

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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Marie Hotton
Editor

**PUBLIC RELATIONS
DEPARTMENT**

Union Station—Chicago

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

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Transportation Briefs

New AAR TV/Radio Program

Two new Association of American Railroads newscasts citing the need for passage of the Surface Transportation Act to insure the survival and upgrading of the nation's major surface carriers were premiered on NBC television Jan. 22. The news spots, which again feature Wally Schirra, will be televised on NBC prime time 20 times during the first quarter of 1972 and are scheduled also for NBC and Mutual radio broadcasts.

Milwaukee Road Earns 11th HEW Citation

For the 11th consecutive year, the Milwaukee Road has qualified for the Special Citation of the Department of Health, Education and Welfare. The award recognizes the company's contribution to public health through high maintenance standards for its dining, bar, lounge, sleeping and parlor car operations from Jan. 1, 1970 through June 30, 1971.

New Booklet on the "Now" in Railroading

"Railroads Now," a new booklet published by the Association of American Railroads for mass distribution, illustrates the "romance and dynamics" of modern railroading through photos and text on new equipment, new directions in technology and services, the economics of rail transportation, and problems of the industry. Copies are available from the AAR Public Relations Department in Washington, D. C.

WRA Relocates Chicago Offices

The Western Railroad Association and the Executive Committee-Western Railroad Traffic Association, together with their affiliated rate and service organizations, were relocated from the Chicago Union Station building to the 222 South Riverside Plaza building over the station concourse on Jan. 10. The railroad passenger associations are remaining in their present quarters in the Union Station, and the WRA Data Process Division will continue to be located in the 300 West Adams Street building.

THE COVER



An aerial view of downtown Chicago shows some of the exciting new skyscraper development which impresses residents as well as visitors. At left is a close-up of the new 35-story South Riverside Plaza building constructed over the Union Station concourse and construction under way of the 109-story Sears Tower, which will be the world's largest office building. Chicago "firsts" shown here include the tallest office/apartment complex (John Hancock Center), tallest bank (First National of Chicago) and tallest apartment building (Lake Point Towers).

ANNOUNCING

1972 J. T. GILLICK SCHOLARSHIPS

For Sons and Daughters of Milwaukee Road Employees

3 FOUR YEAR SCHOLARSHIP AWARDS

TWO SCHOLARSHIPS EACH \$600 PER YEAR (OR FULL TUITION)

will be awarded entitling each of the qualified and accepted first ranking candidates to \$600.00 annually for four years, or full tuition—whichever may be the greater—in an undergraduate school at the college or university of his or her choice.

ONE SCHOLARSHIP \$600 PER YEAR

will be awarded entitling the qualified and accepted applicant to \$600.00 annually for four years in an undergraduate school at the college or university of his or her choice.

WHO IS ELIGIBLE:

Sons and daughters of Milwaukee Road employees and of deceased or retired Milwaukee Road employees are eligible to apply for a J. T. Gillick Scholarship award, provided the applicant's parent has worked for the railroad for two (2) years and whose compensation from the railroad company is not in excess of \$13,500 per year.

HOW TO APPLY:

Candidates for these awards who plan to enter a university or college in the fall should communicate immediately with the J. T. Gillick Scholarship Committee and ask for an application form. Full details about eligibility requirements and the general conditions under which the scholarship awards will be granted will accompany the application form sent to applicants.

IMPORTANT: CLOSING DATE *Completed applications and all supporting papers must be on file with the Scholarship Committee not later than April 28.*

THE COMMITTEE:

The members of the J. T. Gillick Scholarship Committee who will judge the applications and qualifications of candidates for the awards are:

CHAIRMAN:

C. William Reiley, Dean of Administrative Services, Northwestern University

MEMBERS:

Charles C. Caveny, Assistant to President, University of Illinois

Phillip B. Lottich, Dean of Student Personnel, Chicago City College

Charles D. O'Connell, Dean of Students, University of Chicago

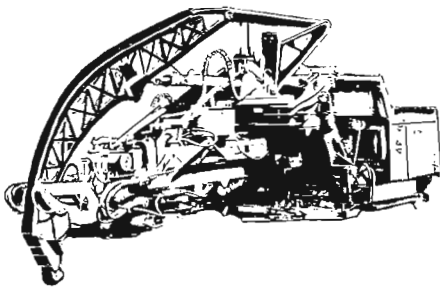
Address all communications and requests for information about J. T. Gillick Scholarships to:
C. William Reiley, Chairman / J. T. GILLICK SCHOLARSHIP COMMITTEE / 324 Union Station • Chicago, Ill. 60606



Seminars for Roadway Equipment Supervisors



B. J. Worley, vice president-chief engineer, opens the maintenance of way seminar Dec. 6. Seated are R. W. Riedl, assistant superintendent of fire prevention (from left); G. J. Barry, superintendent of safety; and R. P. Drew, superintendent of work equipment.



highlights of a new training program

THE SAYING THAT "If you become a teacher, by your pupils you'll be taught" was borne out during a seminar conducted recently to increase the technical skills of the Milwaukee Road's supervisors of road work equipment.

At one point in a general discussion, the man in the field was accorded his due for practical know-how when an instructor from a railway supply firm remarked that, through the exchange of ideas, he too, was learning something new.

A total of 72 men participated in the seminar, which was held at Milwaukee Shops in two week-long sessions, one starting Dec. 6 and the other the week following. Attendance at each included both eastern and western region supervisors. Midway of the two workshops, the groups met for a staff meeting conducted by R. P. Drew, superintendent of work equipment.

The seminar was the second held in Milwaukee last year under the direction of B. J. Worley, vice president-chief engineer, to upgrade capabilities throughout the maintenance of way department. The program focused on the operation and maintenance of roadway equipment, together with related supervisory responsibilities such as fire prevention, safety, the training of machine operators and cost studies.

The course was structured around addresses by experts both within and outside the company—officers of departments connected with maintenance of way functions and members of their staff, and representatives of supply companies knowledgeable in the design and maintenance of the Milwaukee's machinery.

Mr. Worley was the keynote speaker on the agenda, which included presentations by Mr. Drew; F. A. Upton, chief mechanical officer; G. J. Barry, superintendent of safety; R. W. Riedl, assistant superintendent of fire prevention; R. L. Hicks, superintendent of

work rules and special instructions; E. F. Volkman, manager of material; Chester Miller, superintendent of automotive equipment; and R. H. Michaels, engineer of track.

The seminar was part of the program begun by the engineering department in 1971 to familiarize experienced as well as new employees with the care and skills required to obtain the most effective results from equipment now in use for road work. The sessions are conducted in an atmosphere which invites questions and comments. Classroom discussions are augmented by training in the operation of the more complex machines set up in shop areas.

Jobs Grow in Importance

In his opening remarks, Mr. Worley noted that the supervisors present were dealing with some of the most costly and sophisticated equipment on the railroad. "Each year, as we add to our fleet of mechanical equipment, your job as the maintainers becomes more important," he said. "In addition, many of you are involved with repairs to work equipment which currently is valued at approximately \$7 million."

Summarizing the value of all types of machinery used in the maintenance of roadbed and related facilities, he added, "Altogether, you are fully or in part responsible for the maintenance



Examining the working system of a Kershaw tie injector are J. G. Hammernik, equipment supervisor on the Milwaukee Division (from left); R. A. Timm, supervisor on the Coast Division; P. Jangula, general supervisor, La Crosse Division;

M. S. Phillips (rear), supervisor on the Rocky Mountain Division; D. J. Bock, assistant roadmaster trainee, Twin City Terminals; and C. R. Widdicombe, section foreman on the Rocky Mountain Division.

of equipment valued in the neighborhood of \$18 million. This is no small undertaking.”

He noted that maintenance is a shared responsibility, involving running repairs made by men in the field and work performed by the mechanical department crafts at Tomah Shops. Explaining that Tomah Shops relies heavily on information from the field to do an efficient job, he said that the seminar program is aimed at creating a better understanding of problems encountered on both sides and ability to cooperate more effectively.

Mr. Worley announced that he was happy to report a “most encouraging” reduction in down time—work stoppages due to machine failure—in some major areas during 1971, but emphasized the continuing need for preventative maintenance and the training of machine operators in order to effect a further reduction.

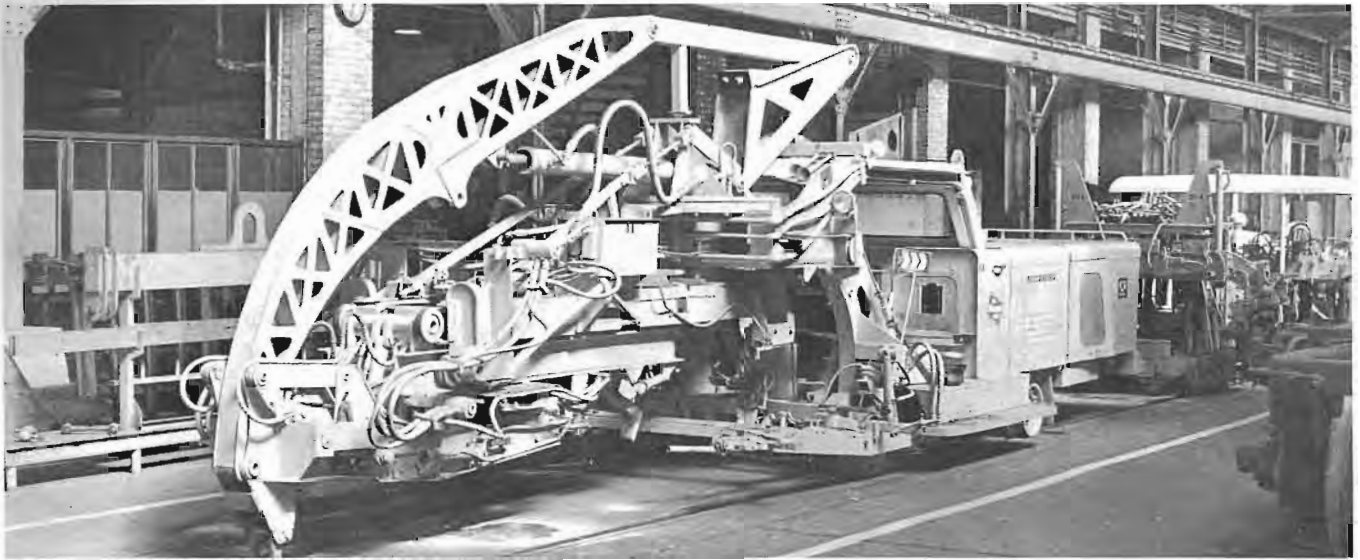
Relating the value of roadway equipment to expenditures for maintenance, he noted that the machinery used by the three extra gangs employed on the

tie renewal program carried out by the Milwaukee last year represented an investment of approximately \$400,000 per gang. Parts alone are expensive, he pointed out, because they are not in mass production. In addition, expenses for fuel and supplies are nearly double what they were 10 years ago.

In that connection, he observed that if all employees entrusted with the care and operation of roadway machines were more aware of the cost of replacing parts—if they regard company equipment much as they do personal equipment, say the family car—they will more readily appreciate the im-

A group of students and representatives of departments involved in maintenance of way operations shown at the opening session of the seminar starting Dec. 6.





Part of the display of road work machinery set up in the passenger car truck shop at Milwaukee Shops for visual training of seminar students.

portance of preventative maintenance. "I am sure they will realize, too, that repairs to roadway machines seriously affect the funds available for constructive work," he remarked.

But this is only part of the picture, Mr. Worley stated—if equipment breaks down the efficiency of the work crew is greatly affected. Moreover, the failure of a major piece of equipment can interfere with the operation of trains.

"I am confident there is much to be gained from the information exchanged here," he said, "and from passing it on to the people in your territory. Our goal is to operate this equipment with the highest degree of efficiency, maintain it in quality condition, and in the event of a failure, to repair it as rapidly and economically as possible."

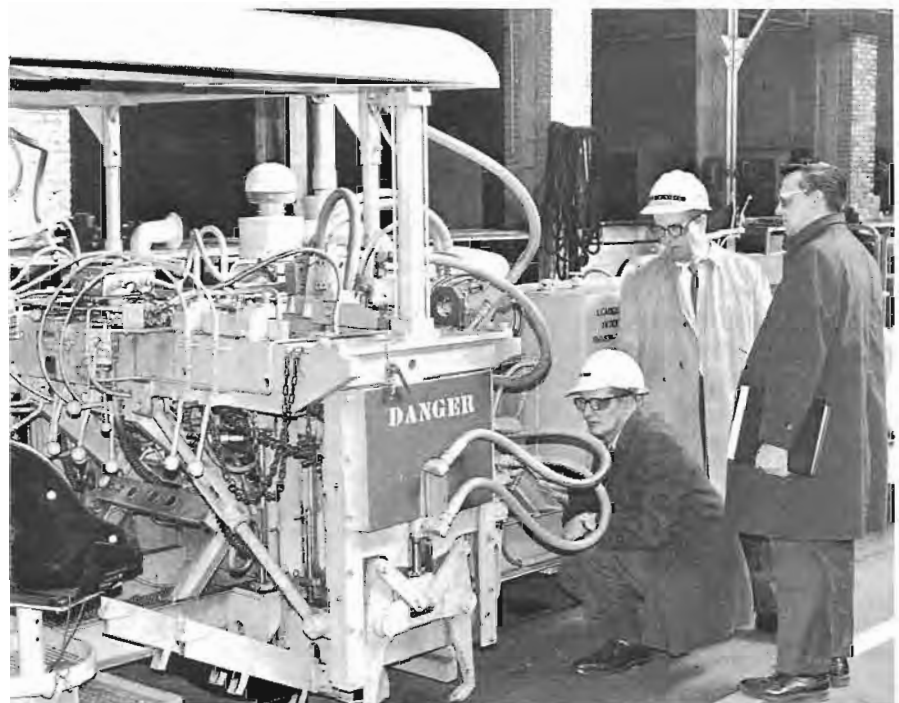
To these remarks, Mr. Drew added that the accelerated training program is in line with increased service to the public since the opening to the Milwaukee of 11 new traffic gateways in the West and entry into Portland, Ore., as conditions to the merger that created the Burlington Northern railroad, and its anticipated entry into Louisville, Ky., an important gateway to the South/Southeast (see article in the Magazine).

He noted that full support of the program is an important factor to the railroad in carrying out these commitments and for participating in the benefits to be realized from a more profitable operation.

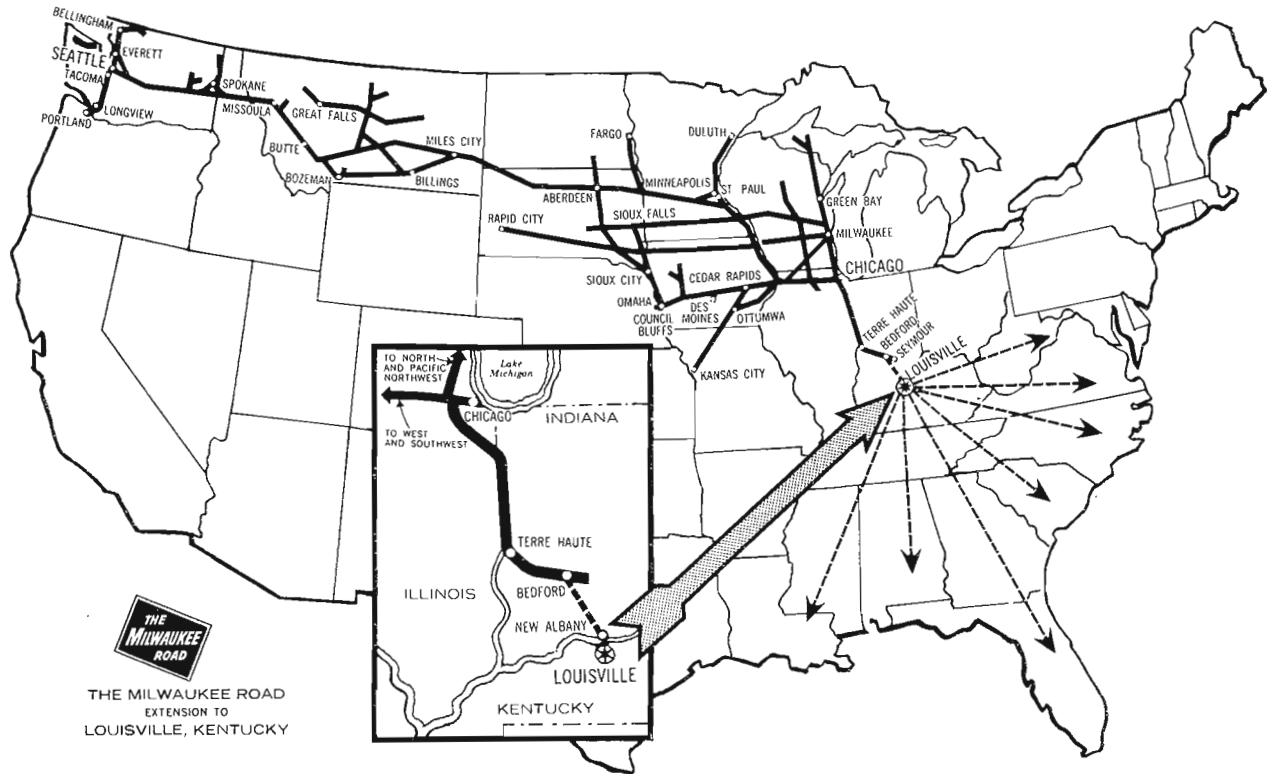
A question is put to a representative of Tamper Inc. serving as a seminar instructor. Left to right are N. D. Hipenbecker, supervisor of equipment on the La Crosse Division, and Assistant Roadmaster Trainees Wayne Campbell and Dave Bock.



Representatives of the Safety Department inspect the working systems of a Tamper Electromatic. Left to right, District Safety Engineers J. A. Pitel and C. J. Winters, and D. O. Anderson, general inspector and instructor-system.



Milwaukee Road Requests Early Louisville Entry



Map of the Milwaukee Road system, including (in broken line) the route to be used by the Milwaukee in extending its service from Bedford, Ind., to Louisville, Ky. Arrows radiating from Louisville suggest the potential for fast rail service between

the North/Northwest and South/Southeast which the Milwaukee will provide through its rail connections at the Louisville gateway. The insert map shows an enlarged detail of the route to be used by the Milwaukee between Chicago and Louisville.

The Milwaukee Road presented testimony before the Interstate Commerce Commission in Louisville, Ky., Jan. 24 supporting its attempt to effect an early extension of service into Louisville.

The hearing was held in response to a Milwaukee Road petition requesting the Commission to prescribe the terms under which the Milwaukee can implement its authority to serve Louisville.

The Commission's Sept. 9, 1970 approval of the Louisville and Nashville-Monon Railroad merger was subject to the condition that the Milwaukee Road be granted access to Louisville. That merger was consummated on Aug. 1, 1971.

President Curtiss E. Crippen, who presented testimony before the Commission, explained that the Milwaukee Road's authority entitles it to trackage rights over the former Monon Railroad between Bedford and New Albany, Ind., and via the connecting Kentucky & Indiana Terminal Railroad over the

Ohio River into the K&IT's Youngtown Yard in Louisville. There the Milwaukee will connect with the Southern Railway to provide fast rail service between the North/Northwest and the South/Southeast. The Milwaukee will, likewise, be able to provide effective connections with other railroads serving areas beyond the Louisville gateway.

"In essence," Mr. Crippen said, "the Milwaukee and the Southern presented a plan for a new joint through route which would be competitive in every way with the L&N's new single line service to and from Chicago."

This plan was supported by a large number of major shippers and receivers of freight, by 11 state public service commissions and by other key witnesses. Additional witnesses, including at least one state public service commission representative and several Southern Railway officials, joined Mr. Crippen and four other Milwaukee Road witnesses in supporting the Milwaukee's position at the hearing.

Since receiving the authority to enter Louisville, Mr. Crippen added, the Milwaukee Road has been unable to negotiate suitable terms with the L&N and the owners of the K&IT. Consequently, the I.C.C. has been asked to prescribe the terms for the trackage rights over the L&N, and also to order long term tenancy of the K&IT by the Milwaukee, as well as the terms of such tenancy.

He said that "The Milwaukee Road and the Southern Railway visualize the Milwaukee's Louisville entry as a source of greatly improved service between the regions served by the Milwaukee in 15 midwestern and western states and the vast areas served by the Southern to the south and southeast of Louisville. We hope this fast transcontinental service can be made available in the very near future."

In the old days, if a man missed the stagecoach he was content to wait a day or two for the next one. Now he feels frustrated if he misses a section of the revolving door.

IRS Cites Changes in System for Withholding Federal Income Tax

The Revenue Act of 1971 signed into law by President Nixon on Dec. 10 made a number of important changes in the federal income tax withholding system which were brought to the attention of Milwaukee Road employees.

The withholding changes reflect increases in the standard deduction and in the value of a personal exemption provided by the Act, and are designed to eliminate causes of underwithholding from wages and salaries that many taxpayers previously experienced.

The old formula tended to underwithhold, especially for married couples in cases where both worked and for individuals who held more than one job concurrently. The Internal Revenue Service advises that, as the result, many taxpayers will have to make substantial payments this year in order to meet their 1971 tax obligation.

In many instances the new system will have the effect of increasing the amount withheld, although the Revenue Act of 1971 benefits individual taxpayers by increasing a withholding exemption to \$750 and increasing the standard deduction. However, it makes available for the first time a "special withholding allowance" for qualifying individuals and families, and liberalizes the provisions governing additional withholding allowances for taxpayers who itemize their deductions instead of taking the standard allowance.

As a guide to following the formula, the IRS said that, generally, an employee should do this:

(1) Claim all of the withholding exemptions to which he is entitled for himself, his spouse and dependents. Employees who formerly underclaimed exemptions in order to counterbalance the underwithholding in the old system will probably find that this is no longer necessary or desirable.

(2) Claim the "additional withholding allowances" shown in the table on the back of the newly revised W-4 income tax withholding exemption certificate if his itemized deductions are substantially greater than the standard deduction.

(3) Claim the new "special withholding allowance" if he is single and does not earn more than \$25,000; or if married, his spouse does not work, and he has only one job from which he earns not more than \$31,000. Single and married employees who earn more than these amounts should figure their 1972 tax and withholding on the basis of expected earnings. If their withholding is not sufficient, they then can avoid making payments on a declaration of estimated tax by underclaiming their exemptions.

The IRS has urged all wage earners to adjust their W-4 certificates in accordance with the law and furnish them to their employer as soon as possible. It points out that otherwise they may

Guide on Income Taxes

Authoritative information on federal income tax rules giving greater detail than the instructions received with standard tax forms is contained in the 1972 edition of "Your Federal Income Tax," IRS Publication 17. It includes recent changes in tax law affecting returns for 1971.

For the first time, the guide is available from post offices. Or if there is no hurry, it may be ordered from the Superintendent of Documents, Washington, D. C. 20402. The price is 75 cents.

be subjected to overwithholding this year and unnecessary reductions in their take-home pay.

Regional Sales Manager Neu Honored Upon Retirement



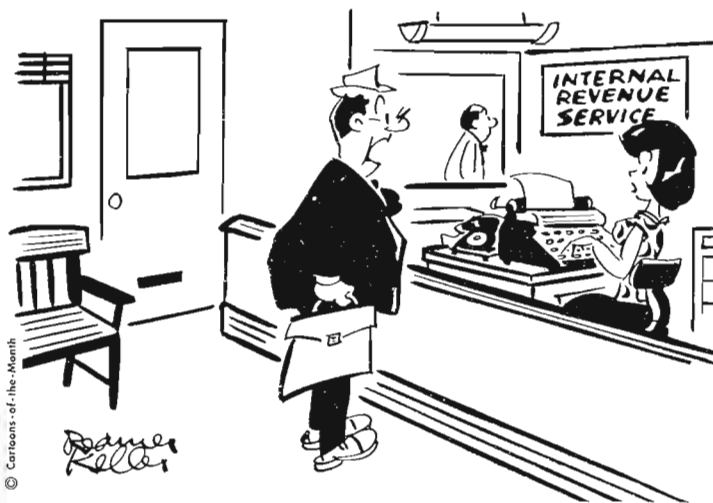
George Neu

The retirement last Nov. 30 of George Neu, regional manager-sales headquartered in Minneapolis, occasioned a tribute to the traffic fraternity throughout the Twin City area.

At a luncheon in Charlie's Cafe Exceptionale in Minneapolis Nov. 29, approximately 225 of his associates in the transportation industry and shipping field gave him a rousing send-off.

Howard Menke, traffic manager of the Burdick Grain Company, was general chairman of the affair, and Carroll J. Lund, traffic manager of the Louis Dreyfus Corporation, served as master of ceremonies. Heading the Milwaukee Road group at the testimonial were G. H. Kronberg, vice president-traffic, and D. M. Wiseman, general manager-freight sales.

Mr. Neu, a native of Santa Fe, N. M., began his career with the Milwaukee in 1927, working in the passenger traffic department in Chicago and later on assignments at Tacoma and Portland. He transferred to the freight traffic department in 1942 as city freight and passenger agent at Tacoma, and held positions in Spokane, Aberdeen and Minneapolis prior to 1954, when he was made general agent in Pittsburgh.



"I'd like to speak with someone who uses the old math!"

He was also general agent in Milwaukee before being made assistant traffic manager at San Francisco in 1959. The year following he was appointed traffic manager there and transferred to Minneapolis in the same capacity in 1964, the title of the position being changed later to regional manager.

Mr. Neu and his wife, Ann, will continue to live in Minneapolis (4238 Aldrich Ave. So.) which is now home base for their family. Their son Bruce is a surgeon on the staff of Minneapolis General Hospital and George and Gary live in Austin, Minn. Gary is employed in the operating department of the railroad, currently as trainmaster on the Iowa, Minnesota & Dakota Division.

Howard K. Larson

Howard K. Larson, 57, assistant manager of pricing in the freight traffic department in Chicago, died unexpectedly on Dec. 12. Funeral services were conducted in the First United Methodist Church, Elgin, Ill.

Mr. Larson, a native of Elgin, joined the traffic department of the Milwaukee Road in Chicago in 1935. Advancing through various positions, he became chief clerk to the assistant general freight agent in 1951, and later held that position in the offices of the general freight agent, freight traffic manager, and the assistant general freight traffic manager. He was made assistant to freight traffic manager-rates and divisions in 1961 and appointed assistant manager-pricing in 1964.

He is survived by a daughter, Mrs. Janice Vogt of Elgin, and three sisters.

Stanley R. Voas

Stanley R. Voas, 62, of Aberdeen, S.D., Milwaukee Road solicitor for the states of North and South Dakota, died of a heart attack in Los Angeles, Calif., Jan. 7.

Mr. Voas, a native of Hitchcock, S. D., joined the Milwaukee Road as assistant solicitor for North and South Dakota in 1953 and was appointed solicitor in 1964. He was a member of the Aberdeen law firm of Voas, Richardson, Groseclose & Kornmann. He served two terms as states attorney of Corson County, S. D., the most recent having been from 1947 to 1953.

Chicago Employees Presented Crusade Of Mercy Outstanding Enrollment Award



Chairman William J. Quinn (left), performing an official duty as Chief Crusader among Chicago railroads and railway supply companies, presents GATX Chairman T. M. Thompson (center) and President J. R. Scanlin with the Crusade's award for outstanding employee campaigns.

The 1971 Crusade of Mercy in the Chicago area drew a very generous response from employees of the Milwaukee Road.

During the fund drive on the railroad Sept. 30 through Oct. 14, pledges to the Employees Combined Fund Raising Plan for supporting the Crusade reached a record \$43,007—an increase of \$5,454, or approximately 15 per cent, over the amount raised in 1970.

Chairman William J. Quinn, the Chief Crusader for corporate and employee contributions from Chicago-based railroads and railway supply firms, expressed his appreciation for their fine showing at a meeting on Dec. 14 with company officers who supervised the campaign in the various departments.

He noted that the pledges last year represented an increase of 6 per cent in the number of employees who had participated in the fund raising plan previously. The increase, he remarked, reflected the growing awareness throughout Chicagoland of the crucial need to adequately support human care agencies in their efforts to improve the quality of community life.

Other speakers who cited the employees for their response to the appeal included President Curtiss E. Crippen; C. C. Dilley, director of public relations and advertising, who was chairman of the company campaign; W. C. Mauer, district general car foreman; and Donald A. Wiley, assistant direc-



District General Car Foreman W. C. Mauer, "Outstanding Solicitor" for the Milwaukee Road campaign, addresses the meeting.

tor of the Crusade of Mercy in Chicago.

The presentation of the Crusade's "Outstanding Achievement" award to the employees, which was accepted on their behalf by Mr. Quinn, highlighted the meeting. In addition, individual awards were presented to the representatives of departments in which 50 or more per cent of the employees made pledges to the Crusade.

Mr. Mauer, whose forces achieved the greatest increase in participation, received a citation naming him "Outstanding Solicitor."

The metropolitan campaign combined the appeals of the Community Fund of Chicago, Mid-America Chapter of the Red Cross, and the Suburban Community Chest and 91 of its affiliated Chests in 154 communities. The community drives covered local businesses, teachers and other municipal employees, hospital employees, professional people, and other residents not solicited where they work.

At the conclusion in December, pledges totaled \$30,150,000—an increase of \$1,150,000, or 4 per cent, over the \$29 million raised in 1970. Robert E. Brooker, executive chairman of Marcor, Inc., who served as general chairman for a second term, said that while the campaigns for 1970 and 1971 did not meet their respective goals of \$33.8 million, the results were quite an accomplishment.

"Compared to the \$26 million raised in 1969, this is a total gain of more than \$4,150,000," he pointed out. "Over a two-year period, Chicago has shown an increase in giving of 16 per cent compared to 12 other major cities where giving increases are well below that figure. We can be proud of Chicago, because its citizens are compassionate."



R. L. "Bob" Hicks, superintendent of operating rules and special instructions, addresses the gathering at the luncheon marking his retirement. Left to right are F. G. McGinn, vice president-operation, serving as host; B. J. Worley, vice president-chief engineer; J. T. Hayes (front), special assistant to president; and R. H. Love, superintendent of the Indiana Harbor Belt Railroad.

Work Rules Superintendent Hicks Retires in January

R. L. "Bob" Hicks, superintendent of operating rules and special instructions with headquarters in Milwaukee, retired Jan. 31 after nearly 33 years of service with the Milwaukee Road.

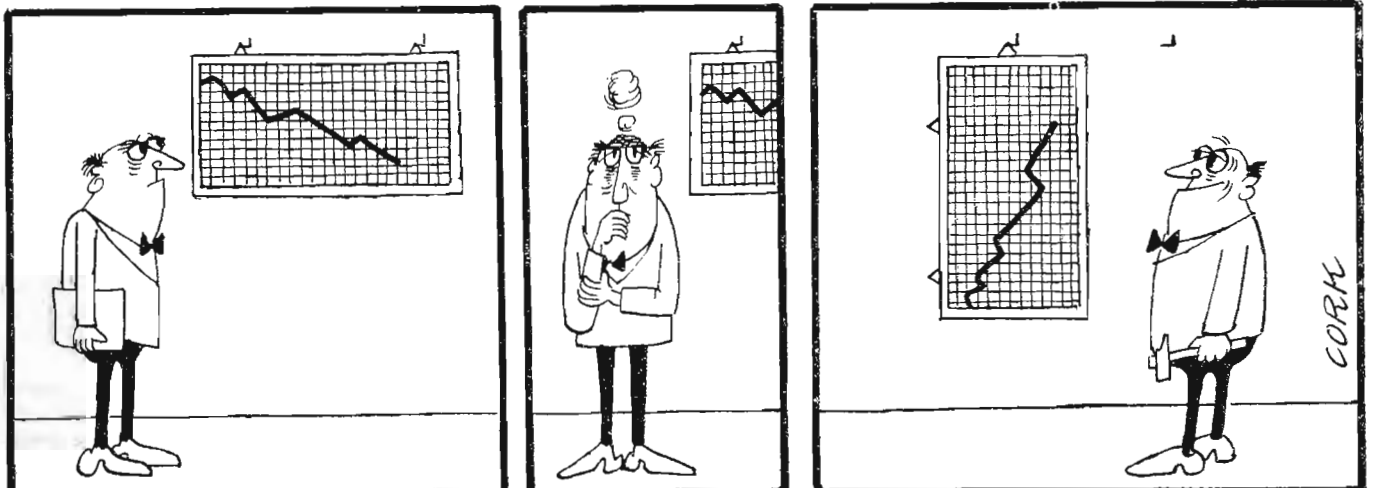
A luncheon was held in his honor Jan. 14 at the Embassy Motor Hotel in Franklin Park, Ill., where he was extended best wishes by 56 of his Milwaukee Road friends and associates.

Mr. Hicks attended Knox College at Galesburg, Ill., and taught school before coming to the Milwaukee Road as agent at Cordova, Ill., in 1939. In 1941 he took an operator position at Savanna, Ill., and held other positions there until his appointment as transportation inspector in the general manager's office in Chicago in 1944.

He was appointed trainmaster at Chicago Heights, Ill., in 1945 and later held the same position at several other locations. In 1949 he was made assistant superintendent on the Milwaukee Division, and served in that capacity at Montevideo, Minn., Ottumwa, Ia., and Portage, Wis., before being appointed assistant chief train rules examiner in 1963.

In 1964, Mr. Hicks became chief train rules examiner and received the title of superintendent of operating rules and special instructions in 1966.

Mr. Hicks and his wife, Catherine, plan to stay in Milwaukee where he is involved in establishing a consulting firm specializing in setting up instructions for railroad operating and work rules. The Hickses have five children, one of whom, Robert L. Jr., is employed by the Milwaukee Road in the Labor Relations Department.



Provisions of Surface Transportation Act Outlined to Railway Business Women



C. C. Dilley, director of public relations and advertising: "If the Surface Transportation Act sounds like it touches all bases, that is because we have no time left for a step-by-step piecemeal approach to the problems facing our national transportation system."

"Creative involvement of the Federal government in the problems of our rail transportation system is needed now," C. C. Dilley, director of public relations and advertising, told an audience of approximately 250 railroad business women Nov. 20 in Chicago.

"The effective movement of goods which we are accustomed to having at our ready disposal is very much at stake in the action or inaction of the government," he said.

His remarks referred to the findings made by America's Sound Transportation Review Organization (ASTRO), a study group created by the Association of American Railroads to recommend solutions for problems facing the nation's railroads.

The ASTRO report and the Surface Transportation Act of 1971 were discussed by Mr. Dilley as the speaker at a luncheon meeting of Chicago chapter of the National Association of Railway Business Women in the Sheraton-Chicago Hotel.

The ASTRO report, which appeared in 1970, "made no attempt to hide or in any way sweeten its description of our railroads today," he told the group.

While the report does ask for the attention of those who can act to help remedy the situation, "it does not ask

for any kind of charity," he said. "ASTRO makes it plain that the only alternative to creative Federal involvement is the nationalization of our entire rail system."

Citing the losses incurred by countries having nationalized rail service, Mr. Dilley noted that the two major privately-owned railroad systems in the world today, the Canadian Pacific and that of our country, are also the only two systems where income exceeds expenses.

Emphasizing the urgent need for improvement in our transportation system, he pointed out that in the last 20 years the volume of intercity freight traffic has been increasing at a rate three times as great as that of the population.

He cited a projection made by U. S. Secretary of Transportation John Volpe that our country's transportation capacity must be doubled within the next 15 years if demands are to be met.

"We must aim at improving all of transportation, not just one mode. To make our campaign a mere one-pronged attack would be to presume that all our transportation problems lie with one mode," Mr. Dilley said.

Pioneering Show of Agreement

To this end, he commented on the Surface Transportation Act of 1971 as proposed by Senator Vance Hartke of Indiana and Representative Brock Adams of Washington State.

The bill calls upon the railroads, the truckers and the water carriers to lay aside their differences and address themselves to a program of upgrading the ability of transportation to perform its vital public function, he explained.

Outlining the various suggestions contained in the bill, Mr. Dilley pointed out that there is no time left for a step-by-step, piecemeal approach to the problems facing the national transportation system.

The Association of American Railroads, the American Trucking Associations and the Water Transport Association have joined in support of the bill, and this pioneering show of agreement only serves to emphasize the seriousness of the problems at hand, he said.

"This may be the first time in history that these three forms of transportation have pooled their efforts to promote principles on which all three agree," he stated.

In conclusion, Mr. Dilley urged all present to write their Congressmen asking them to give their full support to the proposed legislation. "You'll be doing yourself, your industry and your country a tremendous favor," he added.

Chief Clerk Konertz Retires From Engineering Department

The engineering department in Chicago held open house Dec. 10 in honor of William E. "Bill" Konertz, who retired that day as chief clerk to the superintendent of work equipment and superintendent of track welding.

Railroad and other friends who attended included retired members of the engineering force with whom he had worked closely, and his brother Martin, retired chief clerk to assistant vice president-operation and general manager.

Mr. Konertz had more than 36 years of service in the department, starting in 1937 as a clerk in the drafting room. He later held various positions, and was appointed chief clerk in 1952. In the course of his service he worked under six chief engineers.

Upon retiring, Mr. Konertz moved to Seattle where members of his family are located, Mrs. Konertz having died in 1968. His son, William Jr., and daughter-in-law, Ann, live in Seattle and he has two sisters living in the general area.



W. E. Konertz (right) shown with B. J. Worley, vice president-chief engineer, at the open house in his honor.



MINNEAPOLIS TRAFFIC CLUB ESTABLISHES SCHOLARSHIP. Highlighting the Educational Meeting of the Traffic Club of Minneapolis last Dec. 15 is the awarding of a \$500 scholarship in Transportation and Business Logistics at the University of Minnesota. Pictured at the presentation are, left to right: Len E. Peterson, general supervisor of traffic of the Northern States Power Company, educational chairman; Robert P. Post, assistant vice president-traffic of Cargill, Inc., chairman of the scholarship committee; Richard Bowman, the winner; and Paul I. Stepner, general traffic manager-operations of the Pillsbury Company, president of the traffic club.

Railroad Retirement Study Commission To File Report With Congress in June

The special commission authorized by Congress in August 1970 to analyze the railroad retirement program and recommend changes to provide "adequate levels of benefits on an actuarially sound basis" will file its report with Congress on or before June 30 of this year, according to an announcement by John P. Hiltz Jr., chairman of the National Railway Labor Conference and a member of the Commission.

Said Mr. Hiltz, "Establishment of this Pension Study Commission resulted from recognition by Congress that there is need for an evaluation of the railroad retirement system to assure that it is able to meet future requirements under conditions which have changed considerably in recent years, and will probably change drastically in the future. Congress, after studying the Commission's recommendations, will make the final decisions about what's to be done."

The pension fund currently amounts to more than \$4.5 billion. It pays pensions to 980,000 beneficiaries and covers more than 600,000 active workers.

In the Act creating the Commission, Congress suggested a number of factors for it to consider, and said specifically it should take into account:

- The need for providing benefit increases . . . in line with past and future increases provided for in the Social Security System.
- The need for revising benefits to meet increases in the cost of living.
- Changes necessary to continue the 15 per cent increase in the level of benefits provided for by Congress in 1970.
- The possibility of changes in the financing system used to pay benefits, including the adjustment of the tax rate and tax base, the use of general revenue financing and revision of the investment policy of the railroad retirement fund.
- The relationship between Social Security and railroad retirement in the areas of benefits, tax rates and tax base, including the desirability and feasibility of a merger of the two systems.

Railroad pensions now average \$229.41 a month for retired employees, with \$406 a month as the maximum. In addition, a pensioner's wife averages a \$102.32 monthly pension, with \$152 as the maximum. A pensioner's widow with three dependent

children receives a family pension of \$444 a month.

Disability pensions for retirees average \$220 a month, with a \$406 maximum. Disabled widows average \$157.91, plus \$109.22 for each child.

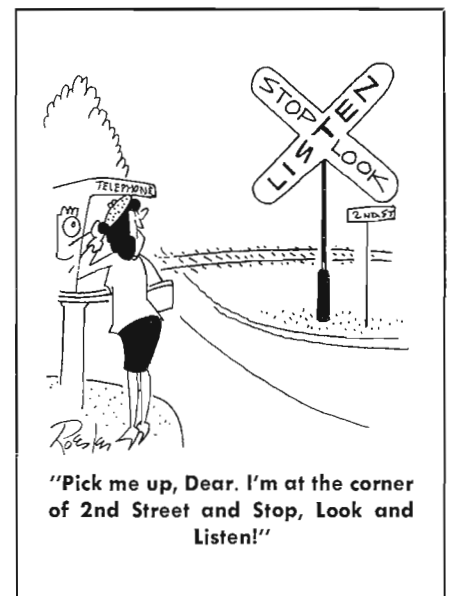
The railroads also provide a supplemental monthly pension for workers who have retired since June 1966 if they retired directly from railroad service after at least 25 years of employment. A 25-year man gets an extra \$45. The amount goes up \$5 a month for each year of service to 30 years, stopping at \$70.

Of the 980,000 beneficiaries now receiving railroad pensions, 400,000 are retired workers, 212,000 are wives and the rest are surviving spouses, minor children and others.

About one-third of the pensioners also collect Social Security, since they had worked in other industries before going to the railroads.

The group making the financing study includes representatives of rail management, labor and the public. Members are, in addition to Mr. Hiltz: Chairman Theodore O. Yntema, economics professor, Oakland University; Charles L. Dennis, president of the Brotherhood of Railway and Airline Clerks and an AFL-CIO vice president; and George E. Leighty, special assistant to Mr. Dennis and former chairman of the Railway Labor Executives Association, all appointed by President Nixon.

Also Kenneth Black Jr., dean of the Georgia State University Business School, appointed by Sen. Allen J. Ellender, president pro tem of the Senate.



APPOINTMENTS



P. R. Smithmeyer



M. L. Bardill



J. V. Kelly



W. H. Waldman



L. W. Schroeder



R. M. Gordon



G. F. Meintzer



C. F. Jensen

Traffic Department

Effective Dec. 1, 1971:

Laverne W. Schroeder is appointed regional manager-sales with headquarters in Minneapolis.

Gail F. Meintzer is appointed assistant regional manager-sales with headquarters in Des Moines, Ia.

Public Relations and Advertising Department

Effective Jan. 1, 1972:

Rodney A. Clark is appointed public relations representative with headquarters in Chicago.

John J. Fell Jr. is appointed assistant editor of The Milwaukee Road Magazine in Chicago.

Purchases and Material Department

Effective Jan. 1, 1972:

Charles F. Jensen is appointed purchasing agent with headquarters in Chicago.

Real Estate, Economic and Resource Development Department

The appointments and assignments following are effective Jan. 1, 1972:

Philip R. Smithmeyer—manager-real estate, with duties covering the system.

Martin L. Bardill—senior industrial engineer, with assignments in western Wisconsin, Iowa, eastern Minnesota and the Twin Cities.

R. Peter Tanner—industrial engineer, with assignments in eastern Wisconsin and Michigan.

William H. Waldman—industrial engineer, with assignments in southern Iowa, Kansas, Missouri and Nebraska.

James V. Kelly—industrial representative and geologist, with projects as assigned.

Edwin G. Tyckoson Jr.—industrial engineer and lease supervisor, with assignments in North Dakota, northern South Dakota and eastern Montana.

Eugene H. Fierke—agriculture and industrial representative, with assignments in Minnesota and the Twin Cities.

Alfred F. Hallin—industrial engineer, with assignments in the Chicago metropolitan area, northern Illinois and portions of South Dakota.

R. J. (Bob) Gregory—industrial engineer, with assignments on the Terre Haute Division, northern Iowa, western Minnesota and portions of South Dakota.

The assignments above cover all territory east of Miles City, Mont., and all correspondence should be directed to the Chicago office of the Real Estate, Economic and Resource Development Department.

All real estate and industrial matters

for the territory west of Miles City will be handled through the office of P. W. Scott, western director of the department, at Seattle, Wash.

Operating Department

Effective Jan. 1, 1972:

R. M. Gordon is appointed agent at Portland, Ore.

C. F. Joynt is appointed agent at Racine, Wis.

L. J. Fettig is appointed assistant agent at Seattle.

V. R. Cheesebro is appointed trainmaster of the Chicago Terminal-Terre Haute Division with headquarters at Bensenville, Ill.

G. A. McCole is appointed trainmaster of the Coast Division with headquarters at Othello, Wash.

Effective Feb. 1, 1972:

L. H. Walleen is appointed superintendent of operating rules and special instructions, with headquarters in Milwaukee.

Stoll Named Chairman of SIR Associates Committee

Edward J. Stoll, vice president—real estate, economic and resource development, has been appointed chairman of the Associates Committee of the Society of Industrial Realtors.

The society, a professional affiliate of the National Association of Real Estate Boards, is composed of 1,125 members throughout North America who specialize in marketing industrial properties and meeting the real estate needs of industry.

Associated with it are organizations engaged in industrial development, such as railroads, electric power, gas and telephone companies, manufacturers with national or international distribution, and established industrial real estate development companies.

Mr. Stoll is designated to represent The Milwaukee Road, which is an Associate in the affairs of the society.

To get the greatest amount of attention, there's nothing to beat making a great big mistake.

"Listen, Captain," said the perspiring police officer, "we've been giving this ventriloquist the third degree for over an hour and a plainclothesman, three cops and a detective have all confessed the crime. Should we go on?"

A Travel Guide to Far-Off Places



Author-columnist Dick Hyman, who makes a hobby of compiling and annotating oddball laws enacted all over the world, recently came through with a list of admonitions for travelers. The following are excerpts from some published in the Chicago Tribune.

Visiting England, don't beat your wife on Sunday, and don't whistle after 9 at night—it's against the law.

If you're a single, male visitor, though, you're fairly safe from entanglements, because if a woman seduces you into matrimony by the use of paint, perfume, wax, false teeth, iron stays, high-heeled shoes or padded hips, the marriage is null and void.

Should you be traveling with a pig, you may take him with you on a British train, provided you buy him a ticket. And if you're in Yorkshire on Sunday or a holiday, figure on eating Yorkshire pudding with your roast beef—it's a crime not to.

If you wear a mustache, better have your passport handy to prove you're not Irish—in England, mustached Irishmen are subject to arrest. It's also technically illegal to beg for hot water at a strange door, smoke a cigaret on the street, eavesdrop in a bus or restaurant, share a taxi, tell a fairy tale on the phone, or try to convince a subject of Her Majesty to lay off liquor.

Neighboring Canada, too, has its share of offbeat ordinances. Strolling along a Toronto street, you're supposed to walk on the right side and give a hand signal before turning. And if you miss a street

car, relax, because it's against the law to run after it.

Driving in Ontario, be careful not to scare a horse, or you'll have to stop and lead it past your car.

Whatever your means of transportation to British Columbia, don't go by camelback—it's illegal for camels to be used on the roads of the province. And should you tour Vancouver by tricycle, don't pedal faster than 10 miles per hour.

If you go swimming in Vancouver, make sure that your trunks come down to your knees. And anywhere in British Columbia you can be sentenced to several hours in gaol if you attend a symphony concert, hire a bicycle, or buy an ice cream cone or bag of peanuts on Sunday.

Be careful while riding a bike in Edmonton, Alta., because according to law, "all bicycle riders must signal with the arm before making a turn, and a bicycle rider must keep both hands on the handlebars at all times."

Don't sell antifreeze to an Indian in Quebec, chop wood on the sidewalk or walk a tightrope over the main streets of Halifax, appear on the streets of Hamilton after midnight wearing anything other than a full dress suit, or carry water in a bucket between Oct. 1 and Apr. 1 in Winnipeg.

Girl watchers visiting Australia should know that, according to law, girls taking part in sports contests must wear cotton stockings, and chorus girls can't legally be younger than 45. But prison authorities are considerate of their charges. In Sydney, for instance, the law states that

wardens must make their nightly rounds in carpet slippers.

In the cities of tropical Brazil, be sure to wear a coat—it's against the law to walk down the street in your shirtsleeves; and it's also illegal to carry your suitcase on a first-class trolley car.

Touring neighboring Venezuela, visitors will find that drivers are supposed to blow their horns at every intersection, but love letters may be mailed at half-rate if they are enclosed in bright red envelopes.

Visitors to St. Tropez or other resorts on the French Riviera may be surprised to learn that sunbathing in shorts and the wearing of pants by women are forbidden. In France, it's also against the law to stare at the mayor of Paris.

Public kissing in Italy is legal only in railroad stations, false teeth are forbidden in Switzerland, and there's a law against women smoking or using lipstick in public in Germany.

Hyman's favorite domestic regulation is the Kansas law which states that "In the case of two trains meeting at a crossing, both shall come to a full stop and neither shall proceed until the other one is gone."

Retired Agent Joe Ziebarth Dies at Age 98

Joseph A. Ziebarth, 98, former agent for the Milwaukee Road at Waterloo, Wis., died Jan. 10 in a nursing home in Madison, Wis., after a brief illness. Prior to retiring on Dec. 31, 1965, he had long been the railroad's oldest active employee.

Mr. Ziebarth worked for the Milwaukee Road 73 years and seven months, the service record for any living individual in the railroad industry when he retired a month before his 93rd birthday. In addition, he had never lost a day because of illness.

He started in 1892 as a relief operator on the La Crosse Division, and became agent at Morrisonville, Wis., in 1898. His wife, who died in 1965, taught school in Morrisonville, and they remained there until he transferred to Waterloo in 1932. He was a past president of the Waterloo Lions Club.

Funeral services were held at Blessed Sacrament Church in Madison, with burial in Resurrection Cemetery. Surviving are two daughters, Mrs. Alice Kemnitz of Madison and Mrs. Roy Markell of Green Bay, Wis., 10 grandchildren and 27 great-grandchildren.

R. R. Brown, general superintendent headquartered in Milwaukee, displays the Minute Man awards presented by the Department of the Treasury to Milwaukee Road employees in the State of Wisconsin for outstanding participation in the payroll savings plan for bond purchases. The two stars on the banner signify upward of a 50 per cent enrollment for two consecutive years.



Lyman B. Rees Retires as Road's Purchasing Agent

Lyman B. Rees, purchasing agent with headquarters in Chicago, relinquished his active connection with the Milwaukee Road on Dec. 31 after more than 30 years of loyal and efficient service. His railroad associates and friends in the railway supply field extended their warmest wishes for a long, happy retirement.

Mr. Rees, a native of Chicago, worked for the Wabash Railroad before joining the Milwaukee in 1941. He held various positions in the purchasing department prior to 1944, when he was made an assistant buyer. He was promoted to the first of several buyer positions in 1949, and in 1964 was named assistant purchasing agent. In April 1969 he became assistant to the general manager of purchases and material and served in that capacity until his appointment as purchasing agent in October the same year.

Mr. Rees retired before the prescribed age, having a number of contingency plans to enjoy the status of retiree. He and his wife, Margaret, will continue to live in Chicago and for an occasional change of scenery will put a lot of mileage between home and scenic areas of this country. They will also be headed frequently in the direction of Turkey Run, Ind., where they own a 250-acre farm which is being considered for urban development. Meanwhile, it is an ideal retirement retreat for Mr. Rees, who likes to hunt and fish.

U. S. Treasury Makes Exchange Offer To Holders of Freedom Shares

A recent announcement by the U. S. Treasury Department applies to Milwaukee Road employees who have invested in the savings notes known as Freedom Shares.

The Treasury stated that, starting Jan. 1, holders of the more than \$500 million Freedom Shares outstanding may exchange them for Series H bonds, which earn 5.5 per cent interest if held for 10 years.

The savings notes were sold from 1967 through 1970 on a discount basis, and at the outset were guaranteed to average a return of 4.74 per cent a year when held to maturity in 4½ years. They were offered only in combination with purchases of Series E bonds and were available only to persons buying bonds on a systematic program, such as a payroll savings plan or the Bond-a-Month plan handled by banks.

Since June 1, 1970, both Freedom Shares and E bonds have carried an automatic extension privilege and an upward revision in interest to 5.5 per cent a year when held to full maturity. However, prior to this year, only E bonds could be converted to H bonds. The Treasury announced that, under the new arrangement, Freedom Shares may be combined with E bonds to make the exchange to the H series.

Series H bonds, which are issued in multiples of \$500, offer an advantage to persons seeking a source of current income, in that they pay interest semi-annually by Treasury check. The ex-

change offer calls for the Freedom Share-E bond combination to have a cash surrender value—purchase price plus accumulated interest—equal to the cost of an H bond, or \$495 and the balance payable in cash.

Milwaukee Road employees have purchased savings bonds consistently since they were first offered to the public in 1941. Currently, the number of payroll savers throughout the railroad totals 60 per cent of the work force.

A recent article in *The Wall Street Journal* said that sophisticated money managers presently are recommending savings bonds to institutions and persons who want a good rate of return on their investments. They point out that the interest paid on E and H bonds is becoming very attractive in light of continuing declines in rates paid on many other kinds of savings and debt securities.

"Judging from talks with economists, bankers and other money specialists, a safe 5½ per cent is beginning to look downright generous," the *Journal* said.

Golf liars have an advantage over fish liars—they don't have to show anything to prove it.

A coach was teaching some cowboys how to play football: "Remember, fellows, if you can't kick the ball, kick a man on the other side. Now let's get busy. Where's the ball?"

"To heck with the ball," one of them shouted, "let's get on with the game."



Lyman B. Rees (right) is presented a retirement gift by H. H. Melzer, general manager of the purchases and material division, in token of the regard and affection of all his associates in the purchasing department.

A. J. Berry Heads Rail Sales Club of Chicago



A. J. Berry

Arthur J. Berry, assistant regional manager of sales with headquarters in Chicago, was elected president of the Rail Sales Club of Chicago Jan. 21. The club, which is affiliated with

the Traffic Club of Chicago, has approximately 150 members who are employed in a supervisory capacity with Chicago railroads.

He also is chairman of the Traffic Clubs International's committee of the Traffic Club of Chicago.

Mr. Berry, a native of Greenfield, Mass., came to the Milwaukee Road in 1936 as a secretary-law clerk in the law department in Chicago. He transferred to the freight traffic department in 1938, where he held various positions before becoming city freight agent in 1945. In 1951 he was appointed traveling freight agent, and held the positions of assistant to freight traffic manager-sales and service and assistant to vice president-traffic before his appointment to assistant regional manager of sales in 1967.

Authority Sought to Make Expo '74 Site Available

The Milwaukee Road filed an application with the Interstate Commerce Commission on Jan. 7 to obtain authorization for abandoning the line of railroad between Northern Pacific Crossing and Monroe Street in Spokane, Wash., together with the operations on it, including Spokane Union Passenger Station.

President Curtiss E. Crippen said that the action is in furtherance of the railroad's earlier commitment that it would make available property required by the city for Expo '74. Both the Milwaukee and the Union Pacific have operating rights over the trackage involved.

Mr. Crippen added that the Milwaukee, being keenly aware of the importance of Expo '74, will make the property available to the city as early as possible, and will urge the Commission to rule quickly on the application.



Amtrak passenger service representatives model the new uniforms. From left are mix and match ensembles for slacks, hot pants and skirts, and for evening wear on long distance trains, a long side-slit skirt worn with a white blouse and blue hose.

Amtrak Introduces New Corporate Image Uniforms for Men and Women Employees

A new line of uniforms keyed to Amtrak's red-white-and-blue colors was introduced Jan. 15 on passenger trains serving Boston-New York, Washington-New York and New York-Florida. Amtrak announced that by May 1, the first anniversary of its operations, 13 categories of train and station employees, both men and women, on its system will be outfitted in the new styles.

The new wardrobe incorporates Amtrak's specifications for uniforms that present an image which combines the traditions of America's railroads with modern styling, and that are durable and functional. The designs, created by a leading manufacturer of career apparel, are the result of hundreds of suggestions, including those of the people who will wear them.

The change of uniforms dovetails with Amtrak's program of refurbishing the interior and exterior of its passenger cars. A fleet of 190 will be renovated with new designs in carpeting, upholstery and lounge fixtures, and the installation of a color TV/motion picture system. The first cars remodeled were assigned to the "Florida Special" trains which went into seasonal service between New York and Miami Dec. 17.

The exterior refurbishing combines the corporation's arrow symbol and red-white-and-blue color scheme in a double stripe running the length of the car. Amtrak announced that the markings will be applied to all cars shopped this year.

President Nixon: "Revitalize Transportation"

In his State of the Union message, President Nixon called on Congress to enact legislation aimed at "revitalizing" freight transportation, including measures to modernize railway equipment and operations and to update regulatory practices: "I will propose a 65 per cent increase--to the \$1 billion level--in our budget for mass transportation. Highway building has been our first priority, and our greatest success story, in the past two decades. Now we must write a similar success story for mass transportation in the 1970s."

RETIREMENT

Applications Reported During November - December 1971

General Office & System Employees

Brauneis, Ruth..... Secretary..... Chicago, Ill.
 Cass, H. E..... Switchboard Opr..... Chicago, Ill.
 Cawley, A. J..... File Clerk..... Chicago, Ill.
 Clark, N. P..... Clerk..... Chicago, Ill.
 Hazelton, J. M. Stock Trans. Agt..... Chicago, Ill.
 Kennitz, C. T. Asst. Bureau Head..... Chicago, Ill.
 Kerfoot, R. F..... Equip. Supvr..... Chicago, Ill.
 Killen, J. R..... Secretary..... Chicago, Ill.
 Konertz, W. E..... Chief Clerk..... Chicago, Ill.
 McGuin, H. W..... Porter..... Chicago, Ill.
 Panek, M. J. Asst. Bureau Head..... Chicago, Ill.
 Range, C. D..... Chef-Cook..... Chicago, Ill.
 Rees, L. B..... Purchasing Agent..... Chicago, Ill.
 Rembac, G. J..... Clerk..... Chicago, Ill.
 Wallace, J. G..... Gen. Supervisor..... Chicago, Ill.

Aberdeen Division

Balch, C. R..... Shop Foreman..... Granite Falls, Minn.
 Dewalt, F..... Chief Revising Clerk..... Aberdeen, S. D.
 Donaldson, D. R..... Laborer..... Granite Falls, Minn.
 Lickfelt, E. G..... Sect. Laborer..... Aberdeen, S. D.
 Loy, C. P..... Machine Opr..... Aberdeen, S. D.
 Rieth, P. J..... Sect. Foreman..... McLaughlin, S. D.
 Stroup, A. D..... Lampman..... Aberdeen, S.D.

Chicago Terminals

Chelius, G. M..... Foreman..... Chicago, Ill.
 Chesney, G. T..... Mechanic..... Chicago, Ill.
 Deike, E..... Carman..... Bensenville, Ill.
 Doherty, J. J..... Asst. Foreman..... Chicago, Ill.
 Doolittle, C. E..... Stower..... Chicago, Ill.
 Hanson, H. B..... Stower..... Chicago, Ill.
 Hedeman, R. D..... Switchman..... Chicago, Ill.
 Hinz, R. F..... Foreman..... Chicago, Ill.
 Josslin, E. C..... Janitor..... Chicago, Ill.
 Knox, O. A..... Caller..... Chicago, Ill.
 Kraus, E. P..... Check Clerk..... Chicago, Ill.
 Larson, W. J..... Janitor..... Chicago, Ill.
 Lewinski, F. J..... Foreman..... Chicago, Ill.
 Martin, W. J..... Check Clerk..... Chicago, Ill.
 Matthews, W. S..... Switchman..... Bensenville, Ill.
 Mikulec, J..... Sheet Metal Worker..... Chicago, Ill.
 Mueller, F. C..... Loco. Engineer..... Bensenville, Ill.
 Nelson, E. H..... Car Inspector..... Bensenville, Ill.
 Phillips, L. E..... Yard Clerk..... Bensenville, Ill.
 Roguszcak, M..... Carman Helper..... Chicago, Ill.
 Schindaiga, H. G..... Clerk..... Chicago, Ill.
 Slaughter, C. Chair Car Foreman..... Chicago, Ill.
 Sobota, J. B..... Carman..... Chicago, Ill.
 Vincent, H. R..... Checker..... Chicago, Ill.

Coast Division

Brickell, E. S..... Electrician..... Tacoma, Wash.
 Facer, B. W. Chf. Demurrage Clk..... Seattle, Wash.
 Jones, C. P..... Checker..... Tacoma, Wash.
 Kilpatrick, W. E..... Conductor..... Malden, Wash.
 La Fave, F. A. Conductor-Brake..... Bellingham, Wash.
 Lundberg, C. A..... Counterman..... Tacoma, Wash.
 Rikimoto, R. T..... Sect. Laborer..... Seattle, Wash.
 Stiles, O. W..... Clerk..... Seattle, Wash.
 Winter, E. H..... Sect. Foreman..... Calder, Ida.

Dubuque & Illinois Division

Crouse, L. R..... Switchman..... Davenport, Ia.
 Dunham, B. E..... Conductor..... Ottumwa, Ia.
 Hahn, E..... Loco. Engineer..... Kansas City, Mo.
 Henson, B. E..... Conductor..... Ottumwa, Ia.

Minger, A. W..... Guttenberg, Ia.
 Mrozek, J. T..... Cross. Watchman..... Genoa, Ill.
 Reiff, Z. G..... Dispatcher..... Savanna, Ill.
 Windisch, H. G..... Engineer..... Clinton, Ia.

Iowa Division

Lantz, B. W..... Crane Opr..... Perry, Ia.
 Nelson, F. E..... Switchman..... Council Bluffs, Ia.
 Runner, C. W..... Sect. Laborer..... Melbourne, Ia.
 Shaw, L. R..... Laborer..... Cedar Rapids, Ia.
 Vanpeit, F. C..... Sect. Laborer..... Storm Lake, Ia.

Iowa, Minnesota & Dakota Division

McGovern, T. M..... B&B Foreman..... Austin, Minn.
 Montgomery, J. W. B&B Foreman..... Austin, Minn.
 Roberts, N. H..... Frt. Conductor..... Austin, Minn.
 Skjeveland, L..... Sect. Foreman..... Austin, Minn.
 Vanderlan, M. T..... Sect. Foreman..... Emmetsburg, Ia.

La Crosse Division

Aberling, J..... Dist. Claim Adj..... Milwaukee, Wis.
 Field, E. A..... Conductor..... Janesville, Wis.
 Friske, H. A..... Welder..... Tomah, Wis.
 Knoop, H. L..... Engineer..... Madison, Wis.
 Marsh, C. R..... Sect. Laborer..... Boscobel, Wis.
 Schaefer, A. W..... Eng. Watchman..... LaCrosse, Wis.
 Taylor, Thomas..... Supervisor..... Madison, Wis.

Milwaukee Division

Ellis, N. W..... Conductor..... Green Bay, Wis.
 Fischer, W. J..... Sect. Laborer..... Green Bay, Wis.
 Hedler, A. A..... Station Agent..... Ontonagon, Mich.
 Lindbloom, C. R..... Laborer..... Iron Mountain, Mich.
 Nelson, A. F..... Conductor..... Menasha, Wis.

Milwaukee Terminals & Shops

Banach, S. M..... Laborer..... Milwaukee, Wis.
 Dakins, N. E..... Mail Sorter..... Milwaukee, Wis.
 Daley, Olive..... Nurse..... Milwaukee, Wis.
 Krenz, T. H..... Electrician..... Milwaukee, Wis.
 Lange, F. A. Air Brake Repairman..... Milwaukee, Wis.
 Murphy, E. D. Switchman Helper..... Milwaukee, Wis.
 Rintelman, C. A..... Painter..... Milwaukee, Wis.
 Schneider, W. H..... Electrician..... Milwaukee, Wis.
 Smith, J. E..... Supplyman..... Milwaukee, Wis.

Rocky Mountain Division

Althouse, F. B..... Loco. Machinist Harlowton, Mont.
 Gustafson, F. G..... Loco. Engineer..... Alberton, Mont.
 Kuni, G. E..... Telegraph Opr..... Melstone, Mont.
 Richey, L. S..... Chief Clerk..... Miles City, Mont.
 Schneider, G. H..... Sect. Laborer..... Missoula, Mont.

Terre Haute Division

York, R..... Engineer..... Terre Haute, Ind.

Twin City Terminals

Fix, B. R..... Laborer..... St. Paul, Minn.
 Hemerick, F. H. Stat'ry Engr..... Minneapolis, Minn.
 Neu, G..... Reg. Sales Mgr..... Minneapolis, Minn.
 Peterson, W..... Carman..... St. Paul, Minn.
 Renalls, E. M..... Loco. Engineer..... St. Paul, Minn.
 Tracy, J. M..... Gen. Foreman..... Minneapolis, Minn.
 Welsh, W. L. Brakeman-Conduc..... St. Paul, Minn.

The editor of the poultry journal received a letter from a woman reader that read: "How long should a hen remain on eggs?"

The editor replied: "Three weeks for chickens, four weeks for ducks."

Three weeks passed and again he received a letter from the reader: "Thank you very much for your advice," it said. "The hen remained on the eggs for three weeks and there were no chickens hatched, and as I did not care for ducks, I took her off the nest and sold the eggs."



Chicago General Offices

TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent



Michael E. Welu

Michael E. Welu, son of E. A. Welu, administrative assistant to assistant vice president-sales and service, recently completed his senior varsity football season with the Elgin (Ill.) High School Maroons. Mike

was co-captain of the Maroons and played first line guard on offense and line backer on defense, as well as kicker on the kickoff team. At an awards banquet, he was presented the trophy for most valuable lineman.

Mike was voted offensive guard on the Upstate Eight all-conference team, and on Dec. 9 last was the recipient of the Golden Helmet award presented annually by the Coca Cola Company in conjunction with the *Chicago Tribune*. He will enter the University of Illinois this fall.

New employees in the Freight Traffic Department in recent months are Eileen Guthrie of Bensenville, Ill., who is a new steno, and Rich Padilla, our mail clerk, who resides here in Chicago.

The holiday spirit pervaded the Dock-et Room of the department this past Christmas season. Clerks Don Buckley, Julio Chavarria, Nick DiVito and Paul Kolmos decorated the room with lights, bells, a tree, spray snow on the windows, and there was recorded Christmas music. It was nice to see this evidence of Christmas spirit in our department.

Our annual Christmas party was again held in the main office of the Freight Traffic Department on Christmas Eve. Beef sandwiches, fried chicken, salads and beverages were served, and Don Buckley showed up dressed as Santa Claus. There was a lot of hand shaking, a few kisses were exchanged, and everyone had a good time.

Sympathy was extended to the family of Howard K. Larson, assistant manager of pricing, who died of a heart attack on Dec. 12. He is survived by his daughter, Mrs. Janice Voght, and three sisters.

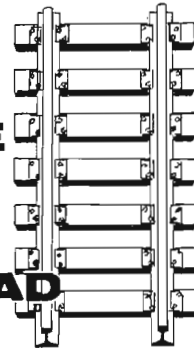
We regret to report that Jacob Werner, passenger sales representative when he retired in 1968, died Nov. 28. Services were held in Chicago, with interment in Memorial Gardens, Arlington Heights. Jake was well known as depot passenger agent for many years and as assistant manager of our Chicago reservation bureau.

We learned belately that Stu Olson died on Oct. 10 in Minneapolis. Stu re-

tired in 1960 after 47 years of service in the passenger department at St. Paul, of which 26 were on the position of city passenger agent.

The San Francisco Traffic Club has elected Tom McGinley, sales representative for the Milwaukee, president for 1972. Elected to serve with him were Gary T. Ferrulli of Simco-Pacific, vice president; John Sanborn of the Southern Pacific Transportation Co., treasurer; and Ron Graham of Forest Products, secretary. The new officers were installed at the club's annual dinner Jan. 15.

ABOUT PEOPLE OF THE RAILROAD



OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Miss Florence O'Boyle, who retired about eight years ago as file clerk in the office of the general manager, and who has been living with her sister in Houston, Texas, passed away on November 20, 1971 after a brief illness. She is survived by her sister, Mrs. Ruth Larson.

V. G. Spies, special representative in the Transportation Department who retired in 1959, passed away on November 29, 1971. He was residing at Walla Walla, Wash., and is survived by his widow.

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

Ralph Gatto, Correspondent

George Richard of our Review Bureau died suddenly on Jan. 4. He started with the Road in 1927 in the General Freight Department, worked later in Passenger Accounting, and transferred to this office in 1969. He was president of Lodge 991.

Marion Klewer of our Review Bureau became engaged recently to Robert Gellenbeck. The wedding was planned for Valentine's Day.

Julia Killen, secretary to manager-interline freight settlements, retired Oct. 29 and was honored at an office gathering. Julia's retirement concluded more than 45 years of service on stenographic and secretarial positions in the Fullerton Avenue accounting department.

TREASURER'S OFFICE

Elaine Schuble, Correspondent

Hazel Berg and Lillian Scarbeck retired on Dec. 31 after many years of dedicated service to the company. On Dec. 30 they were honored at a luncheon in the Gold Lion hosted by Treasurer C. L. Schiffer and attended by a number of our retired associates, including Edith Brydges, former clerk, Charlie Lannon, former treasurer, and Bill May, former cashier.

In addition, an office party was held on their last day of work, at which each of the gals was presented with an AM/FM table radio by their co-workers and friends. Hazel plans to visit friends in Florida and is considering moving near Tampa or Clearwater. Lil will be residing in Michigan. We in the treasurer's office, as well as their many other friends, wish them an abundance of happiness and good health.

A very warm welcome is extended to Claudia Swiontek, who is a new member of the treasury staff.

Best wishes were extended to J. M. "Jim" Hazelton, who retired on Nov. 30, having served more than 41 years in the finance and accounting department. In the course of his career Jim held various positions, including that of stock transfer agent since 1952. Jim and his wife, Lee, are maintaining their home in Elmwood Park while considering a move to Florida. With that possibility in mind, they are spending the winter at Redington Beach.

OFFICE OF MANAGER-DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

Edward Werbachowski was welcomed recently to our Bookkeeping Bureau, and Marilyn Gnutek to the General Statistical Bureau.

Marjorie Roberts and Gladys Duff, retirees, were recent visitors to our office.

Get well wishes are extended to Maureen Callahan, who is recuperating at home at this writing from a recent illness.

For up and coming vacations, some of our clerks are planning beautiful trips, with London, England, and the island of Majorca on the agenda, and possible side trips to Ireland, Tangiers, Africa, and Barcelona, Spain.

Frances Walker, who recently returned from a Florida vacation, says Disney World is an enchanting place for people of all ages to visit.

Stella Schremba, who vacationed in Hawaii, had her picture taken with Don Ho.

Sophie Kustron planned to fly on Jan. 22 to Rome, Italy, where she will visit her nephew, who is attending Loyola University there.



SILVER ANNIVERSARY. B&B Foreman and Mrs. George Snyder of Perry, Ia., married 25 years last Nov. 2, are honored at a reception in the home of the Robert Bristles. Relatives and friends from other locations attended. (Perry Daily Chief courtesy photo)



PULLING THE PIN. Engineer Henry Windisch, who retired recently from his long-time assignment on the switch engine at Clinton, Ia., is shown at the freight house with a group of employees who honored him at a luncheon. In the foreground: Engineer R. A. Peterson (left) and Freight Clerk R. L. Swift. Rear: Fireman Bill Fosdick (from left), Switchman J. R. Brundage, Cashier Bob Hook, Windisch, Switchman Wayne Mangler and Mrs. Mangler, office clerk. Following retirement, Windisch and his wife planned to travel and see the U.S.A.



GIFT SHOWER. Gifts and good wishes from many co-workers mark the recent retirement of Olive Stiles (left) and Bernice Facer from the freight traffic force in Seattle. The occasion here is a luncheon in their honor at the Polynesian Restaurant.



WEDDING IN THE FAMILY. Elaine Bowers, the daughter of Edna M. Bowers, secretary to district general car foreman at St. Paul, and James Wittman pictured at their recent marriage in St. Peter's Church, Minneapolis. Elaine teaches school in Roseville, Minn. They will spend the summer in Alaska, where Mr. Wittman works as a helicopter pilot. Mrs. Bowers is the correspondent for the Milwaukee Road Magazine in the St. Paul area.



TO THE BRIDE AND GROOM. A radio from his co-workers in Chicago headquarters of the Engineering Department is presented by Bridge Engineer F. P. Drew to Bob Rasho, structural designer, and fiancée Pauline Olinger, who were married last November in St. John Fisher Church, Chicago. They honeymooned in Canada and are now living in suburban Elmwood Park.



HOSPITAL VOLUNTEER. Thanks to women like Naomi Johnson, retired assistant supervisor of the "comp" bureau in the Chicago-Fullerton Avenue office building, there were toys galore for sale in the gift shop of Norwegian-American Hospital during the 1971 Christmas holiday season. Naomi, who belongs to the Woman's Auxiliary of the hospital, recently was honored for 1,000 hours of volunteer work.



South Dakota Employees Receive Bond Award

Milwaukee Road employees in South Dakota were honored for their participation last year in the Treasury Department's payroll savings plan for bond purchases at a Rotary Club luncheon in Sioux Falls Dec. 13.

William Zick, chairman of U. S. Savings Bond sales in South Dakota (second from right), presented them with a Minuteman award and cited the wholehearted cooperation of the Milwaukee Road and its employees as an important factor in helping meet the statewide quota. Representing the employees at the ceremony are T. E. Witt, assistant superintendent of the Iowa, Minnesota & Dakota Division (from left); L. A. Fiorello, general agent at Sioux Falls; and R. A. Kolhoff, district manager-sales, Sioux City.

The Minuteman banner will be displayed at other Milwaukee Road locations in South Dakota throughout this year, after which it will be returned to Sioux Falls for permanent display.

OFFICE OF MANAGER-REVENUE ACCOUNTING

Ruth Schuhrke, Correspondent

Elmer Berry, general bureau head of the Overcharge and Suspense Bureau, retired recently after more than 48 years of service with the Milwaukee Road. His co-workers gave a farewell party in his honor, at which he received many gifts and good wishes from his friends.

Fred Brink has replaced Mr. Berry as general bureau head.

As of this writing, we are glad to report that Mrs. Shirley Kutil, claim investigator in the Suspense Department, is recovering from her recent surgery.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

Marilyn K. Courley spent Christmas with her parents, Mr. and Mrs. E. C. Courley of Wood Dale, Ill. She will return to San Diego, Calif., where she is attending Mesa College of Nursing, and will be married to Joseph Lucia in San Diego on Mar. 25.

Congratulations are in order for W. R. Freyberg, who has been promoted to valuation engineer and supervisor of the

Valuation Bureau. Also to Mrs. A. Schultz, who was promoted to bureau head of the Bill and Analysis Section, and to Mrs. Marie Peterson, promoted to bureau head of the A.F.E. Account Section.

Best wishes were extended to Mrs. Gretchen Warren, bureau head of the Bill and Analysis Section, on her retirement Dec. 31. Her desk was decorated with many gifts and good wish messages from her fellow employees, and a dinner was given in her honor at the Aqua Bella Restaurant. Mrs. Warren started her railroad career in the Passenger Traffic Department in Minneapolis in December 1936. She came to Chicago in August 1940 and was appointed bureau head of the AFE Account Section in January 1969.

Assistant Engineers Richard P. Kleinfeldt and Jack W. Fraser recently completed a course in railroad signaling conducted by Loren B. Sandstrom, staff engineer in the Signals and Communications Department.

We regret to report that William "Doc" Wires, chief joint facility examiner who retired in November 1966, passed away on Dec. 14, and that Joseph Gaulock, who retired as assistant engi-

neer in December 1962, died Dec. 6.

Word was received that Mrs. Henry Leal, widow of former auditor of capital expenditure, died Nov. 26 in Santa Cruz, Calif. We were saddened also to learn of the death of Mrs. Anthony (Tony) Beberger on Dec. 18, and of her husband, retired assistant engineer, on Dec. 29.

We regret to advise that Mrs. Ruth S. (Lodge) Hospetter, 80, died New Year's Eve on Barbados Island in the Caribbean. Interment rites were held in Charles City, Ia. Mrs. Hospetter was the widow of A. E. Lodge, a former auditor of investment and joint facility accounts, and herself an employee of the railroad for a number of years following his death.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Ruth D. Brauneis, Correspondent

This is my last column for the Magazine, having retired Dec. 8 after 27 years of service. I have enjoyed writing about happy events, but had a heavy heart when obliged to report the sad ones.

On Dec. 7 I was honored at a luncheon for 40 in the building cafeteria, and on Dec. 8 I had a wonderful send-off at which I was presented with a gift of money and more than 40 individual gifts. I also received many cards, including ones from Marge Skaja, Clara Cush and the Berghausers. It was a happy conclusion to the years of service I had enjoyed with the Road, and I am grateful to all who were so kind to me. Good luck, and God bless you all with good health and happiness.

Congratulations to James T. Snider, joint facility examiner, and his wife on the birth of a son, Andrew David, who weighed in at 9½ pounds on last Nov. 20 at St. Joseph's Hospital in Elgin, Ill.

Steven Dittmann, son of Fred Dittmann, joint facility examiner, who is a senior at Gordon Technical High School, has received a four-year scholarship from the State of Illinois for scholastic achievement. He will enter Northwestern University this fall.

His brother, Fred Jr., recently received his Master's degree in Geology and Earth Sciences from Northern Illinois University, De Kalb.

Sincere sympathy to the family of John Ritter, retired traveling accountant, who passed away last Nov. 16. Interment was in Memory Gardens.

Ted Gajewski, who retired several years ago as manager of EAM operations, has been in Wesley Memorial Hospital for surgery. He expects to be released shortly. In the meantime, he wishes to thank his friends for their visits, cards and inquiries about his progress.



The end of 1971 marked the beginning of retirement and a change of scenery for Lillian Scarbeck (left) and Hazel Berg of the treasurer's force in Chicago, shown as they were honored at an office party. Hazel's plans center on Florida and Lillian will live in Michigan. For details, see the items of Correspondent Elaine Schuble.



The auditorium of the Washington Athletic Club in Seattle is the setting for the annual Christmas party of Milwaukee Road people in the Seattle area. Attending the luncheon last Dec. 13 are Luther Buxton, retired business car attendant (from left); D. L. Sullivan, general clerk in the office of assistant general manager; Charles Tusler, retired principal assistant engineer; Mrs. Al Chaney, wife of retired business car attendant; and Isaac Moore, retired telegrapher.



P. J. "Pete" Reith (center), retiring last Dec. 4 as section foreman at McLaughlin, S. D., is congratulated by Division Engineer W. C. Whitham (left) and Roadmaster Joe Maunders. Retirement concluded 35 years of service at locations between Mo-bridge, S. D., and Harlowton, Mont.



Engineer Emil Renalls (right), retiring recently at St. Paul, receives a Silver Pass in recognition of 45 years of Milwaukee Road service. Presenting it is Traveling Engineer-Trainmaster Dale Krider. (See details in Correspondent Edna Bowers' column)



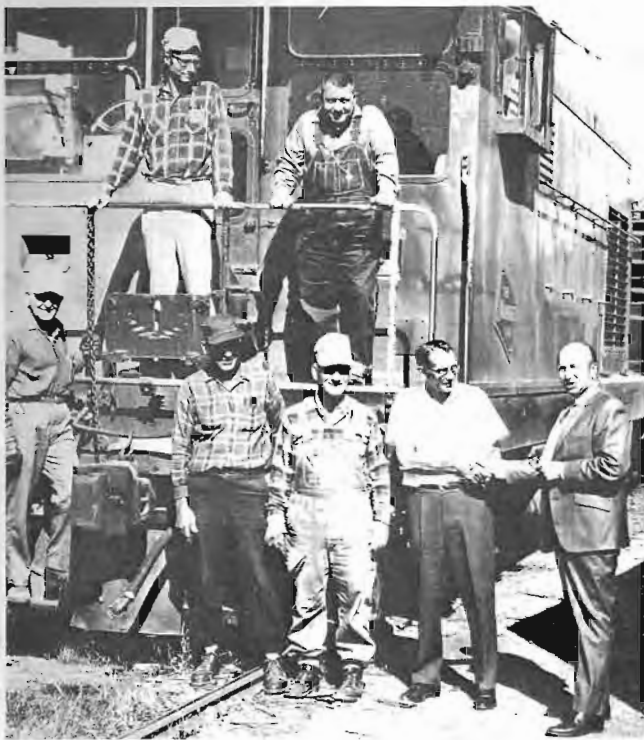
The Z. G. "Jerry" Reiffs of Savanna, Ill., are honored at a dinner party in Meeker's Inn on the occasion of Jerry's recent retirement as dispatcher on the Dubuque & Illinois Division. For details, see the D&I news.



Co-workers of Mrs. Gretchen Warren, bureau head in the capital expenditure accounting department in Chicago, extend good wishes as she retires Dec. 31. Left to right: W. R. Freyberg, supervisor of the Valuation Bureau; C. E. Lee and W. W. Franz, assistant managers of the capital expenditure office; and J. G. Kirchen, manager-capital expenditure.



J. A. "Jim" Frazzini, retiring from the Car Department in Seattle after 46 years of service, shown with Car Foreman F. W. Jacobson at a get-together in his honor. For details, see the items of Correspondent Laura K. Schaub.



RETIREMENT RUN.

Switchman Lester R. Crouse, Nahant, Ia., shown as he retired last October after 48 years of service. Extending good wishes on his last run are front, left to right: Switchmen P. A. Maher, E. C. Harper and L. C. Strouse, Crouse and Assistant Superintendent P. F. Ziegler. Rear: Fireman A. A. Fichensher (left) and Engineer R. W. Ayers. Crouse was honored at a cake and coffee party and presented with a gift of cash and fishing gear.



MERRY XMAS TO ALL.

The docket room of the Freight Traffic Department in Chicago Union Station shows evidence of the Christmas spirit which prevailed during last year's holiday season. Credit for the decorations goes to Clerks Paul Kolmos (from left), Nick DiVito, Don Buckley and Julio Chavarria. For details, see the items of Correspondent Perry Beck.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Dennis D. Bednar, son of Time Reviser Don Bedner, and Michelle Hansen, daughter of State Senator and Mrs. Baldy Hansen of Austin, were married in St. Augustine Church on Dec. 13. After a short trip, Mr. and Mrs. Bednar are at home in Austin where the bride is employed at the Rose Creek State Bank and the groom is employed by Hormel & Co.

Retired Time Reviser Jay W. Bailey of Austin is recuperating from surgery for a gall bladder condition. Letters can reach him at 1307 Crutcher Street, Springdale, Arkansas 72764. Jay and his wife, Esther, former steno in the engin-

earing office at Austin, have been doing considerable traveling since their retirement.

Harvey H. Thompson, retired boiler-maker helper of Austin, died Nov. 15 in the Stacyville Community Nursing Home in Iowa. Mr. Thompson started his railroad career in the shops at Austin in 1918 and retired in 1952. He is survived by his wife, Katherine, and a son, Charles, an engineer on the Milwaukee Road working out of Austin.

Retired Engineer Earl E. Wood passed away at Red Wing on Dec. 13. Mr. Wood formerly resided at Austin where he worked for the Milwaukee Road from 1905 until his retirement in 1946. He is survived by two sons, Earl and Chester.

Retired Agent Arthur E. Sexter died in Faribault, Minn., on Dec. 5 following an extended illness. Mr. Sexter was em-

ployed by the Milwaukee for a total of 52 years, beginning at Blooming Prairie, then to Owatonna and on to Faribault, where he served over 40 years. He is survived by two sons, Kenneth, agent at Faribault, and Lowell in San Francisco.

Helen Johnson, wife of Retired Conductor George A. Johnson and sister of Chief Clerk H. J. "Babe" Swank, all of Austin, died in St. Olaf's Hospital on Dec. 18 after an extended illness. Besides her husband and brother, she is survived by two daughters, Mrs. George E. (Lois) Tracy and Mrs. Paul C. (Shirley) Christensen; and three sons, Robert, Dean and Harold.

Sylvester B. "Red" McGinn, 66, former agent at Farmington, Minn., died there on Jan. 14. Funeral services were in Farmington at St. Michael's Church.

Mr. McGinn's retirement in 1969 terminated more than 46 years of service as a clerk, dispatcher, telegrapher and agent. He was agent-telegrapher at Northfield and Le Center before being appointed agent at Farmington on Dec. 1, 1960. His father, D. B. McGinn, had served in the same capacity 22 years prior to his death in 1932.

Survivors include his wife, Anne; a daughter; and three brothers, "Greg," vice president-operation of the railroad, John, a conductor on the St. Paul-Farmington patrol, and Arthur, retired La Crosse Division engineer.

Extra Gang Laborer C. Hermann recently was enrolled in the Wise Owl Club, with District Safety Engineer Messicci and Roadmaster Dillinger delegated to present his membership certificate. Hermann qualified by taking the precaution to wear his safety glasses while driving a track spike. A rock that flew up struck the glasses and fractured the left lens, but Hermann came out of the incident scot-free.

SIoux CITY AREA

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

The Milwaukee Road employees had their annual Santa Claus Special arrive at the depot in Mitchell, S. D., last Dec. 18 at 7 p.m. Approximately 80 children received large sacks filled with candy, nuts, fruit and popcorn balls.

Funeral services were held in Phoenix, Ariz., on Dec. 7 for Ted Hakes, former traveling auditor, who had suffered a severe heart attack on Nov. 18. Before retiring, Mr. Hakes was headquartered in Sioux City. Sympathy was extended to his widow.

Sympathy was extended also to Miss Alice Butcher, secretary to assistant superintendent at Sioux City, on the sudden death of her brother, Ira, of Waukegan, Ill., Dec. 4.

Orville R. White, retired conductor,

died in a Sioux City nursing home Dec. 8. Mr. White retired in 1956 because of disability. Survivors include his wife, a son, two daughters, four brothers, nine grandchildren and a great-grandchild.

Harold G. Anderson passed away in a Sioux City nursing home Dec. 13 after a long illness. He was a former freight clerk in Sioux City. Surviving are two sons and two sisters.

Milwaukee Shops

CAR DEPARTMENT

Niki Pieri, Correspondent

Tom Kintis, carman welder in the forge shop, was reelected chairman of Local Protective Board #76, BRCA, for 1972. Clarence Duchrow and Pat Whalen, carmen welders in the freight shop, have been elected vice chairmen.

Clement F. Smith, 62, carman in the forge shop who retired last Sept. 30, died Nov. 18. He is survived by his wife, Elizabeth, daughter Cheryln and son Kenneth. Services were held in St. Hubert's Church, Hubertus, with interment in the church cemetery.

Anton W. Koltunski, 21, carman in the freight shop, was killed in an automobile accident Dec. 5. He was a graduate of Greenfield High School and the United Technical Institute. Services were held at St. Charles Borromeo Church and interment was in Mount Olive. He is survived by his parents and a brother.

La Crosse Division

MADISON DISTRICT

Kathryn Skidmore, Correspondent

Patrick Baldwin is recuperating at home in Boscobel at this writing, following surgery. Pat held a rate clerk position in the data office before going on sick leave. We all wish him a speedy recovery.

Assistant Superintendent and Mrs. E. L. Hubbs vacationed in Florida recently, inspecting their retirement property on Marco Island. However, the trip proved to be more expensive than they had anticipated, since their motel room was broken into during their absence. Upon returning to the motel, Mrs. Hubbs discovered that not only had money been taken, but her diamond rings were gone. In spite of the experience, the Hubbses are convinced Marco Island is their Utopia.

Mrs. Ollis Johnson, widow of a Madison locomotive engineer, is presently making her home with a daughter in Brookfield. Together they visited Hawaii last fall.

Retired Clerk R. J. Holland passed away in Edgerton Community Hospital last September after suffering a heart

Roses for the Tosa East Red Raiders



Jim Pieri

Jim Pieri, the son of Niki Pieri, stenographer in the Car Department at Milwaukee Shops and a correspondent for the Milwaukee Road Magazine, got a firsthand look at the New Year's Day festivities in Pasadena, Calif.

Jim and 113 fellow members of the Wauwatosa East High School Band, Wauwatosa, Wis., were invited to participate in the 1971 Tournament of Roses Parade and served as Wiscon-

sin's official ambassadors to the Rose Bowl.

One of only seven high school bands invited from across the country, the Tosa East Red Raiders were responsible for paying their own way to California. To earn the necessary money, the members washed 1,000 cars, collected and sold 63 tons of scrap paper, sold fruitcakes and merchandise coupons, and did anything else they could think of to raise funds.

Their pride in themselves, their organization and their school generated a great deal of community support, which was instrumental in helping them achieve their monetary goal and make the trip.

Because of its superior musicianship, the Wauwatosa East band has in the past been invited to play in Macy's Thanksgiving Day Parade in New York City, the World Fairs in New York and Montreal, at the Cherry Blossom Festival in Washington, D.C., at halftime for Green Bay Packer games, and for numerous other events around the country.

attack. He retired three years ago after more than 30 years with the Road, during which he held positions at Edgerton and Janesville. Surviving are two sisters, his wife having preceded him in death.

Janesville Car Foreman and Mrs. Orville Roberts spent their vacation last fall getting acquainted with Wales, the "land of their fathers." While they had several exciting days in London, most of two weeks was spent motoring through Wales from seacoast to mountains. Sight-seeing included castles, Anne Hathaway's cottage at Stratford-on-Avon, and the quaint villages and countryside of the Cotswolds.

Ken DiLoreto, 12-year-old son of Dan DiLoreto, chief clerk in the freight office, is indeed a budding athlete. In addition to being cited for his pitching in Madison's Little League last summer, he scored the highest in the annual Punt, Pass and Kick Contest held at Breese Stevens Field in the fall.

Best wishes for a happy retirement go to Clement R. Marsh, section laborer at Boscobel, who retired Nov. 30 after 42 years of service; also to Conductor Everett "Peanuts" Fields, who recently ended a 45 year career with the Road; Brake-man Roland "Whitey" Maves, who "pulled the pin" after 32 years; and to

Engineer Harvey Knoop of Portage, who retired recently.

The first annual retirement party for employees on the Madison Division was held at the Janesville VFW Club last September with more than 100 persons attending. Among those honored were Conductors Everett Fields and Arnold Launders, Brake-man Roland Maves, Engineer Vince Cooper and Yardmaster Jack Jordan. Engineer Harold Birkholz, president of UTU Local 880, served as master of ceremonies, and with Switchman Bob Connelly, was appointed to head the planning committee for the next party, which will be held in Madison.

Fireman and Mrs. Jose Garcia are to be congratulated on the birth of a baby girl in November.

Second Lieutenant T. J. Conway, USMC, who was a summer relief clerk in offices in Madison and Portage during vacations from the University of Wisconsin, left last fall with a motor platoon for the Mediterranean to support practice amphibious landings along the seacoast. The unit is expected to return to the States in March.

Sympathy was extended to Madison Operator R. C. Tipple, whose mother passed away in December.



Foresight Again Saves Eyesight

Duane J. Parks, storekeeper at Miles City, Mont., was recently enrolled in the Wise Owl Club of America, the organization of industrial workers who have prevented injury to their eyes by wearing safety eye protection. Pictured at the presentation of his membership certificate are District Material Manager T. G. Nissen (from left), Parks, District Safety Engineer C. C. Clinker and Storehelper Warren Schiller.

Parks was cited for his safety consciousness in an incident that occurred last September while he was repairing a material pallet. He was hammering steel flooring nails when the head of one broke off and flew back at him, striking the right lens of his safety glasses.

The lens shattered, but Parks received only a minor scratch. Said he, "Without my eye protection, the eye would have been lost, and the way it struck, the injury could have been even more serious than losing an eye."

Aberdeen Division

EAST END

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

Kenny Beck, of the St. Paul rip track, says that when he married Ethel he knew she had brains as well as beauty. It was brought home again recently when she won \$900 in the crossword puzzle contest known as "Prizeword Pete." Naturally, she spent some of it for a Christmas present for Kenny and then some of it was spent at McClellan, Ala., where she attended the 30th anniversary of the WACS. Ethel is national president of WACS veterans association.

Retired Brakeman Ben Kreiner and his Jessie recently celebrated their golden wedding anniversary in Superior, Wis. Nieces and nephews and Jessie's sister spearheaded the event, which was attended by a host of friends. Since retiring, Ben is involved up to his eyebrows in civic, church and lodge activities in Superior.

Tony Piatz has resigned as car foreman at Aberdeen and Al Boulais of the St. Paul rip track has moved to Aber-

deen to take over the car foreman position.

Flossie Hart, the widow of former Montevideo hostler George Hart, passed away recently in the hospital at the age of 87. She is survived by a son, Art. Retired Conductor Earl Crowl passed away in Milbank, S. D., last October.

Pat Maloney's daughter Margaret and her husband, Brad Jensen, returned to Minnesota after Brad finished his hitch with the armed forces in Taiwan. One of the first things they had to do was line up some cold repellent clothes. The dog also had to adjust to a different climate and learn how to chase American squirrels and rabbits.

Mrs. Herb Pugh, known as "Grandma" by all the east end train crews, not only highballs her "boys" through Glencoe by waving her flashlight to them from her house beside the tracks, but at Christmas time gets out her mixing bowl and spoon and whips up a carload of cookies for them. She did it again this past Christmas—delicious honey cookies that were munched by the boys for several days. Rosina celebrates her birthday on New Year's Eve, and on that night the flashlight seems to shine

through the dark more brightly than ever.

Mobridge Chapter of the Milwaukee Road Women's Club held a Christmas dinner Dec. 20 at the Moose Lodge for active and retired employees and their wives, with 63 present. Afterward the women held their regular meeting in the 100F Hall, which included a gift exchange and playing Bingo.

Engineer Norman A. Ronning has a hobby of making and selling "Railroad Special" return address stamps. The rubber stamps are in the shape of a steam locomotive and tender with the sender's name and address inside the design. Additional information may be obtained by writing Norman A. Ronning, 108 South Third Street, Montevideo, Minn. 56265.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENT

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

Bob Labatt has joined the Material Division in St. Paul and is working as a storekeeper.

Leroy Samuelson, chief clerk in the Car Department, had the misfortune of breaking his leg but is well on the way to recovery at this writing. He has graduated from two crutches to a cane, and it should not be too long before he goes it alone.

Paul Biedrzycki, chief clerk in the Locomotive Department, reports that wife Alice is recovering well from major surgery.

Emil Renalls retired Dec. 31 as a locomotive engineer on the River Division after more than 53 years of railroad service, having worked for the Northern Pacific, the Great Northern and the Burlington before joining the Milwaukee Road in 1926. He started in the roundhouse at St. Paul, went firing in 1929, and had been an engineer since 1947. His last assignment was at the Ford plant yard.

Mr. Renalls comes from a family of professional musicians, and in addition to his railroad career has been a performer on the accordion and trumpet since the age of five. In the early years he played in vaudeville and later on Mississippi River excursion boats. He also was a member of the Twin Cities Shops Band which played for events on the railroad in the 1920s and on radio station WHDI. Mr. Renalls will continue to make his home in St. Paul.

Carl Rodin, retired passenger carman, died Jan. 8. He is survived by a son, Robert, car foreman at Minneapolis, and two daughters, Mrs. Clifford (Dorothy) Hall and Mrs. R. (Ruth) Carlson, wife of the assistant car foreman at St. Paul.

D & I Division

Esther Nast, Correspondent
Superintendent's Office, Savanna



Cadet R. D. Powers

West Point Cadet Robert D. Powers, son of Electronics Supervisor Ben Powers of Savanna, has been named 4th Regimental Commander of the United States Military Academy's Corps of Cadets, one of the top offices open to cadets.

Powers, a 1968 graduate of Savanna High School, was appointed to the Academy by 16th District Congressman John B. Anderson. He is a senior at the Academy, ranking fourth in the class of 800.

Stanley Teszlewicz, diesel foreman at Elgin, Ill., has retired after 49 years of service in the Mechanical Department. He started in 1922 as an engine wiper at Channing, Mich., where he became working foreman, transferred to Milwaukee Shops in 1955, and to Elgin as diesel foreman that same year. Upon retiring he planned to return to Channing, and was looking forward to some snowmobiling and fishing. His son Robert is a brakeman on the D&I First District out of Bensenville.

Davenport Agent Bob Coleman and wife became grandparents Nov. 24 with the birth of a son, Sean Patrick, to the Mark Colemans of Davenport.

Assistant Division Engineer Gary Mentjes and wife welcomed a daughter, Susan Renee, Oct. 2 last. Her two little brothers are happy also.

Retired Car Inspector John and Mrs. Hammen of Savanna celebrated their golden wedding anniversary recently with an open house in the social rooms of the United Church of Christ hosted by their son Wayne and wife and their daughter and son-in-law, Mr. and Mrs. Lano Frank.

The Louis Mickelsons of Savanna, parents of Gerald Mickelson, trainmaster at Bensenville, observed their 45th anniversary with an open house at their home Nov. 28.

Barbara K. Anderson, daughter of Retired Savanna Yard Clerk Earl Anderson, was married recently to Edward B. Butler in St. Pius X Church, Rock Island. Mr. Butler is the principal of Riverdale High School, Port Byron, Ill., and Barbara is a secretary at the Bettendorf Bank and Trust Company. They are making their home in Port Byron.

Savanna Dispatcher Z. G. "Jerry" Reiff retired last October after 50 years of railroad service, three on the Illinois Central and 47 on the Milwaukee. Start-



VETERAN VOLUNTEERS FOR THE NEEDY. For the 18th year, Retired Yardmaster and Mrs. Walter H. Dreyer of Milwaukee supervise the loading of boxcars for the Lutheran World Relief Drive. Nearly 110,000 pounds of clothing, blankets and other necessities were loaded last November for shipment to needy families in more than 50 countries around the world, mainly in Africa, Asia, Latin America and the Middle East. (Milwaukee Journal Photo)

GOLDEN ANNIVERSARY PORTRAIT of Retired Roundhouse Foreman and Mrs. James E. Olinger, who celebrated 50 years of marriage recently with an open house in Spokane, Wash. They have two sons, a daughter and nine grandchildren. Mr. Olinger is a 50-year veteran of Milwaukee Road service, and had been roundhouse foreman 26 years when he retired in 1967.



"HAPPY RETIREMENT G. RINTELMAN" reads the plaque which G. A. Wendt, general foreman at Milwaukee Shops, is presenting to Painter Charles A. Rintelman as he retires on Dec. 20 last. Rintelman, who was employed in the Passenger Shop, was the railroad's No. 1 sign painter. He retired with more than 37 years of service.

IN APPRECIATION. Carl J. Weiss (right), retired Tomah Shops stockman, receives a Certificate of Recognition bearing the signature of President Curtiss E. Crippen in appreciation of 48 years of service to the Milwaukee Road. Doing the honors is E. C. Fischbach, maintenance of way material manager at the Tomah, Wis., shops.





BEST DESIGN. The new shoulder patch worn by members of the Dallas County (Ia.) Ambulance Service was designed by James Berner (left), operator in the Milwaukee Road relay office at Perry, Ia., and relief dispatcher at that point. Of the many designs submitted, it was selected as best representing the goals of ambulance service. Berner is pictured with Robert E. Peterson, director of the Dallas County service, displaying the new patch and a certificate of appreciation presented to him for the design. (Perry Daily Chief photo by John Moe)

ing as a telegrapher, he was a dispatcher 33 years. More than 100 friends honored Jerry and his wife, Charlotte, at a gathering in Savanna at Meeker's Inn. Retired Superintendent A. C. Novak of Savanna was master of ceremonies, assisted by Chief Dispatcher L. W. Nigus. The Reiffs plan to spend their retirement in Savanna, with occasional trips to New Orleans and British Columbia. Jerry will be busy, as usual, with his duties as a director of the CMStP&P (Illinois Division) Credit Union and income tax work.

The superintendent's office force enjoyed the annual Christmas luncheon at the Indian Head Inn in the company of three retired co-workers, former secretaries Eunice Stevens and Mildred Stiles and R. E. "Bud" Duhigg, former chief clerk. We were delighted also to see Pauline Isenhardt, ticket clerk at Elgin, who has been on the sick list for some time but now is holding her own. Pauline and Joe observed their 25th wedding anniversary in November, and we wish them many more.

We are happy also to report that Dorothy Gansemer, secretary to the assistant superintendent at Dubuque, is recovering from the heart attack she suffered last fall and may be back in the fold, come spring.

St. John's Catholic Church was the setting on Nov. 27 for a pretty wedding

uniting Josephine Blair, relief clerk at Savanna Yard, and Gerald Chamberlain of Miles, Ia. A reception was held in the Knights of Columbus Hall and a dance in Miles that evening. Mr. Chamberlain is engaged in farming, and Jo will continue to do relief work in the yard while maintaining their home in Savanna.

E. G. "Ted" Ellis, manager of The Inn at Savanna, a lodging place for Milwaukee Road employes, died in Chicago last October. He is survived by his mother.

We regret to report the following deaths which occurred recently in Milwaukee Road families: Mrs. Mary Trousdale, mother of Savanna Yard Switchman James Trousdale; survived by another son and two daughters . . . Merle Griswold, father of Gerald Griswold, chief clerk's stenographer in Savanna; burial in Savanna Cemetery. Surviving also are his wife and three grandchildren . . . Richard E. Anderson, 19, son of Retired Savanna Yard Clerk Earl Anderson, in University Hospital, Iowa City, of injuries suffered last summer in an auto accident; burial in Savanna.

Frank Fawcett, retired Iowa Division conductor; burial in Mt. Carroll. He had no immediate survivors . . . Zemie Sack, retired First District conductor, in Savanna Hospital. Surviving are three sons, including Zemie Jr., Savanna round-house laborer; two brothers, Reuben, re-

tired First District section foreman, and Alvin, retired First District conductor; and five sisters . . . Mrs. Harry Saltow, wife of Savanna Yard clerk, after a brief illness; survived also by a daughter and son . . . Henry Cook, retired section foreman, in Savanna Hospital; survived by his wife, four daughters, and four sons, including Savanna Yard Switchman Wesley Cook.

Ira B. Overcash, 91, retired towerman, in a nursing home in Sandwich, Ill. He leaves his wife and two sons . . . John J. Luedtke, switchman in Dubuque Yard, at Finley Hospital, Dubuque. Surviving are his wife, three sisters, and brothers Edward, a switchman at Dubuque, and William, yard switchman in Savanna . . . Retired Engineer Harry M. Haggerty, Dubuque; survived by three daughters and two sons . . . William H. Craft, 84, retired Dubuque Yard switchman; survived by his wife and three daughters.

Mrs. Martha Castle, mother of Savanna Yardmaster Laird Castle, in Elizabeth, Ill.; survived by another son and a sister . . . Mrs. Clarence Plum, widow of retired Savanna Yard engineer, in Rock Island . . . Mrs. Hugh Kehoe, wife of retired Savanna Yard switchman, following a long illness; burial in Savanna . . . Mrs. R. J. Coleman Sr., widow of Aberdeen Division agent and mother of Bob Coleman, agent at Davenport . . . William C. Arno, an engineer on the D&I First District 50 years before retiring; burial in Savanna; survived by Mrs. Arno and two sons . . . Howard Swift, Savanna Yard switchman, in Savanna Hospital after a long illness; burial



Retiring at Milwaukee Shops last December, Passenger Carman Carl W. Anderson (left) has the good wishes of Wood Mill Foreman L. O. Kuokkanen. He had been employed in Milwaukee since 1946. Anderson makes candy as a hobby, and in years past he has been a familiar figure at the Wisconsin State Fair as the purveyor of delicious salt water taffy.

in Mt. Carroll; survived by his wife, son and daughter, mother, and brother Clarence of Savanna.

William A. "Doc" Wires, retired joint facility examiner and native of Savanna, in Bartlett, Ill.; survived by his wife and five children, brother Frank of Savanna and two sisters, including Mrs. Wayne Smith, Savanna . . . Eric P. Eisenbise, 28, trainman on the Milwaukee Division and former operator on the D&I, at home in Lanark, Ill., after a long illness. He is survived by his wife and two children, a sister and brother, and his parents, Savanna Yard Switchman Harold and Mrs. Eisenbise.

Activities of Savanna Chapter of the Milwaukee Road Women's Club during the last quarter of 1971 featured a meeting in October at the Knights of Columbus Hall, a potluck dinner in November, and the slating officers for 1972. The election results were: Mrs. Albert Lahey, president; Mrs. Frank Kehl, vice president; Mrs. Grace Bertholf, recording secretary; and Mrs. Jess Brock, treasurer.

On Dec. 13, forty members attended a luncheon and business meeting at the Mark Twain Restaurant and exchanged Christmas gifts. At the meeting the chapter voted to donate \$10 to the Wa-tan-ye Christmas Basket Fund.

Chicago Terminals

GALEWOOD

Eleanor P. Mahoney, Correspondent

The agent's office was the setting for our Christmas luncheon Dec. 23. The table was prepared by Irene Dumanowski, our per diem clerk, who did a magnificent job. The food was delicious and enjoyed by all employees, including the Regional employees.

John Ewing, carload notice clerk, who gave 43 years of loyal service to the Milwaukee Road, departed this life Nov. 11. His funeral mass was at St. Gertrude's Church, Franklin Park, Ill., with burial in Mt. Carmel Cemetery. He is survived by his wife, Mary, a son and a daughter.

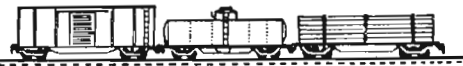
On Christmas Day, Bill and Jan Pappas celebrated the birth of a daughter, Christina Marie. Jan is our weight clerk, who took time off to have her first baby.

Anthony M. Detuno, retired agent, Division Street, passed away Dec. 17 in Plantation, Fla., where he had made his home for the past 14 months. A funeral mass was said at St. Bartholomew Church, with burial in St. Adalbert Cemetery. He is survived by his wife, Frances, stepdaughter Loretta and three grandchildren.

Assistant Agent H. P. Gallagher was assigned the duties of assistant agent with headquarters at Bensenville, Ill., on Nov. 30.

Mike English, machine operator, Regional office, was married Dec. 30. He

Carloadings



January 1972 compared with January 1971

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1972 over 1971	NUMBER OF CARLOADS			
		JANUARY		INCREASE	
		1972	1971	1972 over 1971	% of increase
9.8%	Lumber or dimension stock	4,169	3,484	+ 685	+19.7%
7.3	All other paper or allied products . .	6,192	5,490	+ 702	+12.8
5.4	Motor vehicles	2,227	1,984	+ 243	+12.2
3.7	All other wood products (incl. plywood)	1,919	1,846	+ 73	+ 4.0
3.6	Canned fruits, vegetables and seafoods	1,644	1,628	+ 16	+ 1.0
3.3	All other food products (incl. sugar)	2,176	2,140	+ 36	+ 1.7
3.0	Grain mill products	4,203	4,053	+ 150	+ 3.7
2.8	All other primary metal products . .	1,178	1,064	+ 114	+10.7
2.3	Industrial chemicals	1,365	994	+ 371	+37.3
2.3	Stone, clay, or glass products	1,892	1,652	+ 240	+14.5
2.1	Waste or scrap materials	1,963	1,633	+ 330	+20.2
1.7	Nonmetallic minerals; except fuels .	1,776	1,644	+ 132	+ 8.0
1.1	Malt liquors	943	854	+ 89	+10.4
1.1	All other machinery; except electrical	551	475	+ 76	+16.0
1.0	Dairy products	699	677	+ 22	+ 3.2
.9	Farm machinery or equipment	807	710	+ 97	+13.7
.8	Beverages; except malt liquors . . .	827	736	+ 91	+12.4
.5	Coke, oven or blast furnace products	541	520	+ 21	+ 4.0
.4	All other farm products	690	613	+ 77	+12.6
0	Small packaged freight shipments (LCL mdse.)	30	25	+ 5	+20.0
53.1%		35,792	32,222	+3,570	+11.1%
	loading of these commodities DECREASED in 1972 over 1971	JANUARY		DECREASE	
		1972	1971	1972 under 1971	% of decrease
9.0%	Grain	4,439	4,999	- 560	-11.2%
4.4	Coal	5,827	6,985	-1,158	-16.6
3.5	Meat, fresh, chilled or frozen	1,490	2,149	- 659	-30.7
3.4	Pulp or pulp mill products	1,141	1,265	- 124	- 9.8
3.4	All other chemicals or allied products	2,563	2,682	- 119	- 4.4
2.8	All other transportation equipment .	2,268	2,407	- 139	- 5.8
2.6	Freight Forwarder & Shipper Assn. Traffic	1,614	1,668	- 54	- 3.2
2.4	Primary iron or steel products	1,470	1,993	- 523	-26.2
1.8	Fabricated metal products	865	1,033	- 168	-16.3
1.7	Petroleum, natural gas, or gasoline .	1,168	1,260	- 92	- 7.3
1.6	Primary forest products	2,656	3,527	- 871	-24.7
1.2	Electrical machinery or equipment .	800	1,057	- 257	-24.3
1.1	Soybeans	618	1,048	- 430	-41.0
.7	Fresh fruits and vegetables	411	438	- 27	- 6.2
.6	Potatoes, other than sweet	282	472	- 190	-40.3
.1	Livestock	37	93	- 56	-60.2
.1	Metallic ores	63	112	- 49	-43.8
6.5	All other carload traffic	4,655	4,875	- 220	- 4.5
46.9%		32,367	38,063	-5,696	-15.0%
100.0%		68,159	70,285	-2,126	- 3.0%



MAKES FINAL RUN. Engineer Milton R. Smith of Austin, Minn., receives best wishes from Superintendent W. K. Peterson on his last run between Austin and Calmar, Ia., Dec. 31. "Milt" started with the Milwaukee Road as a section laborer at Hankin, S. D., and was employed as a fireman the year following. He was promoted to engineer in 1948. Upon retiring he had been local chairman of the UTU enginemen 28 years. (Austin Daily Herald photo)

spent his honeymoon in Cork, Ireland.

Amelia Sorrell is a "new face" in our office, working as per diem clerk. Amelia transferred from the Bensenville office.

BENSENVILLE

Delores Barton, Correspondent

Airman 1st Class Kenny Glanz, son of Train Clerk Ed Glanz at Bensenville, surprised his family and friends with a holiday visit. Before returning to Lackland Air Force Base, Tex., to complete his training for assignment in Washington, D. C., Kenny advised that he is learning more about life than just being a member of the armed forces.

Sympathy was extended to Coach Yard Switchman Art Schwinn, who lost

his wife in September, and to the family of Retired Engineer William Flanigan of Franklin Park, who passed away in December. Mr. Flanigan retired Jan. 30, 1968.

Heard from Retired Engineers S. F. Mowrer from Aurora, Colo., and Adin Hopballe, who has moved to a new residence in Chicago. In addition, received a nice note from Retired Switchman Roma Matheson, who extends his best wishes to his former co-workers.

Best wishes were extended to Engineer Fred Mueller on his retirement Dec. 31. Mr. and Mrs. Mueller plan on making their home in Bensenville.

Retired Chief Carpenter Ed Tyckoson dropped in recently and said that he and Mrs. Tyckoson were certainly enjoying retired life. They have toured the United States extensively, including a trip via auto to Vancouver, then by boat to Anchorage and via the Alaskan Railroad through Alaska.

At this writing, Steno-clerk Joan Hutton is still on the sick list. Also on the sick list are Janitors Wayne Barton and J. Vitulli; Switchmen Bill Boroni, W. F. Merriman, C. R. Winters, Bob Hedeman, R. Galluzzo, Cleo Blue and John Ferguson; and Engineers Atwell Iverson, Glen Barnes and Jim Toon Sr.

On Jan. 1, Trainmaster Gerry McCole was transferred to Othello, Wash., and Trainmaster Vic Cheesebro was transferred to Bensenville.

Jane Quinn is helping in the Engineering Department while Elayne Jenks is on leave of absence. Elayne's mother, who lives in Florida, is very sick.

Trainmaster and Mrs. Al O'Hara became grandparents for the third time in December. Daughter Jean presented them with a baby girl.

Robin Grueneich flew to New York Jan. 7 to spend a long overdue week end with her parents, Tom and Fran Hall. Tom sent back his regards to everyone.

My family and I spent a Christmas vacation with my parents in Magnolia Springs, Ala. We left on Dec. 22 by auto. It was a beautiful trip, with flowers in bloom and warm summer-like weather.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Regional employees observed the Christmas holiday season with an office luncheon on Dec. 17. Mary Ann Neuman, Dori Henkel and other volunteers arranged a hot buffet with all the fixings, while others donated cakes and cookies. Plenty of hot coffee was another plus, as well as the calories, but no one seemed to be counting. Many thanks to the girls and to Ruth Kerr for the great job she did decorating the office tree. It was a beauty. Ed Wencka, who retired recently, was a guest and also the recipient of a framed Milwaukee Road certificate in recognition of his many years of service.

Mary Luebke has returned to work as lead machine operator following a leave of absence due to illness. Caroline Cartwright, Rosemary Fernbach and Kitty Koralewski are still on leave of absence at this writing.

Newcomers Rick Przybyla and his brother Ron and Ron Zirbel are handling duties on the mail desk and relief billing as well as messenger duties. While Bob Norman has not been in service very long, we wish him well in his new position with the U. S. government, as a sky marshal.

AGENCY

Chef Les Carlson did it again the week before Christmas when he came up with a tempting menu for the office gang. From all reports, Les' culinary offerings were the best yet. I'm certain the Agency employees did justice to their holiday treat.

Paul Burke, relief yard clerk at Glendale Yard, proudly reported the arrival of daughter Debra Marie on Dec. 14 at West Allis Memorial Hospital. The Burkes' first child is a boy.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Sympathy to the families of the following: Retired Switchman Joe Schu-enke, who died Dec. 13 last; Engineer Roy Brothers, who died Dec. 16; and to Brian Jaeckels on the death of his father, Switchman Dan J., Nov. 14.

Weddings! Weddings! Southwestern Conductor Tony Charland was married Dec. 18 to Jane Ann Everts at Salem United Methodist Church, Waukesha. A reception was held at the Lei Lani. The couple honeymooned in northern Michigan . . . Switchman Larry Carver married Irene Vronowiecki Dec. 30 . . . Yardmaster Vern Sage's daughter Linda married Michael Villett at St. Matthias Church in Milwaukee Oct. 23. The re-

Hiawatha Bowling Tourney Set for Milwaukee

Attention, Milwaukee Road bowlers! Now is the time to sign up for the annual Hiawatha Bowling Tournament set for the week end of April 29-30 in Milwaukee, Wis. Scene of the 1971 classic will be the Three Seasons Bowl, 7501 S. Howell Ave. The host committee, headed by Milwaukee Terminals Yardmaster John Groszkiewicz, is in the process of completing the arrangements and urges employees to make their reservations as soon as possible. For information about entry forms, transportation and hotel or motel accommodations, write to Mr. Groszkiewicz at 6125 West Arizona Court, Milwaukee, Wis. 53219.

ception was held at the church and the young couple honeymooned in northern Wisconsin. Linda is the first of the Sages' six children to marry.

News from the deer hunters: Switchman Merlin Hodel got a four-point buck; La Crosse brakeman John Lauth a ten-point buck; Switchman George Apostoloff an eight-point buck; C&M Employee Gerry Charland a ten-point buck and a party doe; and Yardmaster Louie Mane a party deer.

Many years of happy retirement are wished to Switchman Al Zachow, Switchtender Ed Murphy and Engineer Max Preuss.

Switchman Richard McFarlin was welcomed back recently from a tour in military service.

Second generation railroader John Prohuska Jr. is now working on the C&M line as a brakeman. His dad is a switchman in the Milwaukee Terminals.

Babies! Babies! Babies! Congratulations to Switchman Dot Musselman and wife on the birth of a boy, Richard Graham, last Oct. 20; to Switchman Doug Russell and wife on the birth of a girl, Gail Michele, Dec. 10; to La Crosse Conductor F. McMahan and wife on the birth of a girl, Sonja Marie, Dec. 6; and to Switchman William Borges and wife on the birth of a boy, Anthony, Dec. 2.

Jason Michael Roe, born Dec. 31, is the second grandson of Dick Baxter, sales representative in the Traffic Department in Milwaukee.

C&M Conductor Harold Smoger Sr., who had eye surgery, is now recuperating and will enjoy visitors. Switchtender Caswell Garber and Switchman Zack Storey are recuperating also after undergoing successful surgery.

D. H. Orr, assistant superintendent of the Milwaukee Terminals, is presently planning a 10-day vacation in Acapulco in February.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Word has been received of the death of Mrs. Lelah Short, wife of Retired Switchman Earl Short. Earl is still living in Citrus Heights, Calif., their home for some time after living in Lewistown, Mont., many years. Mrs. Short was 83.

The Jim Trapps are back in Harlowton after a trip to Wisconsin to visit their son Bruce and family. They also visited in Green Bay and Seymour, Wis.

Retired Sectionman Lloyd Best, 67, passed away in Lewistown. Burial was in Sunset Memorial Cemetery, Lewistown. Lloyd was born in Hutchinson, Minn., and moved to Montana in 1917 homesteading in the Little Rockies; then moved to Moore, Mont., in 1918. He



Employees at Milwaukee Shops wish Carman Clarence Rogers "the best" as he retires on Dec. 31, 1971. Left to right: General Foreman L. P. Barry, Freight Foreman L. Shulta, Rogers, Carman Welder E. R. Reidy (retired) and Freight Foreman R. L. Laszkiewicz. Rogers' retirement rounded out 36 years of service with the Milwaukee Road.

started working for the Milwaukee in 1950 and retired in 1962. Mrs. Best survives.

Jan Girard, daughter of Roundhouse Foreman Jim Girard, who is a freshman at the University of Montana in Missoula, was a finalist in the Foresters Ball Queen Contest.

B. M. Takahashi, retired Milwaukee employee at Harlowton, passed away recently in a Seattle nursing home at the age of 88.

Eileen Kane, retired chief clerk from Savannah and sister of Machinist John Kane of Harlowton, is presently bedfast from a long illness. She makes her home with John in Harlowton.

Maria Stefanoff, wife of Retired Section Foreman Evan Stefanoff, passed away recently in a Great Falls hospital at the age of 85. Funeral services were held in Choteau, Mont., and burial was in Highland Cemetery, Great Falls. She is survived by two sons in addition to her husband.

Switchman Dan Murphy passed away at Harlowton at age 62. Services were in St. Joseph's Catholic Church. Mr. Murphy worked in the Butte mines and for the Milwaukee at Lewistown before coming to Harlowton. He retired recently because of ill health. He was a Marine Corps veteran. His wife, three daughters and three sons survive him.

Cheryl Ann, daughter of Electrician Wally Stetson of Harlowton, and Denver Richard, son of Lt. of Police Richard Moore of Harlowton, were married recently in the Federated Church in Harlowton. Cheryl was attired in a white long-sleeved Empire dress with a train and carried a bouquet of white rosebuds on a white Bible. A reception was held in the church basement. The couple are making their home for the present in Leavenworth, Kans., where Denver is stationed with the Army.



Tom Hilt, who recently retired as section foreman at Linton, N. D. (center), is presented a Certificate of Recognition of his 51 years of service. Presenting it are Roadmaster R. E. Toney (right) and Division Engineer W. C. Whitham.



Roy F. Hinz (right), roundhouse foreman at Galewood, receives best wishes from Assistant Superintendent K. O. Schoeneck upon retiring Dec. 3 after 47 years of service with the Milwaukee Road. Hinz started at Bensenville in 1924 as a turntable operator and advanced through various positions to assistant foreman of the roundhouse in 1950. He had been foreman at Galewood since 1967. He will make his home in Bartlett, Ill.



Mrs. Ruth Brauneis shown as the guest of honor at a luncheon which marked her recent retirement as secretary to W. J. Bowe, manager of joint facility accounting. Attending are Mr. Bowe, left, and Assistant Comptroller J. Jacobson. For details, see the Chicago general offices news.



Walter Peterson (left), carman at St. Paul, pictured with Car Foreman M. O. Knospe on his last day of work. Peterson started with the Milwaukee Road on Jan. 17, 1942, and upon retiring recently had been employed 15 years on the St. Paul wrecker.



Section Foreman George Tobias (right) receives a Certificate of Recognition for his service to the railroad upon retiring recently at Cologne, Minn. His service at various locations added up to more than 45 years. Presenting the certificate is Roadmaster Clifford Awe.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

John Mentsels, 86, retired section foreman of Drummond, died recently in Powell County Memorial Hospital. He was a native of Greece who came to the United States in 1907 and worked for the Burlington railroad before joining the Milwaukee in 1914. He came to Drummond in 1922 as a section foreman and retired in 1961. Mentsels was active in the Red Cross and community affairs at Drummond, and was a member of the Greek Orthodox Church. Funeral services were held in Drummond, with burial in Valley Cemetery. He is survived by nieces in Greece and Africa.

Gottlieb H. Scheider, section laborer at Missoula, retired on Dec. 1 after more than 33 years of service in the Maintenance of Way Department. He started at Haugan, Mont., in May 1938, and had worked in various capacities at many points on the west end of the Rocky Mountain Division, including Butte, East Portal, Adair, Kyle, Falcon and Avery. Upon retiring his co-workers honored him at a coffee party in Missoula and presented him with a gift.

EAST END

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

Miles City Chapter of the Milwaukee Road Women's Club had a Christmas party at its December meeting, with Mrs. Pearl Farr and Mrs. Freida Norton as hostesses, and plans were made for a holiday dinner for the retired members on Dec. 29. Mrs. Ruskin Golden has been named president of the chapter for the coming year.

A large group of friends gathered at the Silver Spur Dude Ranch at Round-up, Mont., to observe the retirement of Operator G. E. Kuni. Mr. Kuni was presented a gift from friends marking his 43 years of service with the railroad.

Bob Wellems, son of Engineer R. J. Wellems, has been named a deputy in the Custer County sheriff's office.

Melita and Elna Taggart, daughters of Retired Storehelper H. H. Taggart, are working as interpreters for the deaf at St. Paul Technical and Vocational Institute. Both are involved in church work with the deaf in the Twin Cities area. Last summer Melita and a girl friend spent three months in missionary work on islands in the Caribbean.

Congratulations were extended to Retired Baggage man and Mrs. Henry Sandman on their 41st wedding anniversary. The Sandmans celebrated by entertaining the Milwaukee Road retired group . . . Congratulations also to James R. St. Peter, son of Engineer J. R. St. Peter,

on his recent marriage to Debra Rennae Mercier. The young couple will make their home in Miles City, where Jim is presently employed by the State Highway Department.

The Jake Hildermans have returned from a six-week tour of Europe with two other Miles City couples. The fact that one of the group has a sister in Germany who escorted them to many places added greatly to the interest of the trip. One of the highlights was the Oktober Fest in Germany. For side trips the group rented a nine-passenger Volkswagen. They encountered only one unpleasant experience—prior to boarding a plane at Frankfort for the return journey, each member of the party was searched.

Conductor and Mrs. Kermit Slater spent a week's vacation in Hawaii, which they describe as a "paradise." Their son Rod and his friend Scott Denson, grandson of Retired Roundhouse Foreman Farnum Denson, returned from a three-month hitchhiking trip through Europe with a wealth of experiences and memories, and a desire to go again, only next time around the world.

Sympathy was extended to the Verne Jones family on the death of Mrs. Jones' father, John C. Burke . . . to the Kenneth Preston family on the death of Carl Irion, Mrs. Preston's father . . . to Mrs. Mabel Richey and Leland Richey on the death of Fred Richey, son and brother . . . and to the family of P. N. "Nick" Wellems. Nick passed away at the age of 84, apparently from a heart attack. He had been retired since 1957.

Milwaukee Division

SECOND DISTRICT

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

Yardmasters Roland Tracy and Herbert Brueckner and their wives were guests at a luncheon hosted by Assistant Superintendent A. G. Beauvais at the Left Guard Restaurant on Dec. 20 in honor of their retirements.

Clerk Gerald Magnuson is to be congratulated on his engagement to Leanne Chevalier of Green Bay. A September wedding is planned.

Agent W. W. Kopp of Green Bay was elected vice president of the Green Bay Traffic Club for 1972.

Brakeman David Piechowski and wife became the parents of a girl, Melody Ann, last Nov. 5.

Engineer Frederick J. Huetter, 52, of Green Bay passed away Dec. 30, and George F. Catlin, 92, of Menasha died Dec. 11. Mr. Catlin was the bridgetender in Menasha for 53 years.

Agent W. W. Kopp's mother passed away Nov. 15. Retired Engineer Jay Thorse died in November, and Retired

Engineer J. Arthur Manteufel on Jan. 3.

Best wishes were extended to Section Laborer Walter J. Fisher on his retirement Dec. 2 after 41 years of service, and to Conductor Norbert E. Ellis of Iron Mountain on his retirement Dec. 9 after 26 years of service.

Pat Hanson, 21, son of Crivitz Agent Marvel Hanson, is one of 20 members of a stage production by Tommy Sands called "Hawaii '72." The production, which shows nightly at the Royal Hawaiian Hotel's Monarch Room in Hawaii, features a wide variety of music, including several Broadway scores.

R. E. Beauvais, 78, retired general agent, died at his home in Green Bay Jan. 14 after a long illness. Funeral services were held at Nativity Church in Green Bay, with interment in Dubuque, Ia. Mr. Beauvais started his career with the Milwaukee in 1922, transferring from the Illinois Central. Advancing through agent positions, he became general agent at Duluth in 1938, and had served in the same capacity at Dubuque prior to retiring in 1958. He is survived by his wife, Ann; two sons, Assistant Superintendent A. G. Beauvais, Green Bay, and Joseph A., Chicago; two daughters, Sister Mary Cabrini, OSB, Duluth, and Mrs. Robert Oppelt, Dubuque; 12 grandchildren and two great-grandchildren.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion

Cedar Rapids Yardmaster R. W. Ross is recuperating at home at this writing, following a serious operation. His brother, Trainman D. H. Röss of Marion, has kept us informed of his progress. Wayne called in recently to report that he is coming along just fine, but still has to take things easy. We extend wishes for a complete and speedy recovery.

Ken Scott, clerk at the freight office in Cedar Rapids who underwent surgery in November, is getting along nicely and recently returned to work.

Retired Conductors O. R. Ness and Wilbur Cooper and their wives visited recently in Decorah with Retired Trainman Dewey Eckhart, who is making his home there, having moved back from Florida just recently.

Sympathy was extended to Assistant Section Foreman and Mrs. John Armstrong, whose 14-year-old son, Craig, was fatally injured in a gun accident.

Operator R. A. Marburger of Green Island is a patient at Finley Hospital in Dubuque at this writing. His friends wish him a speedy recovery.

We extend our good wishes to Marion Yard Clerk John P. Weiland Jr. and Mrs. Weiland, the former Donna Jean Riensche of Tecumseh, Neb., who were married Dec. 4 at the Cathedral of the Risen

Emil F. Olson, foreman of the Frog Shop at Tomah, Wis. (right), is presented fishing gear by Shop Superintendent F. J. Reese as a retirement gift from his co-workers. Olson retired on Dec. 31 after 42 years service with the Milwaukee Road, the last nine as foreman of the Frog Shop.



Stanley Banach (center), carman cutter at Milwaukee Shops, shown as he retired last November after completing almost 43 years of service with the Milwaukee. Extending good wishes are General Foreman T. E. Schmidt (right) and Freight Shop Foreman M. Plamenig.



Albert Y. Blake, general yardmaster in the Chicago Terminals, and Mrs. Blake shown with their daughter Barbara at her recent marriage to Paul R. Sansone of Forest Park. The wedding was held in the Elk Grove Baptist Church with a reception afterward in the Forest Park VFW hall.



Christ in Lincoln, Neb. John is the son of Roadmaster and Mrs. Weiland of Marion.

Marion Chapter of the Milwaukee Road Women's Club held its annual Christmas dinner at the Suburban Restaurant with 36 members present. Entertainment was provided by the chorus of the Musical Literary Club. Mrs. Glen Edwards, chapter president, presided at the meeting and plans were made for Mrs. Orvie Ness to present holiday gifts of fruit and candy to members who are unable to attend meetings.

Agent and Mrs. R. L. Hotz of Marion celebrated their 25th wedding anniversary with a trip to Hawaii. Their nice suntans, at Christmas time in Iowa, aroused considerable envy among the Marion employees.

Services were held in Perry, Ia., for Mrs. Otto Lewis, widow of a retired Milwaukee employee, who passed away recently in Lima, Ohio.

Engineer and Mrs. Kenneth Shearer of Perry recently enjoyed a visit from their daughter and granddaughter, Mrs. Robert Berlin and Brooke of Madison, Wis. Mrs. Berlin is completing her studies for a degree in nursing at the University of Wisconsin while her husband is serving as a captain with the Air Force in Vietnam.

Mrs. Ben Cook, widow of a former Milwaukee Road employee, passed away recently. Services were held in Perry.

Engineer and Mrs. Bill Fallein have returned from a vacation in Florida, where they visited the new Disney World and Cypress Gardens, and also



HONORED FOR SERVICE. Walter E. Smith, who retired in 1971 as yardmaster at Cedar Rapids, Ia., displays a Certificate of Recognition for 38 years of service as a Milwaukee Road employee. It was presented to him Dec. 6 at a ceremony in the office of Assistant Superintendent W. J. Peta at Marion, Ia. Smith served as yardmaster in Cedar Rapids 25 years. (Cedar Rapids Gazette photo)



had an opportunity to do some deep sea fishing in the Gulf of Mexico.

Mrs. Elizabeth Laborde, mother of Engineer Kenneth Laborde, recently attended the wedding of her grandson, James Sarcone, in Des Moines.

Conductor and Mrs. George McLellan of Perry recently visited their son-in-law and daughter, Captain and Mrs. Stephen Garrett, at Randolph Air Force Base in San Antonio, Tex.

Retired Engineer and Mrs. W. E. Cox of Sun City, Ariz., were in Perry recently to celebrate the 100th birthday of Mrs. Cox's mother, Mrs. Martha Clark.

Last rites were held recently in Bagley, Ia., for Mrs. Clara Bean, widow of the former station agent.

Sympathy was extended to Machine Operator DeWayne Lewis of Perry on the death of his mother, Mrs. LeRena Lewis, on Nov. 20, 1971.

Mrs. Celine Kistler passed away Dec. 2 in Perry. She is survived by her stepson, Engineer Norman Kistler of Missoula, Mont.

Services were held in Perry for Mrs. Elizabeth Barth, widow of Jack Barth, who passed away Dec. 4. She was a past president of the Milwaukee Road Women's Club chapter.

Mr. and Mrs. Raymond Spangler of Camp Springs, Md., are visiting Mr. and Mrs. R. E. Jackovich at this writing. Mrs. Spangler is the former Linda Jackovich.

"What's this big item on your expense account?"

"That's my hotel bill."

"Well, don't buy any more hotels."

CHRISTMAS GIFT WRAPPER. Mrs. Jesse Snipe of Perry, Ia., widow of an Iowa Division locomotive engineer, displays one of the dolls dressed by women and girls in that area for the annual Dress-a-Doll contest conducted by the Perry State Bank. Residents of the Roweley Memorial Masonic Home, where Mrs. Snipe now lives, gift wrapped the dolls for distribution at the annual Masonic Christmas party. (Perry Daily Chief photo by John Moe)

DES MOINES UNION RAILWAY COMPANY

Batiste Amodeo, roundhouse laborer, and Grover R. Dingman, car inspector, were honored at a retirement dinner on Dec. 31 attended by 80 fellow employees of the Des Moines Union Railway Company. Mr. Amodeo and Mr. Dingman retired with a total of 100 years service in Des Moines.

Coast Division

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

The joy and excitement of Christmas once again made the annual Christmas party in the Tacoma office building a wonderful opportunity for present employees as well as approximately 30 retired employees to visit together and enjoy a delicious buffet lunch. This year it was hosted by the superintendent's office, which was decorated with a large Christmas tree, for which everyone was asked to bring a favorite ornament.

A. E. Hansen, chief carpenter in Tacoma for many years, recently retired. His many friends wish him a long and happy retirement life. R. L. Shanklin, who was Mr. Hansen's assistant for quite some time, is the new chief carpenter.

Lynn Carpenter, 15-year-old daughter of Mrs. Betty Carpenter, secretary in the Transportation Department, and a granddaughter of Milwaukee Road retiree S. E. Herzog, received a gold medal for first place in Bronze Dance at the Pacific Northwest figure skating competition held recently in Great Falls, Mont. The achievement entitled Lynn and her partner to compete in the Pacific Coast championship, in which top skaters in all Western States participate. In that event they were awarded fifth place.

Other proud Milwaukee parents are those of Cle Elum High School senior Bruce Lindoff, the son of Conductor A. C. Lindoff of Malden, Wash., and Operator Ella Lindoff of Cle Elum. At the annual fall sports athletic awards banquet, Bruce was presented the Captain's Award trophy and the Chuck Allen Line-man Award, together with a Black Helmet award plaque for points earned on defensive play. He was also named to the All Valley "A" League football conference.

Locomotive Engineer John Zeugner's daughter, Jolene, Past Worthy Advisor of Fidelity Rainbow Assembly #150, has been appointed Rainbow Member of the Grand Executive Board and co-chairman of Grand Assembly, Washington-Idaho International Order of Rainbow for Girls. Jolene's interest, hard work and loyalty made her especially

Reunion of the 744th Railway Operating Battalion Is Scheduled for Sioux Falls

Veterans of the 744th Railway Operating Battalion are hereby notified that the 26th annual reunion of the World War II unit is scheduled for June 16-17 in Sioux Falls, S. D. Headquarters will be at the Downtown Holiday Inn. Dominic G. Salviola, Milwaukee Road locomotive engineer, is host chairman of the 1972 reunion and Dean Dornberger is co-chairman. The 744th battalion of the Military Railway Service was sponsored by the Milwaukee Road and officered largely by Milwaukee Road men. Those planning to attend should contact Mr. Salviola at 2600 Arcadia Road, Sioux Falls, S. D. 57105, or Mr. Dornberger at 1200 W. 25th Street, Sioux Falls.

worthy of the honors.

Joseph Johnson, chief clerk in the agent's office in Tacoma, was recently installed as Worshipful Master of Royal A. Gove Masonic Lodge. Joe has been active in Masonic work for the past 10 years and is very deserving of the office.

Nice to see Che Canori, Idaho Coast Division engineer, up and around after injuries he received in a fall from a roof.

Sorry to report that Retired Engineer E. G. (Kal) Kalinoski has been confined to the nursing home in Cle Elum.

We were saddened by the recent death of Mrs. Hazel Cardle, who worked for many years in the division engineer's office in Tacoma.

The Material Division held a cake and coffee party Dec. 15, 1971 in honor of C. A. (Clare) Lundberg, who retired on that date after almost 33 years of service. He was presented with a gift of binoculars and best wishes from his friends.

Mrs. Jayne Miller, steno clerk in the roadmasters' office, was married on Dec. 17 to Edward Kjellesvik. She was recently honored with a personal shower and luncheon, and presented with a wedding gift and wishes for a lifetime of happiness.

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

The annual Milwaukee Road Christmas party was held at the Washington Athletic Club in Seattle on Dec. 13, with Vice President Byron Lutterman serving as master of ceremonies. The program featured carol singing and special numbers by Mark Forbes, accompanied by Robert Brinkley, assistant treasurer, and a message on "The Wonder of Christmas" delivered by Rev. John VanLierop of the First Presbyterian Church. Gifts went to "especially" good boys and girls, and all present voted it the best Christmas party in many years.

On Dec. 9, Seattle Chapter of the Milwaukee Road Women's Club sponsored a luncheon in the club rooms in the Union Station for all employees in the Seattle area. The affair, which was well attended, was hosted by Mrs. James Hartery, president of the chapter, assisted by Mr. and Mrs. Arthur Olson. A special "thanks" goes to these people for their many efforts on our behalf.

ASSISTANT SUPERINTENDENT'S OFFICE: A retirement get-together was held recently in the Seattle Car Department honoring J. A. "Jim" Frazzini, who retired last October. Mr. Frazzini had been an employee of the Milwaukee Road since 1925, serving in the Maintenance of Way Department and as a carman and carman welder. He was recently presented with his Silver Pass by Car Foreman F. W. Jacobson. Coffee

and cake were served, and Assistant General Manager M. Garelick presented Jim with a purse from his co-workers. All of Jim's friends wish him and Mrs. Frazzini well in retirement . . . W. B. (Bill) Walker, Seattle switchman, has retired after 30 years of faithful service, and fellow workers wish him a long and healthy retirement also . . . At this writing, Seattle Switchman Ken Davis is on the rip track while recovering from a broken shoulder received when he tried his luck at riding horses . . . Olaf K. Sehlin, father of Seattle Section Foreman A. L. Sehlin, passed away at his home in Sumner, Wash., Dec. 13. Mr. Sehlin, 74, retired from the Milwaukee Road as a section foreman in 1962, after 40 years of service. He was born in Sweden, came to this country in 1914, and had been a resident of Sumner 47 years. In addition to his son, he has two grandsons working on the Milwaukee, Ed Sehlin in the Tacoma Car Department and Dave on the Seattle section.

REAL ESTATE DEPARTMENT: A daughter, Kerry Ann, joined the Bob Wilson family on Dec. 3. Bob and Lee also have a three-year-old son, John.

TAX DEPARTMENT: Assistant Tax Commissioner Ed Notske and his wife, Winnie, taking advantage of their daughter Eileen's job as a hostess for Alaska Airlines, made a trip to Russia and London, England, during the latter part of 1971. On the Russian trip they covered 26,000 miles by air, stopping at Leningrad, Moscow, Samarkand, Tashkent, Irkutsk and Khabarovsk. The highlights were visits to the Hermitage Museum in Leningrad, Red Square in Moscow, Tamerlane's tomb in Samarkand, and a hydrofoil trip along the Black Sea. In London their most memorable visit was to Canterbury Cathedral. Ed, as many of you may know, is avidly interested in English history.

REGIONAL SALES OFFICE: Every year, in mid-November, members of the Women's Traffic and Transportation Club of Seattle fete their bosses, and this past year was no exception. Lee Derr, recording secretary of the organization, and Laura Schaub, roster chairman, were accompanied by their bosses, D. A. Keller, regional manager-sales, and H. A. Sauter, assistant regional manager, at the affair in the Washington Athletic

Candace Alberts, daughter of Western Avenue Yardmaster Frank P. Alberts, and Daniel Balestri shown at their marriage Oct. 23 in St. Mary of Mt. Carmel Church, Chicago. A reception for 225 guests was held at the Glen Eagles Country Club. Mr. Balestri works for the City of Chicago and Candace works for the Norman Engineering Company. They are making their home in Chicago Ridge.



CHURCH HISTORIAN. Retired Engineer and Mrs. John V. Leafstone look over the 50th anniversary booklet of the Third Presbyterian Church in Sioux City, Ia., which Leafstone helped to compile. They are the oldest couple on the membership rolls. Leafstone was credited with more than 54 years in engine service on the former Sioux City and Dakota Division when he retired in 1963.



THE HIAWATHA ROLLS AGAIN on the rails of the Twin Cities Model Railroad Club during its annual open house in the St. Paul Union Depot Dec. 22-Jan. 2. The exhibitor is Ray Norton of Minneapolis, who has built an authentic scale model of the Milwaukee Road's legendary Class A No. 1 streamlined steam locomotive which inaugurated Hiawatha passenger train service on May 29, 1935.



Club. The theme, "The Good Old Days," was carried out by many members in old-fashioned gowns. Following the dinner, the "Senior Swingers" of Edmonds, a group ranging in age from 65 to 82, entertained with a musical program on a variety of instruments, including violins, harmonicas, bazoos and tambourines.

REGIONAL DATA OFFICE: Bill Whalen recently underwent surgery and was away from his desk the month of December. At this writing he is recuperating at home . . . A lovely Christmas party was given by Mr. and Mrs. R. J. Symicek in their home on Dec. 16 for the office personnel. A delicious dinner was served buffet style and everyone had a very enjoyable evening . . . Our annual Christmas luncheon was held on Dec. 23 for the various office forces in the building. A large group attended, including retired employees Willa Lindsay, Mildred Fetters and Lola Thompson.

REGIONAL SALES OFFICE: Gail F. Meintzer, assistant regional manager-sales, was transferred to the same position in Des Moines, Ia., effective Dec. 1. At a gathering in the office for cake and coffee Nov. 24, fellow employees wished him well at the new location and gave him two pieces of luggage for a "going away" present.

MILWAUKEE LAND COMPANY: Friends and co-workers were saddened to learn of the death on Dec. 11 of Ruth Fowler, who retired on Nov. 1, 1969. Ruth, born in Seattle on Dec. 24, 1898, attended Bellingham Normal School (now Western Washington State College) and joined the railroad in 1918 as a secretary in the Electrification Department. She was furloughed in 1931, but returned in 1935 to a clerical position in the auditor's office. She transferred to the Milwaukee Land Company in 1941 as a bookkeeper and held that position until her retirement. Funeral services were conducted by one of Ruth's nephews, Rev. Frederick C. Fowler III.

William Arnold, manager of the Western Milwaukee Federal Credit Union, reports that it ended the year 1971 with 890 members and more than \$750,000 in assets. The credit union will move into new offices in February. The annual meeting was scheduled for Feb. 12, with a free dinner followed by dancing. In the spring the charter will be extended to Montana to offer membership benefits to employees west of Harlowton and on the Northern Montana branch line.

The Milwaukee Road Retired Employees Club held its Christmas party at Steve's Gay Nineties in Tacoma Dec. 9, with 125 present. Forty-five of those attending drew door prizes, and all received an exchange gift. President Lyle Smith had to miss it, being in the hospital for surgery, but at this writing he is on the road to recovery. The guest speaker was Rev. Norman Lawson of Tacoma, and Christmas songs were led by George Michell. The election of officers for 1972 resulted in the re-election of Lyle Smith to another term as president, Leo Thiel as vice president and Vic Peterson as secretary, due to Harry Morgan's "railroading" of the nominations. The January meeting was held on the 13th at the Jolly Troll in Seattle . . . As time marches on, we regret to report the death of Frank Linville and Barry Glen in Tacoma, and of Ingolf J. Pederson in Seattle. All were active in the club, and sympathy is extended to their survivors.

SPOKANE

Dave Warner, steno to district manager-sales, has taken a leave of absence to attend Eastern Washington College in Cheney. He is being relieved by Gloria Tortorelli, who relieved between 1966 and 1970 while Dave was in the Air Force.

George Williams, retired Rosalia section foreman, was a recent visitor and



"Dad, can I have the handcar tonight?"

reports he is enjoying his retirement just putting around his house and garden in Spokane.

A Christmas party was held in Spokane by the Milwaukee Road, SI and UP employees in the Union Station. The goodies furnished by the ladies were enjoyed by all. This may have been the last of the joint parties held over the years, due to the planned vacating of the station to make way for Expo '74 in Spokane. It is expected that the station will be rased, along with several other familiar landmarks, for land clearance.

The Milwaukee Road Women's Club held its annual Christmas party the first week of December. It is always enjoyable to see the retired employees at this affair. Among those present were Mrs. Sprinkel, mother of Agent Sprinkel of Malden; Mrs. Laura Berkey, retired Othello roundhouse clerk; Retired Lineman and Mrs. Leo Dieziger from Plummer, Ida.; Retired Carman and Mrs. Jim Moore of Spokane; and Mrs. Jack Webb, widow of the Spokane conductor.

By the time a man realizes that maybe his father was right, he usually has a son who thinks he's wrong.

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Up the down escalator to Adams Street.



Down the up escalator to the concourse.

A PREVIEW OF CHICAGO UNION STATION'S NEW CONCOURSE

CHICAGO AREA COMMUTERS riding the Milwaukee Road to work in the city Jan. 12 were the first to use the facilities of the Union Station's new concourse. These are scenes of activities that morning when some of the construction barriers were removed and two banks of escalators leading to Adams Street went into operation. Escalators to Canal Street were placed in service the week following, and banks leading to Jackson Boulevard were expected to be operating by Feb. 18.

The 30,000 square foot concourse, which is topped by a 35-story office building, will be fully air-conditioned and heated. When completed, it will house three restaurants, a barber shop, smoke shop, drug shop, florist and other concessions.



A commuter passes one of the new coffee shops.

Artist's conception of the concourse when it is completed this year.





MAGAZINE

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Winter in Bensenville Yard

The rumble of freight cars rolling into classification tracks echoes through the bitter chill of a January morning in the Milwaukee Road's Bensenville Yard west of Chicago. Working in below zero weather,

crews keep the yard operating around the clock to make up trains and speed the flow of goods and materials to their destination.