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Material Managers Form TMMF

A new organization, the Transportation Materials Management Forum, is in its formative stage. Present members are railroad purchasing and materials management officers, but the objective is to make it a forum for all transportation modes. President of the group is Harold M. Hoffmeister, vice president-purchases and materials of the Missouri Pacific.

Agnew Honored by NDTA

Vice President Spiro T. Agnew has been given an honorary life membership in the National Defense Transportation Association. A plaque presented by Thomas M. Goodfellow, then president of the NDTA (elected chairman Oct. 5), cited the Vice President's abiding interest in effecting transportation preparedness for defense of the free world.

Blimps Boost Transpo '72

The Department of Transportation is using Goodyear blimps to promote the U. S. International Transportation Exposition scheduled for next May 7-June 4 at Washington's Dulles International Airport. Cruising the sky, the blimps present a light show depicting trains, automobiles, trucks, planes, buses and boats in color. More than 3,000 computer-controlled light bubs are used.

Strike Postpones ICHA Seminar

The longshoremen's strike on the west coast caused the postponement of the International Cargo Handling Association technical

seminar scheduled for Sept. 16-17 at Oakland, Calif. The seminar, which had been expected to attract more than 200 leading transportation and port officials, has been rescheduled for Apr. 20-21, 1972, the Port of Oakland, the host organization, has announced.

AAR's Beatty Retires

Albert R. Beatty, assistant vice president of the Association of American Railroads and chairman of the Railroad Committee on Equal Employment Opportunity, retired Aug. 31 after 34 years with the AAR. His duties in the area of employment have been taken over by H. Stephen Dewhurst, who was named Director of Equal Employment Opportunity in March.

Louis Armand Dies in France

Louis Armand, head of the International Union of Railways and one of the world's best known railway men, died Aug. 30 in France at the age of 66. Armand was president of the French National Railways in the postwar years and later served as chairman of the board. He also served for a time as chairman of Euratom, the European Common Market's atomic energy agency.

Nation's '70 Transport Bill

During 1970 U. S. citizens spent over \$161 billion for transportation, according to a Department of Transportation estimate. The greatest expenditure—\$131 billion, or 81 per cent—went to highway transportation, including \$63 billion for automobile travel and nearly \$36 billion for truck transport. Outlays for railroad freight transportation

THE COVER

A string of new "jumbo" refrigerator cars built for the Milwaukee Road by Pacific Car and Foundry Company of Renton, Wash., undergoes inspection on trackage near the builder's plant. Left to right are: Jean Pidcock, traffic manager of Pacific Car and Foundry Company; Byron E. Lutterman, Milwaukee Road vice president and western counsel; and Gail F. Meintzer, assistant regional manager-sales for the railroad in Seattle. A fleet of 100 of the cars, featuring the latest devices for handling perishable products, was recently delivered to the railroad and placed in service.

came to \$10.4 billion, or 6.4 per cent of the total, and rail passenger expenditures were \$688 million, less than one-half of one per cent of the total.

Case for Welded Rail

American railroads last year installed 6,179 miles of welded rail, bringing the total in use to 31,921 miles—more than the total rail mileage in most countries of the world. In addition to permitting the safer movement of today's heavier loads and faster trains, welded rail lowers maintenance costs by eliminating the joint area of standard rail sections. The Association of American Railroads estimates that the use of welded rail is saving the industry nearly \$40 million annually in maintenance costs alone.

Dr. Tremaine Heads Medical Staff in Eastern Territory



Dr. Myron J. Tremaine, who has been associated with the Medical Department of the Milwaukee Road since 1958, was appointed chief surgeon for the territory east of Moberly, S. D., with headquarters in Chicago, on Sept. 1. He succeeds Dr. Raymond Householder, who passed away on Aug. 25 (see article elsewhere in the Magazine).

Doctor Tremaine, a graduate of the Northwestern University Medical School in 1932, has been a member of the senior attending staff, department of surgery, at Henrotin Hospital in Chicago for a number of years.

In addition to being a member of the American Medical Association, the Illinois State and Chicago Medical Societies and the American Association of Railway Surgeons, he is a fellow of the American College of Surgeons, the International Academy of Proctology and the American Society of Abdominal Surgeons. He is also a diplomat of the American Board of Surgery and of the American Board of Abdominal Surgery.

Doctor Tremaine will continue to maintain offices at Henrotin Hospital, in addition to an administrative office in Chicago Union Station.

AAR Establishes New Training Course For Railroad Police Officers

Employees who have been receiving instructions this year to further their professional training include Lt. M. R. Shields of the railroad's police force in Chicago and Lt. D. E. Ward of Aberdeen, S. D.

Under the company's job training program, Shields and Ward attended a new training course for railroad policemen at the Mississippi Law Enforcement Officers Training Academy near Jackson, Miss. The 160-hour course, offered under the name of the National Railroad Basic Police Academy, is sponsored by the Association of American Railroads. It replaces a 40-hour course, and can be applied toward college accreditation.

The course is divided into two 80-hour sections. Instructors are primarily FBI men, supplemented by state and local police officers and specialists from the railroad law enforcement field. Shields and Ward, who attended the first section of the course, graduated in June among a class of 136 men sent by 24 railroads.

The course at Jackson supplements the work of the International Police Academy in Chicago, which trains men to become instructors on their home roads. During its 21 years of operation, the Chicago school has trained more than 1,000 railroad police officers.



Lieutenants M. R. Shields (left) and D. E. Ward attend classes of the new training course for railroad policemen.

The academies in both Chicago and Jackson were established by the Committee of Direction of the AAR Police and Security Section. The committee, which is composed of 15 chief special officers, acts as a clearing house for prompt exchange of information on major criminal activity affecting the railroad industry, as well as to establish policies and procedures for railroad police throughout the country.

DRIVE SAFELY: Better late down here than early up there.



"Yes, operator, I'll hold!"

"THE SURFACE TRANSPORTATION ACT OF 1971

Railroads, motor and water carriers join in support of the new legislative proposal designed to improve the nation's freight transportation services

A new opportunity has arisen to restore health and stability to the railroads and to other major surface carriers, as well, in fact, to provide the country with a vastly improved transportation system, President Curtiss E. Crippen told an audience of approximately 700 railroad and railway supply executives in Chicago on Sept. 15.

His remarks referred to identical bills which have been introduced in the houses of Congress by Senator Vance Hartke of Indiana and Representative Brock Adams of Washington State. The Hartke-Adams Bill,

called the Surface Transportation Act of 1971, constitutes a 10-point program designed to help insure the survival and upgrading of railroad, motor and water carrier services.

The topic was discussed by Mr. Crippen as the featured speaker at the luncheon sponsored by the Railway Supply Association which closed the annual four-day meeting of the Coordinated Railroad Associations in the Sherman House.

He announced that the proposed legislation has the united support of the Association of American Rail-

roads, the American Trucking Associations, and the Water Transport Association. "This coming together of three competitive modes serves to underscore the urgency of the problems in our transportation industry," he pointed out.

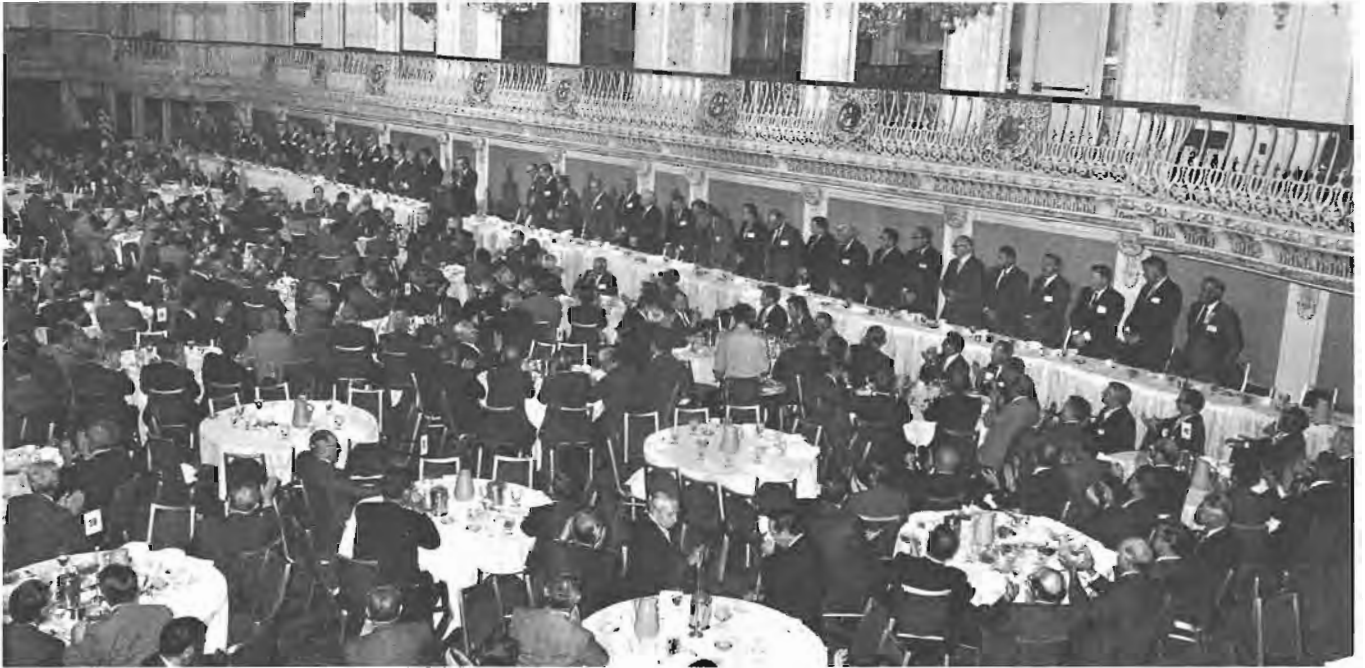
Mr. Crippen noted that some parts of the Surface Transportation Act are similar to suggestions in the report compiled by ASTRO (America's Sound Transportation Review Organization), the group created in 1969 by the AAR to study and recommend solutions for problems besetting the



President Curtiss E. Crippen: "Enactment of this vital legislation cannot be assured without sincere and overwhelming public support."



In the interest of public safety, the Surface Transportation Act would require states to use at least 5 per cent of their federal highway trust funds for grade crossing improvements, as well as remove the restriction which limits such expenditures to crossings located on a Federal-aid highway system.



Scene in the Grand Ballroom of the Sherman House as railroad organization officers and other guests at the Railway Supply Association luncheon are introduced at the head table. Attending are members of the Air Brake, Car Department

Officers, Railway Fuel and Operating Officers, and Locomotive Maintenance Officers associations. F. A. Upton, chief mechanical officer of the Milwaukee Road, introduced President Curtiss E. Crippen as the speaker.

railroads. The report, published in 1970, contained more than 30 suggested remedies for railroad ills, many of them requiring legislative action.

As a matter of primary concern, ASTRO predicted that by 1980 the railroads must be ready to handle one third more of the nation's intercity freight than the 41 per cent they handle now. Observing that the task will require investing some \$36 billion in plant and equipment, Mr. Crippen said, "This kind of capital improvement program is akin to a pipe dream while the industry's rate of return stands at the very inadequate level of 1.93 per cent."

Emphasizing that the financial state of the industry is far from sound, he cited inequities in the treatment of the railroads calling for legislative reform. He noted that of the nearly \$25 billion being spent this year by federal, state and local governments on various forms of transportation, less than one-fifth of one per cent will go toward railroad projects. Concurrently, however, railroads must allocate more than 20 per cent of their revenues for taxes and other costs relating to basic right of way facilities, or four times more than any other mode, he pointed out.

Mr. Crippen remarked that the situation facing the railroads re-

sembles, in some aspects, the "Beat the Clock" game, in that the time to find a workable and comprehensive plan for saving a vital industry within a given period is running out.

"The clock was already running when ASTRO defined the task at hand," he added, "but the message began to circulate as it had not done before. Many sources put new energy into making the public aware of its dependence on the railroads and of their current plight.

"The letters I have received in recent months indicate to me that the public is indeed more fully aware of our problems and needs, and I am further encouraged that many are communicating this awareness to our elected representatives. I am sure that this higher level of awareness is largely due to the impact of the ASTRO report."

Encouraging omens he cited included the two bills aimed at increasing the nation's freight car supply which were introduced in Congress this year by Senator Warren Magnuson of Washington. He pointed out that a special Senate Subcommittee on Freight Car Shortages has already held car supply hearings at various locations.

"And now we have an exciting new prospect in our so-called 'race

with time,'" he added, "the Surface Transportation Act of 1971!"

The major objectives of the Act, as outlined to Congress, are "to restore and maintain a healthy transportation system, to provide financial assistance, to encourage investment, to improve competitive equity among surface transportation modes, and to improve the process of government regulation." The provisions were explained by Mr. Crippen as follows:

First, the Act would establish a new division in the Department of the Treasury authorized to make available up to \$5 billion in loan guarantees to transportation companies unable to obtain financing elsewhere. No more than 15 per cent of the total would go to any one carrier, and a loan policy board would maintain a strict administration of the funds.

The division would be modeled after the Reconstruction Finance Corporation begun by the Federal government in 1932 to provide emergency financing for agriculture, commerce and industry. Mr. Crippen noted that by January 1939 the corporation had loaned nearly \$8 billion, of which more than \$5 billion had been repaid.

The Act would also restore the investment tax credit—"a proven stimulant to capital acquisition," he re-

marked—and modify the five-year tax amortization so as to make its use more equitable to all transportation modes.

These three measures, Mr. Crippen pointed out, would serve to encourage modernization of plant and equipment with subsequent benefit to the shipping and consumer public.

The Act would require the Interstate Commerce Commission to develop criteria for determining the revenue needs of carriers and to establish methods for acting expeditiously on needed rate adjustments. This would enable carriers to price their services in line with economic reality and put necessary increases in effect when they are needed—without long delays before approval.

It would prohibit discriminatory tax practices by states with regard to transportation property, and the collection of ad valorem property tax at rates or assessment levels higher than those generally applicable in the particular taxing district.

Rates for dry bulk shipments by water carriers, now exempt from disclosure, would be made public, and for-hire truck transportation of livestock and certain agricultural products would be brought under ICC jurisdiction. This section would ease a competitive disadvantage under which railroads now operate.

It proposes a faster and more realistic procedure for abandoning little-used rail lines—Mr. Crippen observed that this would permit diverting needed railroad money from the maintenance of unnecessary operations to more essential segments of the industry's services.

It deals with the problem of grade crossing accidents, which claim an average of 1,500 lives yearly. The Act would require states to spend at least five per cent of the money available to them from the Federal Highway Trust Fund on grade crossing improvements, and would remove the restriction which limits such expenditures to Federal-aid highways.

Finally, it would permit the ICC to submit its budget directly to Congress. This measure, making it independent of the Office of Management and Budget, would better insure adequate funds for the Commission to carry out its regulatory duties.

Mr. Crippen said that the three modes backing the bill recognize the pressing need for unanimous support. "Each is clearly aware of the prob-

lems which are common to all surface carriers," he continued. "In particular, the trucking and water interests have displayed concern for railroad problems. It is possible that they realize a meaningful point—that

the fate of the railroad industry could well mirror the fate of the other modes."

He added that, with the passage of the bill, carriers could anticipate reasonable profits. He also reminded

Spokesmen for the Surface Transportation Act



"This bill will, I believe, begin the process of restoring this country's surface transportation system—a revitalization necessary for a healthy interstate commerce and a strengthened American economy . . .

"I have urged the railroads, the truckers and water carriers to lay aside their differences and to develop a program improving the ability of transportation to carry out its essential public function . . . This bill

is the product of their best efforts . . .

"The present weak transportation system retards economic growth throughout the country, feeds inflation, unnecessarily increases production costs and handicaps the nation's ability to compete in foreign markets . . . This bill will make an effective beginning toward solution of transport problems." (*Speech delivered by Rep. Brock Adams to the House of Representatives July 28, 1971 on introducing H.R. 10146.*)



"We need a more modern, leaner, more efficient transport service. I have said the place to start on a program to produce improved service is with the industry itself. I have urged the railroads, the truckers and the water carriers to lay aside their differences and address themselves to a program to upgrade the ability of transportation to perform its vital public function . . .

"Now, the Association of American Railroads, the Water Transport Association and the American Trucking Associations have done what I asked them to do. It is long overdue; it combines the results of studies of various segments of transport as to what would really help to give the public a strengthened and improved common carrier surface freight transportation system . . . This proposal is in the right direction; it gives us a place to start . . .

"With the cooperation of all those affected, I believe we can make a breakthrough in improving efficiency and lowering the cost of transport service. Basically, what we need to do is to power the familiar cycle of private enterprise operations. Earnings result in an incentive for investment, investments result in an improved efficiency, improved efficiency shapes up the competition and produces a reaction of investment in improved efficiency on the part of the competition, improved efficiency results in better earnings, which again results in new investments." (*Speech delivered by Sen. Vance Hartke to the Senate July 28, 1971 on introducing S. 2362.*)

the audience that "reasonable" profits could not become unreasonable. "Built into this Act are protections for shippers and consumers against unreasonable or discriminatory rates," he pointed out.

In conclusion, Mr. Crippen stressed that the bill is not a cure-all for a neglected transportation system. "But it is a chance to introduce meaningful incentives into tax matters," he said; "a chance to bring more order, more logic and more speed to rate matters; a chance to help prune away unneeded facilities. It is a beginning.

"As time continues to take its toll, the Surface Transportation Act gives us a chance to 'beat the clock.' But the immediacy of the matter at hand must be brought to the attention of our elected representatives in Washington. I urge you to do so at your earliest opportunity. Enactment of this legislation cannot be assured without sincere and overwhelming support from the public."

Milwaukee Road Adopts New Terms of Exchange Offer For Holding Company Plan

William J. Quinn, chairman of the board and chief executive officer of the Milwaukee Road, announced on Sept. 17 that the board of directors has unanimously adopted new and revised terms of the exchange offer for the formation of a holding company to be known as the "Chicago Milwaukee Corporation." He said that a registration statement covering this plan had been filed with the Securities and Exchange Commission on that date.

Mr. Quinn stated: "Under the new terms, Chicago Milwaukee Corporation will exchange one share of its common stock for one share of Milwaukee Railroad common stock. In addition, the Chicago Milwaukee Corporation will exchange one share of its \$5.00 prior preferred stock and .75 share of its new (holding company) common stock for each share of Milwaukee Railroad 5 per cent preferred stock."

He added that Halsey, Stuart & Co. Inc. and Paine, Webber, Jackson & Curtis, Incorporated, have assisted in the development of this plan and will act as dealer-managers of the exchange offer.

Amtrak Announces Plan to Purchase and Assign Railroads' Passenger Cars



At Union Station in Washington, D. C., an Amtrak passenger service representative puts the corporation's insignia on one of the stainless steel dining cars being acquired from U. S. railroads.

Amtrak (National Railroad Passenger Corporation) has announced plans to purchase from U. S. railroads 1,200 passenger cars and add 12 new Metroliner cars to the Northeast Corridor fleet.

The Metroliner cars, built by the Budd Company in the late 1960s but never put into service, will be leased for two years with an option to buy.

The purchase price for the cars Amtrak will acquire from nine different railroads is \$16.8 million. The cars were selected from the 3,000 used by 24 railroads prior to the restructuring of intercity passenger routes on May 1 under the terms of the Rail Passenger Service Act of 1970. Most of the cars remaining are expected to be retired or offered for sale to commuter railroads, foreign lines and private individuals.

The majority of Amtrak's 1,200 cars will be acquired from western railroads, which have some of the newest equipment. Two-thirds of them will be redistributed to make up new train consists, while the balance will be shopped for mechanical and electrical work and refurbishing. The shopping program includes the application of Amtrak's red, white and blue insignia to all cars in the fleet.

About 600 cars will be assigned to east coast and midwestern high

density routes. Ninety dome cars will operate on 16 routes, including Amtrak's Chicago-Seattle service via the Milwaukee Road and the Burlington Northern.

Other major categories of purchase were 188 luxury coaches, 244 overnight coaches with leg-rest seats, 288 sleeping cars, 50 lounge cars and 140 dining cars of various types. Some of this equipment will be rotated to meet seasonal travel needs. For example, a portion of the sleepers and sleeper-lounges operated on peak summer routes between Chicago and California will be rotated to Florida to handle wintertime travel volume.

Redistribution of new equipment will produce changes in the make-up of some trains, notably the Broadway Limited operating between New York and Chicago, on which most of the cars in service will be replaced by equipment purchased from other railroads. Also, about 20 per cent of the equipment operated by Penn Central between Boston and Washington will be acquired from other lines. In addition, all Norfolk/Newport News and Washington-Chicago trains will consist of redistributed equipment from western railroads with the exception of a few diner-lounge cars.



Whirling rides soaring five stories high and gaudy side show posters attract State Fair visitors eager for a thrill or a laugh.

ON THE ROAD with

ROYAL AMERICAN SHOWS

A NINETY-CAR TRAINLOAD OF CARNIVAL THRILLS AND FUN

"STEP RIGHT UP, LADIES AND GENTLEMEN AND RAIL FANS OF ALL AGES! Watch the Milwaukee Road pull a spectacular trainload of pulchritudinous plentifulness, mechanical monumentalism and astronomical enormousness!"

In the tent world of entertainment, this would be a fitting ballyhoo for one of the Milwaukee Road's more unusual movements, the transporting of Royal American Shows, the largest carnival in North America. Royal American operates what is reputed to be the world's largest privately-owned train, 90 cars in length, but relies on

railroads for locomotive power, cabooses and switching.

Moving the carnival to and from its 10-day engagement at the Wisconsin State Fair in West Allis, a suburb of Milwaukee, is an annual operation for the Milwaukee. Locomotives pick up the train at Duluth, Minn., for the run to West Allis, and at the conclusion of the engagement haul it to St. Paul for the Minnesota State Fair. It is handled in two sections, each of which requires three head end units.

The train is made up of 56 all-steel flatcars, 30 passenger coaches, and four box cars which serve as baggage

cars. The first section holds operating equipment such as tractors, generators, cranes, electrical and machine shops, and the bulk of the mechanical thrill rides. The second section is comprised of the coaches and supplemental rides and concession gear. In total, the train carries more than 145 massive pieces of equipment. Unloading can be done in three hours, while loading at the end of an engagement takes eight or nine, in order to arrange everything for a quick set-up at the next stop.

Supervision of these procedures rests with Charles Gutermuth, train-

master and assistant general manager of rides and shows for Royal American. Mr. Gutermuth, whose career in the amusement business spans more than 30 years, is in his seventh season with the carnival. He is a man who could listen to a roller coaster lunge overhead and probably detect a loose screw by sound alone. To a question about possible problems encountered in moving the carnival, his reply comes without hesitation:

"Our biggest problem is finding enough local help in the cities we play. We have a lot of skilled men who load and unload the train. They're the ones who work in the air when we assemble the big rides. But we need 250 to 300 local men to help pitch tents, drive spikes and do other jobs. We put ads in the papers and contact local employment agencies, then just wait and hope. Then there's always the weather, of course, but that's a whole story in itself."

Mr. Gutermuth considers himself very much a "railroad man," and with good cause. Except for a serious emergency, the train is maintained by himself and his crew. Royal American's 57-acre winter quarters at Tampa, Fla., contains four miles of track and 12 spur lines. Mr. Gutermuth supervises a car rebuilding program at the end of each operating season. Last year the program resulted in four new baggage cars, four new coaches, and the upgrading of 15 cars.

In the course of the carnival's 30-week traveling season, 10 railroads supply the locomotive power for moves between 15 engagements. Royal American covers a route of about 12,000 miles, and is visited each year by an estimated 13 million people.

Fifteen engagements mean 15 set-ups. As the train is unloaded, tractors pull the trailers from the railroad siding to the midway site. At the Wisconsin State Fair, this is a distance of about one mile. At the site, stakes have been pounded into the ground to mark the boundaries for each concession.

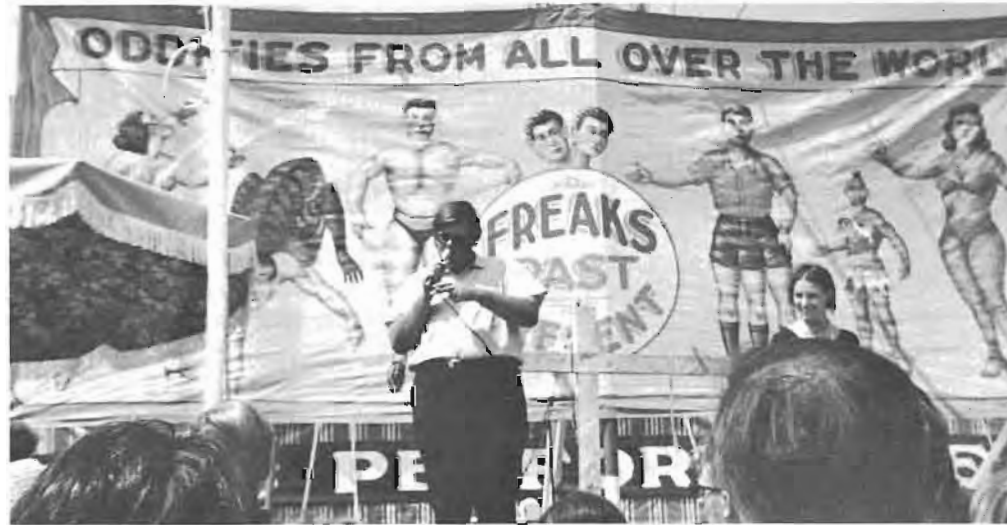
It is not long before the huge arms of thrill rides thrust outward and upward. Food stands and game booths go up like unfolding card tables. The flatness of all the equipment, required for easy transport, quickly takes on dimension as if by mysterious force.

A few pulls on a rope, and a side

The permanent appearance of the various carnival attractions disguises the fact that the entire operation is dismantled for rail movement in just a few hours.

show tent rises and peaks skyward. Royal American carries enough canvas to enclose a major league ball park. Here and there paint brushes are dabbed on side show banners and other displays in need of attention after a rainstorm. The midway uses enough paint each year to cover more than 500 frame homes.

Eleven diesel generators are moved into place, and miles of cable are strung to light thousands of light bulbs and send rides careening. Royal American cannot rely on local sources of electricity and manufactures 33,000 kilowatts of its own. To do this takes 1,200 gallons of diesel fuel,



oil and gas per day.

Meanwhile, game booth operators line racks with alluring prizes. At refreshment stands, workers start spinning cotton candy and dipping row upon row of caramel apples. The carnival sells enough food, soft drinks and refreshments each year to serve a meal to half a million people.

ABOVE: A side show pitchman entices spectators with the wonders of sword swallows, fire eaters and the like. "And they're all alive!"

Charles Gutermuth (left), trainmaster for Royal American Shows, and owner Carl J. Sedlmayr Jr. meeting here on the midway, use walkie talkies to keep in touch with operations on the grounds.



Tradition has it that the carousel is the first to begin operation, but from then on Royal American springs to life in a thrilling, glowing, blaring collage—and the sound of loose change is everywhere!

At the center of all this is Royal American's owner, Carl J. Sedlmayr Jr., the second generation of the carnival's founding family. Mr. Sedlmayr oversees the midway from an office trailer parked near the penny arcade. There he works in wood-paneled and leather-upholstered comfort, keeping in touch with every corner by telephone and walkie talkie. In a business which thrives on superlatives, he heads an operation to which "greatest" and "biggest" can be applied in every respect.

Completely Self-contained

To begin, Royal American Shows is the largest of more than 600 carnivals traveling on this continent, and acknowledged as the finest and most progressive. Mr. Sedlmayr shows obvious pride as trainmaster Gutermuth says, "When we're on the road, we're completely self-reliant and self-contained. We have our own power plant, rest room and shower facilities, living and dining quarters, machine and electrical shops—you name it, and it's here."

Before the 1970 season, Royal American introduced a "first" in the carnival industry when it installed an IBM 6430 accounting system, the first mobile unit of its kind. An IBM

In the hands of skilled workers, giant thrill rides like this fold into compact units for movement on the Royal American train.

representative is made available in each city the show plays, should problems arise. This pace-setting development serves as proof that a carnival is a business that must operate like any other commercial enterprise in its efforts to earn a profit.

Perhaps the most intriguing part of the Royal American train is never seen by the public. It is the Sedlmayr family's private car, a traveling home for more than half of each year. Here in one coach are a living room and dining area, modern kitchen, three bedrooms and bath. Next to it is a club car used for private entertaining. This is decorated in warm shades of pink and various wood finishes, and is furnished with a bar, player piano, and ornamental glass partitions etched with scenes of (what else?) a carnival train being loaded.

Once the carnival sets up at a location, the coach section of the train remains tranquil. Late at night, the cars light up to house their family of boarders, only to discharge them the next morning. However, at "tear-down" on the last night of an engagement, the train again becomes the focal point of activity.

On "tear-down" night, scarcely is the last ticket collected before lights wink out and canvas slides jerkily to the ground. Workers clamber high



A trailer stands ready to accept a load, which could be the ride spinning overhead, for transport by rail.

Bright red and yellow coaches serve as living quarters for midway personnel throughout the carnival season.



above the midway to dismantle the rides, looking somewhat like insects caught in giant folding spider webs. Music and laughter give way to the rumble of tractors arriving to haul away their loads to the waiting flat-cars.

Soon, with an assist from a railroad, the Royal American train moves on. This might even be called a unit train, hauling the single commodity of "fun."

• APPOINTMENTS •

Operating Department

Effective July 16, 1971:

T. E. Haben is appointed assistant superintendent of transportation with headquarters in Chicago.

Effective Sept. 1, 1971:

B. J. McCanna is appointed superintendent of the Iowa Division with headquarters at Perry, Ia. He replaces R. H. Love, who has been assigned to the Indiana Harbor Belt Railroad as superintendent.

In accordance with a realignment of responsibilities in the Transportation Department, the following appointments are effective:

R. L. Saeugling, manager-general equipment; C. R. Shinn, manager-special equipment; R. W. Poor, manager-transportation accounts; E. R. Mickelsen, assistant manager-transportation accounts.

The titles of assistant to general superintendent of transportation, assistant to superintendent of transportation and of special representative to general superintendent of transportation are discontinued.

Engineering Department

Effective Aug. 1, 1971:

G. F. Boeser is appointed supervisor of bridge maintenance-system, with headquarters in Chicago.

Traffic Department

Effective Aug. 16, 1971:

W. J. Wilson is appointed district manager-sales, Toronto, Ont. He succeeds R. G. Luscombe, who has retired.

Effective Sept. 1, 1971:

W. Mitzel is appointed sales repre-

T. B. Kirk Retires From Electrification Department; Succeeded by G. R. Frazier



George R. Frazier

A change in the supervision of the Electrification Department of the Milwaukee Road occurred on Aug. 1 with the appointment of George R. Frazier as electrical engineer with headquarters in Tacoma, Wash.

He succeeded T. B. "Barry" Kirk, who retired after an outstanding career in that department of the railroad.

Mr. Frazier joined the Milwaukee

after obtaining a degree in electrical engineering in 1950 from the University of Washington. In 1952 he became an engineering draftsman and three years later was made assistant engineer-substations. He was promoted to assistant electrical engineer, his most recent position, in 1963.

The retirement of Mr. Kirk ended a career with the railroad which began in 1929. He started as a lineman, and worked in that capacity during school breaks while earning his electrical engineering degree from the University of Washington. He held various positions in the Electrification Department prior to 1941, when he went into the Army.

Upon returning from the Army in 1945 he served as general foreman of overhead lines and subsequently as assistant engineer-trolley and transmission. He was made assistant electrical engineer in 1958 and appointed electrical engineer responsible for the engineering direction of electrified operations in 1963.



A recent picture of T. B. "Barry" Kirk (left), whose retirement as electrical engineer was effective July 31. With him is Laurence Wylie, who retired as head of the Electrification Department in 1956.

sentative at Boston, Mass., succeeding P. G. Kent, retired.

Mechanical Department

Effective Aug. 16, 1971:

J. H. Kervin is appointed district master mechanic at Bensenville, Ill., with jurisdiction over Locomotive Department matters at Bensenville and Galewood, Ill., in the Chicago Terminals, and on the Terre Haute Division.

R. A. Hargis is appointed master mechanic at St. Paul, with jurisdiction over Locomotive Department matters in the Twin City Terminals, on the Aberdeen Division east of Moberge, S. D., and on the La Crosse Division Second and Third Districts.

L. K. Drew is appointed assistant master mechanic with headquarters at Mitchell, S. D., with jurisdiction over Locomotive Department matters on the Iowa, Minnesota and Dakota Division.



A Matter of Mercy -- Goals Set for Participating in United Fund Drives

Chicago's Metropolitan Crusade of Mercy, the largest and most inclusive of the annual fund drives supported by Milwaukee Road employees, was launched in September under the same civic leadership as last year, and with a challenging goal.

William J. Quinn, chairman of the Milwaukee Road, is one of the group of chief executive officers of major Chicago companies who held key roles in the 1970 campaign all of whom have resumed the tasks of Chief Crusaders. Again, Mr. Quinn will solicit the corporate contributions of Chicago railroads and railway supply firms, while C. C. Dilley, director of public relations and advertising, is again serving as chairman of the individual campaign on the Milwaukee Road.

The theme—"Together we can make the difference"—reflects concern for disadvantaged citizens of the metropolitan community to whom the human care services financed by the Crusade can mean the difference between dependency and hope for a normal productive life. It also expresses the need for greater involvement in the requirements of Crusade agencies, some of which would have to close unless more funds are forthcoming.

The Crusade effort on the Milwaukee, which began Sept. 30 and runs through Oct. 14, was discussed by Mr. Quinn at a "head start" meeting on Sept. 7 with company officers responsible for the fund drive in their departments. He announced that last year the employees in the Chicago area had responded to the money crisis facing the community's voluntary social services with exceptional support of the Metropolitan Crusade and several other agencies which share their annual contributions to the Milwaukee Road Employees' Combined Fund Raising Plan. In fact, the campaign produced the largest amount ever raised in the history of the Plan, he noted.

But last year's fund drive proved to be only a stop-gap measure, Mr. Quinn added. "We did not entirely close the gap between the needs of our human care agencies and the money available to meet them," he said. "We did, however—and for the first time in a decade—help stop the widening of the gap.

"This year, by again uniting with the hundreds of other companies in the Chicago area, I hope we can complete the job we started, and help to improve the quality of life in the city and our neighboring communities. I sincerely hope we can make up the difference, because the need is so great."

The drive combines the appeals of the Community Fund of Chicago, Mid-America Chapter of the Red Cross and the Suburban Community Chest Council, through which the money is distributed on an equitable basis. Thus it helps to support a network of about 900 local human care services in an area which includes 91 community chest and united funds covering 154 suburbs. The area covered has a population of almost six million, of whom an estimated one million may find it necessary at some time during the year to seek aid from a Crusade-supported agency.

The Metropolitan Crusade, like all United Fund campaigns, is directed to helping those who cannot pay the cost of the service they require, or can pay only part of the cost. Typical of the services provided are day care and protective care for children, foster and adoption homes, job training and placement, home nursing, aid for the handicapped and mentally retarded, homemaker services, disaster assistance, legal aid and family counseling.

The Chicago Crusade has set its goal at \$33.8 million, the same set but not reached last year, the 1970 drive having fallen \$5 million short of its objective. However, the amount raised last year represented a 12 per cent increase over the year previous and an increase of 2 per cent in comparison with campaigns around the country.

Because the campaign is run by volunteers, the cost is only 5 per cent

—95 cents of every dollar goes to a worthy cause. The Milwaukee Road volunteers are part of a small army of workers soliciting contributions in more than 1,400 companies employing a total of more than one million people.

Crusade trustees set the goal of \$33.8 million as the basic figure for funding Crusade agencies. Robert E. Brooker, executive chairman of Marcor, Inc., who is heading the campaign for the second year, called the \$29 million raised in 1970 a step in the right direction, but emphasized the importance of Fair Share giving by both corporations and individuals to adequately close the existing gap of community needs.

Although giving is a personal matter, the suggested standard of a Fair Share is one per cent of gross annual income for supervisory personnel and one day's pay for those on an hourly wage. For corporations it is defined as a 10 per cent increase over last year's corporate gift.

Fair Share giving is the standard also for similar campaigns being conducted at other major cities on the railroad, where support of the annual United Fund drive is an established practice. In Milwaukee, General Superintendent R. R. Brown again is general chairman of the solicitation program among employees in the Greater Milwaukee area.

In the Twin Cities, Superintendent W. F. Plattenberger has assumed the responsibility, with the assistance of Trainmaster P. J. Rooney as chairman of the solicitation effort in Minneapolis and Assistant Trainmaster J. J. Taylor as chairman at St. Paul.

At Seattle, the United Way of King County (formerly United Good Neighbor) fund drive is under the general chairmanship of B. E. Lutterman, vice president and western counsel, who outlined the objectives at a kick-off meeting with campaign workers in the Washington Athletic Club Sept. 14. As at other locations, the goal figure involves support in proportion to need. He noted that few charitable gifts can help so many people in so many different ways as the dollars given the united way.

Together, Crusade Funds Can Make a Great Difference



A place to go and something to do when you're lonely.



Scouting leadership opens new worlds to many boys.



A visiting nurse gives baby a good start in life.



Day care means a safe happy place to learn when mother must work.



Whether it's flood, fire or tornado, disaster relief is there.



Family counseling can mean a better life for children and parents.



The Red Cross makes things more pleasant for wounded war veterans.

Happiness Is Owning Fifteen Boxers



Karma's Self Winder, handled by Pat Jeuk, office assistant in the law department in Chicago, is awarded his trophy as Best Adult Boxer by Doctor Morse of California, a judge of the Mid West Boxer Club show. Standing by is his owner, Cleo Airola of the freight traffic department secretarial staff in Chicago.

At the Mid-West Boxer Club show this past summer, a brindle boxer named Karma's Self Winder—"Dudley" for short—was judged Best Adult Male, and in the competition against Best Female was tagged Best Adult in Show.

Cleo Airola, a secretary in the freight traffic department in Chicago and the owner of Dudley, was fit to burst with pride, as was Pat Jeuk, office assistant in the law department, who handled the boxer. Both are dog lovers of the first water.

Cleo has four, three boxers and a poodle. One boxer, "Jimmy Dunn," was a gift from Pat to replace a dog that died. He is named for Pat's late father, a leading man of stage and screen in the 1930s and 40s.

The show was held at Blue Grass Farm, a seven-acre spread near Libertyville, Ill., where Pat and her husband, Jake, make their home and board horses and dogs along with raising pure bred boxers. And every dog should have it so good, such as spacious outdoor runs and kennels that feature central air conditioning and gas fired heat.

It all started with the boxer puppy Pat gave Jake on his birthday the first year of their marriage. Cur-

rently, 15 boxers are eating them out of house and home. Three are champions, they'll have you know.

In addition to handling show dogs, the Jeuks act as agents in obtaining dogs from other breeders. Pat was the agent in obtaining Dudley Airola, and is rather proud of her role in the transaction. He was married briefly this year to Royal Times Kerry Dancer Jeuk and is now an expectant father.

She also found "Freckles," the frisky little fox terrier owned by Dona Hegge, a secretary in the law department. "Airwei Cherokee Freckles," as she is registered, is the offspring of a champion sire and dam, and Dona has great expectations of her in the show ring. Pat will act as her handler.

The Jeuks have a wide acquaintanceship among people who breed and show dogs. Pat's activities include serving as vice president and director of the Mid-West Boxer Club and as a delegate to the Associated Specialty Show held annually in conjunction with the International Kennel Club Show in Chicago.

Of people in that field, Pat's "most admired" judge is John P. Wagner, a former director of the Milwaukee

Road and owner of the famous Maze-laine Boxer Kennels. Mrs. Wagner is an American Kennel Club registered judge also.

Both Pat and her husband regard the companionship and affection of a good dog as one of the happiest experiences a person can enjoy and would not forego it at any price. Reflecting that attitude is an award presented to Pat by "Dog World" magazine for outstanding service to dogs. It was conferred for tracking down a prize-winning boxer that escaped from its crate at O'Hare International Airport and returning the dog to its distraught owner.

Mrs. Vannella Retires From Women's Club Office

Mrs. Ralph X. Vannella, secretary general of The Milwaukee Road Women's Club, has retired from that position to reside in Mountain Home, Ark. She and Mr. Vannella, a retired Mechanical Department employee, have purchased a home there.

Mrs. Vannella was active in the Women's Club for many years, starting as a member of the chapter at Aberdeen, S. D., and later as president at Bensenville, Ill. She was elected to the general governing board in 1948 and served as treasurer general prior to 1963, when she took over the duties of secretary general upon the retirement of Miss Etta M. Lindskog.

Mrs. Dorothy Hart, a stenographer in the office of vice president-labor relations in Chicago, has been appointed acting secretary-treasurer, a combined position, until the election of general officers in 1972. Mrs. Hart, who has been serving as treasurer general of the Club, is a former president of Chicago-Union Station Chapter and its current program chairman.

Golden Age Expectancy

A recent study by the Railroad Retirement Board shows that railroad men retiring at 65 can expect to draw a pension, on the average, for over 13 years, and railroad women show an average life expectancy of 16 years after retirement at 65. Moreover, nearly two thirds of the men will be living 10 years after 65, and 20 years later one out of five will still be around.

Throngs Greet Tour of the Turbo on the Milwaukee



Spectators at a TurboTrain stop gather around for a walk-through of the interior.

The TurboTrain, a three-car high speed streamliner, operated over the Minneapolis-Chicago route of the Milwaukee Road Sept. 2 on its widely publicized tour of the country sponsored by the U. S. Department of Transportation and Amtrak (National Railroad Passenger Corporation) in cooperation with United Aircraft, builder of the turbo powered vehicle.

The Milwaukee Road operation was near the end of the month-long trip begun Aug. 11 in Providence, R. I., and terminated in that city, on which the train traveled some 12,000 miles, visiting 150 cities in 31 states. The tour was conducted to test the ride and durability characteristics over varying roadbeds, evaluate public response to the equipment, and to analyze the economics of TurboTrain operations.

On six runs, the train carried regular passengers, augmenting scheduled trains in the Amtrak system, while throughout the tour it was inspected by on-board visitors. President Curtis E. Crippen headed a group of Milwaukee Road operating, passenger and engineering officers who rode it from Minneapolis to Chicago to study the operation in terms of maintenance

and servicing. Others aboard included Amtrak, Department of Transportation and United Aircraft officials, representatives of state and local city governments, and news media crews.

Along the route the train attracted crowds of picture takers, wavers, and motorists who pulled off the road and gaped as it went by. During a two-hour layover in Milwaukee, several hundred persons filed through, and upon arriving in Chicago, spectators lined the passenger platform in the Union Station four-deep. The train was opened for inspection in the terminal that evening, and again for several hours on the Labor Day week end before departing for Cincinnati.

Amtrak president Roger Lewis reported that at the midway point of the tour more than 63,000 people had inspected the train and approximately 3,000 had taken a ride on it. Visitors were asked, by questionnaire, for their opinion on advance reservations, fares and food service, and passengers were asked to evaluate the quality of the ride.

The sleek red, black and white train has a number of advanced technical features, key among them being

an aircraft-type gas turbine engine and a pendulous banking suspension system.

Inside the cars, the decor is similar to that found on modern airliners, except for slightly higher ceilings and larger windows. Carpeting, draperies, six-channel stereo, movies, dropdown



William J. Quinn, board chairman and chief executive officer of the Milwaukee Road, takes a turn in the driver's seat on the run between Milwaukee, Wis., and Chicago.



A three-car version of the TurboTrains currently in service between New York and Boston as part of the Department of Transportation's Northeast Corridor high speed ground transportation demonstration project. Bidirectional capability eliminates turn-around time at terminals.

food trays at seats, and hostess service help to foster a space age atmosphere. The cars are slightly pressurized to keep out dust and lower the noise level.

The gas turbine engines are located under passenger-carrying dome cars, to permit complete utilization of the interior. Dome cars are located at each end of the train, giving it bi-directional capability.

The pendulous banking suspension system causes the train to bank inward around curves under the influence of centrifugal force, as opposed to the outward motion of conventional trains. This feature enables the train to round curves with greater passenger comfort than a conventional train and at a speed 30 to 40 times faster.

The speed at which the train can be operated depends on the condition of track, number of grade crossings, and type of signal system along its route. It is capable of 170 miles per hour, but is not operated at full speed. In revenue service, however, it moves over some stretches at more than 100 miles per hour.

The train was built to participate in the Department of Transportation's Northeast Corridor high speed ground transportation demonstration project, and launched in April 1969. The design, based on the principles of flight, was under development about six years. Two three-car units are in

scheduled service between Boston and New York on the Penn Central railroad, which has a contract with the Department of Transportation to run them.

In January of this year the Department of Transportation decided to extend the operation for two years, and to increase the consist of the trains to five cars. The additional cars will increase the capacity of each train from 144 seats to 240. The cars are being built by United Aircraft's Sikorsky division for early 1972 delivery.

An important element of the tour was Amtrak's attempt to evaluate the passengers' reactions. The questionnaires completed by them will be studied to ascertain the likes and dislikes of the public, and will be noted in planning services and equipment acquisitions.

Etta Lindskog Schaefer

Etta Lindskog Schaefer, former secretary general of The Milwaukee Road Women's Club, passed away in Chicago on July 29. She is survived by her husband, Frank W., two nieces and a nephew.

Miss Lindskog, who retained her maiden name for business purposes, joined the Milwaukee Road prior to World War I as secretary to the freight agent in Chicago. She was

working as a stenographer in the office of the president in 1924 when the Women's Club was organized, and became a charter member of the Chicago chapter.

She was elected corresponding secretary general that year, which title was changed later to secretary general in accordance with the growth of the club and the expansion of her administrative duties. She retired on Dec. 31, 1962 after more than 50 years of service.

Dr. Raymond Householder

Dr. Raymond Householder, chief surgeon for the railroad, died in Chicago's Wesley Memorial Hospital on Aug. 25 after a brief illness. He was a member of the hospital staff and had maintained offices there for several years, as well as in Chicago Union Station.

Doctor Householder was born in Fairbury, Ill., on Jan. 19, 1896. He attended Illinois Wesleyan University and received his medical degree from Rush Medical College of the University of Chicago in 1922. He became affiliated with the Milwaukee Road in 1927 as assistant to chief surgeon and was named chief surgeon in 1952.

He is survived by his wife, Jean; three sons, Dr. James Householder of Minneapolis, Michael of Youngstown, Ohio, and Peter of Niles, Ill.; a daughter, Patricia, of Chicago; six grandchildren and a brother, Clarence, of Barneveld, N. Y.

Earl J. Hyett

Earl J. Hyett, 81, retired freight traffic manager-rates and divisions, died at his home in Charleston, Ill., on Aug. 21. Private services were held in Decatur, Ill.

Mr. Hyett began his career on the Vandalia Railroad, now part of the Penn Central, and joined the traffic department of the Milwaukee Road in 1912. In 1921 he was transferred to Chicago, where he served as assistant to traffic manager and general freight agent. He was appointed freight traffic manager-rates and divisions in 1948, and retired on Feb. 1, 1951.

Surviving Mr. Hyett are his wife, Virginia, two daughters, Mrs. Donna Carter and Mrs. Karen Puchbauer, and a sister.

RETIREMENT

Applications Recorded During July - August 1971

General Office & System Employes

Fisk, Josephine Clerk Chicago, Ill.
 Gaiswinkler, H. M. Review Clerk Chicago, Ill.
 Graack, H. R. Machine Supvr. Chicago, Ill.
 Kent, P. G. Sales Rep. Boston, Mass.
 Kiriazis, Henriette ... Ledger Clerk Chicago, Ill.
 Kruse, H. H. Supv. Bridge Maint. Chicago, Ill.
 Luscombe, R. G. Dist. Mgr. Sales. Toronto, Ont.
 Orr, W. G. Data Analyst Chicago, Ill.
 Renchard, L. L. Asst. Dist. Mgr. Sales. Detroit, Mich.
 Ringdell, Linnea Bookkeeper Chicago, Ill.
 Sampson, M. J. Rate Analyst Chicago, Ill.
 Simmons, R. G. Gen. Roadmaster Chicago, Ill.
 Waterbury, C. L. Engr. Rail Hwy. Chicago, Ill.

Aberdeen Division

Bertz, C. M. Brakeman Mobridge, S. D.
 Chase, R. L. Agent McIntosh, S. D.
 Manharth, F. Car Inspector Aberdeen, S. D.
 McCormick, L. D. Yard Clerk Aberdeen, S. D.
 Schneider, J. Sect. Foreman Lemmon, S. D.
 Smith, M. R. Car Helper Aberdeen, S. D.
 Tobias, G. J. Sect. Laborer Cologne, Minn.

Chicago Terminals

Adams, G. H. Asst. Cook Chicago, Ill.
 Ciucci, A. V. Asst. Car Foreman Chicago, Ill.
 Braxton, J. S. Chef Chicago, Ill.
 McCune, D. Track Laborer Chicago, Ill.
 Mercer, L. A. Sleeping Car Porter Chicago, Ill.
 Meyer, W. H. Chief Clerk Bensenville, Ill.
 Mitchell, J. Laborer Chicago, Ill.
 Mocsinski, J. T. Carman Chicago, Ill.
 Perez, C. Track Laborer Chicago, Ill.
 Porter, C. W. Waiter Chicago, Ill.
 Wood, C. H. Brakeman Bensenville, Ill.

Coast Division

Bryan Time Revisor Tacoma, Wash.
 Christensen, N. Carman Tacoma, Wash.
 Claussen, G. M. Spl. Sig. Mtr. Tacoma, Wash.
 Hursh, W. J. Chauffeur Tacoma, Wash.
 Kirk, T. B. Electrical Engr. Tacoma, Wash.
 Lockwood, J. C. Roundhouse Clk. Tacoma, Wash.
 Skaar, T. H. Carpenter Tacoma, Wash.

Dubuque & Illinois Division

Flickinger, J. H. Switchman Savanna, Ill.
 Johnson, E. H. Carman Savanna, Ill.
 Reitz, R. G. Car Inspector Savanna, Ill.
 Teszlewicz, S. W. Dsl. Hse. Foreman Elgin, Ill.

Iowa Division

Murphy, R. S. Yard Clerk Perry, Ia.
 Smith, W. E. Yardmaster Cedar Rapids, Ia.

Iowa, Minnesota & Dakota Division

Gray, K. V. Agent Elk Point, S. D.
 Griller, F. B. Chief Clerk Sioux City, Ia.
 Kasak, J. G. Car Foreman Sioux Falls, S. D.
 Koontz, K. Yard Clerk Sioux City, Ia.
 Kuckleburg, Agent Mitchell, S. D.
 Landmark, V. P. Rate Clerk Sioux City, Ia.
 Livingston, O. C. Engineer Mitchell, S. D.
 Robb, W. M. Clerk Albert Lea, Minn.
 Vandervoort, W. Agent Parkston, S. D.

La Crosse Division

Bosacki, C. T. Conductor New Lisbon, Wis.
 Catlin, J. R. Engineer Portage, Wis.
 Conklin, K. D. Loco. Engineer Wausau, Wis.
 Lauder, A. E. Conductor Madison, Wis.
 McGinley, F. V. Chief Clerk Wausau, Wis.
 Mencil, J. N. Tower Watchman Winona, Minn.
 Rabuck, F. A. Carpenter LaCrosse, Wis.
 Schwartz, L. Engine Watchman LaCrosse, Wis.
 Tomlinson, C. H. Rate Clerk Madison, Wis.
 Weiss, C. J. Stockman Tomah, Wis.

Milwaukee Division

Blakey, G. E. Conductor Chicago, Ill.
 Brueckner, H. J. Yardmaster Green Bay, Wis.
 Casperson, R. G. Brakeman Milwaukee, Wis.
 Golke, E. C. Engineer Milwaukee, Wis.
 Hamele Sr., E. J. Engineer Milwaukee, Wis.
 Lindstrom, Q. A. Conductor Milwaukee, Wis.
 Martin, H. L. Chief Dispatcher Milwaukee, Wis.
 Rentmaster, E. W. Whrse. Foreman Green Bay, Wis.
 Schroeder, J. E. Agent Columbus, Wis.

Tracy, R. M. Yardmaster Green Bay, Wis.
 Well, E. C. Agent Menomonee Falls, Wis.
 Wyent, O. R. Asst. Roadmaster Green Bay, Wis.

Milwaukee Terminals & Shops

Bellow, A. J. Trackman Milwaukee, Wis.
 Cervero, T. Carman Milwaukee, Wis.
 Foreman, A. H. Switchboard Opr. Milwaukee, Wis.
 Hinderberg, E. L. Carpenter Milwaukee, Wis.
 Hmielewski, F. L. Leadman Milwaukee, Wis.
 Hurzeler, P. M. Signal Foreman Milwaukee, Wis.
 Jenders, C. G. Carman Milwaukee, Wis.
 Kassir, J. Carman Milwaukee, Wis.
 Koepnick, H. W. Electrician Milwaukee, Wis.
 Kramer, P. J. Machinist Helper Milwaukee, Wis.
 Kuster, J. H. Chauffeur Milwaukee, Wis.
 Lowe, R. D. Wheel Press Opr. Milwaukee, Wis.
 Macht, J. A. Office Manager Milwaukee, Wis.
 Meyer, H. M. Store Helper Milwaukee, Wis.
 Nierzwicki, H. C. Crane Opr. Milwaukee, Wis.
 Penkalski, H. M. Upholsterer Milwaukee, Wis.
 Potts, L. L. Electrician Milwaukee, Wis.
 Preuss, M. A. Engineer Milwaukee, Wis.
 Schram, A. E. Mail & Baggage Clk. Milwaukee, Wis.
 Sherrill, L. F. Agent-Operator Milwaukee, Wis.
 Stelzel, F. J. Yard Clerk Milwaukee, Wis.
 Stenberg, O. Carman Milwaukee, Wis.
 Strong, E. R. Yardmaster Milwaukee, Wis.
 Sullivan, R. M. Supv. Stat. Eng. Milwaukee, Wis.
 Walsh, A. A. Machinist Milwaukee, Wis.
 Willmert, W. G. Blacksmith Welder Milwaukee, Wis.
 Witkowski, S. Carman Milwaukee, Wis.

Rocky Mountain Division

Berry, N. M. Laborer Highwood, Mont.
 Elliston, E. Sect. Foreman Three Forks, Mont.
 Jurgensen, Chief Substation Opr. Butte, Mont.
 Levengood, B. J. Asst. Foreman Bozeman, Mont.
 Spogen, R. C. Yard Clerk Harlowton, Mont.
 Thompson, Ted Trackman Miles City, Mont.

Terre Haute Division

Stuffle, A. F. Sect. Laborer Terre Haute, Ind.

Twin City Terminals

Bray, E. D. Brakeman St. Paul, Minn.
 Burge, Bertha G. Steno-Clerk Minneapolis, Minn.
 Cassidy, C. T. B&B Carpenter St. Paul, Minn.

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Terre Haute Division

M. K. Verdeyen, Correspondent
c/o Yardmaster, Terre Haute, Ind.

Working for the Milwaukee Road can be more than just a job. The following men have utilized the railroad's tuition plan in acquiring an education:

My son, Maurice K. Jr., is a full-time student at Indiana State University, majoring in aerospace, having received his private and commercial pilot licenses. Maurice is relief clerk at Terre Haute and Latta.

Fred Priester III, relief clerk, is working on his Master's degree at I.S.U. His brother Mike, a fireman, is also a full-time student there.

Melvin Hohort, operator at Dewey, received his B.S. degree this spring. His scholastic marks have been outstanding. He also is working on his Master's.

R. Pittman, fireman who was recently promoted to engineer, received his B.S. this spring.

Mike Gauer, first trick yard clerk at Hulman Street, received his B.S. degree in business administration. Mike and Bruce Bedwell are seniors at I.S.U. Mike is yard clerk at Latta and Bruce is relief operator.

Our sympathy to the kinfolk of the following deceased: Harold N. Patton, former storekeeper, who died in Ft. Lauderdale, Fla. Burial was in Bedford, Ind. . . . Harry E. Jeffers, retired carman; burial was in Mt. Pleasant Cemetery . . . Glen W. Goff, retired conductor; burial in Holt Cemetery south of Chrisman, Ill. . . . Delbert D. Frink, conductor; burial in Wesley Prairie Cemetery. . . .

Dean E. Allen, retired conductor; burial in Roselawn Memorial Park . . . Ralph D. Pound, retired yard conductor; burial in Mt. Pleasant Cemetery . . . Oscar Bond; burial in Roselawn Memorial Park . . . Wesley C. Armstrong, retired trainman; burial in Mt. Pleasant . . . and John J. Arnold; burial in Roselawn Memorial.

Aberdeen Division

EAST END

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

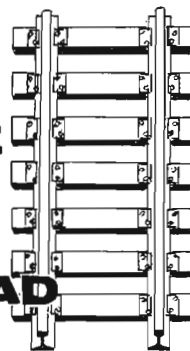
George Tobias of the Cologne section won't soon forget his retirement party on Aug. 14 at Linn's Supper Club in Norwood, Minn. There were a number of registrations for it, and an equal number of "maybes." Came the night of the party, and all of the "maybes" showed up, too, so it was necessary to move dishes, table cloths, food, guests, etc. into a larger room, but everything turned out fine. From farthest away there was Agent H. A. Tisch of Selby, S. D. They gave George a purse, and

he's going to spend part of it going fishing.

The doctor told Engineer R. P. Schleske when he retired to "go easy," so he did. He moved to his lake home at Motley, Minn., and proceeded to build a garage, construct a cement steps down to the deck, raise a large garden, and so on. This year, when he checked with his doctor, he was told, "Don't bother to come back. No use wasting your time and mine." Reinhold and his wife stopped en route to Wisconsin, and you never saw a robusiter looking retired engineer.

Vacations have taken our "rails" all over this country and out of it. The Ward Halversons walked over half of

ABOUT PEOPLE OF THE RAILROAD



Norway and Sweden, and ate their way across Scandinavia, with smorgasbords every mile. They also saw London without fog. At this writing Jess and Charleen Schaller are also over there, on a tour with the Shrine Club.

Mrs. Nels Bjorndahl, wife of our retired car foreman, died on July 25. Mrs. Arnold Moe, wife of retired depot employee at Montevideo, died on Aug. 21 after a long illness. Retired Engineer W. L. Schmitz passed away July 28 at Southgate, Calif.

New little folks on the Division are Section Foreman Ed Gottfried's daughter, who arrived July 22 at Cologne. Bradley Borge was born to the Lewis Borges in Aberdeen. His mom is taking time off from her position in the Traffic Department until he's a bit older. Joey Scott is the fourth, and most important, boy at the home of Chief Carpenter Harlan Pottinger in Aberdeen. His brothers hold numbers to see who gets to hold him next.

DeWayne Johnson of the Granite Falls section forces was married recently to Joan Sandberg at the Granite Falls Lutheran Church. They are making their home in Granite Falls.

Louis Mack, formerly ticket agent at Aberdeen, informs us that his daughter was married in August to Jeffrey Hora at Shalom Christian Student Center in Whitewater, Wis.

Jacob Schneider, section foreman at

Aberdeen, retired recently following 40 years of service.

Retired Conductor Fred Bakke and his wife celebrated their golden wedding on Aug. 15 at the Wold Chamberlain Legion Hall. Their son and daughter were host and hostess for the occasion.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent
Car Department Office, St. Paul

J. H. Kervin has been transferred to Bensenville, Ill., as district master mechanic. He was replaced at St. Paul by Master Mechanic R. A. Hargis, who was previously at Mitchell, S. D.

The Scandinavian countries attracted two of the assistant car foremen on their vacations this year. Bob Rodin and wife had a chance to get acquainted with some of his relatives while they were in Sweden. Mr. and Mrs. Ernie Benson took a tour of Norway, Sweden and Denmark.

Emil Jelinek, clerk in the master mechanic's office, took his pension on Sept. 1. His service dates back to 1928. Emil had been on sick leave since the first of this year. Our sincere wishes are extended to him for continuing improvement in his health and a happy retirement.

Our good wishes go to Chris Piedmont on his retirement Aug. 31. Chris had worked in the St. Paul roundhouse 45 years.

E. J. Lemay has been appointed to the position of general car foreman at St. Paul. He was formerly car foreman at Sioux City, Ia. Max Knospe has been appointed car foreman at St. Paul.

W. Williams was appointed to the position of chief clerk to the district material manager in St. Paul.

Assistant Car Foreman R. Carlson's son Michael was married to Miss Linda Olson in Malta, Ill., on July 31. Both attended Augsburg College in Minneapolis. Michael will enter Northwestern Theological Seminary this fall to study for the ministry.

The following is an excerpt from a letter received from T. F. O'Connell, chief clerk to the district material manager at St. Paul, with regard to his retirement this year:

"After completing high school in 1919, in the process of job sampling I obtained what I planned as temporary employment—a position in the Stores Department at Minneapolis. Somewhere along the way the 'temporary' status became prolonged. Those intervening years, with their innovations and new methods, proved very interesting. Steady employment also afforded the opportunity to obtain courses in accounting and traffic in evening extension division



ON THE TENNIS CIRCUIT, Roger C. Wilhelm, secretary to the assistant general manager in Seattle, won the men's singles championship at the Columbia Basin tennis tournament held in Moses Lake, Wash., Aug. 28-29, and teamed with a friend in Seattle, went on to win the men's doubles title. At this writing he is also a finalist in the Bellevue, Wash., city tennis tournament.



HEADLINE NEWS in the office of vice president-finance and accounting in Chicago July 23 was the retirement of Mrs. Linnea Ringdell. Wishing her well at this open house is President Curtiss E. Crippen. About 70 of her friends among railroad women honored her also at a luncheon in the Union Station Canterbury Room. Mrs. Ringdell joined the Milwaukee Road in 1928 as an operator in the Fullerton Avenue computing bureau and transferred to the finance and accounting office in 1942. Upon retiring she was in charge of the OC&I account.



RETIRING AT ABERDEEN, First Trick Yard Clerk L. D. "Skinny" McCormick (left) is wished "the best" by Chief Clerk P. D. Burns. McCormick had been with the Milwaukee Road at Aberdeen since 1932, serving as freight house foreman and baggage agent, and for the last 20 years as clerk in the yard office. He retired on June 30.



← CAR DEPARTMENT VETERAN RETIRES. Alfred Ciucci (left), assistant car foreman of the Western Avenue coach yard in Chicago, poses here with Coach Yard Foreman E. F. Buchholtz on June 30, his last working day. His retirement rounded out 43 years of service, of which 42 were in the Car Department at Western Avenue.



COME AND GET IT. M. R. "Mel" McPherson, assistant engineer-signals, serves as bratwurst and hamburger chef for the annual picnic of the signals and communications department in Milwaukee on Aug. 14. Responding to "come and get it" are Signal Helper John Wylie (center) and J. L. "Jim" Frohmader, signal supervisor on the Milwaukee Division. The employee outing was held in Jackson Park.



SHE COVERS THE NEWS BEAT. Meet Mrs. Jeanne Beeson, secretary to the assistant superintendent at Marion, Ia., who recently became the Iowa Division correspondent for the Milwaukee Road Magazine. Jeanne, a widow, has been the Girl Friday of the Marion office since 1966. She has two children, Phil, 20, a junior at the University of Iowa, and Mary, 18, who entered the University this fall.

Engineering Department Honors Pat Kruse



H. H. "Pat" Kruse (right) is joined at the open house in his honor by B. J. Worley, vice president-chief engineer (from left); F. G. McGinn, vice president-operation; Mrs. Kruse; and N. E. Smith, assistant chief engineer-structures.

Harold H. "Pat" Kruse, supervisor of bridge maintenance, retired on Aug. 1 after 46 years with the Milwaukee Road.

Pat began as a B&B carpenter in 1925. He became system scale inspector in 1942 and three years later went to Mitchell, S. D., as chief carpenter. He also served in this capacity at Miles City, Mont., and Minneapolis before being named as-

sistant supervisor of bridge maintenance in 1961. He was appointed supervisor of that operation in 1968.

The engineering department honored Pat with an open house held July 28 in the Chicago Union Station office. He and his wife will make their home in Lebanon, Ind., where Pat intends to lend a hand on his son's chicken farm.

classes. The many work assignments caused time to become fleeting, with the result that, in retrospect, that starting day over 51 years ago seems like only yesterday."

The retirement of Chester E. Johnson, crane operator in the Twin City Terminals, was celebrated recently in Minneapolis at a dinner party in Rusciano's Cafe, with 56 co-workers and friends in attendance. Robert A. Weber, supervisor of equipment in the Terminals, acted as master of ceremonies and as their spokesman in presenting Chester with a set of matched luggage.

Chicago General Offices

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

R. J. (John) Arensdorf, secretary to F. G. McGinn, vice president-operation, was honored upon the occasion of his retirement at an open house for coffee and cake in the Union Station on Aug. 31.

For the past eight years John has been secretary to Mr. McGinn. He started with the railroad at Dubuque, Ia., in February 1927, and was pro-

moted to the position of secretary to the general superintendent of transportation in 1929. He served the Milwaukee Road loyally and efficiently in the Union Station at Chicago in the capacity of personal secretary to various executive officers during a period of approximately 42 years.

John and his wife, Lucille, are moving to California where they will be near their son, daughter and grandchildren.

Robert L. Tisdall has succeeded John Arensdorf as secretary to Mr. McGinn.

John N. Kost, who has been secretary to J. T. Hayes, assistant to president, has replaced Bob Tisdall as a secretary in the office of the vice president-operation.

Marlene P. DeWulf is the new secretary to Mr. Hayes. Theresa A. Hartnett has succeeded Marlene in the office of R. J. Kemp.

Catherine Lowrey, file clerk in the general manager's office, spent two weeks' vacation in Ireland during July and reports a wonderful trip.

Sympathy was extended to the family of L. E. Martin, retired supervisor of stations and yard offices, who passed away on July 16. He had been living

at Kendallville, Ind. Funeral services were held at Oglesby, Ill.

David A. Hoye, traveling car agent in the Transportation Department, and Miss Cheryl Jean Levin of Oak Lawn, Ill., exchanged wedding vows at Trinity Lutheran Church in Oak Lawn on Aug. 15. Dave and his bride honeymooned on the West Coast and at Victoria, B. C., and are now residing in Davenport, Ia.

J. A. "Joe" Kowal, chief freight car distributor in the Transportation Department, and his wife became proud grandparents for the first time of a boy, Kenneth John Kowal, who was born July 10 in Glasgow, Ky.

C. R. "Chuck" Shinn, manager of special equipment in the Transportation Department, and his wife, Donna Lynn, recently became parents of a baby boy, Robert Brian.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

We welcomed Mrs. Julie Petersen, stenographer, who previously worked in the Freight Claim office, and Mrs. Donna Wucki, clerk in the A.F.E. accounts section.

Bon Voyage was wished to Miss Maria Iantorni, stenographer, who left the Milwaukee railroad to sail with her parents for Italy, where she and her family will make their home. Best wishes for a safe journey along with a cash gift were presented by her fellow employees.

Miss Marion Frank, head file clerk, and Miss Wilma Hoffman, clerk in the Bill and Analysis Section, were presented with awards for their work in Junior Achievement.

TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent

Our congratulations went to Earl Aldin of the Divisions Department, who became a grandfather on July 12. Earl's daughter, Cheryl, formerly of the Purchasing Department, gave birth to a son, Christopher Lee Morton.

Sharon Patula Bocker, secretary in the Sales Department, was married to Chuck Bocker on July 10 in Gloria Dei Lutheran Church in Downers Grove, Ill. They spent their honeymoon in Las Vegas, Nev. Wedding bells rang also for Hildur Johnson Hayes of the Sales Department, who married John Hayes of Monmouth, Ill., on July 31 at the Norwood Park Lutheran Church. They honeymooned in Estes Park, Colo., and at Grand Canyon, Ariz.

Kathy Ferris, secretary in the Systems Sales Department, will be married to Lynn Spangler on Nov. 20 at St. John's Church in Johnsbury, Ill. After their marriage Lynn will continue

The Milwaukee Road Magazine

Michael Sol Collection



More than 48 years of service were completed with the recent retirement of Edward J. "Glowie" Glowczewski (left), demurrage inspector at the Galewood freight office in Chicago. Agent J. P. Kalasmiki is presenting him with a wrist-watch on behalf of his co-workers at an open house in his honor. Glowczewski came to the Milwaukee Road in 1926 at the Union Street freight office and transferred to the Galewood office in 1940, where he has served also as assistant waybill revisor and chief bill clerk.



HAPPY WEDDING DAY. Mr. and Mrs. Ronald Messino are greeted with a shower of rice as they emerge from St. Maria Goretti Church in Schiller Park, Ill., following their marriage on Sept. 4. The bride is the former Jan Ranallo, assistant to the editor of the Milwaukee Road Magazine and the daughter of W. J. "Bill" Ranallo, general track foreman in the Galewood area, as well as a granddaughter of Ben Ranallo, retired general track foreman. A reception at Major Hall in Chicago was attended by many of the family's Milwaukee Road friends. The Messinos took a honeymoon trip to California, stopping en route at points of interest.



Charles Chambers, engineering aide at Austin, Minn. (left), is presented a going-away gift by Division Engineer F. P. Pawlak on the occasion of his transfer to the engineering department at Deer Lodge, Mont. For details, see the items of Correspondent R. D. True.



Carman E. Hindberg, right, shown as he retired from service in the passenger car shop at Milwaukee on July 26. Hindberg joined the Milwaukee Shops force in 1963, following previous employment with the Chicago and North Shore electrified line. Extending good wishes here is A. R. Grube, assistant foreman of the passenger shop.



John Arensdorf, secretary to vice president-operation (right), and his wife, Lucille, are honored at an open house in the Chicago Union Station on the occasion of John's retirement. Serving as host is Vice President F. G. McGinn. For details, see the items of Correspondent Ashley Wilhite.



"Happy birthday, Lynn" expresses the wishes of employees at the Racine, Wis., freight house to comely Lynn Shepphard, who celebrated the occasion on Sept. 11. Lynn holds the position of rate clerk in Racine.



Good wishes are expressed to Carman Thomas Cervero as he retires on July 25 after 44 years of service on the Davies Yard repair track in Milwaukee. From left are Assistant Car Foreman E. R. Hohenadel, Wrecking Foreman E. R. Becker, Cervero and Car Foreman M. A. Weishaar. Carman Cervero's service included 25 years on the wrecker.



"Happy Retirement" spells out the wishes of his co-workers to Carl Weiss, stockman in the Material Division at Tomah Shops (left), who concluded 47 years of service on July 30. Holding a cake decorated with the message is John King, general foreman of the Material Division.



Hilbert "Slim" Koepnick, electrician at the passenger station in Milwaukee, and his wife, Laurene (right), pictured at a dinner party honoring Slim upon his retirement. At left is Mrs. C. E. Wellnitz, wife of assistant general foreman-electrical, Milwaukee Shops. For details, see the items of Correspondent Beverly Radtke.

to attend school in Chicago. He will receive his degree in accounting in February.

Several people from our department took interesting vacations recently. Among them were Secretary Mary Alice Dorgan and her family, who spent their vacation in Washington, D. C., and Tony Cynova of the Divisions Department, who toured the New England states with his family. Rate Analyst Wilbur Yohn vacationed in the southwestern United States and parts of Mexico, including Tijuana. Yours Truly spent his vacation in Virginia driving trucks for two weeks, compliments of the U. S. Army Reserves.

Two of our regular employees were lost to us recently when Secretary Chris Hawes Foraker left to join her newlywed husband in Hawaii, and when Fabian Henry entered Northwestern University Law School in Evanston after a brief vacation in California. We also lost Chief Clerk Mike Shimkus, who retired on Aug. 3 after 44 years of service in the Freight Traffic Department. Secretary Cleo Airola returned to our department from the Purchasing Department in August.

We are hoping for a fast recovery for Nick Geotsalitis' wife, who is at home now after surgery. Don Buckley, chief docket room clerk, is also recov-

ering from a broken foot that he received at the "Jesus Christ Superstar" concert in Ravinia Park.

Manly Sampson, former rate analyst clerk, passed away on July 26. Mr. Sampson had 46 years of service in the Freight Traffic Department.

Sympathy was extended to John Rogers on the death of his sister, and to Erwin Kussman on the death of his brother.

The Traffic Department's Seventh annual golf outing was held at the Buffalo Grove golf course on July 31. Those who attended had a lot of fun, and hope that next year's outing will be as much of a success as this one was.

OFFICE OF MANAGER-REVENUE ACCOUNTING

Ruth Schuhrke, Correspondent

Welcomed as newcomers to our office recently were Doyt J. Williamson, Mary A. Darr, William E. Parker, Linda D. Knack, Sandra M. Galuhn, Constance Lapetina and Bonnie Jean Foy.

Robert Struwe and Ken Fredrickson of the overcharge claim section have been transferred to work on the sixth floor with Farrell Groves. Both are missed by this department.

Linda Kas, comptometer operator, spent her vacation in Florida. She had a great time and returned with a Florida tan.

We have received word from Florida that Marge Gallagher, wife of Andrew Gallagher, retired chief clerk of this office, suffered a stroke in July. We hear that she is well on her way to recovery, which is good news.

Tom Schmitt was welcomed back to work after a leave of absence.

INTERLINE SETTLEMENTS

There was a double celebration in the Interline Bureau on Aug. 3 when Hedwig Gaiswinkler retired with 47 years of service and Henrietta Kiriazis with 42 years service. They received many gifts with the best wishes of their friends, and were honored also at a small dinner party in the Ivanhoe restaurant.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Ruth D. Brauneis, Correspondent

Margaret Wagenknecht resigned on July 15 to become a full-fledged housewife. A large office party was held on that day at which she received a gift of money and many personal items.

C. E. Morris, manager of payroll accounting, was the guest of honor at a dinner party on June 30 to commemorate his 25 years of service on July 2. It was held at Pitzaferrro's restaurant and attended by 25 of his

staff and several guests. He was presented with a portable radio.

Congratulations to Paulette Winkelhake and husband on the birth of their first child, a boy, who has been named Andrew Alan.

Edward "Eddie" Rumps, employed in the NRPC Department, retired on Sept. 10 after having been with the company 44 years. He was the guest of honor at a large office party, and received many personal gifts, plus a gift of money. He and his wife intend to reside in California.

Wedding bells rang on Aug. 13 for Helga Salazar, formerly of the manager of payroll accounting office and currently in the NRPC Department, who became Mrs. Jim Emperado.

Sympathy was expressed to Marian Michalak of the assistant comptroller's office on the death of her sister, and to Terry Stroncak on the death of her mother.

J. Brandenburger, manager of NRPC accounting, and his staff became our neighbors on the fifth floor recently.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

During the past summer Agent R. M. Gordon's son Rob was one of 76 students from Racine who attended a two-week musical festival in Scotland and England. Agent Gordon also left his daughter Marsha in Billings, Mont., this summer to attend Rocky Mountain College.

C. H. Fennell, conductor on Amtrak trains 46 and 9, retired Aug. 31. He intends to travel west for the fall and winter seasons.

Kathleen Dingeldein, a daughter of Mr. and Mrs. James Dingeldein of Janesville, has enrolled at the University of Freiburg in Germany for her junior year of study on a grant from the University of Wisconsin. She has been attending the U of W at Rock County, where she has been an A student, and will return there for her senior year. Her dad is presently employed as an assistant car foreman at Bensenville, Ill.

SECOND DISTRICT

Julie A. Orton, Correspondent
Asst. Superintendent's Office, Green Bay

Green Bay lost two yardmasters in July, due to retirement. Herbert "Whitey" Brueckner retired after 41 years of service. Whitey began work as a brakeman in Green Bay in 1929 and transferred to switching in the yard in 1931. In March 1971 he was made

(Continued on page 24)

Traveling the Skibobbing Circuit



Competing in the second world skibobbing championships in Switzerland, Conductor Cole clips along at a good rate of speed.

A skibob has been described as "a bicycle that fell in love with a snowflake," and skibobbing as "a sport for people who have fallen in love with winter."

Not that Harold B. Cole of Alberton, Mont., has always been keen about winter sports. In fact, after 35 years in train service on the west end of the Rocky Mountain Division, operating difficulties during the cold weather months had dulled his appreciation of wintertime, even in that scenic area. "Spring was always welcome," he says.

His conversion began some years back when his son, Burton, bought a pair of skis. Cole decided to buy a pair, too, and soon realized that skiing can be great fun.

Then in 1965 lugeing was introduced in Montana, and Cole found himself involved with several friends who were heading the promotion. The year following he was elected chairman of the Montana Luge Committee.

Lugeing, now part of the Olympic winter games, is similar to bobsledging. The rider reclines in a semi-prone position and races down an icy incline at tremendous speed. The sensation is a "definite thriller," Cole says, "but after several runs, I came to the conclusion that it was a sport for young people, not 50-year-old conductors."

Montana's weather failed to cooperate, however, and after two mild winters and lack of snow, luge was

phased out in that area. But as interest waned, skibobbing was emerging on the winter sports scene. Cole talks about it with the insight of a veteran. In 1966, for helping to promote the sport, he was given a skibob, and since that time has used it on nearly every slope in western Montana.

The skibob was first patented in 1892 by John C. Stevens of Hartford, Conn. Stevens removed the wheels from a bicycle, placed a ski runner on the front and two small runners on the rear, and that was about all that was ever heard of the Ice-Velocipede, as he called it. In the years that followed, many other models appeared in Europe and the United States. The one used by sportsmen today was introduced in 1950 in the Bavarian ski resort of Kiefersfelden.

Cole compares it roughly to a bicycle on skis. The vehicle consists of a runner attached to a steering shaft with a handle bar, another runner with a seat attachment, and two small skis equipped with brakes attached to the rider's boots.

In 1969 Cole was one of a delegation of six Montanans who visited Crans-Montana, Switzerland, to observe the second world skibobbing championships and help promote a U. S. site for the 1971 meet. While there he competed in the giant slalom. He was the only American entry, and at 53, the oldest participant.

In the spring of 1970, both he and his son were in the regional races at

Mt. Hood, Ore., where Burton placed 7th and Cole was 10th. This spring, in the national championships at Jackson Hole, Wyo., Burton was 3rd in the Junior event and Cole took 1st in the men's Senior II Division.

"Actually, the only distinction I'm winning in these races is that of being the oldest contestant," he says. "Now, at 56, I'm more interested in promoting the sport as a pleasure rather than a competitive activity. But the next world championships will be held in Germany in 1973, and by that time, who knows. Maybe I'll still want some of the action."

(Continued from page 23)

afternoon yardmaster and continued in that position until his retirement.

Roland Tracy retired after 48 years with the Milwaukee Road. Rollie began as a brakeman in May 1923 and transferred to the yardman's board in September 1929. He became day yardmaster in March 1971.

We also had two retirements in the Maintenance of Way Department. Alvin J. Bellow, 64, retired on June 30 after 28 years of service as a section laborer with headquarters at Stiles Junction.

Assistant Roadmaster Orville R. Wyent retired in July with 42 years of service. Orville began work as a section laborer in April 1929 and was assigned assistant roadmaster in October 1968. A happy retirement is wished to all.

Milwaukee Terminals

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Congratulations to Jon P. Galiher and his wife on the birth of their first child, Jon P. Galiher II, on July 5. Jon is assistant chief clerk in West Yard at Muskego. The baby's grandfather is E. P. Galiher, trainmaster at Aberdeen, S. D.

Sympathy was extended to Retired Switchman Pete Connelly on the death of his wife July 11. Also to Retired Road Caller Harold Gallmeier on the death of his wife, Evelyn, in July, and to Ticket Clerk Paul Norberg on the death of his father Aug. 31.

We extended deepest sympathy to C. C. Burns, retired district manager-passenger sales, Milwaukee, on the death of his wife July 28. Burial was in Wilkinson, Ind.

We wish a speedy recovery to Switchman Dennis Walosz, who is at Great

He Opted for Eye Safety



Modern safety glasses are smartly styled and comfortable, and in the machinist trade you wouldn't want to be without them. Ask Anthony Puzak, photographed at Western Avenue Yard in Chicago. Those he is wearing are new, the old ones—well, here's what happened:

Puzak had been truing a wheel in the Pit Building and was lowering the chip bucket to clean out the pit when the cable on the hoist unreeled and whiplashed. The lug at the end struck his safety glasses, fracturing the right lens, but that was the sole extent of the damage.

Puzak is displaying the lapel pin and certificate testifying to his membership in the Wise Owl Club of America, the organization of industrial workers whose foresight in wearing safety glasses has saved them from eye injuries.

Lakes after being wounded in Vietnam.

William J. Thomas, son of Stationmaster Ray Thomas, was welcomed back to work on the C&M Division after finishing two years in military service.

Caller Virginia Christian, husband Donald, switchman in the Milwaukee Terminals, and their son Don enjoyed a fishing trip in Canada recently. They traveled 889 miles to Red Lake, Ontario, and from there flew 22 miles inland to Cat Lake Resort. They brought back 18 walleyes and 14 northerns.

Hilbert "Slim" Koepnick, electrician in the depot, retired on June 30 after 49 years of service. Slim started his railroad career in May of 1922 and his apprenticeship in 1930, and became an electrician in the Locomotive Department in 1934. In 1941 he went to Chi-

cago as a diesel maintainer, returning to Milwaukee as an electrician maintainer in 1941. He was the electrician here in the depot for several years. As a send-off for his well-earned retirement, Slim was honored at a dinner party held at Cassidy's Hall in Milwaukee on July 1. A good crowd attended. A cash gift presented to him conveyed the good wishes of many of his friends throughout the railroad.

Mrs. Grace Johnson, former secretary to the general superintendent in Milwaukee, applied for retirement in July. She and Mr. Johnson are residing in Albuquerque, N. M.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Little three-year-old Jamie Kubenik, daughter of Cheryl Kubenik of the chief engineer's office and granddaughter of Mrs. Lois Scott, revising clerk, has been selected to model for William Warmuth, a well-known Midwest artist. He is also the uncle of Jamie's dad, Thomas.

About 50 guests attended a bridal shower Aug. 15 at St. Augustin's Church Hall in honor of JoAnn Wencka, keypunch operator. JoAnn's marriage to Richard Glodowski took place on Oct. 2. The guests enjoyed gift bingo and dancing and a delicious buffet. Hostesses for the occasion were members of the Wencka and Glodowski families.

Lois Scott, son Jay and a family friend motored recently to Yellowstone National Park and toured the States of Colorado and Wyoming. The trip was made via the Badlands and Black Hills of South Dakota, with 6,000 miles added to the meter.

Carolyn Cartwright, code clerk, and Kitty Koralewski, carload bill clerk, are both on leave of absence at this writing, due to illness.

Mary Jones, carload bill clerk and the wife of Wardell Jones, chief clerk at Muskego Yard, left the service of the Road Aug. 27.

AGENCY

Edward Farrell, retired yard clerk and former treasurer of BRAC local lodge, was hit by a motorist Aug. 14 and suffered contusions, concussion and a broken pelvis. Ed was on his way to church when the accident happened. He is still confined to County General Hospital at this writing, but on the road to recovery.

Ray Molling, former yard clerk and messenger, was confined to Lutheran Hospital during the July 4 holiday, but didn't miss any of the fun. Officials organized a picnic on the lawn, and those patients who were ambulatory or in wheel chairs received a picnic lunch

and marshmallows toasted on the grills. Those confined to bed were served a special picnic supper.

Friends, co-workers, management and representatives of industry joined on Aug. 20 to pay tribute to Yard Clerk Fred Stelzel, following his retirement. Fred was congenial to everyone and his quiet, efficient manner won him a host of friends. The guests enjoyed dinner and dancing at the "Colony" and presented him with a railroad engine clock as a memento of his many years of service on the railroad.

R. E. Chalifoux is again heading the Agency, following a position at Bensenville, Ill. Former Agent K. A. Anonson is headquartered presently at the Milwaukee depot.

Car Messenger Don Andersen underwent surgery recently at St. Anthony Hospital and is recuperating at home at this writing.

Maureen Lopez figured in a car accident in August and will be on a leave of absence due to complications resulting from it.

I M & D Division SIOUX CITY AREA

Marie B. Franken, Correspondent
Office of District Manager-Sales,
Sioux City

Locomotive Engineer Elmer A. Weiland of Sioux City, who has been traveling on the Milwaukee Road for 55 years, retired on Aug. 31. He began his railroad career at the age of 12 at Yankton, S. D., as a coalshed man, and also worked in the Maintenance of Way Department for his father, the late August Weiland, a track foreman and a 50-year Milwaukee Road employee. He became a locomotive fireman in 1919 and when he retired had been No. 1 on the list for the last six years. He has served as chairman and financial secretary of the local Brotherhood of Locomotive Firemen and Engineers, and as vice general chairman of the national BLF&E for the Milwaukee Road. Elmer and his wife, Mary, want to continue traveling and hope to spend the winter in Phoenix, Ariz.

Chief Carpenter and Mrs. J. D. Martin of Canton were in Missoula, Mont., to see their son Jim receive a degree in computer science from the University. Jim has worked in the B&B and track departments in South Dakota and as a locomotive machinist in Deer Lodge. He and Mrs. Martin and daughters Jodi and Shelly are now living in Pierre, where Jim is employed by the State Highway Department. Another Martin son, Pat, is working in the B&B Department after spending 13 months with the

23rd Infantry Division in Vietnam. He was a sergeant when he was released.

John S. (Mickey) Mahoney III, son of John Mahoney, sales representative at Sioux City, will continue working for his Bachelor and Master degrees in music education at the Eastman School of Music of the University of Rochester, Rochester, N. Y. Mickey is the recipient of one of the railroad's J. T. Gillick four-year scholarships.

Kendall Koontz retired Aug. 1 as yard clerk at Sioux City after 34 years of service. A kaffeeklatsch was held in the freight agent's office to celebrate his retirement and birthday. He was presented a pocket secretary containing a monetary gift. Mr. and Mrs. Koontz are planning a trip to Colorado and California to visit their son and grandchildren.

Harry W. Jensen, a retired 50-year locomotive engineer of Sioux City, died July 25 after a long illness. He retired in 1960. Survivors include his widow, a son and a brother, all of Sioux City.

Funeral services were held June 17 at the First Methodist Church, Russellville, Ark., for Barney B. Morgan, a former resident of Madison, S. D., who died in Russellville. Mr. Morgan joined the Milwaukee Road in 1920 and was in train service for 37 years as brakeman and conductor. He retired in 1957 and moved to Russellville. Survivors include his wife, three sons, three daughters, a stepson, fourteen grandchildren and four great-grandchildren.

Effective July 26, Ed Lemay, car foreman at Sioux City, was appointed general car foreman at St. Paul. Employees in the car department presented him with a hand-tooled billfold containing a monetary gift as a "going away" remembrance.

Mike Francis was appointed car foreman at Sioux City, succeeding Ed Lemay. Mike had worked as a carman at Sioux City since 1963, and for several months this year was car foreman at Austin, Minn.

Jack A. Shumansky passed away on Aug. 16. Sympathy was expressed to his son Jack, a carman at Sioux City, and his brother, Alex, a locomotive engineer at Sioux City.

SHORTER THAN SHE SOUNDS. For quite a number of years, Martha Moehring, chief clerk at Montevideo, Minn. (left), and Margaret Crocker, B&B and roadmaster's clerk at Aberdeen, S. D., have been exchanging reports daily by phone, but never met until recently when Margaret made a trip to Montevideo. This picture was taken at the Milwaukee Road station. Martha reports that Margaret is a bit shorter than she sounds over the phone.



FIFTY YEARS OF SERVICE. Ferdinand Franz (center), chief clerk of Carscope in Chicago, is presented a lifetime pass for 50 years of service by Q. W. Torpin (left), general superintendent of transportation, as R. E. Beck, superintendent of transportation, stands by. Mr. Franz joined the railroad in 1921 in the Chicago telegraph office. He later held various positions in the Fullerton Avenue accounting offices and came to the transportation department in 1959 with the installation of Carscope.



FALLER-YOUNG WEDDING. Miss Debbie Faller and Greg Young shown at their marriage on July 10 in the First United Methodist Church, Perry, Ia. Debbie is the daughter of Trainman and Mrs. W. W. Faller.





January-September 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	NINE MONTHS		INCREASE	
		1971	1970	1971 over 1970	% of increase
8.4%	Lumber or dimension stock.....	41,500	36,616	+ 4,884	+ 13.3%
3.9	Motor vehicles.....	18,384	14,998	+ 3,386	+ 22.6
3.2	All other food products (incl. sugar)	20,449	19,095	+ 1,354	+ 7.1
2.7	Industrial chemicals.....	11,847	11,494	+ 353	+ 3.1
2.2	All other transportation equipment	21,879	18,378	+ 3,501	+ 19.0
1.4	Malt liquors.....	13,478	13,324	+ 154	+ 1.2
0.4	Coke, oven or blast furnace products	5,283	5,240	+ 43	+ .8

22.2% 132,820 119,145 +13,675 + 11.5%

loading of these commodities DECREASED in 1971 under 1970	NINE MONTHS		DECREASE		
	1971	1970	1971 under 1970	% of decrease	
11.6%	Grain.....	49,483	62,600	-13,117	- 21.0%
6.9	All other paper or allied products...	51,041	53,500	- 2,459	- 4.6
3.9	Coal.....	58,765	66,803	- 8,038	- 12.0
3.5	All other wood products (incl. plywood).....	21,076	21,347	- 271	- 1.3
3.1	Canned fruits, vegetables and seafoods.....	14,534	17,001	- 2,467	- 14.5
3.1	All other chemicals or allied products	22,419	23,726	- 1,307	- 5.5
3.0	Stone, clay, or glass products.....	21,654	26,243	- 4,589	- 17.5
3.0	Primary iron or steel products.....	18,121	22,846	- 4,725	- 20.7
2.8	Meat, fresh, chilled or frozen.....	14,137	20,545	- 6,408	- 31.2
2.8	Grain mill products.....	37,587	40,188	- 2,601	- 6.5
2.7	Nonmetallic minerals; except fuels.....	32,660	38,560	- 5,900	- 15.3
2.7	All other primary metal products.....	10,191	11,587	- 1,396	- 12.0
2.5	Pulp or pulp mill products.....	11,761	11,973	- 212	- 1.8
2.5	Frt. Forwarder Traffic & Shipper Assn. Traffic.....	14,796	20,144	- 5,348	- 26.5
2.3	Waste or scrap materials.....	17,443	19,789	- 2,346	- 11.9
1.9	Primary forest products.....	39,607	40,213	- 606	- 1.5
1.7	Fabricated metal products.....	9,832	11,367	- 1,535	- 13.5
1.6	Petroleum, natural gas, or gasoline	10,755	13,155	- 2,400	- 18.2
1.3	All other machinery; except electrical.....	5,381	5,784	- 403	- 7.0
1.3	Electrical machinery or equipment.....	8,844	10,284	- 1,440	- 14.0
1.0	Soybeans.....	8,795	9,308	- 513	- 5.5
0.9	Dairy products.....	6,891	7,719	- 828	- 10.7
0.9	Farm machinery or equipment.....	7,393	8,387	- 994	- 11.9
0.7	Potatoes, other than sweet.....	4,811	4,887	- 76	- 1.6
0.7	Fresh fruits and vegetables.....	4,626	6,727	- 2,101	- 31.2
0.7	Beverages; except malt liquors.....	7,354	8,043	- 689	- 8.6
0.3	All other farm products.....	4,297	5,343	- 1,046	- 19.6
0.2	Livestock.....	959	1,510	- 551	- 36.5
0.2	Metallic ores.....	998	1,979	- 981	- 49.6
0.1	Small packaged freight shipments (LCL mdse.).....	193	249	- 56	- 22.5
7.9	All other carload traffic.....	46,319	57,416	-11,097	- 19.3

77.8% 562,723 649,223 -86,500 - 13.3%

100.0% 695,543 768,368 -72,825 - 9.5%

Theodore Ness, retired Sioux City car inspector, died on Aug. 17 after a short illness. Mr. Ness was employed by the Milwaukee 45 years, retiring in 1957. He is survived by two daughters, a brother and two sisters.

Edward J. Whelan, retired Sioux City locomotive engineer, died Aug. 21 after a brief illness. Mr. Whelan was a 56-year employee of the Milwaukee, retiring nine years ago. Surviving are his wife, a son, three daughters, eight grandchildren and seven great-grandchildren.

Salvador Tovar, section foreman at Sioux City, was elected purser of the Garrigan Assembly, Fourth Degree Knights of Columbus. Officers were installed at a banquet in the Oasis restaurant at the Sioux City airport on Aug. 20.

Rollin Blough, chief clerk to district manager of sales at Mason City, has been appointed to the Executive Committee of Clausen-Worden Post No. 101 of the American Legion in Mason City.

Loran K. Drew was appointed assistant master mechanic at Mitchell, S. D., effective Aug. 4. Larry was shop foreman at Milwaukee before going to Mitchell. He and wife Lorraine have one daughter, Lynore, who will attend Nettleton College at Sioux Falls this fall.

Best wishes are extended to Arlo Livingston, yard engineer at Mitchell, and Chuck Kuckleburg, agent at Mitchell, who retired on July 1.

Mr. and Mrs. Cecil Stemper of Mitchell learned recently that their eight-year-old son was born with only one kidney. They have taken him to the Mayo Clinic at Rochester, Minn., and he will need surgery. Mr. Stemper is a section laborer who is presently in the hospital. A fund has been set up at Mitchell to assist these people.

Sympathy was extended to Roundhouse Clerk Marjorie Kurtenbach of Mitchell on the death of her mother, Mrs. Lena Shonley, who passed away July 13 at age 69.

Congratulations to Lt. of Police and Mrs. Steve Bear on the birth of their third child, Richard, on Aug. 25, and to Roundhouse Laborer and Mrs. R. J. Dyer on their first grandchild, Kimberly, born Aug. 26 to their daughter and son-in-law, Mr. and Mrs. Mike Keagle.

Conductor Ray Leahey suffered injuries to his left hand in a power mower accident at home recently. At last report, he was recuperating well. Mrs. Kenneth Casey, wife of roundhouse foreman, underwent surgery in August and is recuperating at home. Retired Train Dispatcher Dick Gorman has been at St. Joseph Hospital, having had surgery complicated by a

heart condition. At last report he was planning to return to his home in Spirit Lake, Ia.

Locomotive Engineer J. S. Lancot died in a Sioux City hospital Sept. 3 after a brief illness. He was a Milwaukee Road employee for 45 years. He served in the Army Air Corps in World War II and was a pilot and stunt parachute jumper for many years. Surviving are his wife, two stepsons, three sisters and a brother.

We were happy to hear recently from our former correspondent, Mrs. Sophia McKillip Dixon, who is residing at Mitchell, S. D. She reports that she has taken up golf and will play more often now that her husband is recovering from a bout with pneumonia.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Charlie Chambers, engineering aide at Austin, was transferred to Deer Lodge, Mont., on Aug. 16. Charlie is an expert trout fisherman, and was enjoying his favorite sport in Montana when the news came. This writer can personally testify to the quality and quantity of Charlie's catches. A coffee party was held in his honor, at which Division Engineer Frank Pawlak presented him with golf balls and a golf cart as a going-away present from all the Austin people, which he will put to good use also.

Kemma Johnson, clerk in the engineering office at Austin, is to be congratulated on becoming a grandmother on Aug. 24.

Harlan Hunter, section foreman at Austin, retired on Aug. 31 after 46 years of service. Harlan intends to do a little northern Minnesota travel and fishing, but will reside in Austin.

Bernadine Cochlin, steno-clerk in the superintendent's office, has returned to work after being away on account of illness since March.

Sympathy was expressed to Switchman Les McBeain of Austin on the death of his mother in August.

Coast Division

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

Several of our associates, looking forward to leisure days, retired this summer. J. A. "Tom" Streit, storehelper in the Material Division at Tacoma, retired on June 30. T. H. Skaar, a B&B carpenter with Crew "B" in Tacoma for many years, retired as of Aug. 2.

George K. Gordon, chief yard clerk, retired on June 4 after more than 51 years with the Milwaukee Road. Dur-



Minnesota Employees Win Safety Award

Milwaukee Road employees in the State of Minnesota were the recipients of the Minnesota Safety Council's Meritorious Achievement Award for an outstanding accident prevention performance in occupational safety throughout 1970. The award, signed by Governor Harold Levander and Safety Council President J. D. White, is displayed here by District Safety Engineers W. C. Grandstaff (left) and J. A. Messicci, who are headquartered in the Twin City Terminals. The Milwaukee Road was the only railroad to receive the award, which recognized the lowest injury rate per man-hours worked during the course of the year.

ing his service he held various positions at different locations on the system, the last few years as chief yard clerk in Tacoma. He is well known, and his many friends on the Milwaukee wish him a rewarding retirement. He was honored at a cake and coffee party and presented a retirement gift.

G. M. "Jerry" Claussen retired as special signal maintainer on June 30. His service with the railroad covered 46 years, 36 of them in the Signal Department. He was born in Montana and spent many years as a signal maintainer on the Rocky Mountain Division before coming to Tacoma in 1962. For about 27 years he was local and general chairman of the BRS on western lines, retiring as general chairman of Local 4 in 1969. Jerry's many friends honored him at a cake and coffee open house in the signal shop on July 2 and presented him with a retirement gift. He intends to make Tacoma his permanent home.

Condolences were expressed to the family of M. M. "Mike" Wakin, sectional stockman in the Material Division at Tacoma, who passed away Aug. 3. He had worked for the railroad 44 years.

Sympathy was extended also to Jayne

Miller, roadmaster's clerk in Tacoma, on the recent death of her father, as well as to Retired Lieutenant of Police T. R. Sullivan, whose wife passed away recently.

Mrs. Alice McClain, clerk in the Material Division at Tacoma, is recuperating from surgery at this writing and is wished a speedy recovery.

Locomotive Engineer G. E. Lowman and Mrs. Lowman are proud of her niece, Brig. Gen. Jeanne M. Holm, the Air Force's first and only woman general officer. She received her one-star rating in July. General Holm joined the Army Women's Auxiliary during World War II and was commissioned in 1943. She was released from active duty in 1946 but recalled in 1948, and transferred to the Air Force in 1949 during the Berlin crisis. For her role in the Berlin Airlift she was awarded the Legion of Merit and Medal for Human Action. She is presently headquartered in the Pentagon.

Those who remember Carole Coe, who was the secretary to the superintendent in Tacoma for about seven years, will be happy to learn of her recent appointment to the position of Deputy Director for City Affairs of the

Seattle-King County Office of Ombudsman. Carole resigned from the railroad to continue her education at the University of Washington School of Law, from which she was graduated this year.

Karen Jean Shafer, daughter of Ernest Shafer, who is employed in Tacoma, was the winner of the Outstanding Student and Citizenship Award as the top female student of 1970-71 at the Bates Vocational-Technical Institute in Tacoma . . . She is attending the Institute on a scholarship awarded to her upon graduating from the Puyallup High School in 1970. Karen is the granddaughter of Mrs. Nellie Brown of Othello, a retired Milwaukee employee.

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL MANAGER: Don Sullivan of the assistant general manager's office and his wife, Margaret, are the proud parents of a third son, Patrick John. This new little member of the Sullivan family, who arrived on Aug. 31, joined brothers Michael, 12, and Steven, 11, and a sister, Pamela, 9.

ASSISTANT PURCHASING AGENT: Kathy Harris and her husband, Keith, had a wonderful and busy vacation. They flew first to San Diego for a brief visit with relatives and tour of the area, including "Seaworld," followed by a flight to Los Angeles, where they saw Disneyland, Universal Studios and other attractions. Then they boarded a 747 bound for Hawaii, where they enjoyed four glorious sunny days. They advise everyone to see Hawaii.

LOCAL FREIGHT OFFICE: Most of our vacations are over, and everyone seems to have had a great time . . . Irene Carleton spent two weeks in the Reno-Lake Tahoe area, traveling with her two sisters and brother-in-law . . . Bill Fogelstedt and wife, Marge, took a camping trip with friends and relatives, traveling up Vancouver Island, British Columbia . . . Al Swanson, agent, spent two weeks traveling on the Olympic Peninsula and along the Oregon coast. Al says he's mastered the art of body surfing . . . Noble McDonald and family traveled over 4,500 miles covering most of the western States, including New Mexico and Arizona . . . Stoney Hermann has returned to the freight office after working a number of years in the Freight Claim Department . . . Leaving the freight office were Bob Parsons and Penny Vierra, Penny to work as a stenographer in the Sales Department and Bob to accept a job with the Association of American Railroads. A coffee and cake farewell party was held for Bob . . . Nancy Gibbs, daughter of

Council on Aging's Outstanding Volunteer



Mrs. William Driskill

"I wasn't expecting any reward other than the pleasure of just doing something to help," says Mrs. William Driskill of her service in Marion, Ia., with the Council on Aging.

She is quoted on being presented at the Council's annual meeting with a Certificate of Merit as the most outstanding COA volunteer.

Mary Driskill, wife of a conductor on the Iowa Division, was one of the Council's first volunteers in November 1969, when she and her husband were living in Newhall, Ia. At that time she drove three times a week to Marion and Cedar Rapids. Her assignment was to visit the elderly, determine their needs, and help them whenever the Council was able to do so.

After the Driskills moved to Marion, the Council suggested that she open an office in their basement. Since that time she has spent an

average of five hours a day, Monday through Friday, and many weekends in emergency situations, as a dedicated COA worker.

As a coordinator for volunteers and clients, Mrs. Driskill has recruited and supervised about 55 volunteers who work with and help some 100 elderly persons. Quite a number of the recruits are young people. Through her, they offer their services as snow shovelers, errand runners, house cleaners, or just visitors with people who are lonely.

The most important service, she says, is to make elderly people aware of the help available to them, and make it easy for them to accept it. Many are too proud to accept what they term "charity," and are set in their ways. However, Mrs. Driskill sees that they know about Meals-on-Wheels, Phone-a-Friend, Telecare and Friendly Visitor services, besides handyman and housekeeping help, and how to get food stamps and public health nursing.

Conductor Driskill, who was assigned to "Cities" trains 103 and 104 before they were discontinued by Amtrak, now holds a freight run out of Perry, Ia., and they will move there when they find a place to live. But the move will not terminate Mrs. Driskill's Good Samaritan activities. She sums up her experience with the Council on Aging as "one of the most rewarding things I have ever done." (*Cedar Rapids Gazette photo*)

Maurene Gibbs' husband, Dick, was married Aug. 28 to Lt. Com. Frank Hughes, U.S.N. Nancy is a recent graduate of the University of Washington Law School and Frank is completing work on his Ph.D. in oceanography.

REGIONAL DATA OFFICE: Mr. Komurka and family vacationed recently in Minnesota, Wisconsin and California, visiting their relatives . . . Joyce Ask and children vacationed in Deer Lodge, Mont., with her folks . . . Esther Ray and her mother vacationed on the Oregon coast . . .

REGIONAL SALES OFFICE: Lee Derr, secretary to the regional manager-sales, vacationed in July with friends in Kansas City, then went on to Ottawa, Ill., to visit her daughter and son-in-law and their four children . . . Linda Howard, stenographer, was welcomed

to the department recently, having transferred from the district manager-sales office. She replaced Barbara Allen, who is now a clerk in the Foreign Freight Department.

DISTRICT-MANAGER-SALES: Welcomed recently were Geraldine Egan and Penny Vierra. Gerri, who moved recently from Irvine, Calif., to make her home in this area, replaced Kathy Jausaud, stenographer in the department since 1969, who left Sept. 1 to continue her college education. Penny transferred from the freight office and is now doing stenographic work on the desk formerly occupied by Linda Howard, who went to the office of regional manager-sales . . . We wish to express "get well" wishes to Gary Troske Sr., who underwent surgery Aug. 27 for a back condition.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton



Glenda Smith, daughter of Conductor and Mrs. H. R. Rice of Harlowton, was installed as Worthy Advisor of the International Order of Rainbow for Girls. She served as Worthy

Advisor of Roundup, Mont., Assembly No. 17 for the summer term. She is also a member of the National Honor Society. Her mother has been with the railroad a number of years, presently as yard clerk at Harlowton.

John Bouchard of the Harlowton Materials Department was married to Joan Austin of Billings in Trinity Episcopal Church in Harlowton. The church was decorated with baskets of yellow and pink glads, white daisies and pink carnations, and the bride wore a pretty gown made by her aunt, with a full length veil. A reception was held at the Youth Center, after which the couple took a wedding trip to Calgary, Banff and Lake Louise.

Mrs. Jim Dougherty, wife of former Harlo yardmaster, passed away recently. Requiem mass was said in St. Joseph's Catholic Church and burial was in Harlowton cemetery.

Mrs. Cecelia Buckley, wife of store and materials man Tom Buckley, was elected second vice president of the Montana Democratic Women's Club and attended the convention in Whitefish, Mont.

Harlo swimmers ended the season with Patty Nissen breaking her first State record in the 13 and 14-year-old 50 meter butterfly. Patty is the daughter of Conductor Butch Nissen. Other Milwaukee kids who did well were Julie and Patty Massing and David Lane. Many others were in the swim of things.

Since Roy Spogen, recently retired yard clerk, won't stand still for a picture, the following report of his career with the Milwaukee Road will give him some well-deserved credit. Roy started on Jan. 23, 1925 in Great Falls. His original home was in Belt, Mont., close to Great Falls. Transferring from job to job, he held positions such as warehouse foreman, car clerk, rate clerk, OS&D clerk, cashier, and chief clerk in traffic. From there he went to Lewistown. Greater responsibilities sent him over much of the western lines as a trouble shooter, even going east for times, and to Aberdeen to set up the "transfer" after it was moved there from Harlowton. He also served as

local chairman for the Clerks for 28 years, and was chief car distributor out of Seattle.

Probably the most colorful period of his career was straightening out the government accounts at Hanford, Wash., during World War II at the atomic installation there. As the installation grew from a few hundred people to thousands nearly overnight, Roy slept in tents and similar structures until housing could be built. Harlowton figured greatly in the Hanford works of WWII, as some of my former reports have told. Many of our personnel went to Hanford for railroad duties. Only love of the West kept Roy from accepting positions in other sections of our company. He retired in Harlowton on July 1, since which time he and his wife are enjoying a little travel.

Barney Grinnvoll, retired, has returned from another jaunt to foreign countries, this time from Russia and Siberia. His tales about them are fascinating.

General Roadmaster and Mrs. A. M. Olson of Chicago visited in the Lewistown area recently and enjoyed the fishing. Myron was roadmaster at Lewistown before transferring to Chicago.

Ira Keeler, car foreman from St. Maries, Ida., has taken the Great Falls position while Henry Buckley is off on disability leave.

It was a hot and dry summer here. Harlow was the scene of smokejumpers coming in DC3's and Twin Beeches to the local airport for fire fighting in the nearby mountains. Hunting and fishing and travel in the mountains were suspended for a time because of the fire danger.

EAST END

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

Congratulations are in order to: Retired Electrician and Mrs. W. E. Stricker on the observance of their 55th wedding anniversary. While no celebration was planned, the Strickers received numerous calls, visits, cards and flowers. One bouquet was made of mums to represent a frosted cake with roses for decoration and the gold numerals "55" on top . . . To the Mickey Gilmores, who observed their 50th anniversary in Pico

Bethel Lutheran Church in Madison, Wis., was the setting for the Sept. 4 marriage of Linda Smith, daughter of Signal Maintainer Herbert Smith, Milton, Wis., to David Voelz. A reception at the church followed the ceremony. Linda has been a summer relief clerk in the Janesville, Wis., freight office for three years, while David was a summer employe in the Signal Department. They are making their home in Madison, where both are seniors at the state university.



Locomotive Engineer Elmer A. Weiland (right), arriving in Sioux City, Ia., with No. 8 on his retirement run Aug. 31, is met by Assistant Superintendent T. E. Witt (left) and Roundhouse Foreman K. S. Casey. For details, see the items of Correspondent Marie Franken.



Retiring on July 30 after more than 22 years of service, Harry Graack, machine supervisor of the electronic data processing center in Chicago (center), has the good wishes of L. P. Sabac, assistant manager of data operations (left), and J. R. Kaberlein, manager of computer operations. His co-workers in the Fullerton-Southport office held an open house in his honor.





MARRIED SIXTY-ONE YEARS, Retired Conductor and Mrs. Bert Eberling of Inglewood, Calif., celebrated on June 4. In the long-ago Bert was known as "Kid Farmer," a promising lightweight boxer. He joined the Milwaukee Road in 1905, starting as a brakeman, and became a conductor in 1910. During a leave of absence in the 1920s he was also a stunt man in Harold Lloyd movies. His later years of service were on the Chicago-Elgin suburban line, from which he retired in 1954.



FOR SUPERIOR SERVICE. Section Foreman Thomas Hiltz of Zeeland, N. D. (center), is congratulated by Division Engineer W. C. Whitham (left) and Roadmaster Robert Toney upon receiving his 41-year Superior Service Award. The award recognized that over that length of time neither he nor any man under his supervision has ever been involved in a reportable injury.

Rivera, Calif. Their two daughters arranged the celebration. Mickey will be remembered as the former chief clerk at the Stores Department in Miles City . . . To William J. Sterhan on his marriage to Marcia A. Haggerty, granddaughter of Retired Engineer B. O. Haggerty and daughter of Mr. and Mrs. Jim Haggerty . . . And to Thomas A. Randolph on his marriage to Connie Rae Ingalls, granddaughter of Yard Clerk L.

S. Richey and of Mrs. Perry Ingalls, widow of Yard Brakeman Ingalls.

It was learned here that W. H. Bartley Jr., son of Retired Conductor W. H. Bartley, was named district governor of the Immigration and Naturalization Service, Buffalo, N. Y., District of the Department of Justice. Bill has been in government service in many capacities since his graduation from the University of Montana in 1940, including the Immigration Border Patrol, a stint in the service, working under the Displaced Persons Act of 1948 in Germany, back to the Immigration and Naturalization Service in Japan, and with the Department of Justice in Buffalo since 1965.

Our retired people continue to make news. Mrs. L. A. Timberman, wife of Retired Roadmaster "Dutch" Timberman, and L. T. Peterson, retired section laborer, were among several persons pictured in the local paper in their gardens. Both enjoy gardening.

POTPOURRI: Retired Pipefitter Fred R. Dane celebrated his 94th birthday on July 31 at his home. His three sons and their families attended. Mr. Dane retired in 1948 . . . Retired Carman and Mrs. Ray Dworshak traveled to Spokane in July to attend the final profession of vow ceremony for their daughter, Sister Mary Annette . . . Retired Dispatcher and Mrs. Earl Farr have returned from a 2,000-mile trip by car to Wisconsin, where they visited relatives and attended an Old Settlers picnic. They won three prizes at the picnic. Earl, 88, won the prize for the oldest man there, and together they won prizes for being the longest married and for coming the farthest distance. Those traveling Farris seem to have a boundless source of pep and energy . . . Manford L. Anderson, son of Retired Carman A. S. Anderson, was honored recently in Washington, D. C., for 30 years of federal service. He is chief of the Fiscal Management Section, Housing Division, Directorate of Civil Engineering . . . The Milwaukee Road Women's Club is again sponsoring a bowling team. This year Mollie Hilderman will be the captain.

The local Rock Club held its second annual Mineral and Gem Show in late July, and drew an attendance of several hundred people. Rockhounds from several other states attended. Local rockhounds who displayed included Brake-men E. E. Steiner and H. C. Ehrle.

Mike Lester, son of Signal Supervisor M. S. Lester, has been receiving nice reviews in local and area papers for his baseball performance. Mike is the regular third baseman on the Miles City Legion ball team and also pitches. His batting average is over 400. At the end of the season he received an award as the team's most valuable player. Several scout scouts have talked with him about his

future in baseball, but at this writing it appears he will continue with his schooling.

Sympathy is extended to the family of Ben Bernatine, a retired roundhouse employee. He passed away July 15 at the age of 83 after a long illness . . . To the family of Mrs. Josephine Young, widow of Retired Machinist Donald J. Young. Mrs. Young passed away July 4 in Billings, Mont., at the age of 89 . . . To the family of Bud Swartz, who passed away at the age of 56 in Missoula, Mont. Bud was the son of a former yardmaster, Henry G. Swartz, now deceased . . . To the family of Charles A. Johnson, a former employee and brother-in-law of Yard Clerk James T. Butterbaugh . . . To the family of John Kittinger, also a former employee, whose father, "Boots" Kittinger, was a conductor prior to his retirement and death . . . To the family of Mrs. Carl A. Svendsen, widow of retired carman. Mrs. Svendsen passed away Aug. 17 at the age of 72 . . . To the family of Marvin Tripp, a former agent at Marmarth, N. D., who passed away at Seal Beach, Calif. He retired in 1950 . . . And to the family of Mrs. Juanita Childers, who passed away at the age of 81 at her home in Marmarth. She is survived by her husband, Asbury, a former agent-operator; sons Clarence, a conductor at Miles City, Pat, an engineer at Mobridge, and Zook, agent at Marmarth; and a daughter, Mrs. Robert Striebel.

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

The dispatcher's office in Deer Lodge saw numerous changes recently. With regret we report that Chief Dispatcher C. E. Cornwall is confined at this writing to St. Patrick's Hospital in Missoula, Mont. His friends and associates wish him a speedy recovery.

Recently transferred from Ottumwa, Ia., is Dan L. Lyons, dispatcher. Dan was formerly a dispatcher at this location and is very anxious for his family to join him.

Ray Kline of Lewistown has joined the dispatcher force in Deer Lodge, and hopes to have his family here soon.

Some of the change was due to the recent retirement of Howard O. Ullery, who completed over 40 years service with The Milwaukee Road.

Things are happening fast for Greg Guthrie Jr., engineer at Deer Lodge. Greg and his wife became parents on Aug. 10 to Stephen Gregory, and within a week's time he was transferred to Twin City Terminals. Junior Engineer Charles Chambers was then transferred to Deer Lodge from Austin, Minn.

Yardmaster Don Fraser and Mrs.



Teamwork Livens Up the Old Ball Game

South Dakota had a hot, dry summer, but come the end of the day's work Extra Gang 5543 still had enough zip to hustle a game of softball. Meet some of "The Nads," the team formed by the tie injector crew which was working in the vicinity of Lemmon under General Foreman L. E. Picha.

In the front, left to right: Jack Scheer, Frank DeRockbaine, Jim Shillingstad, Rick Wells, Gary Dietterle, Ted Dillman, Jim Miller, Steve Kamarek, Lyle Agard, and manager Lou Hawkins. Rear, from left: Joe Flying Horse, Don Kraft, Jim Banning, Pat Zerr, Ron Keinow, Gary Backmeier, Wayne Thompson and Joe Kamarek, clubhouse manager.

Absent when the picture was taken were Jim Wisch,

Charley O'Donnell, Greg Utter, Ole Little Eagle, DeWayne Guenther, Bill Miller and John Musser.

On week ends, the Nads played teams in the surrounding area, spurred on by their local fans and four pulchritudinous Lemmon cheer leaders. When the track program ended in September they also held an award banquet. Fourteen awards were presented for reasons such as "exceptional safety" (Ralph Nader Award), "heart-stopping catches and near catches in the outfield" (Cardiac Arrest Award), and "meritorius adoration and hero worship" (Fidel Castro Lookalike Award). The team finished the season with a .359 batting average, aided by .500 hitters, O'Donnell, Shillingstad and Guenther, and Thompson's .471.

Fraser, with Geradette and Ed, vacationed recently in Canada, sightseeing en route at Hungry Horse Dam and Glacier Park.

Conductor and Mrs. Glen Wilson have returned from an air trip to Germany, where they vacationed with their two sons. They traveled by car through several central European countries, seeing many well known points of interest.

A party was held at Lydia's in Butte the evening of July 21 honoring Harold W. Jurgensen, chief operator of Janney substation, who retired after 36 years of service with the Milwaukee Road. Mr. Jurgensen was presented with a gift by his substation associates and other friends. He now lives in Sun City, Ariz.

Karla Rydeen was employed recently as clerk in the superintendent's office. She is the mother of two small daughters, and her husband, Dick, is employed as an instructor at Montana State Prison.

Sanford C. "Sandy" Porter, who works in the mechanical department, was married on Aug. 2 to Miss Karen

Lee Neubauer. The ceremony and reception were held at the summer cabin of the bride's parents nine miles east of Deer Lodge. Following a wedding trip to the Pacific Coast, the couple are at home in Deer Lodge.

Forest E. Horn, 79, machinist for the Milwaukee until his retirement in 1958, passed away recently in Deer Lodge. Among survivors are his wife, Edith, son Charles of Prospect Heights, Ill., and a daughter, Mrs. Norma Beck of Deer Lodge.

Mrs. Floyd Damschen, supervisor of the high school food service, was selected by the State Department of Education to represent Montana at a western region seminar June 21-July 2 at Utah State University in Logan. Floyd is B&B foreman stationed in Deer Lodge.

Fred Magone, stationary engineer, and Mrs. Magone, together with relatives, enjoyed a holiday recently in Glacier Park, which has some of the most beautiful scenery in the United States.



ROCKY MOUNTAIN ROMANCE. Miss Virginia Lane, daughter of Trolley Line-man R. T. Lane, and Raymond Stewart, son of Agent E. W. Stewart, Harlowton, Mont., said "I do" recently at St. Joseph's Church in Harlowton. Debbie Lane was her sister's maid of honor. After a reception in the Faith Center, the couple took a wedding trip through Glacier Park.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion

Tom Borst, 12-year-old son of Trainman and Mrs. C. R. (Corky) Borst of Marion, was the winner of a "Lucky Fellow" award this summer. While helping bale hay, he fell and the wheel of the farm tractor passed over him. He suffered only minor injuries—not even a broken bone—and was back playing baseball and good as new in a few weeks. "It's a miracle," say the Borsts.

July 9 was the last working day for Cedar Rapids Yardmaster Walter E. Smith, who retired after about 41 years of service. Smitty started work at Cedar Rapids Yard as a switchman in 1929. He became a relief yardmaster in 1946 and a regular yardmaster in 1953. His retirement was marked by his friends and associates in the Marion-Cedar Rapids area with a dinner in his honor at Cedar Rapids. He was presented a gift of some new fishing equipment. Smitty thinks he will have to take a few student trips with his new fish pole. He and Mrs. Smith plan to live in Cedar Rapids and enjoy their retirement.

Switchman Michael Kingsbury and Miss Delilah Green, both of Cedar Rapids, were married July 31 on the campus of Cornell College, Mt. Vernon, Ia. Mike is the son of Switchman R. K. Kingsbury of Cedar Rapids.

Keith Head, second trick chief yard clerk at Council Bluffs, recently entered military service. His brother, Wayne, has been employed as a yard clerk at Council Bluffs. We also welcomed Tom Burns, son of Agent R. E. Burns of Huxley, who has started work as relief agent; E. C. Wordehoff, who is now employed as a switchman at Cedar Rapids Yard; and Doug Buchanan, who recently started work for the Signal Department.

Halcyon Kistler, former Magazine correspondent at Perry who moved to Montana this summer, was honored at a farewell party given by the Perry Business and Professional Women's Club. Gifts were presented to Mrs. Kistler, who is a past president of the local club and a past State treasurer of the Business and Professional Women's Club.

Car Inspector and Mrs. Charles Sutsch of Perry took a vacation trip to the West Coast, where they visited with their daughter and her family, the James Waltons, and with Mr. and Mrs. Jacel Wright at Lynwood, Calif.

Mrs. Bernice Brulport, Park View Manor, Woodward, Ia., is a patient at Mercy Hospital in Des Moines at this writing. She is the widow of Yardmaster Harry Brulport. Retired Conductor Frank Johnson of Perry is a patient in



Bertha Burge Retires!

Bertha Burge, secretary to Assistant Superintendent Snee at South Minneapolis, retired on July 15 with a host of good wishes from employees in the Twin City Terminals. The popular Bertha is shown at a surprise party in her honor attended by more than 150 co-workers and members of her family, including grandchildren Kris, 4 years old, and Tim, 7.

Mrs. Burge joined the Milwaukee Road as a stenographer in 1925 and "retired" from business in 1930. Called back to work during World War II, she started her second hitch on Apr. 27, 1942, and upon retiring had more than 34 years of service at South Minneapolis. Retirement gifts from her co-workers included a three-wheel Schwinn bicycle, which Bertha says will keep her both healthy and happy.

the Dallas County Hospital, and Mrs. Bessie Lones, mother of Retired Conductor Lee Lones, is a patient in the Des Moines General Hospital.

Bonnie Balsbaugh was one of 35 seniors at the University of Iowa who recently completed field work experience in the Johnson County Department of Social Services. The program was initiated at the University to aid students in applying classroom theory to real life situations. Bonnie is the daughter of the late Engineer George Balsbaugh and Mrs. Marjorie Balsbaugh of Perry.

Mrs. Mollie E. Bolender, widow of Conductor Fred Bolender, passed away on July 24 at the Dallas County Hospital. Services were held in Perry . . . Mrs. Nora Fallein of Perry passed away on July 29 following a sudden heart attack. She was the mother of Engineer W. A. Fallein.

Chris Harrison, 19-year-old son of Machine Operator and Mrs. William Harrison of Perry, has entered the United States Marine Corps. He is stationed in San Diego, Calif., for his basic training.

Army Private Bruce Tolle, son of Mr. and Mrs. Ronald Tolle, has completed eight weeks of basic training at Ft. Leonard Wood, Mo. Ron is time reviser at Perry.

Randall Wojan, son of Mr. and Mrs. Carl Wojan, Engineering Department at Perry, was on the dean's list in the College of Liberal Arts, University of Iowa, for the second semester of 1970-71. In order to qualify, a student must have a 3.5 or better grade point average.

Mrs. Arlettie Evans, widow of former employee Everett Evans, passed away on Aug. 3 in the Lutheran Hospital in Des Moines.

Funeral services were held in Perry for Engineer Albert W. Nicholson Jr., 48, who died on Aug. 2 in Avery, Ida. Mr. Nicholson formerly lived in Omaha, but for the past three months had been working at Avery. Survivors include his parents, Retired Policeman and Mrs. A. W. Nicholson Sr., his wife, Helen, and three stepchildren.

Retired Conductor and Mrs. Ed Davis have returned to their home in Perry after hospitalization at Fairfield.

The YMCA summer basketball league at Cedar Rapids ended its season with a win for the Kevin Kiley team in a play-off game with the Williams team. Keeping in practice for school this fall, Kevin, son of Trainmaster-Travelling Engineer J. F. Kiley, contributed 36 points to win the playoff. Another member of the team this summer was Dick Machacek, son of Engineer George Machacek of Marion.

Leonard E. Martin

Leonard E. Martin, 69, former supervisor of stations and yard offices, died in Kendallville, Ind., on July '16. Funeral services were held in Oglesby, Ill. He is survived by his wife and a daughter.

Mr. Martin was born in Oglesby, and joined the Milwaukee Road there as a trucker and clerk. He was appointed assistant agent at Rockford, Ill., in 1940, and agent at Harvey, Ill., in 1942, later holding that position at Mason City, Ia., and Freeport, Ill., and that of general agent in Rockford. In 1956 he transferred to Milwaukee as agent at Fowler Street, and in 1963 to Chicago as acting supervisor of stations. He was appointed supervisor of stations and yard offices in 1965, and retired on Mar. 31, 1967.

La Crosse Division

MADISON DISTRICT

Kathryn Skidmore, Correspondent



Florence Mahaffey

Belated good wishes are extended to Florence Mahaffey, our former Magazine correspondent, whose retirement this year terminated almost 25 years of service with the Milwaukee. Her career began in 1946 when she agreed to help out in the Madison freight office during an illness on the clerical force. This led to full time employment as a clerk and later to the position of steno-clerk to the general agent. With the opening of the regional data office at Madison in 1960, Florence was assigned the secretarial position, and three years later was made assistant cashier, the position she held when she retired.

To Florence, the interests of the railroad meant more than just a job. Her father, Robert Yates, was a locomotive engineer on the former Kansas City Division 37 years, and her brother, Stanley M. Yates, was a freight service inspector in Chicago until his death in 1961. She also married a railroader, the late Chauncey E. Mahaffey, a perishable freight inspector and subsequently freight service inspector with headquarters in Madison from 1941 until his death in 1968.

Florence's retirement marked the first time since 1902 that a member of her family had not been on the Milwaukee Road payroll. A luncheon held in her honor at Rohde's was attended by a large group of fellow workers and retired employees, in addition to which the regional data force held an open house. Since her retirement Florence has done some traveling, including a trip to Alaska, and had time to enjoy her family, which includes her daughter, Marilyn, and son-in-law Bob King, and grandchildren Judy, Laurie and David.

Janesville Car Department forces have adopted a brown Labrador and her seven pups, which apparently were neglected by their owner. Every morning the family can be seen sitting on wrecking blocks waiting for food and milk. At last report, mother and children were doing fine.

Congratulations to Freight Office Clerk and Mrs. John Friedrich on the birth of a son, Scott, July 4.

Joyce Culp, daughter of Yardmaster Gordon Culp, was welcomed as steno-clerk in the Madison freight office. Also Leonard Snowdon, who came from

Carman O. Stenberg (center), a veteran of 34 years of service with the Milwaukee Road, pictured as he retired at the wood mill shop in Milwaukee. Wishing him well are G. A. Wendt (right), general foreman of the passenger car shop, and Foreman L. O. Kuokkanen. He retired on July 30.



T. F. O'Connell, chief clerk to the district material manager at St. Paul, and his wife, Helen, receive the good wishes of District Material Manager K. J. Kulk (left) and N. S. Groth, assistant district material manager, at an open house marking O'Connell's retirement after 51 years of service. For details, see the items of Correspondent Edna Bowers.



G. J. Barry, superintendent of safety, congratulates D. O. Anderson, general safety inspector and instructor, and District Safety Engineer W. E. Dunn (left and right) on their citations by Junior Achievement of Chicago for serving as Advisers to Milwaukee Road JA companies.



Pump Repairer W. J. Boergerhoff (center), who retired recently, receives a Superior Service Award Card from H. E. Schrab, chief carpenter of the Chicago Terminal-Terre Haute Division, as Assistant Chief Carpenter W. J. Witek stands by. The award recognized eight years of service as a pump repairer in the Chicago Terminals without a reportable injury.



Portage to work as car clerk in the freight office.

The welcome goes also for Foreman Paul Garsomble, Michael Jordan and James Robertson and their families, who have moved from Milwaukee to the Madison area. The men have been assigned to the diesel testing program initiated at the Madison roundhouse.

Death recently claimed Edwin Hilgendorf, 81, of Mazomanie. He was a locomotive engineer with 51 years of service before retiring in 1958. Surviving are his wife, a son, daughter and grandchildren.

WISCONSIN VALLEY

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

Mrs. James Hack, wife of Conductor Hack, won the Class B singles event in the 52nd annual Wisconsin Woman's Bowling Association tournament at Neenah. Mrs. Hack captured the title with a 617 series.

Roadmaster Harold Brostrom retired at Wausau on July 1, thereby concluding 43 years of service as a sectionman, foreman and roadmaster. He started in 1928 with a section crew in his home town of Menomonie, was promoted to track lining foreman in 1940, and to extra gang foreman on the Wisconsin Valley line in 1942. He advanced to section foreman in 1943 and had been headquartered at Wausau as roadmaster since 1957. The Brostroms enjoyed the summer traveling and camping with their 23-foot trailer. They have three sons.

The First United Methodist Church in Wausau was the setting for the recent marriage of Lynda Marie Sydow, a daughter of Agent C. F. Sydow, Wausau, and Lewis Allan Emmons of Bloomington, Minn. Following the ceremony a reception was held in the church hall, and an evening reception was held at the Sydow home. The couple are making their home in Bloomington. The bride, a graduate of Wisconsin State University—Eau Claire, is a teacher at Rock Grade School, Hudson, and her husband, a graduate of St. Olaf College, is a certified public accountant employed in Minneapolis by the Department of Defense.

Funeral services were held recently at St. James Church, Wausau, for Retired Conductor Raoul Bertrand, 73, who passed away in a Wausau hospital. He was employed by the Milwaukee 47 years prior to retiring in 1964. He is survived by his wife, Edna, and a brother, A. E. Bertrand of Antigo.

Walter Magrecke, 67, passed away recently at his home in Wausau. Services were held at St. Michael's Church,

District Adjuster Aberling Retires at Milwaukee



At the luncheon in his honor, J. S. Aberling unwraps gifts from his Milwaukee Road friends

John S. Aberling, district adjuster headquartered in Milwaukee, was honored there at a luncheon in the University Club marking his retirement on July 31 after more than 44 years of service with the Milwaukee Road.

Mr. Aberling started his career in 1927 as a clerk in the Track and Engineering Department. He transferred to the Claim Department in 1943 as an adjuster, and had served as district adjuster since 1968. His territory encompassed the Wisconsin section of the La Crosse Division.

He and his wife, Ruth, plan to reside in Las Vegas, Nev.

with burial in the parish cemetery. Survivors include his wife, Helen; two daughters, Mrs. Patricia Herzog of Wausau and Mrs. Darlene Henson of Mesa, Ariz.; a brother, three sisters and eight grandchildren.

Milwaukee Shops

CAR DEPARTMENT

Niki Pieri, Correspondent

J. J. Check, electrician in the passenger electrical shop, retired on Aug. 27. His employment with the Milwaukee Road dated from November 1942.

Congratulations to two blacksmith apprentices in the forge shop and their wives. Glen and Margaret Koenig welcomed a bouncing baby boy, Jeffrey Peter, on July 26. Gary and Margaret Siepe became proud parents of a girl, Amy Lynn, Aug. 28.

Joseph Romaniszek, carman in the freight shop, died on Aug. 3. Services were held at St. Josaphat's Basilica. Mr.

Romaniszek was employed by the Milwaukee in 1963. He went on sick leave in April of this year. He is survived by his wife, Katherine, and a son, Edward.

Anthony Beitzinger, who was 85 on Aug. 21, has been hospitalized with pneumonia. Mr. Beitzinger retired from the air brake shop as an AB tester in 1953, and is the father of R. J. Beitzinger, assistant air brake foreman of the passenger air brake shop.

Dave Borkowski, 15-year-old son of Edward Borkowski, carman in the freight shop, pitched a three hitter at Lincoln Park July 6. His Holy Redeemer grade school team defeated St. Casimir for the Gold Division title in the Northeast Catholic Baseball League 11 to 4.

John Dubey, freight airbrakeman in the Air Brake Shop, died Sept. 12 after being on sick leave since April 1970. He had been an employee of the Milwaukee Road since December 1958. He is survived by his wife, Colletta.

STORES DEPARTMENT

Mrs. L. V. Schwartz, wife of the retired assistant general storekeeper in Milwaukee, died suddenly on Aug. 17 after a heart attack. She and Lew celebrated their 50th wedding anniversary on Nov. 16, 1970. Surviving besides Lew (1727 N. 53rd St., Milwaukee) is a brother, Clair Laude of Bettendorf, Ia.

Chicago Terminals

GALEWOOD

Eleanor P. Mahoney, Correspondent

Jim Knaak was promoted to demurrage inspector following the retirement of Edward Glowczewski. He is quite familiar with the work, having been a clerk on every job in the Demurrage Department.

Tony Detuno, retired Division Street agent now residing in Florida, is home from the hospital and doing quite well after a heart seizure. He received so many "get well" cards from friends that he wouldn't be able to answer them personally, so he wishes to say "thanks."

Chief Clerk W. R. Bishop and Etta spent the last of his vacation moving into their new ranch type home in Elk Grove Village. May lots of happiness come through your door.

Fred LaRue is back to work, we're happy to say, after his month's stay in the hospital.

Cashier Stan Rebacz' wife, Helen, who had surgery, is now home from the hospital. Stan will be quite helpful around the house, as he retired Sept. 3. Also want to congratulate them on their 40th wedding anniversary Sept. 5.

Josephine Piconere is back from



The former Mary Gucciardo and Thomas Kaiser leave St. William's Church in Janesville, Wis., following their marriage this past summer. A reception was held at the VFW clubhouse, after which they took a honeymoon trip east. The bride is the daughter of M. G. Gucciardo, roundhouse foreman at Janesville.



Helen Dunning, telephone operator on the Chicago Union Station board of the railroad, has the good wishes of E. R. Lidstrom, systems telephone supervisor, as she retires on Sept. 15 after more than 16 years of service. The switchboard operators in Chicago and Milwaukee held a dinner in her honor at the Homestead in suburban Melrose Park. Helen and her husband, Charles, have built a new home in New Port Richey, Fla., where they are looking forward to visits from their daughter and son-in-law and two grandchildren who live in Mt. Prospect, Ill.



Dave U. Truninger, engineer on the First District of the Dubuque & Illinois Division, gets ready for his last trip on the South Patrol July 15. For details of his service with the Milwaukee Road and retirement plans, see the items of Correspondent Esther Nast.



Hale and hearty at 88, Retired Conductor John J. Otto visits at Green Bay, Wis., with Yardmaster G. Woosencraft. Otto started working for the Milwaukee Road in 1905. In 1914 he took a leave of absence to try his hand at farming, but returned to conductor service in 1917 and retired in 1951.



Mr. and Mrs. George W. Albrecht celebrated their 50th wedding anniversary with an open house at their home in Sioux City, Ia. They have lived in Sioux City since their marriage on Sept. 3, 1921. They have two daughters, a son and eight grandchildren. Mr. Albrecht retired from service as a locomotive fireman in 1956.



Wedding bells ring for the former Barbara Slaga, bill clerk at the Galewood regional data office in Chicago, and Charles Doolittle. They were married in Las Vegas, where they honeymooned before taking in the historical sights of Salt Lake City.



G. M. "Jerry" Claussen, special signal maintainer in Tacoma, is surprised at an open house in the signal shop following his retirement on June 30. For details see the items of Correspondent Bernice Riipi.

Pictured at a family reunion in LaCrosse, Wis., are Mr. and Mrs. Henry F. Shannon of Phoenix, Ariz., with their grandniece Kathleen Dingeldein, daughter of James Dingeldein, assistant car foreman at Bensenville, Ill. Mr. Shannon was formerly an assistant district general car foreman in the Milwaukee Terminals. For details, see the Milwaukee Division news.



S&C Employees Complete Special Training

Robert N. Hettrick, communications engineer headquartered in Chicago, received a Master's degree in Business Administration recently from Northwestern University, following four years' work in the evening division. Mr. Hettrick holds an electrical engineering degree from the University of Cincinnati.



R. N. Hettrick

Other members of the Signals and Communications Department involved in special training courses recently included graduates of a Signal School held in Milwaukee. The course, with Staff Engineer L. L. Sandstrom serving as instructor, consisted of 240 hours of classroom and laboratory training in signal systems, circuits and practices.

The graduates, who hold positions ranging from draftsman to special signal maintainer, are B. A. Ingrassia, L. C. Burke, R. D. Day, C. L. Vickerman, D. A. Kappmeyer, G. T. Schaning,

M. W. Aird, T. A. Lucas, R. W. DeChant and R. J. Marko.

Graduates of courses conducted by the Midwest Industrial Management Association included E. P. Kruk, assistant engineer-signals, A. A. Leonard, senior communications inspector, M. R. McPherson, assistant signal engineer, and P. V. Mather, signal engineer. The courses they pursued were, respectively, Supervisory Report Writing, Fundamentals of Supervision, Modern Supervisory Techniques, and Supervisory Psychology.

In addition, T. A. Byers, communications estimator and material coordinator, completed nine quarter hours of work in Accounting at the evening division of Wright Junior College, and John Priske, district lineman at Bensenville, Ill., completed the course in Basic Electricity at Triton Junior College.

These courses are among many available under the company's tuition assistance program to employees interested in developing new job skills and increasing their effectiveness for changes occurring today and in the future.

sick leave and working a new job in the Detention Department.

Babs Dunfrund has replaced Rosemarie Nunchunk as secretary to W. T. Jepson, regional data manager. Rosemarie transferred to J. C. Mander's office at Fullerton Avenue.

Anne English, revising clerk in the regional office, is recuperating from a fall over a railing of her back porch. She suffered a broken vertebra.

Walter Ciesielski, who held the job of lead machine operator, left the Road to be a body and fender man. Mike English is now lead machine operator.

Linda Ann Dubowski and James Denier, regional data office clerks, became Mr. and Mrs. in a ceremony at St. John Vianny Church in Northlake on Aug. 28.

Nate Abrams, assistant cashier in the regional office, and wife enjoyed a vacation at Hot Springs, Ark. Then Nate tried his luck in catching some fish at Chetek, Wis., but they just weren't biting. Frank Cyzio, freight house timekeeper, vacationed at Yellowstone Park.

Lisa Sullivan, born on July 26, is a "first" for Danny Sullivan, check clerk in the freight house, and wife.

John Connolly, retired rate clerk is home from the hospital and feeling

better. His son Jim, switch rate clerk, keeps us advised.

Mathilde Nauheimer, retired Galewood clerk, toured Europe this summer, and her card tells us she enjoyed it immensely.

A. G. Sinclair, retired check clerk and switchman, visited here recently. He looks great, and anyone visiting Zephyrville, Fla., should look him up (Phone: 782-6494).

August came to a "battling" end when the office force let the bats and balls swing at twilight on the 27th. A softball game was played between the Gals and the Guys, and guess who won? The Gals, of course, except there weren't enough of them to make a complete team until a few fellows from Union Station filled in and gave us a fighting chance. Here's the line-up:

Guys and Dolls—Jim Connolly, pitcher; Eileen Gurbal, catcher; Elaine Kuchl, 1st base; Eleanor Mahoney, 2nd base; Christine Blum, 3rd base; Steve Kalasmiki, left field; Brian Mahoney, center field; Linda Gallagher, right field; Tom Davis, shortstop; Fran Madigan, short center.

Just Guys—Tom Lloyd, pitcher; Joe Byrnes, catcher; K. O. Schoeneck, 1st base; Bob Christie, 2nd base; J. P. Kalasmiki, 3rd base; Mike Lloyd, left field; Joe Lancaster, center; Kevin

Lloyd, shortstop; Bob Ahern, short center.

Wally Refke coached, and Jake Gallagher umpired. The final score—11 to 10.

BENSENVILLE

Delores Barton, Correspondent

A party was held by the Signals and Communications Department employees on Aug. 27 at the American Legion in Bensenville. It was their first get-together and also honored W. J. "Bill" Witthans, supervisor of signals and communications, to whom they extended good wishes on his departure for a position with the D&RGW.

D. F. Marien was appointed supervisor of signals and communications on the Chicago Terminal-Terre Haute Division effective Sept. 1, replacing Mr. Witthans. We also welcomed Erv Kruk as supervisor in charge of the Hump.

The arrival of John Michael Gurn was announced on Aug. 2. John is the second son of Assistant Time Revisor Don Gurn and wife, Sharon.

Trainmaster C. D. "Duffey" Nunley was appointed to the Chicago Terminal recently, in charge of yard-agency operations at Bensenville. Duffey is well known to many of us, and we welcomed his return.

George Koch, stockman in the Material Division, had a heart seizure on July 27 and was at Sherman Hospital in Elgin. At this writing he is home and recovering nicely.

Southeastern Division Engineer Curt Plessinger fell, would you believe it, off the back stairs and had the misfortune to break both of his arms. At this writing he also is on the road to recovery.

Al Quinn transferred from the

Ralph A. Churchill

Ralph A. Churchill, retired lieutenant of police, died suddenly at his home in Wildwood, Ill., on Aug. 5. Funeral and burial services were held in Libertyville, Ill.

Mr. Churchill, a native of LaCleda, Ida., where his parents were homesteaders, was reared in Amberg, Wis. He started his career as a member of the Libertyville police force, and joined the police department of the Milwaukee Road in 1942. He was promoted to lieutenant in 1954, and was holding that position at Austin, Minn., when he retired in April of this year.

Surviving are his wife, Elaine, a son, Gilbert, an employee of the State of Maine forestry department, and a brother, Howard, of Libertyville.

caller's office at Bensenville to the position of roadmaster's clerk at Western Avenue. Robert Stonebarger has replaced him in the caller's office. In addition, Caller R. D. Pifer transferred to the Signals Department.

William J. Boergerhoff, pump repairer in the B&B department, retired recently. He started with the Milwaukee Road in 1929 as a carpenter and was promoted to pump repairer in 1963. A luncheon was held in his honor at Stevens Steak House in Elmhurst, Ill., at which Bill was presented with a gift from his friends and co-workers.

Best wishes were extended to Carman John Moscinski upon his retirement July 16. John started with the railroad in 1922 as a carman helper and was promoted to carman in 1925.

Bernice Heming of the superintendent's office at Bensenville and Catherine Lowrey of the general manager's office toured Ireland, Scotland, England and Wales this summer and enjoyed every minute of it. Starting from Shannon, the travelers visited Limerick, Killarney and the Ring of Kerry; Cork, where they kissed the Blarney Stone; Waterford, home of the world-famous crystal; and Dublin, with its big-city attractions. In Scotland they toured the countryside and went sightseeing in Glasgow and Edinburgh.

Driving south to England, stops were made at Keswick and Chester; next a brief tour of Wales, and then re-entry to England for a visit to Stratford-On-Avon and sightseeing in London before boarding a 747 for home. They agree it was their best vacation since they began touring together nearly 20 years ago. Their friendship dates from a chance meeting in Biloxi, Miss.—while they were on vacation.

Harold Kleven, former machinist at the Bensenville roundhouse, passed away at his home in Prairie du Chien, Wis., July 17. He had 48 years of service when he retired from the railroad. He is survived by his wife and several sisters and brothers.

D & I Division

Esther Nast, Correspondent
Superintendent's Office, Savanna

Margaret Ann Moen, daughter of the former Janet Elder and granddaughter of Mrs. A. J. Elder of Savanna, widow of a former assistant general manager of the Milwaukee Road, was the winner of the American Legion award at the Moline (Ill.) Junior High School at the end of the last school year.

Mildred Stiles, retired secretary to assistant superintendent, and her husband, Jack, celebrated their 35th wedding anniversary on Aug. 8. A joint

celebration was held at Meeker's Seafood Inn at Savanna with their daughter Sara and her husband, whose anniversary is the same date.

Anne Louise Rooney, daughter of Dubuque Yard Switchman A. J. Rooney, was awarded a \$4,000 scholarship by the National Catholic Order of Foresters. Anne was graduated this spring from Wahlert High School and plans to attend the University of Iowa. She is interested in taking a pre-law course.

Kevin Hersey, summer employee in the office of the division engineer at Savanna and son of Police Lt. Harold Hersey, received honors upon his graduation from Wisconsin State University, Platteville, along with his degree in civil engineering. On Aug. 14 Kevin took as his bride Jacqueline Mills, daughter of the Jack Millses of Savanna, in a ceremony at St. John's Church. They will live in Platteville, where Kevin is furthering his education.

Savanna Yard Clerk Jack and Mrs. Everhart observed their 30th wedding anniversary with a family dinner at Handel's Steak House.

Savanna Car Foreman Carl Engaldo and wife, Cheryl, were honored at a surprise party arranged by their children, David, Connie and Cathy, on July 6, the occasion being their 25th wedding anniversary.

Joan Eileen Rus, daughter of the Ray Ruses of Fulton, Ill., was married there on July 17 to Keith Faber, son of the Clifford Fabers of Mason City. The couple will reside in Suitland, Md., where the groom is stationed with the Marines. The senior Mr. Faber, who has been the agent at Mason City for several years, was recently appointed agent at Clinton, Ia.

Christine Snyder, daughter of Clinton Freight Clerk Bob and Mrs. Hook, was married on Aug. 28 to Rick Kessler in St. Paul's Episcopal Church at Savanna. They will live in Savanna, where the bride is employed at the National Bank and the groom engages in farming.

W. H. "Bill" Stevens, retired supervisor of signals and communications, and wife, Ruth, flew to Seattle to spend July and August visiting with their son, Jay, and family. Bill was also recovering from a severe back injury suffered in a fall at home just prior to the trip.

Trainmaster Dale H. Burke and wife welcomed their third son, Samuel Hamilton, July 8, and Assistant Engineer

IT'S A SMALL WORLD. Pictured at the Fillmont Scout Ranch in Cimarron, N. M., are H. R. Anderson, district general car foreman at St. Paul (left), and George Lancaster, conductor on the Dubuque & Illinois Division First District. They met while taking a Scout camping course.



Touring Ireland on their vacation this summer, Catherine Lowrey of the general manager's force in Chicago (left), and Bernice Heming of the superintendent's office at Bensenville, Ill., visit the Phoenix Park Zoo and botanical gardens in Dublin. See Correspondent Delores Barton's items for details.



The presentation of trophies concludes the Twilight Golf League season in Chicago. From left are E. R. Kent, assistant supervisor of the Power Bureau, president; G. W. Gunder, assistant to vice president-traffic, third place; E. Deuschlander, head supervisor of the Freight Claim Department, second place; and D. R. Devitt, assistant freight claim agent, secretary. C. G. Belter, retired bureau head of the mail, stationery and record department at Fullerton Avenue, who took first place, was not available for the picture.



Vaughn Stoner and wife welcomed a little girl on July 21. Glen Harrod, chief clerk to trainmaster at Ottumwa, announced the arrival of a third granddaughter in his family.

Timothy O'Rourke, son of Superintendent's Chief Clerk Lane O'Rourke of Savanna, recently received his Bachelor of Science degree in education from Northern Illinois University, DeKalb. He plans to teach fifth grade this fall at Oregon, Ill.

Old Mill Park at Savanna was site on July 11 of a steak fry and picnic honoring retired Savanna Yard employees, including switchmen, engineers, yardmasters and clerks and their wives. Many veterans attended and expressed their pleasure at meeting old friends. It is hoped the event will become an annual affair. A committee of active employees originated the idea and worked to bring the event about.

Mr. and Mrs. Michael Cravatta have received their Master degrees in education from Eastern Illinois University. Michael, a former vacation employee in the clerical department at Savanna Yard, is the son of Chief Yard Clerk Mike Cravatta and wife, Marilyn, clerk in the Savanna car department. Young Mike has accepted a teaching position at Kaskaskia College, Centralia, Ill., while his wife will be teaching at Centralia in the elementary grades.

Traveling Engineer-Trainmaster Al Cini and wife have been notified that their son, Sgt. Michael Cini, was seriously wounded in Vietnam on Aug. 24. At this writing, it is reported that the Cinis have spoken to Mike via tele-



"I prefer older men—someone I won't have to put through college!"

phone, and were advised that his condition is improving.

Savanna Yard Engineer William Brosard, 45, passed away in Veterans Hospital, Iowa City, Ia., on July 4 after a short illness. He is survived by his wife, Jeannine, four daughters, two sons, two brothers and his parents, Retired Mechanical Officer Jean and Mrs. Brosard of Phoenix, Ariz.

Mrs. Rudy Johnson, widow of retired Savanna Yard switchman, passed away on July 10. Surviving are two daughters, seven grandchildren, three sisters and one brother, Albert Darr, Savanna car department employee.

Linden Lee Speers, 13-year-old grandson of Savanna Section Employee Lloyd Hamilton, died on July 21 following a traffic accident near Forreston, Ill. He is survived by his parents, grandparents and a sister.

Henry Moltmann, father of Savanna Yard Clerk Paul Moltmann, passed away on Aug. 7. Rites were held in Savanna with burial in Mosquito Hill Cemetery. Two other sons survive.

Thomas Paul Heizer, 19-year-old Nahant switchman, was killed in an auto accident on Aug. 27 in Davenport, Ia.

Kevin Ginie, 19, summer extra gang employee, was killed in an auto accident north of Savanna on Aug. 23. He is survived by his parents, Mr. and Mrs. Martin Ginie, a sister and two brothers. Seriously injured in the accident was Richard Anderson, son of Retired Savanna Yard Clerk Earl Anderson of Savanna.

Mrs. Lloyd Fisher, wife of retired agent formerly at Albany, Ill., passed away on Aug. 31 in a Dixon hospital.

Services were held in Albany.

Our best wishes to recent retirees: Passenger Brakeman C. H. Wood on June 30, Savanna Yard Switchman John H. "Flick" Flickinger on July 7, and Savanna Engineer Dave Truninger on July 15.

Dave Truninger started with the Milwaukee in 1920 as a carman apprentice and went firing on the Iowa Division in 1923. He transferred to the Illinois Division in 1925, later being promoted to engineer, and made his last trip on the South Patrol July 15. He and Mrs. Truninger reside on North 4th St. in Savanna, where they have a beautiful view of the Mississippi. Dave will not remain idle, since his son, Dick, has already put him to work on his farm south of Savanna.

Max O. Schorr, agent at Clinton, Ia., retired on Aug. 31. Max started with the railroad at Ottumwa in 1921 as a messenger while finishing high school. In 1926 he was made agent at Washington, Ia., following which he worked at various stations on the former Kansas City Division and on freight office and yard positions at Ottumwa. He was located at Rutledge, Ia., while the Naval Air Station was constructed, and subsequently served as assistant agent at Cedar Rapids and as agent at Chicago Heights. Prior to retiring he had been agent at Clinton since 1948.

Benjamin Franklin's prospective mother-in-law hesitated about permitting her daughter to marry a printer. There were already two printers in the United States and she was dubious about the country being able to support a third.

SERVICE PASS AWARDS

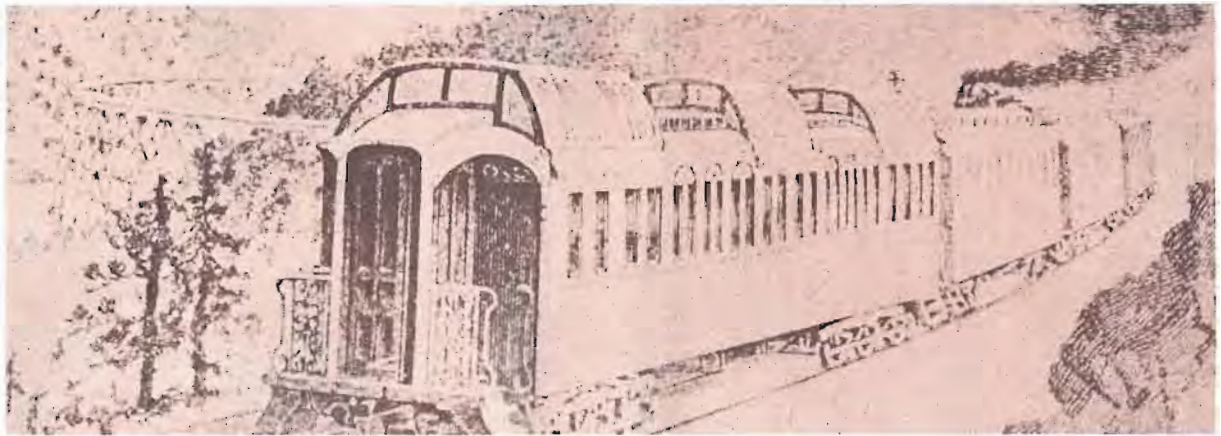
GOLD 50-YEAR PASSES

Knoll, L. J., sect. foreman Mobridge, S. D.
Kranz, F., bureau head-Carscope . . . Chicago, Ill.
Kuckleburg, C., ret.
agent-operator Port Orchard, Wash.
Lange, Roy, ret. engineer Chicago, Ill.
Mullen, J. D., agent Wagner, S. D.

SILVER 45-YEAR PASSES

Brandt, B.,
secretary to vice president Chicago, Ill.
Fell, G.,
asst. supt. transportation Chicago, Ill.
Gaffke, Alois, pipefitter Milwaukee, Wis.
Killen, Julia, secretary Chicago, Ill.
Kussmann, E.,
chf. rate analyst clerk Chicago, Ill.
McKee, W.,
gen. mgr.-pricing Arlington Heights, Ill.
Osmundsen, R., bureau head . . . River Grove, Ill.
Quinlan, George,
reg. mgr.-sales Kirkwood, Mo.
Rathje, Ernest, conductor Thomson, Ill.
Ray, W. O.,
check clerk Minneapolis, Minn.
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To Watch the Scenery Roll By . . .



In 1902, a long-forgotten genius with the Canadian Pacific railroad designed a mountain observation car fitted with cupolas. It was the first dome car. Later the roof sections were fitted with windows. Passengers could then loll in revolving chairs and watch the scenery roll by in all directions, includ-

ing upward. The first modern dome car was introduced by the Burlington railroad in 1945, but the idea was actually conceived 80 years ago. It is credited to a car builder in Winnipeg, Canada, who contributed a sketch of a triple dome car (above and below, left) to the *Scientific American* in 1891.



Below and right, above: A Canadian Pacific dome car circa 1906.





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Track Work The Way It's Done Today

A \$5 million tie renewal program carried out on the Milwaukee Road this year provided a typical demonstration of how track work is done today. Above, a hydraulic spiking machine is shown at work on the nine and-a-half miles of line between Rondout and Wadsworth, Ill. Below,

on a project in South Dakota, a tie injector is shown inserting a new tie under the rails after machines working ahead have pulled spikes, extracted old ties, scarified the roadbed and stacked new ties for the injector to pick up. Both projects involved over \$250,000 of equipment.

