Club sponsored its annual bowling party in January, followed by a luncheon in the Kegler's Club. High bowlers were Agent Lee Hopkins for the men and Mrs. Thurman Bankey for the women.

Among the winners of the 1971 Eagles six-line singles bowling tournament were Alvera Preston, wife of Brakeman Ken Preston, Phyllis Elliston, widow of Signal Inspector Preston Elliston, and

Retired Carman Jake Hilderman. Fireman M. E. Timberman was tournament chairman.

Sympathy is extended to the following families: The Lyman J. Adrian family. Mr. Adrian, a retired machinist helper, passed away in January at the age of 89 . . . The Norman Anderson family. Mr. Anderson, a retired station baggage-man, passed away on Jan. 19 at the age of 76 . . . The family of John Schefer. Mr. Schefer and his wife were custodians of the Melstone bunkhouse for 25 years, retiring in 1966. Mr. Schefer passed away in February . . . To Retired Carman Jake Hilderman, whose brother Alex passed away Feb. 25 . . . To Section Laborer T. Thompson, whose brother Burton passed away in Miles City Feb. 24 . . . And to the family of Jennie Schmickrath, widow of Engineer Charlie Schmickrath. Mrs. Schmickrath passed away in California on Jan. 11.



Friends of Berniece Steven, ticket office accountant in Milwaukee who retired recently, extend best wishes at a dinner party in her honor. Left to right are Hugo Luethy, Charles Crotty and Donald Sullivan of the ticket office force, and George Myers, sales representative. For details see the items of Correspondent Beverly Radtke. (Jim Scribbins photo)

Aberdeen Division

EAST END

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

The bachelor ranks are thinning on the Middle Aberdeen division. Section Foreman Ron Sather was married Jan. 16 to Norma Teigs at Glencoe, Minn. They are making their home in Smith Addition in Montevideo. Conductor Hollis Anderson, who has been keeping the Fargo line rolling, was married Jan. 13 to Anita Olson and they, too, live in Montevideo, at the Hoidal Trailer Court.

Conductor Howard Sheimo hopes to be back to work shortly, following surgery at the Montevideo Hospital. Retired Engineer Louis F. Parent has been "renting" a room in Fairview Hospital in Minneapolis, due to a back condition.

Floyd Geiser, who was the agent at Strasburg, N. D., passed away in January after being ill since Thanksgiving time. David Hill is the agent at Strasburg, having joined the Milwaukee Road ranks recently after his discharge from military service. He is the son of Engineer Wayne Hill.

Joe Hoen, former pumper at Montevideo and also crossing flagman, passed away in February and was buried in Marshfield, Wis.

Agent Lynn Van Horn and his wife had to pay to hear their son David sing recently. Dave is a music major at Moorhead State, and sang several solo parts in the opera "La Boheme."

Gayla Harding, the one and only daughter of Wayne and Marian Harding, made the coveted spot on a vacancy in the "Golden Girls," a popular marching unit of Montevideo High

Roy A. Stevenson, maintenance of way foreman at Spokane, and Margaret Shaw, cashier, shown (center) as they were honored at an office party marking their retirement. On hand are Ed Guerke, retired warehouse foreman (from left), Agent-Yardmaster V. C. Bell and Roadmaster C. E. Moore. For details, see the Coast Division News.



School. Members are chosen by scholastic standing, good physique, personality, and ability to work hard perfecting the routines.

Elmer Ward, one-time roundhouse foreman at Montevideo, has worked himself into a real chair business. If you have time to sit, go and see Elmer and look over his line of lawn and patio seats. They're something to write home about. His latest stunt is to cut the big ones down to scale and make seats for the little kids to match up. That Ward workshop is a busy place, and the wood shavings and sawdust are piling up ankle deep.

Many of the older rails will remember Wendell Jebb, who, with his wife Gertie, ran a cafe in Montevideo which was the popular gathering place of all good railroaders. Wendell died at his home in Glenwood in February at the age of 86.



Mrs. Marie Riley, retiring as waybill clerk at the Galewood freight office in Chicago, is presented a gift from her co-workers by Agent J. P. Kalasmiki. For details of the retirement party, see the items of Correspondent Eleanor P. Mahoney.



Milwaukee Division FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Marilyn Kling, clerk in the chief dispatcher's office at Milwaukee, was recently presented with a pin in recognition of having donated her 24th pint of blood to the Milwaukee Blood Donor Center over the past years. The Center is always in need of more donors.

We have been advised of the death of Retired Chief Clerk Paul H. Smith of Beloit on Feb. 25. He had served the Milwaukee Road 54 years until his retirement in 1965. He was a veteran of World War I.

Recent retirers included Joe Noonan, cashier at Marinette; Bob Hannes, clerk at Fond du Lac; and Agent Ted Owens of Fox Lake, Ill.

Terre Haute Division

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

Homer McCown, retired chief clerk of the West Clinton terminal and the Terre Haute freight house, was installed recently as Commander of Wabash Valley Barracks No. 912. His command is for the year 1971.

Ben Carr, retired yard conductor, stopped in to say hello. He has just recovered from an illness that left him 40 pounds lighter and looks to be in the

best of health. Ben tells me that he is 88 years young. He is living by himself and does his own housework and cooking. His brothers, Ed and George, are 90 and 86 years young, and all three are still driving their own cars. Ben has been a member of the BRT continuously since 1905.

John Craig, retired engineer who recently resided in St. Petersburg, Fla., has taken up residence in Terre Haute. He and his new bride live at 1341 Liberty Avenue.

Roadmaster and Mrs. N. J. Munoz became grandparents for the second time when their daughter Carol, Mrs. J. R. Lease of Canton, recently gave birth to a baby girl. Their son, Robert, is in the Marines, last stationed in San Diego, Calif. The roadmaster and his family have moved into their new home in the Kenwood subdivision.

Our sympathy to the families of the following departed: To Bob and George Sanquenetti on the death of their mother. Besides George and Bob, there are three other sons and daughters surviving. To Mrs. Roy Adams on the death of her husband, Retired Engineer Adams. Also to the family of Retired Engineer Clyde Hiddle, who passed away in January, and to Clarence Barry, whose mother passed away just recently.

What makes some people sad is that other people are happy without having made the proper sacrifices.



MARKING FINAL RUN. The recent retirement of Frank Sandberg, engineer on the Morning Hiawatha between Minneapolis and La Crosse, created a ripple of publicity in the Twin Cities area. At the end of his last run in Minneapolis, he was met by his family, television cameramen, and a photographer for the Minneapolis Tribune. The event was reported by both the paper and on NBC and CBS newscasts. (Minneapolis Tribune photos)

La Crosse Division

WISCONSIN VALLEY

Mrs. Harold F. Brostrom, Correspondent
c/o Roadmaster, Wausau

Conductor and Mrs. Allan Waldburger were congratulated on the birth of twins in January.

Conductor and Mrs. James Richey welcomed a baby boy on Feb. 12.

Mrs. Barney (Clara) Pepowski, 54, passed away on Feb. 5, following a brief illness. Sympathy was extended to her husband, Sectionman Pepowski.

Mrs. Mott (Violet) Le Sage passed away on Feb. 18 at the age of 71, after a long illness. She made her home with her son-in-law and daughter, Mr. and Mrs. Roy Hintze.

MADISON DISTRICT

Kathryn Skidmore, Correspondent

About 45 friends and co-workers from the Madison offices gathered at Rohde's recently for a luncheon honoring Ernie Garrity, OS&D clerk, and his wife, Margaret, upon his retirement after 44 years of service for the Milwaukee Road. Ernie began in the track department at Portage in May 1922. From October 1941 until March 1945 he was a test aviator for the Morey Airport in Middleton. He returned then to the Madison freight office and worked there until November 1970.



"NEITHER SNOW NOR RAIN NOR GLOOM OF NIGHT" stayed Carmen Marzullo (right) from his "appointed rounds" as a courier for Milwaukee Road mail in the course of 53 years' service in the Chicago Union Station, where he retired on Jan. 29. He joined the railroad in 1917 in the general manager's office, transferred to the mail bureau the year following, and was appointed supervisor in 1963. Wishing him well at an open house in his honor is W. R. Jones, superintendent of sleeping, dining, mail, baggage and express services.



Ernest Garrity

Ernie is shown wearing his big smile just before the cake cutting ceremony at an open house held in the freight office, at which he was presented with a money gift from his many friends. Ernie will spend some time on the house repairs Margaret has lined up for him. They are looking forward to their garden work and traveling, which will, no doubt, include trips to Lansing, Mich., where their daughter resides.

Sympathy was expressed to the family of Milo R. Fuller, retired car department foreman, who died Jan. 13 after a brief illness. Milo worked at various locations in Wisconsin and upper Michigan during the 50 years of his railroad career, which ended with his retirement in 1965.

Word has been received of the death of Retired Engineer Elmer C. Duxstad, on Feb. 9 at Janesville. Mr. Duxstad was in engine service 52 years until retiring in 1958. Also of the death of retired engineer James Kerin last November. He was a life-long Madison resident and a Milwaukee Road employee for 50 years. He retired in 1963.

Employees of the Madison offices were saddened by the unexpected death of Hart Hendrikson, a clerk in the freight office. He came to Madison from Portage, and held various positions at both locations. Surviving are his wife, Ruth; a son, Rev. James Hendrikson; four daughters and nine grandchildren.

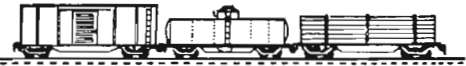
Chicago Terminals

GALEWOOD

Eleanor P. Mahoney,
Correspondent

"When Irish Eyes Are Smiling" fits the picture of Marie Riley, waybill stamper and stripper, shown in the Magazine with Agent J. P. Kalasmiki on the day of her retirement party. Mr. Kalasmiki presented Marie with

Carloadings



JANUARY-MARCH 1971 compared with same period in 1970

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1971 over 1970	THREE MONTHS		INCREASE	
		1971	1970	1971 over 1970	% of increase
7.8%	Lumber or dimension stock	11,698	10,972	+ 726	+ 6.6%
4.2	Motor vehicles	5,947	4,755	+ 1,192	+ 25.1
3.4	All other food products (incl. sugar)	6,971	6,354	+ 617	+ 9.7
3.2	All other chemicals or allied products	8,209	8,164	+ 45	+ .6
2.4	All other transportation equipment	7,510	6,513	+ 997	+ 15.3
2.0	Primary forest products	12,282	12,129	+ 153	+ 1.3
1.3	Electrical machinery or equipment	3,260	3,174	+ 86	+ 2.7
1.2	Malt liquors	3,835	3,677	+ 158	+ 4.3
.9	Soybeans	3,151	2,793	+ 358	+ 12.8
.5	Coke oven or blast furnace products	1,723	1,667	+ 56	+ 3.4

26.9%

64,586

60,198

+4,388

+ 7.3%

loading of these commodities DECREASED in 1971 under 1970		THREE MONTHS		DECREASE	
		1971	1970	1971 under 1970	% of decrease
10.7%	Grain	15,965	18,528	- 2,563	- 13.8%
7.6	All other paper or allied products	16,882	17,754	- 872	- 4.9
4.1	Coal	20,409	22,504	- 2,095	- 9.3
3.4	Canned fruits, vegetables and seafoods	5,166	6,100	- 934	- 15.3
3.1	Grain mill products	12,833	14,121	- 1,288	- 9.1
3.1	All other wood products (incl. plywood)	6,310	6,323	- 13	- .2
3.1	Meat, fresh, chilled or frozen	5,919	7,293	- 1,374	- 18.8
3.0	All other primary metal products	3,450	4,420	- 970	- 21.9
2.9	Primary iron or steel products	6,441	7,425	- 984	- 13.3
2.5	Industrial chemicals	3,376	3,685	- 309	- 8.4
2.5	Pulp or pulp mill products	3,763	3,965	- 202	- 5.1
2.4	Stone, clay, or glass products	5,204	6,670	- 1,466	- 22.0
2.3	Waste or scrap materials	5,888	6,757	- 869	- 12.9
2.3	Freight Forwarder & Shipper Assn. traffic	5,021	6,240	- 1,219	- 19.5
2.1	Nonmetallic minerals, except fuels	6,274	7,950	- 1,676	- 21.1
1.6	Fabricated metal products	3,220	3,265	- 45	- 1.4
1.4	All other machinery, except electrical	1,876	1,961	- 85	- 4.3
1.3	Petroleum, natural gas or gasoline	3,613	4,038	- 425	- 10.5
1.0	Farm machinery or equipment	2,651	2,871	- 220	- 7.7
.9	Dairy products	2,260	2,677	- 417	- 15.6
.7	Potatoes, other than sweet	1,594	1,715	- 121	- 7.1
.7	Fresh fruits and vegetables	1,315	2,032	- 717	- 35.3
.7	Beverages, except malt liquors	2,390	2,632	- 242	- 9.2
.4	All other farm products (incl. sugarbeets)	1,729	1,985	- 256	- 12.9
.3	Metallic ores	511	665	- 154	- 23.2
.2	Livestock	233	396	- 163	- 41.2
.1	Small packaged freight shipments (LCL mdse.)	72	101	- 29	- 28.7
8.7	All other carload traffic	15,269	17,551	- 2,282	- 13.0

73.1%

159,634

181,624

-21,990

- 12.1%

100.0%

224,220

241,822

-17,602

- 7.3%



Mrs. Anna Masar cuts the first slice of cake at a coffee party on the occasion of her retirement as matron of the Milwaukee Road passenger station in Milwaukee. Looking on are R. A. Schreiber, left, district manager-passenger sales, and General Superintendent R. R. Brown. For details see the items of Correspondent Beverly Radtke. (Jim Scribbins photo)



Retirement claims Willard Van Hall, center, stower at the Galewood candy house facility in Chicago, after 33 years of service. Agent J. P. Kalasmiki is presenting a gift from fellow employees as J. J. Devlin, foreman of the candy house, stands by.



Chicago Terminal Engineer Frank Vlcek shown (center) as he retired recently with 50 years and 7 months of service. Wishing him well are, left to right, Car Foreman A. Capra, District Safety Engineer W. E. Dunn, Roundhouse Foreman R. F. Hinz, Yardmaster W. Stotz, Assistant Superintendent K. O. Schoeneck and Switchman G. L. Christie.

a hand-tooled wallet (made by Fred LaRue) containing a monetary gift from the employees. Present were her daughter Marie and son-in-law, John U. Smyth, plus many retirees who came to help celebrate the occasion. Her co-workers then burst out in song with "For She's a Jolly Good Fellow," after which everyone enjoyed cake and coffee.

John F. Wagner, retired freight house general foreman, visited our office recently. He looks just the same as he did when he retired 17 years ago.

Harry E. Greenberg, retired comp operator of the regional office, underwent an operation on Feb. 1. At this writing he is coming along fine.

Paul Unruh, stower at the freight house, retired on Dec. 31, 1970, and Walter Pulak, freight house checker, on Feb. 1.

Jim Hester and wife Mary celebrated their 25th wedding anniversary Feb. 2. Ralph (Cheyenne) and Norma Bode celebrated 25 years of wedded bliss on Mar. 2.

James E. Margita, navy petty officer 2nd class and son of Joseph Margita, switchman at Division Street, was there at the splashdown of Apollo 14! He assisted in plucking the astronauts out of the Pacific and returning them

safely by helicopter to the *USS New Orleans*. He was very proud of his participation in the mission, as was his family. James is a graduate of Amundsen High School, class of 1965.

Nate Abrams, assistant cashier in the regional office, became a grandfather on Feb. 8 when his daughter, Mrs. Richard D. Cohler, gave birth to a boy, Jared. The name was chosen from a book, and his nickname is Jed.

W. E. Dalton, cashier at the Grayland station, has been on sick leave, and Dave Stuebner of the Galewood office is filling in for him. While Mr. Dalton was in the hospital, Mrs. Dalton, on her way to visit him, fell and broke a leg and is in the hospital at this writing.

Carol Creamer is a new employee in our office, coming from the office at Bensenville. She says she likes her new position.

Sympathy was extended to the White family. Joe, car record supervisor at Galewood, and Earl, agent at our Tokyo, Japan, traffic office, on the death of their brother Charles. He suffered a heart attack Mar. 3 and passed away Mar. 6. Funeral services were held in Elmhurst, with burial at Mount Emblem Cemetery. Mrs. White, the boys' 86-year-old mother, was un-

able to attend because of a fall which resulted in a broken hip. Mr. White is 93. They live in Kenosha, Wis., where Mrs. White is hospitalized at this writing.

Sympathy was expressed to the family of Tillie Bloom, who passed away Mar. 6. She was retired from the regional data and agent's offices.

Walter M. Peterson retired recently from the switchtender position at the Western Avenue coach yard and was honored at a cake and coffee get-together. District Safety Engineer W. E. Dunn complimented him on his fine safety record—53 years without a reportable injury. Walter's advice to the newer men is, "Keep your mind on your work and stay alert."

Thomas Lovely, a veteran of 47 years of service with the Milwaukee Road, passed away recently at age 85. He retired from the roundhouse in 1952. He is survived by his wife, Alma, Albuquerque, N. M.

BENSENVILLE

Delores Barton, Correspondent

The superintendent's office welcomed Sandy Plessinger on Feb. 1 as statistician. Our former statistician, Joan Hutton, moved to the steno-clerk position in Trainmaster Chalifoux' office.

Barbara Quill, on leave of absence from the district general car foreman's office, had a baby boy recently. He has been named Timothy.

Switchman John Hamilton and wife are parents of another boy, John. He joined two brothers and sisters. Congratulations.

Good luck was extended to the following retiring employees the last few months: Engineers R. C. Vick, J. T. Krakowski, T. McClure, William Fritz,

Frank Vlcek, J. R. Bilodeau, W. R. Olsen, George Valko and J. Lawrence, and Switchtender W. M. Peterson.

On the sick list at this writing are Switchmen F. M. Augustine, A. C. Diebold, W. L. Lowell, A. W. Hilton and F. Burns, Engineer Glen Barnes and Phone Director T. Brasher.

Gary Paape, Faithorn switchman, has entered military service.

Ferdinand Marquardt, retired switchman of 50 years service, passed away at St. Anne's Hospital in Chicago on Mar. 4. Funeral services were held in Wausau, Wis. Besides his wife, Ella, survivors are a son, Robert; Mrs. Marcella Van Fossen. Mrs. Earl Hanssen; a sister and 12 grandchildren. Mr. Marquardt was a member of the BRT, the Order of St. Christopher for Catholic Railroad Men, and the Loyal Order of Moose.

Walter Prehm, equipment operator with the material division for 40 years, passed away recently. Mr. Prehm was one of the founders of the Wood Dale Volunteer Fire Department, and was a chartered fireman still active in the village fire department. He is survived by his wife, Henrietta. Interment was in Mount Emblem.

I M & D Division

SIoux CITY AREA

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

Congratulations to Herman Quandahl, chief clerk at Mason City, Ia., upon his recent retirement after 52 years of service. Herman held various positions at Mason City during his tour of duties. A retirement open house was held at the home of C. E. Faber in Mason City, and Herman was presented with a camera. He and his wife plan to travel.

Donald W. Woodhouse, formerly chief clerk for the superintendent at Mason City and Sioux City, passed away recently in San Antonio, Tex. Don worked in Mason City until 1952 and Sioux City until 1956. He is survived by his wife, a daughter, two sons, five grandchildren and two great-grandchildren.

Sympathy was extended to Agent A. P. Shaltanis, Freeman, S. D., upon the death of his mother in Sioux City.

Also to the family of Glen R. Hansen, retired B&B employee, who passed away in a Sioux City hospital after a long illness. He retired in 1957. He is survived by his wife, three sons, a daughter, 29 grandchildren and a great-grandchild.

Sympathy was extended to the family of Stanley M. Ontjes, 46, agent at Hull and Boyden, Ia., who was killed recently in a two-car crash on icy pavement.

Name It, Conductor Fairhurst Flies It



The "mayoring" Fairhursts of Three Forks, Mont. With Conductor William A. (right) are his father, Thomas Sr., a retired conductor, and Thomas Jr., electrical foreman at Three Forks.

Montana newspapers have given rise to the question of whether Conductor W. A. "Bill" Fairhurst may be the nation's "flyingest" mayor. Fairhurst, the mayor of Three Forks, Mont., has chalked up military and civilian flight time of more than 8,000 hours in jets, twin and single-engine aircraft, helicopters and gliders. Name it, he flies it.

He was still in high school when he became interested and bought a \$400 surplus military plane. Dean Pogreba, a conductor on the Rocky Mountain Division in the 1940s then recently discharged from the Air Force, taught him to fly.

Pogreba was recalled to active duty at the beginning of the Korean conflict, whereupon Fairhurst, who had been working on the Milwaukee Road, enlisted in the Marine Corps. Commissioned an infantry officer, he attended the Naval Flight School at Pensacola, Fla., and served subsequently as a pilot with fighter and attack squadrons based in Japan.

After his discharge from the Marines, Fairhurst attended Western Montana College and spent the summer months flying as a crop sprayer. He also married Marcia Hooper of Hamilton, Mont. Upon receiving a degree in secondary education, he taught junior high school in Three Forks until 1962, when he resumed working on the railroad. He

presently holds a run between Three Forks and Deer Lodge.

The Fairhursts were pioneers of Three Forks in 1908 when Grandmother Smith, a widow with five children, settled in the new town. She established the first eating house, the Jawbone Restaurant, and later built the Park Hotel. Bill's father, Thomas Fairhurst Sr., was a Milwaukee Road



Capt. William Fairhurst, Marine Corps Reserve, flies a F9F-Cougar.

conductor 49 years, starting on the Jawbone section, and Tom Jr. is an electrical foreman on the line at Three Forks.

They are also a "mayoring" family. Tom Sr. was elected to the office at Three Forks in 1939; Tom Jr. in 1963; and Bill in 1969, after serving two years on the city council.

While attending college, working, and raising a family of five children, Fairhurst has still found time for flying. He holds FAA commercial, instructor, rotocraft and instrumental ratings, and is a captain in the 163rd Armored Cavalry, Montana National Guard.

As mayor of Three Forks, he was instrumental in the passing of a resolution to dedicate the local airport to Dean Pogreba, who is remembered there as one of its outstanding citizens. Pogreba, who elected to remain in the Air Force and achieved the rank of colonel, was shot down in Vietnam and is listed as missing in action.



Prep Star of the Week

Basketball savvy earned Kevin Kiley, son of Traveling Engineer-Trainmaster John F. Kiley, a "Prep of the Week" citation from the Cedar Rapids (Ia.) Gazette for leading the Kennedy High School Cougars to a 77-48 win over Muscatine. Kevin, a 5-10 junior guard, scored 23 of the team's points against the Mississippi Valley conference leaders. He went out for basketball in his sophomore year and was promoted to a varsity starter six games into the season. At this writing he was the seventh leading scorer in the Cedar Rapids-Marion area, with a 16.9 norm (52 per cent shot from the field), and was rated by sportscasters as one of the best high school players in the state. (Cedar Rapids Gazette photo)

Veterans of Service at Tomah Shops Retire



Jack F. Parks, supervisor of material delivery, and Everett L. Bentley, check clerk, retire with the good wishes of co-workers at Tomah Shops. Left to right are Parks; R. R. Metzfeld, district material manager; Bentley; Clerks Jackie Everts and Sharon Rosinski; and W. J. Fuss, assistant district material manager.

Three long-time employees at the Milwaukee Road's shops in Tomah, Wis., are shown here as they retired recently with the good wishes of their co-workers. Together, these men represent 125 years of service in the material division of the maintenance of way shops.

The occasions marked the completion of more than 47 years of service by Jack F. Parks, supervisor of material delivery; more than 41 years on the part of Chauffeur Frank F. Brieger; and the more than 35 years' service of Everett L. Bentley, check clerk. Each was honored individually at an office gathering and presented with a cash gift to select a retirement remembrance.



Chauffeur Frank F. Brieger is presented a retirement gift from fellow employees. Doing the honors are R. R. Metzfeld and C. G. Szama, assistant district material manager.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

H. J. "Babe" Swank, chief clerk to the superintendent at Austin, was hospitalized on Feb. 9 at St. Olaf's Hospital. At this writing he is still there, but is trying his wings, and we hope he is up and around by the time this goes to press.

Ralph Churchill, lieutenant of police, worked his last day on Feb. 28. He plans to take a vacation and then officially retire. He and his wife expect to move later on to Libertyville, Ill., and make their home there. They will then do some traveling and fishing.

Gary Neu was transferred to the IM&D Division from St. Paul as trainmaster to replace Howard Neff, who was transferred to Council Bluffs.

Leo Diederich, retired janitor at Austin, passed away on Jan. 22. Leo retired in 1955. Sympathy was extended to the family.

Milwaukee Terminals

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

A very familiar person around the Milwaukee Road depot, Anna Masar, retired on Jan. 31. Anna came to this country from Czechoslovakia on June 8, 1911 and started working for the Milwaukee Road on Feb. 3, 1921. She was the matron in the depot for about 35 years. Anna was presented with a cash-gift from her many friends here in the depot, and cake and coffee were served on the second floor for those who wanted to wish her many happy years of retirement. Anna's daughter, the late Ann Lester, worked in Superintendent Ryan's office here, and her son, Anthony, works for the City of Milwaukee in the city development department.

Berniece Steven, ticket office

accountant in the depot, retired on Jan. 29. Berniece started with the railroad in the ticket office at the depot on June 8, 1943, and later transferred to the city office as reservation and information clerk. When that office was closed she transferred back to the depot. A dinner was held for Berniece and her husband, Eric, at Schlehleins on Feb. 19, so her many friends could wish her a happy retirement. She was presented with a cash gift.

Sympathy was extended to the family of Carl J. Stasiowski, general car supervisor at Muskego Yard, 54, who passed away suddenly on Feb. 25. He is survived by his wife, Edna, a son, Thomas, and two daughters, Mary Ann and Kathi. Carl started with the railroad on Dec. 20, 1937 as a messenger and clerk at Fowler Street, and transferred to Muskego Yard as chief train clerk in 1943. He took the job of general car supervisor about a year ago. Funeral services were held at St. Casimir Church, with interment in Holy Cross Cemetery.

Sympathy was extended also to Switchman Conrad Goetz on the death of his father.

Congratulations to Switchman Robin Krause and his wife on the birth of a baby girl, Christal Ann, on Jan. 12.

We all wish Yardmaster K. O. Crane many happy years of retirement. Ken retired on Jan. 4.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Cocoa Beach, West Palm Beach, Miami, Tampa, and Freeport in the Bahamas were on the vacation itinerary of Kitty Koralewski, carload bill clerk. A nice tan and happy smiles spoke eloquently of the wonderful time she and two friends had, and she has the pictures to prove it.

Ruth Kerr has returned to carload billing after a six-week absence due to illness. Mary Jones, carload bill clerk, is on a leave of absence at this writing, due to illness.

Our sympathy is extended to Walter Nowicki, retired clerk, and family on the death of his wife, Cecelia, Jan. 25. Surviving with Walter are Theresa Graham, Walter A. Nowicki, Rita Uslug, Camille J. Nowicki and James A., six sisters and three brothers. Burial was from Blessed Sacrament Church and interment at St. Albert's Cemetery.

AGENCY

Elizabeth M. Geraghty, veteran employee who retired over 25 years ago, passed away in February. She was employed under Agent C. R. Dummmler at the time of her retirement from the
(Continued on page 32)

Headlined at Wausau: "Miss Conklin Retires From the Milwaukee Road"



Mildred Conklin shown at the dinner in her honor at the American Legion clubhouse, Wausau, Wis. Left to right: Roadmaster Harold F. Brostrom, Miss Conklin, Mrs. Katherine Loomis, Msgr. Thomas O'Shaughnessy, and Mrs. Howard C. Parker, wife of Trainmaster Parker.

Mildred Conklin, stenographer to the trainmaster and roadmaster at Wausau, Wis., and local correspondent for The Milwaukee Road Magazine, attracted considerable attention when she turned in her typewriter and notebook. "After 53 Years, Miss Conklin Retires From the Milwaukee Road," read the headline in the *Wausau Record-Herald*.

Then there was the dinner in her honor on Feb. 7 at the American Legion clubhouse. Despite snow trouble on the "valley" line, 135 were there—active employees, retired couples, business associates, and a large delegation from the Conklin relationship.

Roadmaster Harold F. Brostrom was toastmaster for the occasion, which was notable for tributes to a popular co-worker. On behalf of her friends, he presented her with a gift of cash and expressed their wishes for many years to enjoy the retirement she so richly deserved.

Mildred comes from a family which has a total of over 200 years of service with the Milwaukee Road. Her father, Charles H. Conklin, moved to Wausau in 1901 as chief clerk in the office of the superintendent of what was at that time the Wisconsin Valley Division. Her brothers, Kenneth and the late Charles A., became locomotive engineers, and her sister was employed for a number of years as a timekeeper. Carrying on the tradition now are two nephews, Charles E., assistant diesel foreman at

Wausau, and Don, a carman, and her great-nephew James, a laborer at the roundhouse.

Mildred, a graduate of the Wausau Senior High School, joined in 1917 as the roadmaster's clerk, and served later as secretary to the division superintendent. During the Depression she was employed part-time at the roundhouse office. Through the years she had 22 different bosses.

In an interview when she retired, Mildred remarked that the outstanding memory of all her working years was the great respect and kindness shown her by railroad employees, most of whom were men. "I never asked a favor that wasn't granted," she said.

Mildred's news column in the Milwaukee Road Magazine—a permanent feature since 1949—reflected the close friendships she enjoyed with railroad families on the valley line, and her great interest in employee activities. A charter member of the Milwaukee Road Women's Club, she has been active in Wausau Chapter since it was organized in 1925.

Herself the inquiring reporter, the tables were turned when she retired. "The newspaper publicity—unsolicited, I assure you—was far-reaching," she said. "I received so many letters from friends I had lost track of and people who moved elsewhere that I've scarcely had time for my favorite 'sport,' bridge."

Mildred also loves to travel, and it figures importantly in her plans for the

future. By railroad, if possible. "I was born close to the railroad tracks," she says, "raised beside them, worked next to them, and for retirement I recently moved a stone's throw from the right of way (742 Forest St.). I'm having a wonderful time visiting with people, relaxing and just being in Wausau. It's a good place to live."

(Continued from page 31)

cashier department. Services were held at Gesu Church and burial in Calvary Cemetery.

Sympathy was extended to the Stelzl family on the death of Cecelia Stelzl, mother of Frederick, yard clerk in the Menomonee Belt District. Frank Jr., John L., Adolph, Louis, Joseph. Mrs. Sebastian Brungs of Aspen, Colo., and the late Sister Mary Adolphia, S.S.N.D. She is survived also by a sister, Ida Kohlhauser, in Austria.

The sudden death of Carl J. Stasiowski, chief train clerk at Muskego Yard, on Feb. 25 at the age of 54 was a shock to his co-workers. He is survived by his wife, Edna; three children, Thomas, Mary Ann and Kathi; and a sister and five brothers, Mrs. Louise Kennon, Walter Stasiowski, William, Steve, Chester and Joseph Stock.

William Koepke, switching clerk, has suffered the loss of his father, Ralph A. Koepke. Surviving with William are the wife and mother, Lydia, sons Marvin and Donald, and a daughter, June Vargas. Funeral services were from Jordan Evangelical Lutheran Church, of which he was a member, with interment at Valhalla.

D & I Division

Esther Nast, Correspondent
Superintendent's Office, Savanna

A recent visitor to the Savanna superintendent's office was Engineer Karl O. Helander, who elected to retire right on his 65th birthday. Karl and his wife and young grandson are migrating to Phoenix, Ariz. Our best wishes to this happy threesome in their new home.

Retired Iowa Division Conductor William Rasmussen and wife are also advocates of the land of sunshine, and are presently visiting in California with their daughter, Betty, and family.

Chief Clerk Harold Henson retired recently from the Third District office at Ottumwa, Ia. Have a long, happy retirement, Harold.

We bade farewell to Trainmaster R. F. Shive and family in February and welcomed Trainmaster Dale H. Burke, wife Betty, and two young sons to Savanna. Farewells were said also to



HONORED ON THE ROCKY MOUNTAIN DIVISION. Alma Harrison shown as the guest of honor at a dinner in Landon's Supper Club, Deer Lodge, Mont., marking her recent retirement after 28 years of service on clerical positions in the engineering and material departments. From left are Roadmaster J. T. Satake, Chief Carpenter D. F. Corneil, W. C. Giannonatti, supervisor of signals and communications, and Division Engineer F. L. Striebel. Fellow employees presented her with the traveling bag.



TROPHY COLLECTOR.

David Knospe, son of Assistant Car Foreman Max Knospe, St. Paul, shown with some of the trophies he won in snowmobile races this past winter, his first season of competition in that sport. Six of them—three firsts and three second place trophies—were won in a meet on Feb. 28. He races 432 TX and 294 TX Polaris machines in all classes.

Roadmaster Howard Von Haden, Vi and the boys, and Roadmaster L. L. Pauli and family were welcomed. The Shives and Von Hadens are now residents of St. Paul.

Three Savanna yard clerks "pulled the pin" in the past few months, Francis "Tick" Brennan, Hoyt Ferris and Ken Farrar. We wish you fellows the best in your retirement years.

Jane M. Klein, daughter of Savanna Communications and Signals Clerk Al and Mrs. Klein, was named 1971 Betty Crocker Homemaker of Tomorrow at Savanna High School. Jane, a senior, is now eligible to enter state and national competition, the benefits of which include 102 college scholarships totaling \$110,000.

Audrey Cerveny, daughter of Iowa Division Conductor Lou and Mrs. Cerveny of Savanna, was initiated into Phi Alpha Theta, national honorary history fraternity. To be eligible, a student must have a 3.0 grade point

average in history and 3.0 average in two thirds of all other course work. Audrey is a junior teacher education major at Illinois Wesleyan University.

James Boyd, son of Electrician Pret and Mrs. Boyd of Savanna, attained the dean's honor roll at Milwaukee School of Engineering during the fall quarter.

Dick Blair, son of Extra Clerk Josephine and deceased switchman Robert Blair, was chosen Most Valuable Player of the Year at the annual football banquet at Savanna Community High School. Dick, a senior, has been active in both football and basketball through all four years at Savanna High and does well scholastically also.

Penny Ann Thompson, daughter of Mr. and Mrs. John R. Thompson, and Timothy J. O'Rourke, son of Superintendent's Chief Clerk L. J. and Mrs. O'Rourke, Savanna, were married Jan. 23 in St. John's Catholic Church in Savanna with a reception following in the Knights of Columbus Hall. They are

residing in DeKalb, Ill., where both are students at Northern Illinois University.

Also taking place at St. John's Catholic Church in Savanna on Feb. 20 was the marriage of Connie Brossard, daughter of Engineer Bill and Mrs. Brossard, and Robert Nolte, son of Mr. and Mrs. John Nolte of Savanna. Mrs. Nolte is employed at Super Valu, and Mr. Nolte is with the Savanna locker plant.

Frances Hanson, assistant chief clerk in the Savanna superintendent's office, and husband, Earl, observed their 25th wedding anniversary on Feb. 22. They are the parents of four sons, Kevin and Bob at home, Wayne, who is in military training at Fort Knox, Ky., and Larry, who is a Milwaukee Road signal maintainer out of Bensenville. The Hansons were honored at a get-together of relatives and friends on Feb. 20 at Meeker's Seafood Inn in Savanna.

Charles Crisci, retired Savanna roundhouse employee, passed away Jan. 11 at Savanna Hospital. Mr. Crisci, who was born in Naples, Italy, served the Milwaukee for 54 years before his retirement. Surviving are the widow; three daughters; two sons, Savanna Yardmaster James and Roundhouse Caller Sam Crisci; 16 grandchildren and 23 great-grandchildren.

Mrs. Ernest Rathje, wife of Iowa Division passenger conductor and mother of Iowa Division Freight Conductor Dean Rathje, passed away suddenly in January at her home in rural Thomson, Ill. Survivors include, in addition to her husband and son, two daughters, eight grandchildren and four sisters. Burial was in Sabula, Ia.

David L. Truninger, son of Engineer Dave U. and Mrs. Truninger, passed away on Jan. 5 after a long illness. Funeral services were held in Barrington, Ill., with burial in Savanna Township Cemetery. Survivors are the parents, four daughters, a sister and a brother.

Mrs. Mildred Runyan, mother of Savanna Store Department Employee Robert Runyan, passed away on Jan. 16 at Savanna Hospital. Burial was in the township cemetery. Survivors are the son, two daughters and five grandchildren.

Mrs. Louis Decker of rural Mt. Carroll, Ill., passed away on Jan. 28 at Joliet, Ill. Funeral services were held at Center Hill Church with burial in the church cemetery. Surviving are the husband; five sons, including Engineer Maynard E. Decker of Elgin, Ill.; 13 grandchildren and a sister.

Retired Iowa Division Conductor Harry T. Davis passed away on Feb. 1 at Coal Valley, Ill. Funeral services were

Three Receive Wise Owl Safety Club Awards

Machine Operator Dale Johnson, center, is presented with his Wise Owl membership certificate by Section Foreman Merle Eliason. Standing by are, from left, Sectionmen Frank Bauman, L. M. Perry and Duane Johnson.



Fireman George E. MacEwan, left, receives his membership certificate in the Wise Owl Club with congratulations from District Safety Engineer J. A. Pitel.

Victories for safety continue to be chalked up by Milwaukee Road employees, as three more of our men are shown being presented with the Wise Owl award of the National Society for the Prevention of Blindness. The recipients are Dale Johnson, machine operator on the Aberdeen Division, Bob Lange, relief section foreman on the Dubuque & Illinois Second District, and George E. MacEwan, fireman on the Milwaukee Division.

Dale Johnson was removing weeds from the right of way near Bird Island, Minn., when the mower encountered a loose track spike which flipped up, striking the left lens of his prescription ground safety glasses. The lens fractured, but saved his sight.

Bob Lange, working near a rotary adzing machine, was the target of a flying stone. However, he was wearing his safety goggles, and it struck the left lens rather than his left eye. The presentation of the award was made at a safety meeting in Marquette, Ia., attended by maintenance of way, bridge & building, and signal department men.

George MacEwan was on a run approaching Glenview, Ill., when he saw several persons standing near the track. As the diesel went by, one threw a stone which flew through the window and struck his safety glasses. The right lens cracked, but saved his sight.



Regard for safety is honored as Relief Section Foreman Bob Lange, right, is presented his Wise Owl award by Roadmaster D. O. BeVelle.

held there, with burial in Savanna Township Cemetery. Survivors include two daughters, four grandchildren and five great-grandchildren.

Arthur Hansen of Savanna, retired Railway Express employee, passed away on Feb. 2. Funeral and burial services were conducted at Savanna.

Hans Jess of Chicago, employed for

many years in the accounting department at Savanna and Chicago-Fullerton Avenue, passed away on Feb. 6 in a Chicago hospital. Hans was retired and frequently visited Savanna friends. Surviving are his widow, Barbara, and one daughter.

Harold McCall, Milwaukee Road bridge inspector, passed away on Feb. 9

at Iowa City. Funeral services were held in Savanna, with burial in the township cemetery. Surviving are two daughters, two sisters, and two brothers, Kenneth of Savanna and Robert of Marengo, both Milwaukee bridge employees also.

Gordon A. Burt, former Elgin resident and retired passenger conductor, passed away recently in Clearwater, Fla. Mr. Burt was well known over the D&I Division. Memorial services were held in Clearwater. Surviving are the widow, Alice; one son, Conductor Raymond Burt of Elgin, Ill.; three grandchildren and eight great-grandchildren.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

DISTRICT MANAGER-SALES: Not only new to the district manager-sales office but also new to our Northwest is Stenographer Martha Keith. Martha moved to Seattle from Boston, Mass., last November and began working in the office in January.

LOCAL FREIGHT OFFICE: Agent A. E. Swanson underwent surgery at Providence Hospital Feb. 8. The operation was successful and he is recovering rapidly. Assistant Agent C. F. "Charlie" Joynt was in Providence also, having suffered a broken collarbone in a skiing accident at Hyak. Charlie has returned to work and Al is expected back in a few weeks. . . . Leo Fettig, agent at Everett and formerly assistant agent at Seattle, filled in during Al and Charlie's absence. Leo and wife Beverly are the proud parents of a Valentine baby, who has been named Tommie. . . . Barbara Goodwin enjoyed a fun-filled week of skiing recently at Crystal Mountain. . . . Dennis Hargett transferred from the yard office and is now working the switching desk.

PRICING DEPARTMENT: On Feb. 10, Nella Spiegelberg entered Providence Hospital to have her tonsils removed. She was positive she wouldn't survive the operation, but is back at work good as new.

REGIONAL DATA OFFICE: Esther

Ray was awarded the new assistant cashier job which began Jan. 1. . . . On Feb. 13, Esther and her mother left for a three-week vacation in the Hawaiian Islands. . . . Sympathy was extended to Barbara King, whose mother, Mrs. Patricia King, passed away suddenly on Jan. 16 while on a trip with her husband.

REGIONAL MANAGER-SALES: John Gates, chief clerk, accompanied by his wife, Mary, and daughter Becky, enjoyed a week in February on the beach at Waikiki. John reports that the weather was beautiful, and as their flight returned via Anchorage, Alaska, they deplaned there and enjoyed an eight-hour stay in that northerly city. . . . Mike James, assistant chief clerk, couldn't stand by and see Nella Spiegelberg of the pricing department get all the sympathy, so he, too, entered Providence Hospital in March for a tonsillectomy, from which he recuperated nicely.

Leo Thiel, vice president of the Milwaukee Road Retired Employees Club, reports that the January meeting of the Seattle-Tacoma club was cancelled on account of snow. The Tacoma meeting held Feb. 11 had 100 present. Visitors there included Harvey Hubbard, retired engineer from Harlowton, Mont., and his wife, who were house guests of the Thiels. Regrettably, but as important news, we report the deaths of the following:

Webster Atkinson, 80, retired employee, on Jan. 3; Riley W. Beal, 85, retired train dispatcher, on Dec. 24, 1970; Mrs. Olive Fuller, 88, mother of Retired Time Reviser Harold Fuller and grandmother of Virginia Fuller, secretary to superintendent, on Dec. 24, 1970; John Gallwas, 71, retired carman, on Feb. 28.

Also F. H. W. Jones, 82, retired boiler inspector, on Jan. 1; Royal F. Millender, 80, retired employee, on Feb. 9; Ralph H. Moyles, 79, retired cashier, on Dec. 4, 1970; Charles Radawick, 81, retired trainman, on Jan. 17; Alexander Rickett, 88, retired boilermaker, on Jan. 11; Robert D. Shipley, 70, retired trainmaster, on Jan. 12; Joseph Zanni, 76, retired car department laborer, on Jan. 6.

The next Seattle meeting of the club was scheduled for Mar. 11 and the meeting in Tacoma for Apr. 8. Slides of Australia by Roy Coates, a retired postal employee, were programmed for the Seattle meeting. Officers of the club for 1971 are Lyle Smith, president, Leo Thiel, vice president, and Vic Peterson, secretary.

WESTERN MILWAUKEE FEDERAL CREDIT UNION: The annual meeting of the credit union was held on Feb. 13, following a dinner at Ivans



"I will now play a request for the crew on No. 261!"

on River Road between Tacoma and Puyallup. There were 174 members present. Assets are now \$588,000, with a membership of 694. With the charter extended to Deer Lodge, Mont., and Portland, Ore., all employees west of Deer Lodge are now eligible for membership. All accounts are now insured up to \$20,000 by the Federal Credit Union Administration. This makes your deposits as safe in your credit union as in any other savings institution. Officers elected at the meeting were: Ralph H. Edwards, Raymond Fink, William J. Arnold, Robert M. Richards and William A. Martin, directors. Carol Minard was elected to the Credit Committee.

Two employees at Spokane, Roy Stevenson and Margaret Shaw, were feted at a coffee hour on the occasion of their recent retirement. Roy, a foreman in the maintenance of way department, retired after 50 years of service. He and his wife, Lu, plan to do some traveling, now that they have time. Margaret was with the Milwaukee 28 years, part of that time in Seattle, and upon retiring held the position of cashier. She, too, plans on some traveling. At the coffee party, Roadmaster Moore presented Roy with a cash gift and Yardmaster Bell presented Margaret with a piece of luggage.

John N. Kelly passed away recently in Othello, Wash., where he retired as shop foreman in 1960. Survivors include his wife, Mary, and a brother, Richard Kelly of Pasco. Services were held at the First Presbyterian Church, with burial in Memorial Gardens. Mr. Kelly served for a time on the Othello City Council and was instrumental in forming the American Legion Post there.

SERVICE PASS AWARDS

GOLD 50-YEAR PASSES

Anderson, Roy, retired laborer Chicago, Ill.
Lindstrom, Q. A., conductor Milwaukee, Wis.
Rosinski, Stanley, steamfitter Milwaukee, Wis.

SILVER 45-YEAR PASSES

Ray, G. A., retired engineer Elmwood Park, Ill.
Schwake, Harry, car inspector Bensenville, Ill.
Stockwell, W. C., yard clerk Libertyville, Ill.
Trudeau, L. A., Acme foreman Minneapolis, Minn.

Another **SIouxLAND FIRST** **CONCRETE PIPE MACHINERY CO.** *HELPS U.S. BALANCE OF PAYMENT BY SUPPLYING ALL EQUIPMENT FOR COMPLETE CONCRETE PIPE PLANT TO THE TURKISH GOVERNMENT* **SIoux CITY, IOWA / ADANA TURKEY**



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 1H 10-0
 CWT 5100

DESTINATION TURKEY. One of six cars of concrete pipe manufacturing machinery loaded at Sioux City, Ia., Feb. 16 shown ready for movement via the Milwaukee Road to Adana, Turkey. The 350-ton shipment, a "Siouxland first" by the Concrete Pipe Machinery Co., will comprise the major part of a

manufacturing facility to be directed by the Turkish government. On hand for the departure are from left: Bill Jordan of Concrete Pipe's sales department; Dick McMullen of the shipping department; Joe Drop, vice president and general manager; and Ray A. Kolhoff, Milwaukee Road district manager-sales.



CARBUILDING FACILITY FOR THE 70's. Pennsylvania Governor Milton J. Shapp (right), who laid the cornerstone for General Electric's new rapid transit and commuter car assembly facility at Erie, Pa., Mar. 15, studies an artist's rendering of the \$14 million 350,000 square foot plant. With him are Bryce W. Wyman (left), vice president and general manager of GE's Transportation Systems Business Division, and Edmund Van Claxton, general manager of the Transit Systems Products Department.



TELLING THE WORLD. The Soil and Crop Chemical Company at Othello, Wash., chose this way to tell how it feels about the way Milwaukee Road people handle its shipments. The super sign is

adjacent to the company's plant, which has a service track off the main line. Soil and Crop is a supplier of fertilizer to farmers in that area of the Columbia Basin.





MAGAZINE

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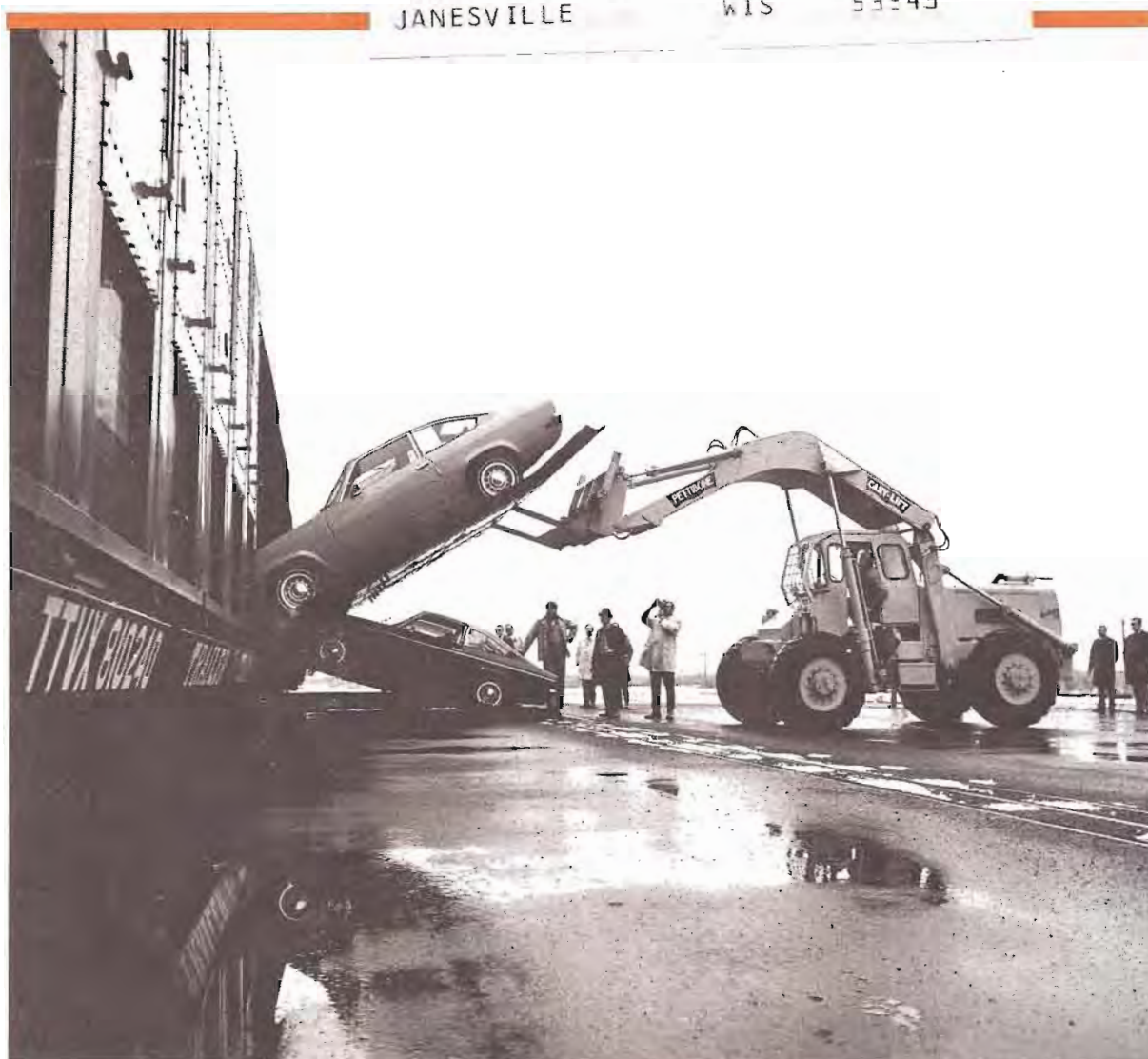
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Largest Vega Shipment to the Pacific Northwest

A shipment of 90 Chevrolet Vegas—the largest yet made to dealers in the Puget Sound area—attracts attention as it is unloaded on Mar. 9 at the Milwaukee Road's automobile distribution facility in Kent, Wash. Photographing the operation is R. B. Hegge, assistant superintendent of the Coast Division. The movement from General Motors' Lordstown, Ohio, assembly plant was handled in three Vert-A-Pac box cars, which are designed to carry sub-compacts in a vertical position, 30 to a car. The automobiles are attached to the side walls, which are divided into compartments hinged at the bottom. Loading and unloading is effected by lowering the sides hydraulically to form ramps. In the closed position they protect the automobiles from exposure to weather or vandalism. The design is the result of engineering cooperation between Chevrolet and the Southern Pacific Railroad.