THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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THE
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Editor

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THE MILWAUKEE ROAD

To My Fellow Employees:

I am sure you are all aware that our railroad is experiencing difficulty producing enough revenue to cover expenses. During the first six months of this year we failed to achieve that objective by $11.4 million.

Additional revenues from freight rate increases have been far from adequate to cover the gap created by increased wages and fringe benefits, higher prices for materials and supplies and the lower level of business.

In our efforts to make ends meet, we are carefully controlling expenses, we are seeking new sources of revenue, we are searching for better, more economical ways to perform our function and we are doing all those things which we believe to be necessary in the best interests of our stockholders, our employees, the public and the Milwaukee Railroad.

I am sure every Milwaukee Road employee is willing and anxious to do everything he can to help close the gap. We are proud of our railroad and sincerely desire that it prosper.

As individuals, it is sometimes difficult to know just what we can do to assist in bringing our railroad back to economic good health. I would like to suggest three important things which you can do to strengthen the Milwaukee Road:

1. Serve our customers well. We are a service organization in a highly competitive business. A satisfied customer will be back with more business. An unhappy customer will take his business elsewhere. Whether answering telephones or switching box cars, treat our customers as you would like to be treated.
2. Perform our function efficiently, economically and in full measure. We all have a job to do. If each of us does that job to the best of his ability we are contributing to the economic good health of the Milwaukee Road.
3. Suggest better ways to serve our customers, to do our jobs, to produce more revenues. You who are associated with our customers every day or who live with the functions we must perform regularly or who are exposed to sources of revenue have ideas on a better way to do it. Pass those ideas on to your supervisor. Your suggestions will receive thoughtful consideration. I, too, am always happy to receive suggestions from you.

Curtis E. Livingston

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TRANSPORTATION PEOPLE and NEWS

TURBO TRAIN WEEKENDERS

Week end TurboTrain service between Boston and New York is under way again. Transportation Secretary John A. Volpe noted the success of the special runs last summer and pointed out that the service is tailored to the seasonal needs of tourists and vacationers to gateway cities for New England resorts. The week end runs are in addition to regular TurboTrain operations.

TRANSPORT FORUM SPEAKERS

The first annual Wisconsin Transportation Symposium in Milwaukee Sept. 23-24 will feature William J. Quinn, chairman of the Milwaukee Road, Leonard H. Murray, president of the Soo Line, and Larry S. Provo, president of the Chicago and North Western, in a panel discussion of the railroad industry's plans for Wisconsin's future. Transportation Secretary John A. Volpe will be the keynote speaker at a banquet.

CN CONTRACTS FOR ACT

The Canadian National Railway has announced plans to use the U. S.-developed automatic car identification system (ACT) to keep track of its more than 122,000 freight and passenger cars and locomotives. A contract for 11 of the KarTrak systems has been awarded to Sylvania Electric Products, Inc., and starting this fall they will be installed at CN's yards in Toronto, Winnipeg, Fort Erie, Niagara Falls, London, Sarnia and Montreal.

TDCC SCHEDULES SEMINAR

The Transportation Data Coordinating Committee will hold its second annual seminar on computerization of transportation data and information systems in Washington, D. C., Oct. 13. The program will focus on transportation problems that stem from a lack of compatibility and uniformity in data, codes and information interchange systems. Officials from railroads, motor carriers, water carriers, airlines, government and banking will attend.

THE COVER: A Milwaukee Road unit train that hauls coal on a daily schedule from an Indiana mine to a power plant near Terre Haute crosses the railroad's Wabash River bridge.



One of the Milwaukee Road's new covered hopper cars comes off the assembly line at the Pullman Standard plant in Butler, Pa., where the fleet of 500 is being built.

Road Acquires 500 New Covered Hoppers To Meet Demand for Grain Cars

In a move to meet the increased demand for freight cars suited to the handling of grain and other bulk commodities, the Milwaukee Road is acquiring 500 additional covered hopper cars. The first were delivered early in July.

The new equipment will expand the railroad's fleet of covered hoppers to a total of about 3,050. They are being built by Pullman-Standard at a cost of approximately $8,250,000 and acquired by the railroad through a lease arrangement with Transport Leasing, a division of Pullman Incorporated.

The acquisition by full service lease of so large a fleet of specialized equipment is believed to be the first instance of a railroad following the lead of large industrial firms which commonly acquire their private fleets of cars through full service lease arrangements rather than purchase.

The cars are of the large size in greatest demand in the grain trade, with a capacity of 4,740 cubic feet, or 100 tons. They are equipped with sanitary interior linings, and feature trough hatches and three gravity-type center outlets per car for fast loading and unloading. The majority are expected to be in service in time for the 1970 grain crop.

The new equipment, representing 1,750,000 bushels of added grain carrying capacity, is not only needed to handle grain traffic, the railroad announced, but will allow for greater flexibility in the utilization of the box car fleet for grain and a variety of other commodities.

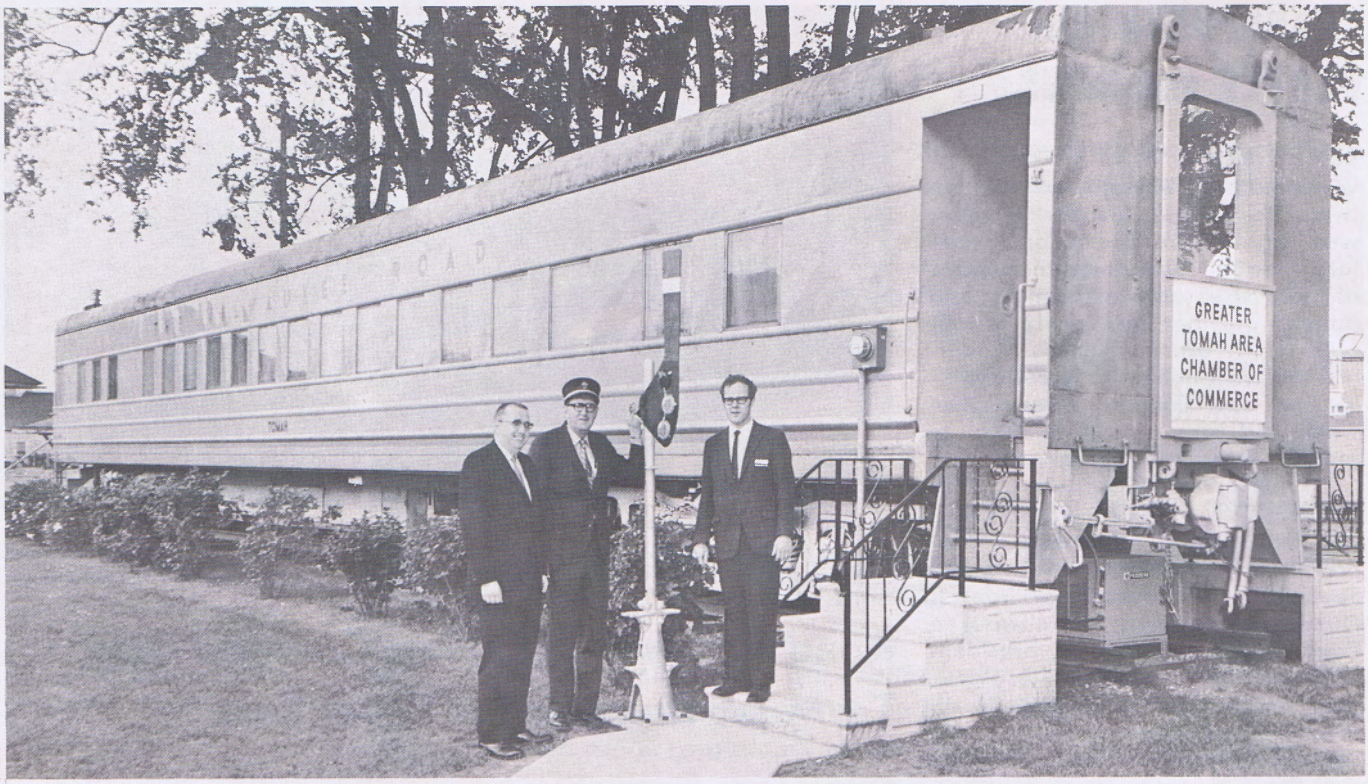
NEW RAILWAY PR OFFICERS

William C. Burk, manager of public relations of the Santa Fe, was elected president of the Railroad Public Relations Association at its 18th annual meeting in Hershey, Pa. Other officers elected were R. W. Pendergast, manager of news services, Norfolk and Western, vice president-eastern region; J. R. Beckman, director of public relations, Chicago & Eastern Illinois, vice president-western region; and C. O. Morgret, special representative for public relations, Southern Railway, vice president-southern region.



"My wife wants me to pick up a few things in the city!"

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It's a "clear board" for the chamber of commerce following the dedication of its unique headquarters. Shown left to right are Donald Kortbein, vice president of Farmers & Merchants Bank, Tomah, and president of the chamber; C. E. Bean, local Milwaukee Road agent and mayor of Tomah; and Gerald K. Aulwes, executive manager of the chamber.

Tomah Opens New Chamber of Commerce

President Curtiss E. Crippen delivers the dedicatory address at ceremonies marking the opening of new headquarters for the Greater Tomah Area Chamber of Commerce. Seated from left are Mrs. Roy E. Melquist of Minneapolis, president general of The Milwaukee Road Women's Club; Wisconsin Secretary of State Robert C. Zimmerman; Mayor C. E. Bean of Tomah; Mrs. F. E. Reese and Mr. Reese, superintendent of the Tomah railroad shops; and F. E. Upton, chief mechanical officer, Milwaukee.



The business community of Tomah, Wis., dedicated the new offices of its chamber of commerce on June 13 with fanfare befitting the completion of a unique civic project. The consensus is that the Greater Tomah Area Chamber of Commerce, in seeking better accommodations from which to operate, is probably the only chamber organization to establish headquarters in a railroad passenger coach.

Mayor C. E. "Pete" Bean, the Milwaukee Road's agent at Tomah, was master of ceremonies for the Saturday celebration at Railroad Park adjacent to the station. The program featured a flag raising by the Boy Scouts, the Tomah High School band, remarks by Wisconsin Secretary of State Robert C. Zimmerman and local dignitaries, and a grand splash as Tomah's red haired Teenage Miss, Denise Hodges, christened retired Milwaukee Road Coach 407 with a quart of champagne.

President Curtiss E. Crippen, heading a delegation of Milwaukee Road officers,

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gave the dedication address and, assisted by Mayor Bean and Miss Wisconsin Cranberry Queen Sherri Stetler, participated in the official opening, which was signaled by the raising of a semaphore positioned at the entrance to the coach.

After the ceremonies an open house was conducted on Saturday afternoon and again on Sunday, with a special souvenir ticket bearing the Milwaukee Road insignia "good for one passage" through the car. Over the week end, more than 800 people toured the new quarters.

The grand opening was planned in conjunction with the chamber's annual dinner meeting on Saturday evening. Mr. Crippen was the featured speaker also at the dinner in the Exhibition Building at the Monroe County Fairgrounds.

At the afternoon's ceremonies, Mr. Crippen commented that the Milwaukee Road has been a part of the community since the La Crosse and Milwaukee Rail Road, a predecessor line of the present system, was constructed through Tomah 114 years ago. In addressing the audience, he spoke in retrospect of the changing way of life throughout the area that followed the arrival of the rail-

Quarters With a Splash



Miss Tomah Teenager, Denise Hodges, christens the passenger coach as Mayor C. E. Bean keeps his distance.

Uncle Walt and Skeezix of "Gasoline Alley" fame hold the sign identifying the new offices. Frank King, creator of the comic strip, is a native of Tomah, Wis.



road. He pointed out that to rural hamlets dominated by farming, the railroad brought a new class of pioneers—professional men, merchants and builders. Within a decade sawmills had sprung up, and for the next 40 years the economy of the village was based on lumber.

Not only did the railroad bring in a new class of pioneers in those early years, he noted, it also brought in new industry—industry affiliated with the railroad itself. In 1907 the railroad moved its frog shop from Milwaukee to Tomah, and has since moved its rail mill there from Savanna, Ill., and added facilities for the repair and maintenance of a variety of maintenance of way equipment. With the expansion of the mechanical department, rail mill and materials division, the railroad shops be-

(Continued on page 6)

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The chamber opens for business in its coach-turned-office headquarters. Pictured in the conference room are Chamber President Donald Kortbein (from left), C. E. Bean, local Milwaukee Road agent and mayor of Tomah, and Executive Manager Gerald K. Aulwes. In the background is a glimpse of the tourist information center.

came an important factor in the city's economic life.

"We are proud of our association with the city of Tomah," Mr. Crippen stated, "and to be part of its everyday life. You can be equally proud of the job you have done in renovating the Milwaukee Road passenger coach which you have made into an attractive office and information center for your aggressive chamber of commerce. Having passed through Tomah many times in service on Hiawatha trains, this could not be placed in a more appropriate setting for its new function than right here in Railroad Park. May it serve also as a permanent reminder of the friendly relationship between the city of Tomah, its residents and the Milwaukee Road."

The coach, of the lightweight type designed for fast track Hiawatha service, was built in 1936 and after its lifetime of duty donated to the city in 1965. The railroad Women's Club and the mayor and aldermen in office at that time were instrumental in obtaining it for the city. Although placed in the small park near the station in 1966, plans to utilize it had coasted along until last year, when the Greater Tomah Area Chamber of Commerce became hard pressed for more office space. In discussions about where to move, someone suggested the old railroad car.

The idea took hold, and a committee of aldermen headed by Frank J. Reese, superintendent of the Tomah shops, and a chamber committee headed by Gerald K. Aulwes, its executive manager, worked out a proposal to present to the city council. The proposal called for a $1 a year lease for the coach, with the chamber responsible for the remodeling. The city council was willing, and to assure an attractive setting for the coach, pledged $1,500 for improvements to the park.

To finance the remodeling project, which was estimated at $9,000, the chamber successfully promoted the sale of interest free notes in the amount of $100 to be repaid over 10 years. Drawings of the original construction were obtained from the railroad to work out details.

The end result is a facility that meets all of the chamber's needs, which had included ground floor offices, a location that would attract visits from tourists, and ample parking space. Since Tomah is the home town of Frank King, creator of "Gasoline Alley," two life size characters from the comic strip—Uncle Walt and Skeezix—support a sign adjacent to the coach identifying it as headquarters of the Greater Tomah Area Chamber of Commerce. Accompanying signs indicate that the offices are also headquarters for the Forward Tomah Development Corporation and tourist information.

In the conversion process, the coach was stripped of the interior fittings and remodeled into individual rooms similar to a "railroad flat." The main entrance opens into a lounge flanked by cabinets in which are displayed products of the area and other items of interest to tourists. Similar cabinets are built into the walls of the various rooms, and the partitions between them hold bulletin boards on which are posted events occurring around the community.

The lounge includes a secretary-receptionist area where members of the chamber are listed categorically to make it easy for visitors to locate their services and products. A pamphlet rack invites visitors to help themselves to brochures containing information about the area.

Located next to it is a combination manager's office and conference room. This is large enough to accommodate the chamber's 15-member board of directors, together with the directors of the Forward Tomah Development Corporation and the committee meetings of both organizations. It also serves for conferences with their industrial and business prospects.

What was formerly the men's lounge has been converted into a work room-washroom-boiler room. The coach is heated by a gas fired hot water system with baseboard outlets, and is cooled with electric central air conditioning fed into the original duct system. All of the utility installations are located underground. New office furniture and wall to wall carpeting completed the refurbishing, which was accomplished within the $9,000 budget.

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The ASTRO REPORT

recommendations for solving railroad problems and future transportation needs

A comprehensive program of "creative federal involvement" has been proposed by the nation's railroads to cope with deep-seated problems that are undermining their ability to function as a viable transportation system.

The program, which will engage all branches of government as well as the industry itself, was developed by America's Sound Transportation Review Organization (ASTRO), established last fall by the Association of American Railroads to make an in-depth study of present problems and future transportation needs.

Recommended are updated laws and regulatory procedures that would free railroads from restraints of the past; financial help on rights-of-way and equipment—recognizing that railroads can no longer perform their essential job without support such as their competitors receive; expanded federal research on transportation; and a rational approach to passenger service.

The recommendations are contained in a report released on June 30 by Thomas M. Goodfellow, president of the AAR, and former Sen. George A. Smathers of Florida, general counsel for ASTRO.

The 82-page report notes that the railroads are the backbone of the nation's transportation system, hauling 41 per cent of all intercity freight traffic, and by 1980 will handle at least one-third more—moving over one trillion ton-miles a year. It points out, however, that "It is starkly ironic railroads have reached a low point in strength just as their national importance is being even more keenly sensed. The problem that threatens to engulf the railroad industry is that it is rapidly losing its ability to find the money it needs for growth."

In the past 15 years, railroad earnings dropped 50 per cent, ASTRO reported, and were it not for their non-transportation income, they would be in even worse condition. In 1969, one-third of all America's railroads lost money even after adding in all sources of income.

The report notes that this problem cannot be written off as affecting only some railroads or certain areas, since railroads are highly interdependent, with more than half the traffic moving over two or more roads. Because rails operate as an integrated national system, the soundness of each major railroad is of concern throughout the country.

Noting that the industry should spend about $36 billion on capital improvements between now and 1980, the report said present earnings "are totally inadequate to sustain needed investment for the future even with massive borrowings." Almost half of this sum—$18.6 billion—should go for new and rebuilt cars. Locomotive programs will cost about $5.9 billion, while rail, tie replacement and other roadway needs will add up to approximately $11.9 billion.

The annual cash needed for these programs will go from $2.4 billion this year to $4.5 billion in 1980. These projected figures do not take into account the effect of possible further inflation.

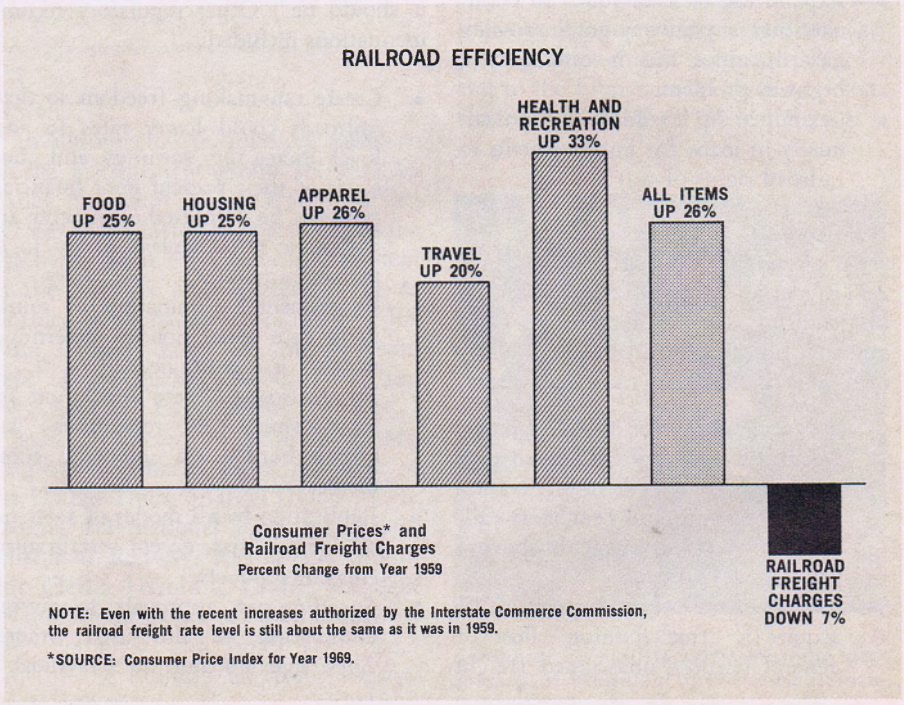
The ASTRO report rejects nationalization of the railroads as a solution. This "would entail enormous cost to the taxpayers" it said. It cited estimates that put the cost of acquiring railroad facilities alone as high as $60 billion, without touching the capital needs of the industry.

In releasing the report, Senator Smathers said that "The problems of the railroads can be laid directly to government favoritism of other modes and the constraint it has imposed over the years on the industry. Railroads are competitors in the real market place, but are treated as a 19th Century monopoly in the eyes of the law. No other enterprise in the nation is so shackled and confined."

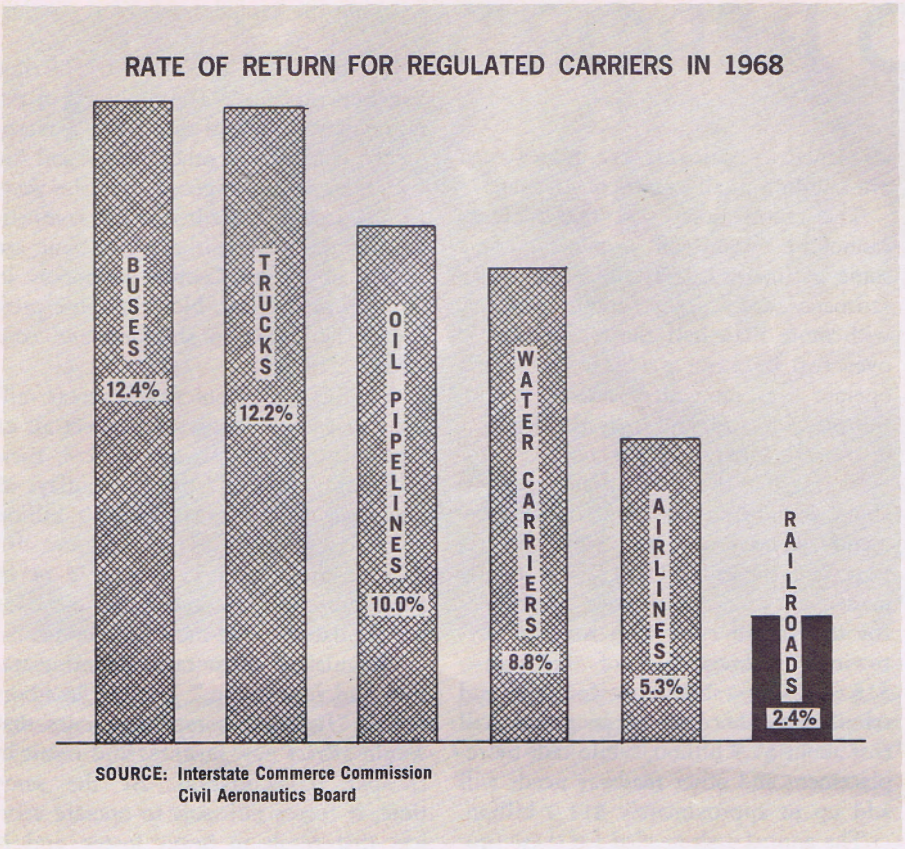
ASTRO points out that whereas railroads have been expected to meet all of their needs from private sources, their competitors benefit from vast outlays of government funds—some $229 billion in the last 15 years alone. Many can also manage their business in whole or in part without regulation, while railroads are regulated in the most minute details.

"Regulation discourages experimentation and innovation," Senator Smathers noted. "It blocks competitive rates that would attract new business and result in cheaper transportation. At the same time, it forces railroads to operate services that result in heavy losses, and it forces them to wait for months before adjusting to the immediate costs of inflation. Decisions that other businesses can make in a few days often require years of litigation. These are but a few examples."

The ASTRO findings aimed at insuring the long-range soundness of the rail system deal first with the need for equalized government treatment of rights-of-



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way. To place all modes on the same footing, Congress is urged to:

- Establish a single transportation fund to be used by all modes in furthering a balanced transportation system.
- Eliminate state and local property taxes on railroad rights-of-way, since there are none on competitors' facilities.
- Expand use of road funds to eliminate highway-railway grade crossing hazards, since this is essentially a highway problem.
- Guarantee up to $400 million annually in loans for improvements to railroad rights-of-way.

Because an adequate equipment supply is essential to the nation's commerce, ASTRO urges that railroads be assisted in acquiring needed locomotives and cars they are unable to provide on their own. It proposes that the government:

- Guarantee loans for such purchases.
- Advance the 20 per cent down payment required for the most advantageous financing and reimburse railroads for interest payments above 4 per cent.
- Create a non-profit corporation to acquire a "free running" fleet of general purpose unassigned freight cars.
- Restore the investment tax credit for railroad equipment.

ASTRO proposes also the creation of a single regulatory agency to oversee all modes of transportation. Under current law, the report said, several agencies are involved in transport regulation and "this unique diffusion of power solidly blocks any attempt to regulate transportation as the national integrated system it should be." Other regulatory recommendations included:

- Create rate-making freedom so that railroads could lower rates to any level increasing earnings and, because of their present poor financial position, be permitted to institute an automatic rate increase of up to 6 per cent annually.
- Experimental elimination of minimum rate regulation to determine whether it is really needed.
- Elimination of state regulation of rates, since this constitutes "an undue burden on interstate commerce."
- Publication by all modes of rates on all commodities, except certain agricultural products.
- Speeding up approvals to permit elimination of little-used branch lines that do not meet avoidable costs.
- Expediting the merger process so that full savings can be achieved.
- Revision of laws barring establishment of total transportation companies combining land, air and water service.

In urging a broader federal program of research, ASTRO noted that practically all the railroads' competitors are the beneficiaries of huge government expenditures for research, development, testing and engineering programs. On the other hand, it said, less than 4 per cent of transport research funds are allocated to the Federal Railroad Administration, even though "no less than other modes, the rail industry must also be abreast of technology if it is to survive."

Recommended was a federal commitment of $100 million annually over the next 10 years for research into all phases of freight and passenger service.

Creation of a federally chartered corporation to run intercity trains—the single largest drain imposed by government on the rail industry—was seen as "the overdue vehicle for rationalizing the intercity rail passenger structure," while further experimentation was described as necessary to determine the future of corridor operations.

Addressing itself to the third area of passenger service—for commuters—the report recommends that government funds should be available for planning efforts as well as for acquiring new equipment and upgrading fixed plant. It added that state and regional commissions must develop concrete programs for placing essential but unprofitable commuter service under public sponsorship.

While most of the report deals with changes in government policy, it also declares that "railroad management and labor must make their own positive commitments to the solution of intra-industry problems" so as to achieve better use of manpower and realize the benefits which can result from advances in technology.

A team of top railroad officials has expressed agreement in principle on the recommendations of the report. Endorsement came at a meeting in Chicago on July 6 of a committee made up of leading railroad labor and management officers.

"We're glad to lend our support to the ASTRO program, which we feel represents a giant stride toward solving many of the problems of mutual concern to both labor and management," said

(Continued on page 9)

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Japanese Economics Delegation Tours Bensenville Freight Yard



The Japanese study group pictured at Bensenville Yard under the escort of I. G. Wallace (center), general supervisor of stations and yard offices.

The Milwaukee Road, as a leading mover of foreign freight, was the host on June 29 to 34 members of the Distribution Economics Institute of Japan Systems Study Tour, who had evinced an interest in the operation of Bensenville Yard west of Chicago. The purpose of the tour was to study the latest developments in the use of computer science to facilitate the physical distribution of goods in the United States, Bensenville being a prime originating and distribution point for a large volume of import-export shipments.

The group consisted of 29 computer specialists from over 20 leading Japanese companies and five officials representing various governmental agencies. Leaders of the delegation included M. Miyashita, director of the Distribution Economics Institute of Japan; Kouichi Eguchi, assistant manager of the international department of the Institute; Masami Suzuki, executive director of the Japan Chamber of Commerce and Industry; and Tadao Kimura, of the Ministry of International Trade and Industry.

Of special interest to the visitors was a study of the handling of containers at Piggyback Park, the Bensenville facility operated by the Milwaukee Motor Transportation Company, the truck line subsidiary of the railroad. The tour, conducted by C. E. Goldsmith, manager of MMTC operations, and R. M. Dushek, manager of the MMTC terminal, included demonstrations of the straddle crane and Piggy Packer methods of tranferring containers to and from railroad cars and motor carriers.

The group then proceeded to the car control center in the freight yard, where I. G. Wallace, general supervisor of stations and yard offices, explained the use of IBM equipment in maintaining a perpetual inventory of the location of cars in train consists. The tour was completed at the classification tower, where the console operator explained how cars passing through the automatic retarder roll to the proper track which he selects from a total of about 75 in the yard.

The ASTRO Report

(Continued from page 8)

George E. Leighty, chairman of the Cooperating Railway Labor Organizaton and head of the committee's labor team.

William B. Johnson, chairman of the Illinois Central, who heads the management group on the committee, expressed the railroads' "gratification at the labor group's action."

He noted that when the committee was formed last year, it was "with an eye toward the future, and toward the solving of mutual problems through being able to sit down and talk about them objectively and amiably.

"Now, with labor support for the ASTRO program, we can look for even more progress in the future, not only for the railroad industry, but for the public as well."

In addition to Mr. Johnson, members of the management group are Edd H. Bailey, president of the Union Pacific; W. Graham Claytor Jr., president of the Southern; John P. Fishwick, president of the Norfolk and Western; Paul A. Gorman, chairman and president of the Penn Central; Louis W. Menk, president of the Burlington Northern; and the AAR's Mr. Goodfellow.

Labor members, in addition to Mr. Leighty, are Charles Luna, president of the United Transportation Union ; C. L. Dennis, International President, Brotherhood of Railway, Airline and Steamship Clerks; Harold C. Crotty, president of the Brotherhood of Maintenance of Way Employes; and James Yost, president of the Railway Employes Department, AFL-CIO.



Computer specialists study machine processing of perpetual inventory car location (PICL) in the car control center.

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Potato Processing Firm Breaks Ground For New Plant on Moses Lake Line



Business and civic leaders, together with representatives of the Milwaukee Road and contractors on the project, inspect excavation work. In the foreground, nearest to the camera, is Mayor Otto M. Skaug of Moses Lake, Wash.; at the far end is Russell Swanson of the L & S Construction Company, the prime contractor; and watching from the elevation at right, P. W. Davis, western manager-real estate development, Milwaukee Road.

A ground breaking ceremony near Moses Lake, Wash., on June 17 alerted the Columbia Basin area to the construction of a new potato processing plant. Designed for large-scale production, it will represent an investment of approximately $1,500,000.

The industry is being located by Shea & Schefsky, Inc., a corporation which will produce flake potatoes for the industrial market. The construction site is a 66.3 acre unit of land adjacent to the Moses Lake line of the Milwaukee Road near Goodrich Siding.

The facilities, including raw storage and receiving areas, will occupy about 20 acres of the plant site. The building itself is a 170 x 176-foot one story concrete block structure with a roof span of prestressed concrete T's. The L & S Construction Company is the prime contractor, and processing equipment is being designed by the Key Equipment Company of Milton-Freewater, Ore., a division of Applied Magnetics Corporation. Contracts have been let to local potato growers, and production is scheduled to commence this fall.

Plans anticipate the production of about 30 million pounds of flake potatoes annually, starting with the 1970-71 crop, and expansion within a short time. An estimated 95 per cent of the plant's output to customers throughout the country is expected to move by rail. At full production level, it will employ a force of more than 100 people.

At a meeting with Moses Lake business and civic leaders to outline the details, Joseph A. Shea Jr., president of the company, and Richard J. Schefsky, executive vice president, expressed appreciation to the Milwaukee Road, the Washington State Potato Commission and Bureau of Reclamation for their help in local surveys.

The real estate and industrial development department of the railroad had served as a consultant on the firm's needs and assisted it in obtaining a desirable site, while the operating, engineering and traffic departments had arranged for the installation of rail facilities and other plant services.

Citing reasons why the Columbia Basin was selected over other potato producing areas in the country, Mr. Shea noted that potatoes grown in the Basin have certain natural characteristics that meet industrial requirements for new product lines appearing in the consumer market.

"Secondly," he added, "the fact that such a wide variety of agricultural crops is grown in the Basin makes the area favorable for future expansion. Third, the long growing season that almost eliminates weather risks is favorable to both the grower and the processor. Fourth, surveys showed a high quality of employable labor.

"Fifth, the service by rail, truck and water to ship to our customers had a strong bearing on the selection of the site. We had a number of places in the United States to choose from—West Texas, Maine and other spots—but the special benefits available here helped us make up our minds."

Tiedje Retires as Auditor of Passenger Accounts, Chicago



Roy C. Tiedje

Good wishes from many friends and railroad associates were extended to Roy C. Tiedje, auditor of passenger accounts, who took up retirement on June 30. Fellow officers in Chicago honored him at a luncheon in the Ivanhoe restaurant, and his office force held open house on his last day with the company for the many others who came to bid him an affectionate farewell.

Mr. Tiedje's career spanned almost 50 years of railroad service, starting with the Milwaukee Road in 1920 as a clerk in the auditor of passenger accounts' office. The year following he took a job with the Burlington, but the Milwaukee claimed his services again in 1923. Returning to the passenger accounting department, he advanced through various positions to train auditor in 1941 and to supervisor of the conductor accounts bureau in 1958. He was appointed auditor of passenger accounts in 1961.

Mr. Tiedje was active on the Passenger Revenue Committee of the Accounting Division of the Association of American Railroads, serving as chairman in 1968.

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for a convenient way to save or borrow money

See the Western Milwaukee Federal Credit Union



The business office of the Western Milwaukee Federal Credit Union in Tacoma, Wash. The building is just south of the Tacoma yard office near the 11th Street viaduct.

The Western Milwaukee Federal Credit Union at Tacoma, Wash., one of the 11 such employe organizations on the railroad system, has come a long way since it was started on a shoestring in 1961. Funded initially with just $25, it recently passed the half-million mark in assets. Of the 1,230 Milwaukee Road employes in the State of Washington, more than half own shares in the business.

This growth performance can be credited largely to William J. Arnold, the WMFCU's treasurer, although he will be the first to concede that it was not a headlong rush to success. Arnold was working as a switchman at Seattle in 1961 when conversations with other employes about financial matters led him to investigate the possibility of forming a credit union as a way to accumulate savings and make loans to each other at reasonable rates of interest.

Arnold contacted the Washington Credit Union League to learn the procedure, and in October a charter meeting was held in the Seattle Union Station. Seven people had expressed interest in becoming members, but only six showed up. However, the group collared George F. Flynn, then a sales representative at Seattle, who happened to be walking by and urged him to join. Thus Flynn, now manager of foreign freight sales, became the first president of the union and was instrumental in getting it off the ground.

Business was slow in coming to the struggling organization, and after three years the books showed only about $30,000 in assets. "We had no trouble loaning money," Arnold recalls, "the problem was to convince people the credit union was a good idea. We had to prove we were going to succeed before people would invest."

The opportunity came in 1964 when Flynn suggested the payroll deduction plan to President Curtiss E. Crippen, who was finance officer of the railroad at that time. Mr. Crippen gave the go-ahead, and in just one year, assets more than tripled. In 1965 the organization declared a 4.8 per cent dividend.

"I just can't give enough credit to the management of the railroad for their cooperation," Arnold says. "Without their help we couldn't have made it. Until very recently we were the only railroad credit union in Washington with payroll deduction, and this has meant the difference between failure and success."

Today the WMFCU has approximately $532,000 in assets, including over $365,000 invested in savings. In less than nine years it has also made personal loans to its members totaling more than $1,500,000. Savings, or "shares," pay 5.4 per cent semiannually.

Assistant Treasurer Hired

Business is transacted in a small office building at Tacoma Yard near the 11th Street viaduct. A new automatic bookkeeping machine helps to simplify the work. Arnold handles the details, with the aid of Barbara Boprey, who was hired as assistant treasurer. An annual dinner meeting keeps the membership posted on the policies of the organization and its financial health.

The financial soundness of all credit



William J. Arnold at work as treasurer of the Western Milwaukee Federal Credit Union. From a lagging position seven years ago, it has grown to a half-million dollar business.

Dave Sprau Collection



Barbara Boprey explains the credit union plan to a prospective member. More than half of the 1,230 Milwaukee Road employes in the State of Washington own shares.

unions is safeguarded in various ways—by incorporation under state and federal laws, auditing of the books by outside examiners, surety bonding of all persons who handle money, insurance against uncollectible loans, and the like. Officers are elected by the members, and because they serve for the most part without pay, the cost of doing business is relatively low.

Earnings are derived from invested capital and from interest on loans. Laws vary as to how much a credit union may lend a member, but in many cases, the borrower's character is sufficient security. As Barbara Boprey notes, "Our judgment has seldom been wrong."

Signature Is Bond

A five dollar investment qualifies an employe for membership in the WMFCU, and starting with the first year, his signature is good for a loan up to $500. This amount jumps $250 a year up to the sixth year, when it may be increased $500 annually until a maximum of $2,500 is reached. With collateral, a member may borrow up to $10,000.

Interest on loans is one per cent a month on the unpaid balance. All loans are insured against death or total disability, conditioned on contributing factors and the age of the borrower.

A death benefit which matches savings up to $2,000 in the event of death before age 55 is part of the program. After 55, savings up to that amount are matched on a sliding scale until age 65, when the match becomes $500.

The policies of the credit union are decided by a board of directors elected for staggered three-year terms. Serving on the board currently are D. G. Smith, yardmaster in Seattle, as president; Engineer Ralph Edwards, Tacoma, vice president; George Gordon, chief clerk at Tacoma Yard, secretary; James Cramer, Tacoma brakeman; and Ray E. Fink, chief clerk in the agent's office at Tacoma.

A three member credit committee passes on loans over $5,000. The current committee, all from Seattle, consists of Cora Webster, assistant cashier, chairman; Carol Minard, secretary in the freight claim department; and Fred P. Swanson, sales representative.

Having succeeded in serving the needs of its own particular group, the WMFCU intends to extend credit union benefits to employes on the Rocky Mountain Division of the railroad. The plan anticipates an expansion east to Harlowton, Mont., next year, with a goal of $1,000,000 in assets set for the end of 1973.

Despite our problems, America still stands out as the land of opportunity, of intellectual, spiritual, cultural, personal freedom, and of lavish riches for those who have the energy, the will and the self-discipline to work for them.— F. Ritter Shumway, president, Chamber of Commerce of the United States



Tomah Employes Win NSC Award of Merit

The excellent safety record of employes in the locomotive department of the Milwaukee Road shops at Tomah, Wis., was cited recently by the National Safety Council as deserving an Award of Merit. Displaying the NSC citation are, left to right, Assistant Foreman O. Thompson; E. Olson, foreman of the frog shop; R. Phillips, foreman of the maintenance of way equipment shop; and Shop Superintendent F. J. Reese. The award is conferred only on establishments whose record satisfies the rigid requirements of the Council's Award Plan for recognizing good industrial safety performances. The locomotive department was cited for working 794,900 man-hours without an injury over the period of July 27, 1964 through Dec. 31, 1969.

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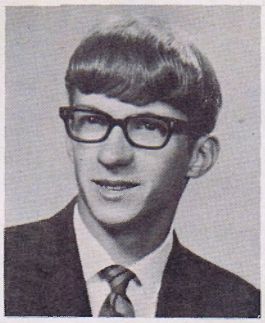
Winners of 1970 Scholarship Awards Announced



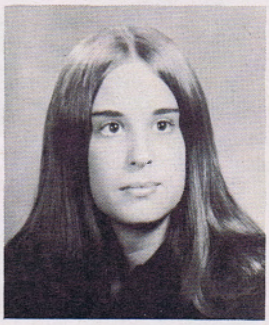
Mary Krolikowski



Cynthia Pratt



Kent Marquardt



Linda Diane Susa



Georgine Pion

The five scholarships awarded annually to sons and daughters of Milwaukee Road employes—three sponsored by the railroad and two by the Milwaukee Road Women's Club—were won this year by high school seniors with exceptional records as both scholars and social students.

The railroad awards, known as J. T. Gillick Scholarships, were granted to Mary Margaret Krolikowski, one of the five children of Sylvester L. Krolikowski, a yard clerk in the Milwaukee Terminals district; Cynthia Lee Pratt, daughter of Walter J. Pratt, engine watchman at Fox Lake, Ill.; and Kent Steven Marquardt, son of Earl A. Marquardt, a blacksmith at the Tomah, Wis., shops.

Mary Margaret and Cynthia were awarded the top scholarships, which provide full tuition or $600 a year, whichever is greater, and Kent received a straight $600 per year award.

The Women's Club scholarships, also $600 yearly awards, were won by Linda Diane Susa, oldest of the five children of Albert R. Susa, a car department employe at Milwaukee Shops; and Georgine Mary Pion, a daughter of George M. Pion, switchman at Mason City, Ia.

The winners were announced by C. William Reiley, dean of administrative services at Northwestern University, who serves as chairman of the committee which judges the qualifications of the candidates. All of the scholarships are renewable for three years of undergraduate study at any accredited college or university of the students' choice.

Mary Margaret Krolikowski, first in the class of 85 graduates at Saint Joan Antida High School in Milwaukee, was a member of the National Honor Society, Outstanding Teenagers of America, Who's Who Among American High School Students, and the recipient of a Wisconsin Honor Scholarship, a Certificate of Educational Development, and Certificate of Participation awarded by Eta Sigma Phi, the national honorary classical fraternity. Her school program included membership in the student council, Future Teachers of America, the sports, mission and glee clubs, and editorial work on the newspaper and yearbook.

She was active also in the Girl Scouts and the Milwaukee Women's Athletic Association, and had been employed the last two summers by the County of Milwaukee as a sewing teacher for underprivileged girls. She plans to attend Mount Mary College in Milwaukee, with a view to working in the field of biology, either as a teacher or dietician.

Cynthia Pratt is a graduate of Grant Community High School in Fox Lake, where she was second in the class of 169 students. Her activities and achievements included membership in the National Honor Society, Future Teachers of America, the Library Club, reporter on the school paper, a National Merit Letter of Commendation, Illinois State Scholarship, and the Betty Crocker Homemaker of Tomorrow award. She was a member also of the 4-H Club and Luther League, and during her senior year worked part-time as a Woolworth sales clerk.

Cynthia will enroll this fall at Carthage College in Kenosha, Wis., with her vocational plans centered on becoming a teacher and librarian.

Kent Marquardt ranked 17th in the class of 244 students at Tomah High School, graduating with almost straight A grades. He was vice president of the senior class, captain of the wrestling squad, a member of the Latin Club, Young Democrats, band, cross-country team and the Letterman's Club, and vice president of Interact. He had received four letters in wrestling, two in baseball and one in cross-country competition. In addition, he had served as an instructor for the school district's 5th and 6th grade wrestling program, and worked during vacations as a paper boy and cook.

He plans to major in accounting, and has been accepted for admission to Wisconsin State University at Whitewater.

Linda Susa graduated from Bay View High School in Milwaukee ranking ninth in a class of 512 students. Her school activities included the Senior Girl's Honor Society, Future Teachers of America, Library Guild, Honor Committee, band and orchestra, and newspaper reporter. Outside of the school program, she was a member of the all-city senior band, the Music for Youth Orchestra, the Youth Fellowship and choir of her church, and had held several part-time jobs, including one as a social center attendant for the Milwaukee School Board.

Honors she received included two first place awards in state music contests, a Quota Club "Woman Leader of Tomorrow" award, and a Civic Music Association award for 1970. She plans to enter Carroll College in Waukesha, Wis., and prepare to teach mathematics.

Georgine Pion was 16th in the graduating class of 600 students at Mason City High School. With the exception of one B grade, she had a straight A record for four years and had been named a State of Iowa Scholar. Georgine was a member of the National Honor Society, Quill and Scroll, student council, Pep Club, choir, drill team, news editor of the school gazette, and the recipient of a National Merit Scholarship Letter of Commendation. Her extracurricular activities included the Girl Scouts and YWCA, and working part-time as a dietary aide at St. Joseph Mercy Hospital.

Georgine will enter Simpson College, Indianola, Ia., with the objective of becoming a high school teacher.

Dave Sprau Collection

Father-and-Son Kiwanis Presidents



In what is a rare occurence, a father and son are serving simultaneously as president of a Kiwanis club. Alan R. Brodin, sales representative for the Milwaukee Road at Minneapolis (left), is president of the Columbia Heights-Fridley Club, and his father, William R., is president of the Northeast Minneapolis Club. Both clubs are part of Division 4W in the Minnesota-Dakota District of Kiwanis International.

At present the International organization encompasses about 1,700 clubs. In its 55-year history, only a half dozen or so father-son combines have been known to hold office as president the same year.

Alan's father, who is associated with Miller Meteor of Minnesota, has been a member of the Northeast Minneapolis Club for 13 years, holding an almost perfect record for attendance. Kiwanis meets 52 weeks a year.

Alan has a perfect attendance record in the Columbia Heights-Fridley Club, of which he was a charter member 10 years ago. Over the period, he served six years on the board of directors, as chairman of seven committees, and as assistant editor of the weekly news bulletin. *(Minneapolis ARGUS photo)*

Butte Industrial Park Project Gets Green Light; Milwaukee to Serve Site

The long-anticipated development of an industrial park at Butte, Mont., got the green light on June 15 when the Economic Development Administration approved a Public Works Grant of $405,000 to help finance the $725,000 project.

The grant was obtained through the efforts of the Butte Local Development Corporation, a non-profit organization financed by the Butte Model City Agency, which raised the community's share of the cost, as required by the EDA.

The park will be constructed on a 125-acre site six miles south of the business district, which was donated for development by the Anaconda Company. City planners envision it as a magnet for attracting new industries needed to create balanced employment in the Butte-Anaconda locality. The site is immediately adjacent to the main line of the Milwaukee Road, which will provide exclusive rail service.

The non-profit development corporation will lease or sell parcels to industries at cost. The value of the acreage has been appraised officially at $125,000. Federal approval of the project was a solidifying factor in previously made commitments by two firms interested in locating.

Firms already committed to participation are the Montana Tech Foundation and Computer Consultants, Inc., Albuquerque, N. M. The Foundation plans to build and operate a minerals research center on 38 acres, and preliminary platting is in progress. It will employ about 25 persons initially, and later may expand to 50.

Computer Consultants will establish an electronics assembly plant, and has discussed plans to fabricate and assemble computer components at the Butte plant for national and international distribution. Initial estimates by the company put the employment level at 150 to 200 people, mostly technical and professional workers.

A local firm will locate in the park when expansion plans under way are completed, and the General Electric Co. has shown a desire to establish a service shop. The Butte Local Development Corporation has been working with GE on the plan, and a decision is expected shortly.

Upon an announcement by the Hoerner-Waldorf Corp. that it will build a container factory in Montana, the Butte corporation drew up several proposals for the paper manufacturing firm toward locating the plant in the new park.

The development of the site is essentially a community project. Besides the Anaconda Company donation of the land, the Silver Bow County board of commissioners has allocated $31,000 for repairing and improving the access road.

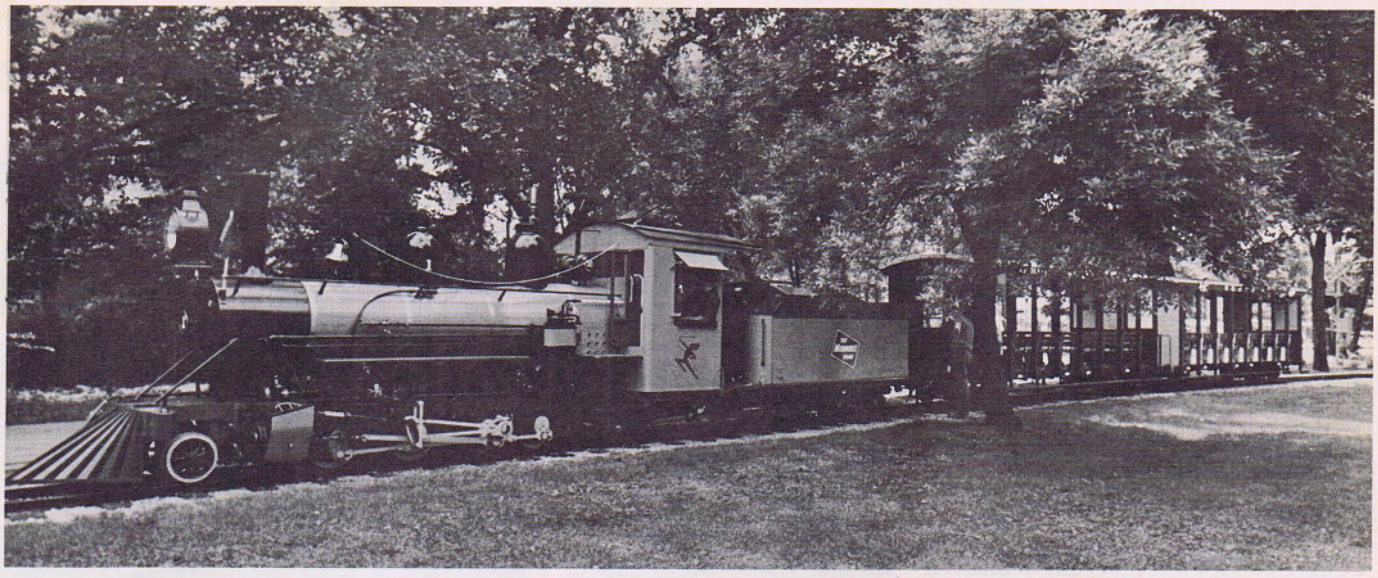
Included in work to be done with the federal grant are installing water, gas, electrical and sewer lines, grading, road construction, and laying rail trackage. The real estate and industrial development department of the railroad has been working with city planners on locating service track pending the anticipated go-ahead from Washington.

An Eskimo mother was sitting in the igloo reading a story to her small son.

"Little Jack Horner," she read, "sat in a corner."

"Mother," asked the youngster, "what's a corner?"

Dave Sprau Collection



Hiawatha No. 1 draws up to take on passengers for its circuit of the Zoo-line's two-and-a-quarter mile track. The locomotive burns Pocahontas range coal to insure a minimal release of sulphur.

Hiawatha Namesake Opens North American Plains Exhibit at Brookfield Zoo

A sturdy iron horse named Hiawatha No. 1 that hauled timber from Germany's Black Forest more than half a century ago is helping to "open the West" at Chicago's famous Brookfield Zoo.

The narrow gauge steamer is a refurbished 0-8-0 side tank engine of German manufacture built in 1918 and modified to a 2-8-0 Consolidated with separate tender by the Sandley Light Railroad Co., Wisconsin Dells, Wis.

Boasting the colors and insignia of the Milwaukee Road, it chuffed onto the tracks of the Brookfield, Salt Creek and Western Railroad late last summer to join the zoo's Burlington "999" diesel in passenger service. It is believed to be the only one of its type in the United States and one of very few in existence today.

The locomotive was a gift from Elliott Donnelly, Chicago publisher and a trustee of the Chicago Zoological Society, which operates Brookfield Zoo. Mr. Donnelly, a railroad buff, conceived and organized the Zoo-line and is "board chairman." Zoo Director Dr. Peter Crowcroft is president and chief executive officer, and the directors are officers of major Chicago railroads, such as the Milwaukee, the Burlington Northern, Illinois Central, Rock Island, North Western and the Soo Line.

President Curtiss E. Crippen, who represents the Milwaukee Road on the board of directors, won the privilege of naming the locomotive at a drawing participated in by all members of the board.

Following delivery last year, the locomotive saw service until the Zoo-line went into hibernation for the winter. It was fired up again, though, and operated for the week end of the zoo's annual Christmas party. The highlight of the festivities was free rides for all zoo-goers behind the new steamer—rechristened temporarily "The Santa Special"—on a wintertime tour of the grounds.

With the resumption of service this spring, plans for utilizing it to advantage began to roll. "Just as railroads opened America's West," stated Dr. Crowcroft, "so the Zoo plans to extend

(Continued on page 16)



Births among the animal population of Brookfield Zoo this year included this baby zebra born at the end of May. Baby and mother are pictured as they may be seen from the Zoo-line train.

Dave Sprau Collection

into new areas west of Salt Creek. Our new locomotive gives the Zoo-line for the first time the rolling stock essential to large-scale operations. As funds are available, this area will be developed into a North American prairie exhibit."

Thus plains animals—bison, prairie chicken and pronghorn antelope—as well as brush and forest dwellers—elk, moose, deer and turkey—will be viewed from the Zoo-line train in their natural surroundings. The unique exhibit will also present a much more accurate picture of the habits and behavior of animals than was formerly possible.

Visitors to the zoo this summer saw the development already taking shape. In the new North American Plains exhibit, 10 American bison had been established in June and were roaming at will. Plans had been completed also to take delivery of a small herd of pronghorn, together with some wild turkeys and sandhill cranes.

The BSC&W railroad, a donation from Mr. Donnelly in 1968, is a narrow gauge 2-foot system running 2¼ miles from point to point with about one quarter of a mile of side track and service trackage. Hiawatha No. 1 tooting happily around the circuit weighs a solid 20 tons. The reconstruction of the locomotive on the original chassis required almost a year's time and a crew of skilled artisans. The boiler is capable of developing a pressure of 150 pounds per square inch and a speed of 45 miles per hour. To assure a minimal release of sulphur, it burns Pocahontas range coal.

Upon acquiring the engine, the Zoo-line was able to accommodate double the number of passengers it handled before, and give them the choice of going steam or diesel class. Each train will haul three passenger cars, with a car capacity of 28 to 35 people. In-car speakers provide a colorful commentary on the passing scene.

D. J. Sullivan Retires as District Manager of Sales In the Spokane Area



Mr. and Mrs. Dennis J. Sullivan pictured at the retirement banquet with their daughter Grace.

Dennis J. (Denny) Sullivan, district manager-sales with headquarters in Spokane, was honored June 17 at a retirement dinner in the Ridpath Hotel by nearly 400 friends among his railroad associates and representatives of other industries. Their tribute marked the conclusion of 45 years devoted to serving the interests of the Milwaukee Road and its customers. Almost 28 years were in the Spokane area.

Mr. Sullivan, a native of St. Paul, joined the railroad in that city in 1925 as an expense clerk. He transferred to the traffic department in St. Paul in 1930, and in 1939 was made city freight agent at Butte.

He first went to Spokane in 1942 as city freight and passenger agent, and the year following was assigned to Great Falls, Mont., as traveling freight and passenger agent. He returned to Spokane in the same capacity later in 1943, advanced to general agent in 1957, and was appointed district manager of sales in 1958.

Mr. Sullivan is listed in the "Washington State Who's Who" and has been active in the Chamber of Commerce, the Spokane Transportation Association and the Spokane Club. Presently he is vice president of the National Defense Transportation Association of Spokane and of the Particular Council of St. Vincent De Paul, Spokane Diocese. He and his wife, Rosalind, will continue to live in Spokane (4427 Maple). They have three daughters.

APPOINTMENTS

Engineering Department

Effective June 1, 1970:

R. H. Michaels is appointed assistant engineer of track with headquarters at Chicago . . . **F. L. Striebel** is appointed division engineer of the Rocky Mountain Division with headquarters at Deer Lodge, Mont. . . . **H. T. Paton** is appointed division engineer of the Chicago Terminals—Terre Haute Division, with headquarters at Bensenville, Ill.

Finance & Accounting Department

Effective Aug. 1, 1970:

W. B. Ficht is appointed general accountant following the retirement of W. T. Barrington.

Traffic Department

Effective May 1, 1970:

R. J. Young is appointed district manager-sales, Chicago . . . **R. W. Regan** is appointed sales representative, Detroit, Mich. . . . **B. W. Prather** is appointed sales representative-foreign freight sales, Seattle, Wash.

Effective May 16, 1970:

F. D. Allen is appointed sales representative, Boston, Mass.

Effective June 1, 1970:

E. J. Ganter is appointed sales representative, Indianapolis, Ind.

Operating Department

Effective June 1, 1970:

Lamar Robinson is appointed assistant trainmaster of the Chicago Terminals—Terre Haute Division with headquarters at Bensenville, Ill.

Effective June 16, 1970:

J. Wrecza is appointed trainmaster-traveling engineer of the Milwaukee Division with headquarters at Milwaukee.

Effective July 6, 1970:

D. W. Peterson is appointed chief dispatcher of the Aberdeen Division with headquarters at Aberdeen, S. D.

Effective July 16, 1970:

R. L. Tewell is appointed superintendent of the Chicago Terminals—Terre Haute Division with headquarters at Bensenville, Ill. . . . **W. F. Plattenberger** is appointed superintendent of the Twin City Terminals—Duluth Division with headquarters at St. Paul, Minn. . . . **J. W. Stuckey** is appointed superintendent of the Rocky Mountain Division with headquarters at Deer Lodge, Mont.

Dave Sprau Collection

Japan's Big Six Launch Full Containership Service Via North Pacific Coast Ports



On hand for the arrival of the Golden Arrow at the Port of Seattle are, left to right, B. W. Prather, local sales representative-foreign freight; S. R. Graf, district manager-foreign freight sales; G. F. Flynn, manager-foreign freight sales, Chicago; and W. G. Herrick, sales representative-foreign freight, Seattle.

The launching of Japan's new full containership service over the North Pacific route was observed in maritime circles on May 28 with the arrival at Seattle of the *Golden Arrow,* eight days and three hours out of Japan.

The 611-foot vessel, making her maiden voyage under the command of Capt. Yasushi Hayashi, docked on schedule shortly after midnight, having maintained an average speed of better than 22 knots. Port officials met her at dawn and exchanged gifts with Captain Hayashi commemorating the inaugural run.

Representatives of our railroad's foreign freight sales department were on hand for the unloading of the cargo, which included containers billed for handling by the Milwaukee Road to Midwest points. The unloading was interrupted at noon for a pierside reception marking the launching of the service on a transshipment basis.

The *Golden Arrow* is the first of three new full container carriers built for the joint North Pacific Coast service announced by Japan's Big Six steamship lines. The vessel, designed for a full-load speed of 26 knots and a cargo capacity of 650 vans, has calls scheduled at the Port of Seattle every 29 days. By the time the other vessels go on the run, the Big Six consortium expects to schedule three calls a month.

In the *Arrow's* cargo were such varied items as TV sets, transistor radios, electric appliances, cameras, motorcycles and toys. Outbound she took on 244 vanloads at Seattle, including shipments booked by the Milwaukee Road, and 301 more at Vancouver, B. C.

Cargo that had built up at Seattle included vegetables, hides, pulp, lumber, machinery and wastepaper, at Vancouver a big cargo of malt from Canada's prairies for Japanese breweries. Her sailing from Seattle the next afternoon rated a fireboat salute.



G. F. Flynn, manager of foreign freight sales (right), and S. R. Graf, district manager at Seattle, visit with Capt. Yasushi Hayashi, commander of the Golden Arrow, at the reception marking the inauguration of full containership service to North Pacific Coast ports.

Otto R. Bartel

Otto R. Bartel, 72, retired ticket agent and a Milwaukee Road employe for 46 years, died June 6 at St. Michael's Hospital in Milwaukee following surgery. Services were held in Milwaukee, with burial in Graceland Cemetery.

Mr. Bartel started his career in the baggage and telegraph departments of the railroad. He was a ticket agent in Milwaukee for many years, and became station ticket agent in 1952, holding that position until his retirement in 1959.

He was a past president of the Wisconsin Passenger Club and a member of the American Association of Railroad Ticket Agents and of the Milwaukee Road Retired Employees Association.

Survivors include his wife, Laura, and a brother, Herbert F., both of Milwaukee.

CITED FOR PUBLIC SAFETY

The Milwaukee Road is one of the 14 United States and Canadian carriers named by the National Safety Council as recipients of the 17th annual Public Safety Activities Awards to Railroads. The Golden Spike awards, as they are known, recognize activities such as participation by railroad personnel in community safety activities, off-the-job safety programs for employes, cooperation with local safety councils and civic groups, and attention to public safety in institutional, advertising and public information work.

Dave Sprau Collection



Winners of ARAM'S Golden Spike Competition

Representatives of winning companies in the 19th annual Golden Spike competition of the Association of Railroad Advertising Managers display plaques presented to them at ARAM's annual meeting held recently in San Francisco. From left are Joseph R. Graves, Pacific Coast district sales manager for the Republic Steel Corp., Merit Award; Larry I. Peeples, public relations manager for the Rohr Corp., Merit Award; D. Gregg Cummings, advertising manager for the Electro-Motive Division of General Motors, Golden Spike Award; Charles T. Coyle, director of corporate advertising for RCA, Silver Spike Award; and George R. Corcoran, corporate manager of advertising and public relations for ACF Industries, Silver Spike Award. Backing them are Laurence J. Barbeau, advertising manager of the Milwaukee Road and new ARAM president (right), with Maynard O. Edwards, advertising manager of the Norfolk and Western, the outgoing president. Barbeau was chairman of the Golden Spike advertising competition, the awards of which recognize outstanding contributions to understanding of the public benefits from railroad service.

Dittmar Heads Dallas Railroad Sales Managers Association



A. J. Dittmar

A. J. Dittmar, district manager-sales at Dallas, Tex., has been elected president of the Dallas Railroad Sales Managers Association for 1970-71. He will assume the office on Sept. 1. Elected with him were L. C. Cannada of the Seaboard Coast Line Railroad as vice president, and J. J. Weist of the Erie Lackawanna as secretary-treasurer.

Mr. Dittmar began his career with the Milwaukee Road in the New Orleans traffic office in 1953. He has held sales and service positions in Dallas and Houston, Tex., and Sioux City, Ia., and that of district manager at Dallas since 1967.

RETIREMENTS

The following employes' applications for retirement were reported during May-June 1970

General Office & System Employes

Austin, D. F. ..... Baggageman .. Chicago, Ill.
Baumgartner, A. E. ... Bureau Head .. " "
Cafarella, R. F. ..... Check Clerk .. " "
Fleming, Paul ..... Waiter .. " "
Flynn, T. E. ..... Invoice Clerk .. " "
Gallagher, A. ..... Auditor .. " "
Glasl, Theresa E. ..... Secretary .. " "
Kulton, Marie ..... Accountant .. " "
Lattimore, C. M. ..... Clerk .. " "
Lehmann, A. A. ..... Telegrapher .. " "
Maley, G. F. ..... Acctg. Clerk .. " "
May, William J. ..... Cashier .. " "
Moskovitz, Irene ..... Stat. Clerk .. " "
Smeby, M. L. ..... Steward .. " "
Swierenga, F. J.
Asst. Gen. Traf. Mgr... " "
Wright, H. L. ..... Chef .. " "

Aberdeen Division

Clark, R. L. .. Agt. Operator .. New England, N. D.
Ellis, J. L. ..... Engineer .. Aberdeen, S. D.
Fuller, R. R. .. Relief Sec. Foreman .. Groton, " "
Himle, B. M. .. Loco. Engineer .. Montevideo, Minn.
Licht, M. A. ..... Sec. Foreman .. Wolsey, S. D.
Preston, H. J. .. Loco. Engineer .. Marmarth, N. D.
Wik, J. G. ..... Dispatcher .. Aberdeen, S. D.

Chicago Terminals

Davidson, D. M. ..... Assembler .. Chicago, Ill.
Garske, A. R. ..... Check Clerk .. Chicago, Ill.
Hoven, G. L. ..... Assembler .. " "
Lagowski, A. ..... Supervisor .. " "
Lyon, W. A. ..... Loco. Engineer .. " "
Schmieg, W. T. ..... Conductor .. Bensenville, "
Sturtevant, C. L. ..... Switchman .. Chicago, "
Wilson, F. T. ..... Foreman .. " "

Coast Division

Alleman, K. D. ..... Claim Clerk .. Tacoma, Wash.
Hanson, Clyde ... Sec. Laborer .. Ellensburg, "
Koube, Anne G. ..... Clerk .. Tacoma, "

Dubuque & Illinois Division

Cawby, H. E. .. Loco. Engineer .. Kansas City, Mo.
Ferris, H. E. ..... Messenger Clerk .. Savanna, Ill.
Samek, H. M. .. Perishable Frt. Insp... " "
Stakemiller, H. B. .... Laborer Insp... " "

Iowa Division

Devoe, Bruce ..... Station Agent .. Perry, Ia.
Shrake, I. M. ..... Conductor .. Marion, "

Iowa, Minnesota & Dakota Division

Bailey, J. W. ..... Time Revisor .. Austin, Minn.
Banks, M. W. ... Tele. Operator .. Mankato, "
Gouin, O. E. ..... Agent .. Dumont, "
Jacobs, Herbert . Dist. Sales Mgr... Mason City, Ia.
Meiers, Charles .... Sec. Laborer .. Kimball, S. D.
Sauegling, R. R. ..... Agent .. Spencer, Ia.

La Crosse Division

Anderson, B. S.
Loco. Engineer .. Minneapolis, Minn.
Biskupski, Joseph .. Sec. Laborer .. Hastings, "
Merta, R. L. .... Sec. Laborer .. Red Wing, "
Miller, F. L. ... Loco. Engineer .. Milwaukee, Wis.
Reynolds, D. W. ..... Machinist .. Tomah, "
Stahnke, E. T. ..... Saw Operator .. " "

Milwaukee Division

Brotherton, F. R. ..... Brakeman .. Fox Lake, Ill.
Cole, M. T. ..... Loco. Engineer .. Rockford, "
Cuculi, Vincent .. Loco. Engineer .. Channing, Mich.
Ferke, M. J. ..... Sec. Laborer .. " "
Johnson, W. H. ..... Conductor .. Green Bay, Wis.
Kasten, H. F.
Sig. Maintainer .. Iron Mountain, Mich.

Milwaukee Terminals & Shops

Gates, Ed ..... Painter .. Milwaukee, Wis.
Heintz, L. W. ..... Electrician .. " "
Jorgenson, J. E. .... Machinist .. " "
Kunkel, R. R. ..... Welder .. " "
McLaughlin, H. J. ... Car Dept... " "
Quinn, V. P. ..... Switchman .. " "
Schulte, L. ..... Painter .. " "
Vail, F. W. ..... Yard Clerk .. " "

Rocky Mountain Division

Orrino, F. ..... Sec. Foreman .. Bonner, Mont.

Terre Haute Division

Coonce, Bert ..... Engineer .. Terre Haute, Ind.

Twin City Terminals

Iverslie, R. J. ... Switchman .. Minneapolis, Minn.
McGinn, A. J. .. Loco. Engineer .. St. Paul, "
Seiler, P. L. .... Diem Clerk .. Minneapolis, "
Warzala, R. E.
Stationary Fireman .. St. Paul, "

You are older than you think if you remember saying "Give me Liberty or give me The Saturday Evening Post."

Dave Sprau Collection



Mr. and Mrs. William J. May surrounded by their family at the open house. In the foreground, left to right: Bill and the Winans' children, David, John and Paul; Mrs. May; Laura Winans; and Mrs. William M. Barth Jr. with son Brian. Standing, from left: Robert A. Schlueter, freight claim agent of the Elgin, Joliet and Eastern Railway, and his wife, Barbara; Mr. and Mrs. Richard Winans and Mr. Barth. Winans is district manager of S. C. Johnson & Son and Barth is an attorney.

Bill May Retires From Cashier Post

William J. "Bill" May, cashier in the treasurer's office in Chicago, called it a career on May 29 to enjoy an early retirement. The measure of respect he held in the company was demonstrated by the host of friends and business associates who waited their turn at an open house in the treasurer's office to wish Bill and his wife, Ella, a wonderful time.

Bill had 43 years of service with the Milwaukee, starting in 1927 as a messenger-clerk in the overcharge claim department while he was taking night courses at Northwestern University. In 1933 he transferred to the office of the comptroller, which he left when there was an opening in the treasurer's office in 1936. Advancing through the various positions in that department, he was appointed cashier in 1954.

Bill had planned to retire when he turned 60, the better to enjoy his home in Lake Villa, Ill., and spend more time with his family. The immediate circle includes two daughters and sons-in-law, Mr. and Mrs. Richard (Priscilla) Winans and Mr. and Mrs. William M. (Margaret) Barth Jr.; Mrs. May's son, Robert A. Schlueter, and his wife; and five lively grandchildren. The entire group attended the retirement tribute.

Interests that will claim a good share of Bill's leisure time in the future include gardening and handyman projects around his home. A cash gift from his co-workers when he retired has been invested in a 12-speed saber saw for which he has ambitious plans.

FLYING SCOTSMAN CACHETS

Souvenirs of the Flying Scotsman's current tour of the U. S. include special cacheted envelopes distinctively postmarked at each of the 14 stops on her recent run from Slaton, Tex., to Green Bay, Wis., for display in the National Railway Museum. A complete set is available from the Midwest Railway Historical Society, 2214 N. Monticello, Chicago, Ill. 60647. The legendary British steam locomotive will remain at Green Bay until Aug. 23.

MILWAUKEE OFFICIAL HEADS NEW RAIL-SHIPPER GROUP

Edward P. Henry, clearance supervisor of the Milwaukee Road, has been elected president of a new shipper carrier organization, the Railroad Industrial Clearance Association. The association was formed to discuss solutions to problems of high, wide loads and to improve communications between shippers and carriers.

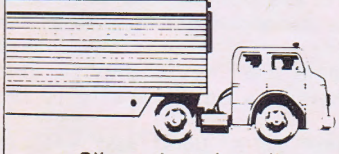
ALASKAN TRAVEL BARGAIN

The narrow gauge White Pass and Yukon railway has increased charges for transporting passengers with vehicles over its mountain-climbing route from Skagway to Whitehorse in the Yukon, but it's still one of Alaska's better travel buys. The new charge for a car or camper and two passengers is $79, including complimentary lunch enroute at Lake Bennett Station. The summer passenger season started May 5 and extends through Sept. 30.

Since this time yesterday, American railroads paid more than $2.8 million in taxes.

Croquettes on a restaurant menu probably means you missed something better yesterday.

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Dave Sprau Collection

La Crosse Division

MADISON DISTRICT

Kathryn Skidmore, Correspondent

On board a Pan Am 747 jet plane bound for Europe recently was Ida Wagner, who spent her vacation visiting her niece and husband who are stationed at a U.S. Air Force Base near Ried, Germany. Stops and side trips included London, Frankfurt and Fulda, a city about the size of Madison. After two weeks of sightseeing, Ida returned to her duties as lead machine operator at the data office, enthusiastic over the experience.

Sympathy was extended to the survivors of Retired Engineer John Bowden, who died June 12 after a long illness . . . and to the family of Retired Conductor Harry Noe of Wauzeka, who passed away recently.

Leo (Baldy) Fiscus, a switchman since 1938, was honored as one of Madison's greatest hockey players when he was enshrined in the Madison Sports Hall of Fame at a dinner held at the Holiday Inn June 3. Fiscus began ice skating at the age of 6 and climaxed his speed skating days by winning second place in the North American Speed Skating Championships in Minneapolis. He then turned to hockey and joined the Madison Cardinals when that team was organized in 1945 and won the state title five years in a row. "Baldy" remained a member of the Cardinals' best line for 16 years and later became a co-coach of the team. Each year Fiscus donates a trophy to the outstanding high school hockey player.

Switchman and Mrs. Kermit Ison recently visited their son, Dr. Myron Ison, and his family at Ellsworth Air Force Base, Rapid City, S.D.

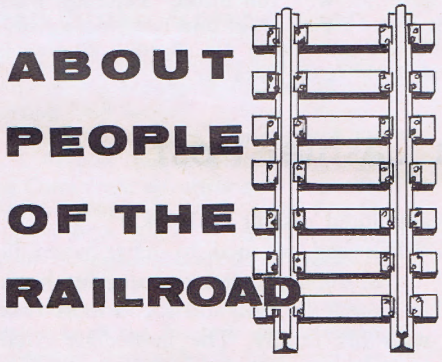
WISCONSIN VALLEY

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

Wausau Chapter of the Women's Club closed its activities for the summer months with the 45th annual luncheon, which was held at the American Legion Clubhouse in Wausau. Mrs. Harold Brostrom, president, presented corsages to the five charter members who were present: namely, Mrs. Del Curtis, the first president of the chapter, who will be remembered in the railroad family as the widow of General Superintendent P. H. Nee; Mesdames Mike Harrington, August Krueger, Fred (Slomske) Reiche and Miss Mildred Conklin. Two charter members who were unable to attend but are still active in the club are Mrs. Morris (O'Brien) Weldner and Mrs. Leo Ziebell. Mrs. Ralph Chamberlain was chairman of the event.

Mark Knetter, son of Conductor Clarence Knetter, won first place in the Boys Non-Geared Bicycle Race in the sixth annual Kiwanis Little Olympics held at Wausau. His time was one minute and 58 seconds for the half mile track. The meet included children from the Green Bay and Wisconsin Rapids area.

Holy Name Church, Wausau, was the setting on June 27 for the marriage of Miss Joan Pepowski and Thomas L. Haupt. Joan is the daughter of Mr. and Mrs. Barney Pepowski (track department), Wausau. The bride's uncle, the Reverend Bert Pepowski, officiated at the wedding. Participating in the wedding party were Patricia, Judy and Mary Kay, the sisters of the bride, two young nieces as flower girls, and Joseph, the bride's brother, as a mass server. Following the wedding, a reception, dinner and dance were held at the Colonial Ballroom. The young couple will reside in Waukesha, where the groom is employed. He also attends Spencerian College of Milwaukee, where he is majoring in traffic and transportation management.



Mr. and Mrs. Leonard Allorie (track department), Merrill, have returned from a vacation trip which took them to San Francisco and other points of interest in California. Their son accompanied them on the trip.

Conductor James G. Milne, 56, died June 28 following a long illness. Burial was in Pine Grove Cemetery, Wausau. Survivors, besides his wife Marian, include two daughters and one granddaughter. Pallbearers were former railroad associates A. W. Schneider, J. G. Hack, C. L. Knetter, H. C. Parker, H. A. Obermowe and Paul Jensen.

John Cline Jr., son of retired roundhouse foreman and of Mrs. John Cline, mechanical department clerk at Wausau, has been assigned to the Security Agency, USA SAFS, and is now stationed at Shemya, Alaska. He has been promoted to Spc/4.

William Fowler, son of retired engineer and Mrs. Elgin Fowler, has received his doctor of philosophy degree from the University of Washington at Seattle. He is employed as a research meteorologist at the United States Forest Service Hydrology Laboratory in Wenatchee, Wash.

Mrs. Leonard Kroll, 63, passed away on May 24. She was the wife of Retired Agent Leonard Kroll, who survives. Other survivors include two sons and two grandchildren.

Dorothy Brostrom, roadmaster's wife, and Louise Adamscheck, widow of former agent William Adamscheck, were among the volunteers at Marathon County Institutions who were honored at a tea given at the Marathon County Hospital, Wausau. Each received a pin for 100 or more hours of service.

EAST END

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

Retired Conductor B. C. Burdick, 69, passed away at the Portage hospital after a brief illness on May 20. He is survived by his wife, Edna, and a daughter, two grandchildren and seven great-grandchildren. Mr. Burdick was a member of the V.F.W., of which he was a past commander, Star of Bethlehem Chapter O.E.S., Ft. Winnebago Shrine, and Wauwatosa Lodge F.&A.M.

Retired Fireman Paul (Mike) Wise, 76, died on May 21. He retired 11 years ago after 34 years service with the Road. Mr. Wise was an ardent flower gardener and at one time had 150 established peony bushes, along with gladioli and iris. He is survived by his wife and one son.

Agent Fred J. Sandman retired June 5 after 45 years of service. He started on the Milwaukee Road June 5, 1925 and worked on the C&M Division, Janesville Line and LaCrosse Division. We do not know his retirement plans, but are sure they will be active.

Retired Engineer Fred A. Heller, 78, passed away suddenly on June 29 at home. He is survived by his wife, one daughter and four grandchildren. Mr. Heller was a World War I veteran, past master of Ft. Winnebago Lodge R.&A.M., Ft. Winnebago R.A.M., Ft. Winnebago R.&S.M., Madison Scottish Rite Bodies, Star of Bethlehem Chapter, Milwaukee Travelers and World War I Portage Barracks.

Terre Haute Division

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

Once again it is vacation time. Stan Finley, traveling engineer and trainmaster, spent two weeks back home visiting his folks. Agent D. Doumas is also back from two weeks of visiting with his folks and friends. Conductor L. Brown and wife visited with their daughter and her husband, who live in Tallahassee, Fla. I. J. Jones, yard clerk, spent two weeks playing golf and catching up on work around the house.

Engineer R. Endicott and wife (I left the wife part out on their last vacation—I apologize) took a week's vacation, part of which they spent visiting Mrs. Endicott's brother and mother in Eldorado, Ill. They also spent a day in Shawnee Forest. Yard Conductor E. Effinger, on a week's vacation, reports he caught a lot of fish just south of town.

That well known bird, "The Stork," sure needs a vacation, with the work he has been doing on the Milwaukee.

Dave Sprau Collection



GOLD PASS STATUS. Celebrating his 50th anniversary with the railroad on June 1, J. A. Jakubec, assistant to vice president-operation (left), is presented a Gold Pass by Vice President F. G. McGinn at an open house in Chicago operating headquarters. In the course of his career, Mr. Jakubec has served as division superintendent in Aberdeen, S. D., the Chicago Terminals and in Milwaukee, also as general superintendent in Milwaukee and Minneapolis, and on his present position since 1958.



FORTY-FIFTH ANNIVERSARY. H. H. (Pat) Kruse, supervisor of bridge maintenance (center), receives his Silver Pass on June 19, the 45th anniversary of his service with the Milwaukee Road. Congratulating him are F. P. Drew, bridge engineer (from left); B. J. Worley, vice president and chief engineer; N. E. Smith, assistant chief engineer-structures; and E. C. Adams, office assistant to president. Mr. Kruse joined the railroad in 1925 as a B&B carpenter. He was assistant scale inspector for several years prior to 1945, when he became chief carpenter at Mitchell, S. D., a post he held later in Miles City, Mont., and the Twin City Terminals. He was made assistant supervisor of bridge maintenance in 1961 and appointed supervisor in 1968.



IN RECOGNITION OF 45 YEARS OF SERVICE, Chalmer Lawson, laborer at the Minneapolis roundhouse (left), becomes the holder of a Silver Pass. Doing the honors is Roundhouse Foreman Vern Crawford.



RETIREMENT SEND-OFF. Theresa Glasl, secretary to the director of public relations and advertising, shown at an open house in the Chicago office marking her retirement on May 29. Her associates in the office honored her also at a luncheon, as did a large group of her friends among railroad women, who extended best wishes at a luncheon in the Union Station Canterbury Room. Theresa had more than 35 years of service, starting in the Chicago central typing bureau. She was secretary to the commissioner of agricultural and mineral development before transferring to the public relations position in 1951.



RETIRES AT MILWAUKEE SHOPS. Dominic Kowalkowski, blacksmith welder at Milwaukee Shops (center), takes leave of fellow employes as he retires on June 2. His well wishers are Freight Shop Foremen R. H. Siepe (left) and D. V. Murphy. Kowalkowski had 33 years of service with the Milwaukee Road.



RETIRES FROM TRAIN SERVICE. Douglas M. Davidson, engineer in the Chicago Terminals (right), retired recently after 45 years of service. Wishing him well is Trainmaster E. J. Huart. Employes in the Division Street area, where Davidson put in many of his years of service, presented him with a retirement gift.

Dave Sprau Collection





HI HO SILVER! The Perry (Ia.) Saddle Club dug in its spurs this spring and rode out on behalf of the Easter Seal Society for Crippled Children and Adults of Iowa. A plaque presented to the Club in recognition of "outstanding service" reflects the successful results. Shown accepting it are the officers (from left) Howard Boyden, treasurer; Dale Roberts, president (husband of Milwaukee Road relief stenographer Karen); and Ronald Tolle, time revisor at Perry, vice president. Serving as Saddle Club queens this year are Mr. Tolle's daughters Jackie (below, left), the new senior queen, and Betty (center) new junior queen. With them is Debbie Clouse of Jamaica, Ia., who was junior queen last year. (Perry Daily Chief photos)

Brakeman Jerry Hollingsworth and wife, Jane, had a baby boy, Jerry Wayne Jr. Brakeman Tom Persinger and wife, Carole, had a baby girl, Hope Lane, and Mr. and Mrs. William Coffman a baby boy, David Lee. Daddy Bill is a fireman, and grandpa Bill is an engineer. Conductor L. Brown is a grandpa for the first time. His grandson is John Martin Burke. John and his parents live in Tallahassee.

I had a nice letter from F. C. "Pete" Metz. I want to thank Pete for helping out with the news around Crete. The following is from his letter:

Engineer Roy Slusser passed away Apr. 21 at Crete and was buried near Crete. He was 72 years old on Apr. 18. Alta, his wife, has gone to Florida to live with her sister.

John E. Merritt, conductor at Faithorn, passed away May 15 at the age of 72, and was buried at Cedar Park north of Crete. These two retired men worked at Faithorn many years and had many friends.

The rest of us retired rails at Crete and surrounding towns are pretty well. Many of us attend the railroad men's retired association at Terre Haute.

Clifford Goodnow, a retired engineer living in Crete, took himself a new bride on May 9. His first wife passed away several years ago. Both of the newlyweds seem to be like a couple of love birds.

In closing, remember that a turtle has to stick his neck out to get anyplace, so the rest of you readers, come forth with the news.

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Congratulations to Ronald Boguzewski and his wife on the birth of their second girl, Gena Christine, May 14. Ronald is a clerk at the Muskego Industrial Control Center.

Switchman Herb Schneider's daughter Jane graduated in June as an M.D. from Marquette Medical School. She will take her internship at Milwaukee County Hospital. Her husband is a dentist, so Herb's family is well taken care of.

Congratulations to Switchman Gil Blinkewitz Jr. and his wife on the birth of a girl, Louise, on May 28. Grandfather Gil Sr. is also a switchman for the Milwaukee Road.

It's a boy for Switchman Don Miller and his wife, born June 11.

Steno-Clerk Jan Kuske, who formerly worked at North Avenue, is now working at Muskego Yard.

Mary Suzanne Shea and Robert Alan Blanck were married June 20 at St. Monica's Church, Whitefish Bay. Following the ceremony a reception was held at the Milwaukee Athletic Club. Mary Suzanne is the daughter of Mrs. James DeVol Shea and the late James D. Shea, former general superintendent in Milwaukee. Robert is the son of Mr. and Mrs. E. H. Blanck of Wauwatosa, Wis. Mr. Blanck is a trainmaster at Muskego Yard. The young couple spent their honeymoon in northern Wisconsin.

Debbie Weurl, daughter of Joe Weurl, head car record clerk at Muskego Yard, won a $300 scholarship from the Alumni Association of Mercy High School. Debbie will be a senior this fall at Mercy High.

Sympathy was extended to the family of Arthur F. Carlson, who passed away on June 1 at the age of 65. Arthur began his railroad career as a switchman in 1928. He last worked on August 15, 1969, when he went on disability pension. He was an active member of the Masons, past master of West Allis Lodge 291 F.&A.M., a member of West Allis Chapter 84 R.A.M., Order of Eastern Star, West Allis Chapter 172, past associate guardian of Bethel 19, past associate grand guardian of the State of Wisconsin International Order of Job's Daughters, and past president of Milwaukee Travelers. Masonic services were held under the auspices of West Allis Lodge 291 F.&A.M. He is survived by his wife, Catherine, daughter Marilyn Kirby, two grandchildren, and a sister in Vancouver, B.C. The funeral was at the Apostle United Presbyterian Church, with interment in Highland Memorial Park.

Word has been received from Germany that Capt. Thomas K. Brown, son of General Superintendent R. R. Brown, has been promoted to Major.

Margaret Deutsch, daughter of Assistant Superintendent Frank Deutsch, Milwaukee Terminals, received a first

Dave Sprau Collection

place award for her project on eclipses in the St. Luke's Catholic School's Science Fair held on May 22. Margaret's project was jointly developed with Karen Kolb. Both are sixth grade students at St. Luke's.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Carolyn Cartwright again extended her annual invitation to the office force to participate in a picnic, water skiing, etc. at her parents' summer home at Friess Lake. The usual nightcap is a midnight cruise around the lake on the Martini Boat. These outings have been enjoyed by all. Mrs. Cartwright's parents are the former terminal superintendent, John Dombrowski and Mrs. Dombrowski.

As you will probably note, your magazine correspondent is back on the job, but temporarily—and happy to have overcome a long siege of illness.

AGENCY

James E. Farrell, son of Chief Yard Clerk M. Edward J. Farrell and the late Irene McGrath Farrell, was ordained a priest by Bishop Leo J. Brust, D.D., Auxiliary Bishop of Milwaukee, on June 10 at the Church of the Gesu in Milwaukee. His first solemn mass was at St. Aloysius Church in West Allis June 13. He was born in Milwaukee on Oct. 18, 1939, has taught at Creighton Prep, Omaha, Neb., and belongs to the Society of Jesus.

Joseph M. Hoerl was honored at a cake and coffee party in the office on the completion of 50 years service. He is at present assistant chief clerk to the agent, and will continue in his duties for a time.

Tom Conlin, tally clerk, broke his leg off the job and was confined at Veteran's Hospital, Wood, Wis. He is recuperating at home at this writing.

Chicago General Offices

TRAFFIC DEPARTMENT

Diane Oberhaus, Correspondent

If you have all noticed and are wondering why Carol Meyer is walking with a bouncier step lately, it's because she is to have her title changed from Miss to Mrs. on Sept. 12.

We regret to report that Keith Demetro, rate clerk, who had been with the general freight department since Apr. 18, 1966, passed away July 1. Our deepest sympathy is extended to his family.

Another bundle of happiness has entered the lives of Bill and Kathy Schauer. Her name is Deborah Ann and she was born on May 8. The Schauers are now proud parents of two boys and sugar and spice and everything nice.

We extended a hearty welcome to Brenda Vahey, who joined us on June 16. Brenda is a graduate of Immaculata High School in Chicago.

Happiness for John Burke is: Seeing his son Joe receiving his diploma from the Colorado Air Force Academy, receiving his second lieutenant's commission, and seeing the marriage of Joe and Diane in the chapel of the Air Force Academy, all on the same day. The happy day was June 3.

On July 6 we welcomed back Mary Alice Dorgan from a month's vacation in Ireland. Wonder if she caught any leprechauns?

Vincent Cerri, son of John Cerri, perishable freight agent in Chicago, was awarded a degree in the June graduating class at John Marshall Law School. Vince was editor of the student newspaper, a member of the Gavel Society, whose membership is selected for leadership in the school community, and is listed in Who's Who Among Students in American Universities and Colleges. He is a graduate of Mendel High School and holds a B.A. degree from De Paul University.

PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

Clara M. Lattimore retired on June 5 after completing 17 faithful years in the purchasing department. She will reside in Michigan so that she can be near her sister.

June Dopp arrived back from her vacation in Mexico golden brown, and

A Family Welcomes Its Sixth Generation



The women of the Burcham-Hale-Reed family pose for a six-generation picture. From left are Mrs. Anna L. (Hale) Feist, 91; Mrs. Grace (Burcham) Humphrey Grant, 56; Mrs. Bertha (Hale-Reed) Burcham Erickson, 73; Mrs. Gloria (Humphrey) Weiss, 35; Mrs. Diana (Weiss) Burchard, 18; and Dawn Renee Burchard, age two weeks.

Memorial Day has special significance for the family of J. W. "Jim" Burcham, public relations representative in Chicago, whose men have served this country in every major conflict since the Revolutionary War. This year, however, it was memorable for an additional reason. Members of the Burcham-Hale-Reed relationship, at a gathering in Decatur, Ill., celebrated the birth two weeks previous of Dawn Renee Burchard, the youngest of six living generations of their womenfolk.

Representing the preceding generations were Jim's great aunt, Mrs. Anna L. (Hale) Feist, 91, of Dalton City, Ill.; his mother, Mrs. Bertha (Hale-Reed) Burcham Erickson, 73, who makes her home with Jim in Round Lake, Ill.; his sister, Mrs. Grace (Burcham) Humphrey Grant, 56, and her daughter, Mrs. Gloria (Humphrey) Weiss, 35, of Decatur; and Mrs. Diana (Weiss) Burchard, 18, of Decatur also. The occasion was recorded for family history in a six-generation picture.

At the gathering it was noted that, considering the family's record of longevity, there is a good possibility of adding a seventh generation to the group. Jim's great-great grandmother, for one, lived to be 111—Mathilda (Johnson) Burcham, born in 1797, lived until 1908.

The Burcham-Hale-Reed families were settlers of this country long before Revolutionary times. They were also pioneers in Illinois, having been resident since 1843.

Dave Sprau Collection

Making Safety Everybody's Business

While it's a good idea generally to mind your own business, in railroading safety is everybody's business, and where safety is concerned, Ben J. Ranallo, retired general track foreman, holds a record for minding it in which he could take pride.

During Ben's 52 years of service—40 as a track foreman in the Chicago Terminals—there was only one injury on the safety scoreboard involving an employe under his supervision. His own record was injury-free.

Ben started working in the track department of the railroad in 1918 and became a section foreman on the Chicago-Elgin line in 1922. In 1926 he was made section foreman in the Chicago coach yard, advancing to assistant general track foreman in 1936. He was appointed general track foreman for the Bensenville area in 1946, the position he held when he retired last year.

Ben's family accounts also for a four-generation record of continuous service on the Milwaukee Road. His father, William J. Ranallo, had 45 years of service, retiring as a roadmaster; his son Bill is presently general track foreman in the Galewood area; and his granddaughter Jan (Bill's daughter), who joined the railroad last year as a secretary, is now assistant to the editor of The Milwaukee Road Magazine.



Ben Ranallo enjoys retirement at his home on Sunset Lane in Franklin Park, Ill.

smiling. She stayed at the Pierre Marques, Si. It is considered Acapulco's most magnificent resort hotel. June enjoyed her trip tremendously, mainly because the people there were so friendly.

Mrs. John Neal (Ida Tucker), formerly of the purchasing department, has moved to Ft. Lauderdale, Fla.

Congratulations are extended to Jim V. Maloney, who became a proud grandpa for the eighth time on May 16. Mr. and Mrs. Joe Maloney named their daughter "Kathleen Theresa."

Sympathy is expressed to Fred E. Bowker, who had to spend a few days in the hospital following an automobile accident on June 4.

AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

On May 9, the third annual Fullerton Avenue golf tournament was held on the Bonnie Dundee course. After the smoke of battle had cleared, we found that the 1969 defending champion, Lee Gowron of the joint facility bureau, had surrendered his title to Ed Villella of the stats general bureau.

Nan Stallsmith, head typist, became Mrs. Kenneth Krause on June 20 at St. Bede's Church in Lake Villa, Ill. A reception at the McHenry Country Club was followed by a honeymoon on Mackinac Island, Mich. Ken works at Baxter Laboratories and is also a student at Loyola University. The happy couple have bought a home in Lake Villa.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

About 100 people attended the first meeting of a new shipper-carrier organization, the Railroad Industrial Clearance Association, at O'Hare International Inn near Chicago May 22 and 23. The Association was formed to discuss solutions to problems of dimensional shipments and is aimed at promoting better handling, better communications and better relations between shippers and carriers. At the meeting Edward P. Henry Jr., dimensional shipments clerk in the transportation department, was unanimously elected president of the association. He has been employed in the transportation department since 1966. Previous to that time he held a similar position on the C&EI railway.

Sympathy was extended to Mary Bower, in the office of vice president-labor relations, whose mother passed away on May 14.

Sympathy was extended to Miss Dorothy W. Brandt, chief clerk of the pass bureau, on the death of her brother, Harvey Brandt, who passed away suddenly at his summer home in Tomahawk, Wis., on July 6. He had retired in 1964 after 42 years of service on positions in the car department at Bensenville and Milwaukee. Funeral and burial services were held in Bartlett, Ill. He is survived also by his wife, Elvina.

Sympathy was extended to W. L. Meiller on the power desk in the office of L. V. Anderson, whose father passed away at Mazomanie, Wis., on July 6.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Rose Printz, Correspondent

Joining the retired ranks in June were Roy C. Tiedje, auditor of passenger accounts (see article elsewhere in the Magazine), and Arthur E. Baumgartner, bureau head of the conductors accounts bureau.

Arthur Baumgartner retired after completing 50 and a half years of railroad service. His career began with the C.T.H.&S.E. railroad in 1919. In 1921 he transferred to the Milwaukee where his service was concentrated in the passenger and ticket accounting office in a clerical capacity. He was promoted to bureau head of the conductors accounts bureau on Dec. 1, 1961. Art was feted with a coffee and cake party and presented with a monetary gift from his fellow workers and friends.

Among those vacationing: Fred Dittman and his wife drove to the West Coast, camping en route. Their destination, among other places, was Yosemite National Park. The Dittmans made several previous attempts to get there, but always seemed to run out of time. This time it looked promising, because I received a card from Sequoia National Park, which is just a stone's throw from Yosemite. With a strong wind at their backs, this time they may get there . . . Dorothy Thielgaard and her husband took a trip to Las Vegas . . . Sheri Smith visited her grandparents in Connecticut. She reports having a wonderful time.

Mary Bernice Haley and her husband like Miami so well that they decided to make it their permanent residence. Bernice resigned from railroad service on June 12. She will be missed by her many friends.

Pat Hayes of the conductors accounts bureau is flashing a beautiful diamond on that third finger left hand, received from Don Ogne. A happier girl around these parts would be mighty hard to find.

A warm welcome is extended to Helga Salazar in the conductors accounts bureau, transferred from the office of the auditor of expenditure.

Remember when you knew a town was about to celebrate its centennial when you saw a lot of men sporting beards?

Dave Sprau Collection



SILVER ANNIVERSARY. D. J. Staley, assistant superintendent-transportation, left, who marked 45 years of service on May 25, receives a Silver Pass with congratulations from Q. W. Torpin, general superintendent-transportation. Mr. Staley started in 1925 in the car accountant's office in Chicago, in which he held various positions. Following service in the Ordnance section of the War Department during World War II, he was made city freight agent in Detroit and later in Cincinnati. He returned to Chicago in 1953 as assistant to general freight traffic manager, advancing to assistant superintendent of Carscope in 1959 and to his present position in 1961.



JUNIOR ACHIEVEMENT SAYS "THANK YOU." F. G. McGinn, vice president-operation, presents tokens of appreciation from Junior Achievement of Chicago to three counsellors of JA companies sponsored by the Milwaukee Road during the 1969-70 school year. From left are D. O. Anderson, general inspector and instructor-safety; Paul Bridenstine, assistant supervisor of the power bureau in Chicago operating headquarters; and W. E. Dunn, district safety engineer for the Chicago Terminal-Terre Haute Division. Bridenstine and Dunn each received a "golden" ruler for their contribution to the JA program, and Anderson received a citation for serving as an Adviser two years hand running.

HEADING FOR HOME on his last trip from Savanna, Ill., to Bensenville Yard, Conductor William Schmieg of the Dubuque & Illinois Division has the good wishes of Superintendent L. H. Walleen. His retirement on June 29 concluded 50 years in train service, starting in May 1920, and as a conductor since 1926.





COED IS SUMMER RELIEF AGENT. Nancy Wendt of Aberdeen, S. D., is helping pay her way through college as a summer relief agent on the Milwaukee Road. This summer, her second with the railroad, she handled the agent's duties at Olivia, Shakopee and Hopkins, Minn. Nancy graduated this year from Northern State College, Aberdeen, and will take graduate work in chemistry at South Dakota University this fall. (Olivia TIMES-JOURNAL photo)



SET FOR RETIREMENT June 30, Otto Eisemann, mechanic in the passenger air brake shop at Milwaukee (center), receives good wishes from R. J. Beitzinger, assistant air brake foreman (left), and Foreman C. E. Pollock. Eisemann had 48 years of service, starting in 1923 as a helper and as a mechanic since 1928.



RETIRES AT TOMAH. Dorty Reynolds, machinist at the Tomah, Wis., maintenance shops (right), has the good wishes of Shop Superintendent F. J. Reese as he retires after more than 25 years of service. His retirement was effective on May 29.

Dave Sprau Collection

here's how we're doing

	Second Quarter Ending June 30		Six Months Ending June 30	
	1970	1969	1970	1969
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc.	$72,015,606	$68,529,947	$137,886,131	$134,469,318
PAID OUT IN WAGES	34,739,957	31,472,175	67,682,206	63,282,906
PER DOLLAR RECEIVED (cents)	48.2	45.9	49.1	47.1
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,888,252	3,550,384	7,174,194	7,048,099
PER DOLLAR RECEIVED (cents)	5.4	5.2	5.2	5.2
ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest	38,963,809	37,506,182	74,476,179	74,530,986
PER DOLLAR RECEIVED (cents)	54.1	54.7	54.0	55.4
Net Income (Loss)	(5,576,412)	(3,998,794)	(11,446,448)	(10,392,673)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: Number of cars	264,338	263,693	506,160	519,106
Increase 1970 over 1969	645			
Decrease 1970 under 1969			12,946	

OFFICE OF AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Ruth Schuhrke, Correspondent

A. V. Gallagher, chief clerk in the office of the auditor of freight accounts and overcharge claims, retired on May 29 after 48 years of service. He was honored by his many friends at a party given by his co-workers. Mr. Gallagher and his wife, Marge, then left for a vacation in Florida with the intention of possibly locating there permanently. We are all going to miss him very much.

Mrs. Kathleen Wicklander, bookkeeper in the overcharge claims bureau, retired on June 12, but for a different reason. She is happily awaiting the arrival of a baby to wear all the beautiful gifts she received from her friends and co-workers.

Your Magazine correspondent became a grandma for the third time on June 9 when her daughter, Barbara Esterly, gave birth to another boy. This makes three grandsons.

Mrs. Barbara Moody, typist in the statistical bureau, was in the hospital at this writing. We all wish her a speedy recovery.

We welcomed Rose Brandl back to work after her long illness. Rose is a clerk in the local and interline balance bureau.

Ann Allen, of the same bureau, left on a California vacation on June 11. Her plans included visiting her brother in San Francisco and Disneyland in Los Angeles, as well as other points of interest along the way.

Bob Heinan, assistant auditor of freight accounts, motored through the southwest part of the United States with his family for a two-week vacation. They all enjoyed it thoroughly.

TREASURER'S OFFICE

Elaine Schuble, Correspondent

On May 29, Bill May retired as cashier after 43 years of service. An open house was held at which his many friends stopped in to extend their best wishes. Bill started with the railroad in 1927 in the claim department at Fullerton Avenue and transferred to the treasurer's office in 1936, holding various positions until his appointment to cashier in 1954. The Mays will continue to reside in Lake Villa.

Congratulations were extended to Vince Rundgren following his appointment to the cashier position. Vince moved up from assistant cashier.

The Rundgren family, incidentally, is on the move. Vince and Tillie's son Frank and family left June 30 for Colorado. Frank, a former employe of the Milwaukee, is now with the Colorado and Southern Railway. Before leaving, he bought his dad a shillelagh from Colorado, which is quite useful, since Vince is recovering from a broken leg.

Their younger son, Vincent Ray, formerly a fireman-hostler at Bensenville Yard, left for Florida with his family the end of May. We wish them the best of luck in their new homes.

St. Symphorosa Church was the setting on June 20 for the marriage of Miss Judy Cappelleri to Greg Reingruber. After honeymooning in Acapulco, they are living in Chicago.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to the following on their recent promotion: Steve Krumpack to chief clerk; John R. Dennison to bureau head of the general stats bureau; Chuck Vogt to bureau head of Miscellaneous Timekeeping; and Ed Villella, who is now located in the Union Station.

A long, happy retirement is wished for Marie Kulton, auditor in the assistant comptroller's office, who retired May 29 to become a full time housewife. Her husband, Herb, retired from the Union Station several years ago.

The auditors honored Marie with a luncheon at the Ivanhoe, and her office also had a luncheon for her in the building cafeteria on May 28. The day of her retirement was celebrated with an open house at which she received many beautiful gifts. Among those attending were G. E. (Jeff) Stickler, former assistant to comptroller, "Hank" Zimpelmann, special representative of vice president, and Mr. Feller, who retired a few years ago.

An open house was held also for Helen Normoyle, comptometer operator, who retired June 30.

N. J. McGinley, bureau head of the



A. V. "Andy" Gallagher, chief clerk in the office of the auditor of freight accounts and overcharge claims, has a bemused expression as he reads the message decorating a cake at the retirement party in his honor. For details, see the Chicago office news of Correspondent Ruth Schuhrke.

Dave Sprau Collection

joint facility and bill bureau, received a Gold Pass in recognition of his 50 years with the Milwaukee Road.

Paulette Zygnerski of shop timekeeping-train and engine was presented a beautiful diamond engagement ring in May by her husband-to-be, Alan Winkelhake. The wedding was planned for July 11 at St. Michael's Church, with a reception following at the Martinique, and then a motor trip through the East on their honeymoon.

Wedding bells rang for Sharon Kutchinski of the joint facility and bill bureau on June 20 when she became the bride of Ralph Myers.

Sincere sympathy to Helen Schroeder of the keypunch section on the loss of her sister, and to the family of Lillian Hansen, former bureau head of the computing bureau, on her death. Lillian's sister, Florence Precht, is employed in the general stats bureau.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Jane Lauterer, Correspondent

A baby shower was given May 29 for Florence Seif of the car record bureau. On June 15 she and her husband became the proud parents of a girl, Christine Ann.

Congratulations to Bertha Albritton and her husband on the birth of a baby daughter on July 1.

Rosemary Oelerich recently spent two weeks on jury duty.

Dick Hoehne was in northern Minnesota on a fishing trip. He said the fishing was great and told some fantastic stories to back up his claim.

Our assistant auditor of equipment accounts, Ed Marx, spends his spare time as manager for the Midget-Major Dodgers at Horner Park. Since his son, Ricky, is a pitcher for the team, Ed has a special interest. Frank Glasbenner, formerly of the overcharge claim bureau, puts in his time as a coach for the same team.

Our sincere sympathy to Eleanor Hansen on the death of her mother, and to Alice Franzak, whose grandmother passed away.

Twin City Terminals

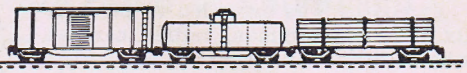
TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Assistant Car Foreman James Dahl passed away on May 17. Jim had been in ill health for about a year, but had made many efforts to continue working. He is sadly missed.

Julia, daughter of Machinist Helper Henry Taube, was graduated from the University of Minnesota, receiving her Bachelor's Degree in Occupational Therapy Science. Julia was affiliated with St. Elizabeth Hospital, Washington, D.C., for several months, and is presently with the Casa Colina Hospital in Pomona, Calif. She will return

Carloadings



JANUARY-JUNE 1970 compared with same period in 1969

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities **INCREASED** in 1970 over 1969	SIX MONTHS 1970	SIX MONTHS 1969	INCREASE 1970 over 1969	INCREASE % of increase
9.7%	Grain	36,113	34,731	+ 1,382	+ 4.0%
3.4	Coal	44,806	43,837	+ 969	+ 2.2
2.7	Grain mill products	27,527	25,600	+ 1,927	+ 7.5
2.5	Freight Forwarder & Shipper Assn. traffic	13,235	11,793	+ 1,442	+ 12.2
2.2	Nonmetallic minerals; except fuel	23,359	20,989	+ 2,370	+ 11.3
1.9	Waste or scrap materials	13,739	12,683	+ 1,056	+ 8.3
1.7	Fabricated metal products	7,562	7,381	+ 181	+ 2.5
1.6	Primary forest products	24,016	22,533	+ 1,483	+ 6.6
.6	Beverages; except malt liquors	5,489	5,284	+ 205	+ 3.9
.5	Soybeans	6,222	3,864	+ 2,358	+ 61.0
.5	Fresh fruits and vegetables	4,072	3,661	+ 411	+ 11.2
.4	Potatoes, other than sweet	3,493	3,420	+ 73	+ 2.1
.1	Small packaged freight shipments (LCL mdse.)	206	153	+ 53	+ 34.6
27.8%		209,839	195,929	+13,910	+ 7.1%

	loading of these commodities **DECREASED** in 1970 under 1969	SIX MONTHS 1970	SIX MONTHS 1969	DECREASE 1970 under 1969	DECREASE % of decrease
8.5%	Lumber or dimension stock	23,677	26,968	— 3,291	— 12.2%
6.7	All other paper or allied products	36,170	36,222	— 52	— .1
4.3	Motor vehicles	10,457	10,739	— 282	— 2.6
3.8	All other chemicals or allied Products	16,743	17,849	— 1,106	— 6.2
3.5	Meat, fresh, chilled or frozen	14,163	17,676	— 3,513	— 19.9
3.4	All other wood products (incl. plywood)	13,886	14,536	— 650	— 4.5
3.3	All other food products (incl. sugar)	12,634	13,012	— 378	— 2.9
3.2	All other primary metal products	8,558	9,478	— 920	— 9.7
3.1	Stone, clay, or glass products.	15,981	18,888	— 2,907	— 15.4
3.0	Primary iron or steel products	15,937	16,149	— 212	— 1.3
2.6	Canned fruits, vegetables and seafoods	11,079	12,084	— 1,005	— 8.3
2.6	Industrial chemicals	8,201	9,153	— 952	— 10.4
2.6	All other transportation equipment	13,741	14,936	— 1,195	— 8.0
2.1	Pulp or pulp mill products	8,092	8,364	— 272	— 3.3
1.5	Malt liquors	9,110	10,249	— 1,139	— 11.1
1.5	All other machinery; except electrical	4,076	4,326	— 250	— 5.8
1.5	Electrical machinery or equipment	7,119	8,250	— 1,131	— 13.7
1.4	Petroleum, natural gas or gasoline	8,535	9,581	— 1,046	— 10.9
1.1	Farm machinery or equipment	5,869	6,929	— 1,060	— 15.3
.9	Dairy products	5,259	5,615	— 356	— 6.3
.5	All other farm products (incl. sugarbeets)	3,372	6,380	— 3,008	— 47.1
.5	Coke oven or blast furnace products	3,405	3,873	— 468	— 12.1
.3	Metallic ores	1,361	1,428	— 67	— 4.7
.2	Livestock	831	934	— 103	— 11.0
10.1	All other carload traffic	38,065	39,558	— 1,493	— 3.8
72.2%		296,321	323,177	—26,856	— 8.3%
100.0%		506,160	519,106	—12,946	— 2.5%

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to Minnesota in October to work in state hospitals.

Sympathy was extended to the family of Erick Forsman, retired carman, who passed away recently.

Sympathy was extended also to the family of Retired Leadman Ole Hanson at his passing. Ole is well remembered by those who worked with him at Montevideo and the St. Paul repair track.

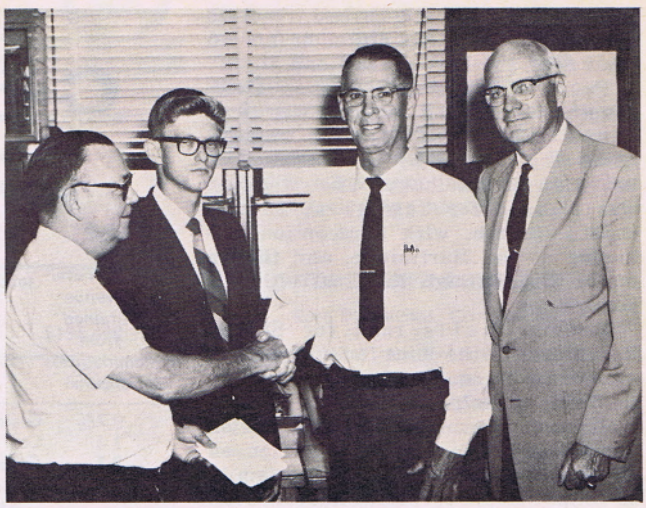
H. R. Anderson, district general car foreman, spent a portion of his vacation with his family as a representative from the Minneapolis Viking Boy Scout Council to the National Conservation Training meeting in Cimarron, N. M. National Conservation Training is connected with SOAR, the 1971 national conservation movement. His son Rick spent a week camping with the Boy Scouts in the nearby mountains and received the Boy Scout Mountainman Award. The Andersons are avid campers and camped along the route, going by way of Colorado Springs, Colo.

Sympathy was expressed to the family of Mrs. C. Rodin upon her death. She was the wife of Retired Passenger Carman Carl Rodin and mother of Assistant Car Foreman R. K. Rodin.

Engineer C. W. Olson, working on the La Crosse Division, passed away recently at the age of 54.

Mrs. Anna Baker, mother of Electrical Foreman Bill Baker, St. Paul, passed away May 29 at the age of 83.

Harry Hauger, retired Minneapolis carman, died on July 3. Harry was a veteran of 45 years of service with the Milwaukee.

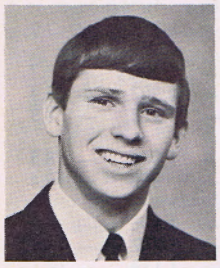


J. W. Bailey, time reviser at IM&D headquarters in Austin, Minn., shown at a party in the superintendent's office on June 19 marking his retirement. From left are Chief Clerk H. J. Swank, Trainmaster H. C. Neff, Bailey and Superintendent W. K. Peterson. For details, see the news from Correspondent R. D. True.

I M & D Division

SIOUX CITY AREA

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



Glenn T. Malloy

Glenn T. Malloy, son of Agent and Mrs. John T. Malloy of Vermillion, S. D., was salutatorian of the graduating class of 38 seniors at Elk Point High School. Glenn also received other honors while attending Elk Point High. He reigned as king of the annual Valentine Sweetheart Dance in his junior year, was chosen typical high school teenager, and was also editor of the high school annual.

Congratulations to Demurrage Clerk and Mrs. Jim Krohn on the birth of a boy, William James, on June 8, and also to Grandpa John F. Krohn, regional office, Sioux City.

Night Yardmaster M. L. "Red" and Mrs. Townsend, Sioux City, celebrated their silver wedding anniversary on Sunday, June 7, with an open house at the Leeds Masonic Temple. They were married June 2, 1945 at Arlington, Va., and have lived since in Sioux City. They have three sons, Don, Larry and Lee, and four grandchildren. Hosting the event were Mr. and Mrs. Lee Townsend, Mrs. Rose Ammons and Mrs. Vira Kemper.

Retired Sales Representative and Mrs. E. L. "Ed" Johnson of Seattle visited the Sioux City offices recently on their vacation. They were both very happy to make the return trip and are enjoying retirement.

Lloyd (Bud) Scott, 55, chief carpenter's clerk at Canton, S. D., died at Canton on June 28 after a short illness. Scotty, as he was known to us, began working for the Milwaukee on Aug. 6, 1943 at Yankton, S. D., and transferred to Canton in May of 1969. He is survived by his wife, three sons, a daughter, three grandchildren and a sister.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Jay Bailey, time reviser at Austin, retired on June 19 after more than 46 years of service. Jay worked as file clerk in Mason City starting in 1924, and later as track and B&B timekeeper and trainman's timekeeper. He transferred to the district accountant's office in Minneapolis in 1932 and worked there until 1934, when he returned to Mason City as file clerk in the superintendent's office. He then accepted a position as time reviser at Sioux City and worked as chief clerk to the assistant superintendent there. In 1952 he returned to time revising, transferring to Austin in 1956. Jay is an avid fisherman and he and his wife are planning on traveling in their recently acquired trailer house, maintaining Austin as their home base for a while. A kaffeeklatsch was held in his honor on June 19, at which he was presented with a gift from his fellow employes.

Switchman Les McBeain is busy figuring up the tax deductions he will have next year. His wife presented him with triplet girls on June 15.

Jacob (Jake) Herzog, retired Austin machinist, died June 29 at St. Olaf Hospital in Austin at age 83. Mr. Herzog had a long career in city, state and federal government. He had been an alderman, county commissioner, Works Progress Administration Regional Manpower Director with office in Rochester, was named to the War Manpower Commission with office in St. Paul, and finally won his first term as state representative, serving through the 1950's. He is survived by his wife, Martha, two sons, Joseph of Owatonna and Charles of Austin, a brother and sister and 14 grandchildren.

Aberdeen Division

EAST END

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



Pamela Ray

Pamela Ray, younger daughter of Engineer W. A. Ray and Ida Ray of the superintendent's office at Aberdeen, recently received her B.A. Degree, cum laude, for distinctive achievement in history at the University of Colorado. Only 30 of the graduating class of 1,700 were selected for honors. In April she was named to Phi Beta Kappa. This fall Pamela will enroll in the Notre Dame law school with a three-year scholarship, one year of which will take her to London for a course in international law. This summer she's a relief agent on the Aberdeen Division of the railroad.

Section Foreman Clarence Eliason and his wife and two sons of Appleton, Minn., have returned from a European vacation, much of which was spent with their son, who is stationed in Germany with the Army. Mrs. Eliason, who was a World War II French war bride at the time Clarence served over-

Dave Sprau Collection

seas, also visited with her people.

One of our summer relief agents, Pamela Hopper, has a sparkle in her eye as well as on her left hand. She's engaged to Kim Heintman of Aberdeen, a student at Rapid City School of Mines. Both are working as relief agents on the railroad this summer. Pam is the daughter of Traveling Engineer Ed Hopper.

Chester (Barney Oldfield) Baker is still on crutches. It was like this: Chet decided to try out his son's new Honda and as he went down the road things were progressing very well until he made a turn, and then they suddenly regressed. And that's why Chet is on crutches this summer.

Bruce Schwantes, the son of Trainmaster Jim, is the summer relief clerk in the Montevideo yard office. New brakemen on the middle division are Dave Palmer, Steve Holtquist, Joe Brotzel, Tom Harms and Dave Hilleren. On the east end there's John Bowman and Robert Dziuk.

After almost 50 years of service, Dispatcher Jap Wik of Aberdeen retired at the end of May. A large crowd gathered in his honor at the American Legion Club the evening of June 13, but the party came to a sudden and tragic end just after the dinner when Chief Dispatcher Bob Mathis suffered a fatal heart attack after presenting gifts to the honored couple. Bob is survived by his wife, Raquel, and his sons, Bob Jr. of North Carolina and Floyd of Florida.

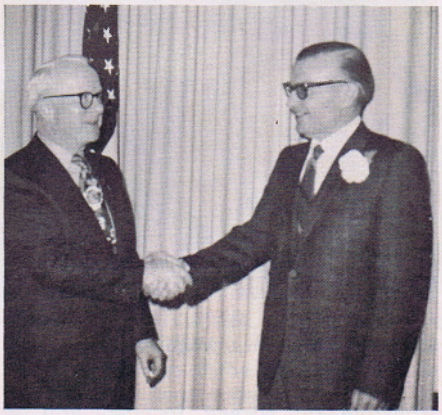
Among recent Vietnam casualties was David Huberty, son of Conductor Clem. David was nearing the end of his tour of duty and was about to be discharged.

Ole Hanson, a retired carman who had worked at Montevideo and St. Paul, passed away in May at the age of 84. He is survived by his wife. Marvin Schreck, who had worked on the section at Appleton, Minn., died in April at the age of 60 years.

Orris Quammen, B&B foreman, is hospitalized at this writing, following a heart attack. His doctor advises that this summer will be mostly a vacation for Orris and he'll be back to work in the fall. In the meantime, Jim Giese is acting foreman.

Trainmaster Obermowe Feted at Retirement

by **Mildred Conklin**
Magazine Correspondent, Wausau, Wis.



Vice President F. G. McGinn, left, wishes Trainmaster Obermowe many happy years of retirement.

Trainmaster Henry A. Obermowe and his wife, Marge, were honored June 2 at a dinner in the American Legion clubhouse in Wausau, Wis., marking his retirement after 48 years of service with the Milwaukee. More than 100 of his friends and their wives attended, including Valley employes up and down the line, representatives of local industries, and associates on the Chicago and North Western.

Present also were a number of his long-time friends from other locations on the railroad, including Vice President F. G. McGinn; I. G. Wallace, general supervisor of stations and yard offices; F. H. Ryan, superintendent of the Milwaukee Division; and J. A. Jakubec, assistant to vice president-operation. G. L. Porter, sales and service representative at Wausau, was master of ceremonies.

On the speaking program, Mr. McGinn reminisced over the years when he and Mr. Obermowe had worked together or at close-by points. Well wishers from industries expressed their appreciation for his help and cooperation, and spokesmen of employe groups paid tribute to his reputation within the company and elsewhere as a loyal, dedicated railroad man. Gene Porter did the honors in presenting him with a gift of cash.

Mr. Obermowe, better known as Hank, spent 14 of his 48 years of service in Wausau, coming in 1956 as chief dispatcher. He was promoted to assistant trainmaster in 1958 and appointed trainmaster in 1964. His retirement was effective in July. He and Mrs. Obermowe have enjoyed their stay in Wausau and plan to remain here. Their daughter, Sue, and family reside in this area also, making their home in Green Bay, Wis.

Rocky Mountain Division

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

Betty Burch, file clerk, has returned to work after recovering from surgery this spring.

Steve Jennings, son of Engineer A. L. (Hap) Jennings and of Joan Jennings, steno-clerk in the engineering department, was married recently to Janice Gravely of Avon, Mont., in the Immaculate Conception Church at Deer Lodge. A reception was held in the Avon Community Hall.

Lynn, the Jennings' daughter, set June 7 for the date of her marriage to Carl McQueary of Deer Lodge. A reception followed in St. Mary's Hall at Deer Lodge.

District Safety Engineer and Mrs. C. C. Clinker announced the marriage of their daughter, Melinda Jane, to John J. Zayner on June 20. The wedding took place in Chicago.

Mrs. Carrie Edwards, wife of A. F. Edwards, retired warehouse clerk of Maple Valley, Wash., passed away recently at the age of 82. She was the mother of your Magazine correspondent.

W. H. (Bill) Hall is recuperating from back surgery at this writing and expected to return soon to his job as trainmaster—traveling engineer.

Engineer Frank W. Wolff lost his life recently in an automobile accident near Deer Lodge. He leaves his wife, Madora, and family residing in Deer Lodge.

Myrna Larsen, daughter of Time Revisor Hermund and Mrs. Larsen, was a member of the graduating class at Concordia College, Portland, Ore. The Larsens attended the graduation exercises.

Carolyn Ann Speck became the bride of Charles A. Brand in the Immaculate Conception Church of Deer Lodge on June 6. The bride is the daughter of Mr. and Mrs. W. H. (Bill) Speck. Bill is chief clerk for the materials manager in Deer Lodge.

Mr. and Mrs. Frank Wisner are the parents of a beautiful baby daughter named Lisa Ann. Frank is an employe in the mechanical department in Deer Lodge.

Dennis Burns, son of Mr. and Mrs. E. R. Burns, was a representative from Deer Lodge to the Montana Boys State in Dillon recently. Trainman Burns proudly announced that Dennis was elected chairman of the Frontier Party and House Majority Leader.

A new American flag has been purchased and is flying over the Deer Lodge roundhouse every day as a tribute to the personnel in the mechanical

Dave Sprau Collection



Conductor Irvin M. Shrake (second from left), retiring from service on the Iowa Division, had many well wishers. Those here are J. F. Kiley, trainmaster-traveling engineer (from left); Mr. Shrake's son Walter, IBM instructor for the railroad; R. L. Hotz, agent at Marion, Ia.; and Assistant Superintendent R. D. Richter. For details, see the news of Correspondent Halcyon Kistler.



Engineer Bert Himle, at the controls of switch engine No. 905, finishes his last day of work at the Montevideo yard. He joined the retired ranks on May 26.



Orville "Pete" Koser (right), conductor on Nos. 111 and 112 between Chicago and Savanna, Ill., who retired on June 28, pictured at Chicago Union Station with the crew on his last round trip. From left are Engineer C. W. Harring, Fireman W. A. Stoddard and Brakeman G. T. Peterson. For details, see the D & I Division news from Correspondent Eunice Stevens.



Brakeman Frank R. Brotherton gives the "all aboard" as he makes his last trip on the Milwaukee's north suburban line out of Chicago. For details, see the news of Correspondent J. E. Boeshaar.

George Wald, has been visiting his father following two tours of duty in Vietnam. Martin has now been discharged from the service.

WITH OUR BOWLERS: Quite a number of Milwaukeeans were members of winning teams in various bowling leagues and tournaments this year. Among them: Carman Jim Vivian, Secretary Don Sullivan, Brakeman Rick Hill, Yardmaster J. A. McElroy, Carman Lindy Ness, Fireman M. E. Timberman and Yard Clerk T. M. Bankey. In the women's leagues, Alma Bankey, wife of Yard Clerk T. M. Bankey, and Jane Ness, wife of Carman Lindy Ness, were members of championship teams.

Mike Lester, son of Signal Supervisor and Mrs. M. S. Lester, is the 1969-70 winner of the Bob Biedrzycki Trophy awarded annually to the senior athlete at Sacred Heart High School who combines excellence in sports performance with leadership and classroom efficiency. Younger son Mark was the winner in his age group of the Pitch, Hit and Throw competition sponsored by the Phillips Petroleum Company and will advance to the divisional competition.

Many of the graduating students at both Custer County and Sacred Heart High School won awards and scholarships. Don St. Peter, son of Engineer and Mrs. J. R. St. Peter, was in the top five of his class at SHHS. Don also received a National Council of Teachers of English Achievement Award, a plaque from the student body "in appreciation for outstanding service as president of the student body for 1969-1970," and an Outstanding Teenager of America competition award . . . Don Guidice, son of Engineer and Mrs. C. E. Guidice, received a $3,700 award covering nine quarters to study electronics at Bell and Howell's DeVry Institute of Technology in Chicago . . . Barbara Haggerty, granddaughter of Retired Engineer and Mrs. B. O. Haggerty, was fourth in the CCHS graduating class. She also received the Custer County Extension Homemakers Scholarship for enrollment in home economics . . . Linda Jo and Nanette Stuckey, daughters of Agent and Mrs. George Stuckey, won the George K. Foster typing cup as a duo. The sisters had been competing for the award most of the year . . . Dan Minkoff, a junior in commerce at Montana State University, was selected by the School of Commerce faculty to receive an award presented by the First National Bank of Bozeman to an outstanding student in accounting. Dan is the son of Conductor Mike Minkoff of Harlowton and Mrs. Delores Minkoff of Miles City . . . Other high school students receiving awards were Mike Lester, Pam Gilbertson, Debbie Haynes, Katie Lemire, Nancy Bickel, Doris DeLange, Jeff Virag, Mary Zuelke, Tom Zuelke, Judy Slater, Sheri Scanlan, Charlotte Parker, Rod Slater, Laverne Larimore, David McDowell, Jim Bastian, Dana Haggerty and Paul Lemire.

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Our sincere sympathy is extended to the families of the following: Robert O. Kimpton, a retired engineer, passed away May 27 . . . Ina M. Mundt, widow of Retired Carman Eddie Mundt, passed away May 30 in Seattle . . . Belle Marie Johnson, wife of Retired Car Foreman Mark Johnson, passed away June 2 in Miles City . . . Thomas A. Wilkerson, son of Mrs. Edna Wilkerson and brother of Engineer William Wilkerson, passed away May 21 in Yakima . . . Ivan Thompson, a retired B&B man, passed away May 10 following a period of failing health . . . Adam Perschillo, a retired roundhouse laborer, passed away June 5, having been in ill health since last October . . . Dorothy K. Riley, daughter of the late Retired Conductor John Kittinger, passed away May 22 . . . Leo Miller, retired roadmaster, passed away June 10 in Miles City following a long illness.

Katie Lemire, daughter of Mrs. P. M. McLean, was one of four tennis players who traveled to the State tennis championships in Missoula in July.

Retired Locomotive Carpenter and Mrs. Herb Lathrop have returned from a state convention of Veterans of World War I held in Missoula, Mont. Herb was elected state chaplain for the third time, and Mrs. Lathrop was elected state historian. Both are past state presidents in the organization.

Iowa Division

MIDDLE AND WEST

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

Your magazine correspondent, Halcyon Kistler, was recently elected treasurer of the Iowa Business and Professional Women's Clubs, which has a membership of over 5,300. The national convention of B.P.W. will be held in Hawaii this year, and because she is a State officer, and also because it is an ideal opportunity to really celebrate their 25th wedding anniversary, she and her husband, Engineer Norman Kistler, plan to vacation in Hawaii.



Halcyon Kistler



Robert L. Capps

R. L. Capps, agent at Williamsburg, Ia., has been with the Milwaukee 24 years, serving at 17 different stations, most of that time as an agent. Keeping busy is no problem for Bob, who is also pastor of the Farsor Baptist Church, with which he has been associated eight years. He is married to the former Jean Gillam, and they have three sons, two daughters, and a new grandson born this year.

May 10 marked the birth of a daughter to Brakeman and Mrs. Derald Galiher of Perry. This is the couple's first child and the granddaughter of Chief Dispatcher and Mrs. J. D. Galiher; also the great-granddaughter of retired agent and Mrs. Clair Galiher of Persia, Ia.

Married recently were Willard Stout, son of deceased engineer and Mrs. Charles Stout, and Kathleen McCarthy of Dorchester, Mass. After eight years in the Navy, Mr. Stout is employed with the Honeywell Corporation as an electronics technician.

The Jack Sheaffer family of Decorah found that the world, and especially their own town, had many people with willing hands and hearts to help son Danny when it was discovered that he had osterchrondiritis. His active life has been suspended, but he can attend school by an intercom system with the cooperation of Northwestern Bell Telephone and an occasional personal visit in his wheel chair. The wonderful part of this story is that doctors predict Danny will eventually heal and resume his normal activities. Danny is the grandson of Conductor and Mrs. C. F. McDonald of Perry.

Word has been received of the death of Retired Machinist W. A. Failor in Lincoln, Neb. He was the father of W. E. Failor, retired chief clerk at Perry.

Funeral services were held May 21 in Perry for Emma Rumley. She was married to a former Milwaukee employe, and is survived by Engineer E. A. Rumley of Perry and two daughters.

The Bronze Star Medal was awarded to Army SPC/4 DeWayne C. Lewis Jr. at Ft. Riley, Kans., where he is being treated at Irwin Army Hospital. He is the son of Machine Operator and Mrs. DeWayne Lewis of Perry.

June 1 marked the last day of work for Agent Bruce DeVoe after 46 years as an agent-operator. He and Mrs. DeVoe have already vacationed with son Richard in Colorado and visited

Mitchell Couple Collects Own Life Insurance



Good health has been one of life's blessings for Mr. and Mrs. Carl Becker, shown on their 66th wedding anniversary. They celebrated the 70th this year.

Carl and Julia Becker, a retired Milwaukee Road couple at Mitchell, S. D., in their nonagenarian years, recently became their own beneficiaries of a life insurance policy. A check totaling $2,700, the face value of a policy issued by New York Life, was presented to them for outliving the company's mortality tables.

On Mar. 29 of this year, the couple celebrated their 70th wedding anniversary, and Mrs. Becker recently celebrated her 93rd birthday. They were married in 1900 at Prairie du Chien, Wis., and have lived in their present home since moving to Mitchell in 1905. They are parents of two daughters, and have five grandchildren and 16 great-grandchildren.

Many of the homes in the area where they live were built by railroad pioneers. The Beckers are proud of their railroad heritage and were involved in Milwaukee Road activities for many years. Mr. Becker, a locomotive engineer, worked into his seventies, retiring in 1950.

Both are in good physical condition, although Mr. Becker has a slight hearing problem. He attributes their long life to his wife's good cooking and hard work to keep in shape. They do all their own housework, and Mrs. Becker even does a considerable amount of handicraft work.

In addition to enjoying good health, the Beckers are very sharp mentally and well informed about current events. They find television helpful in keeping abreast, but joke about it. "Television is a good deal," they say. "You can turn it off any time you want." They feel that program selections could be much better, and Mrs. Becker was pleased when the Smothers brothers returned to the air.

Dave Sprau Collection



Mrs. Earl Green, wife of Engineer Green of the Iowa Division, pauses in her task of corresponding with missionaries of her church working in the field. For details, see the news of Correspondent Halcyon Kistler. (Perry Daily Chief photo)

relatives in Illinois. They plan to enjoy to the full picking the weather they please and using their camper facilities.

Death came to Dora Stromquist on June 2 at the age of 88 years. She was the widow of Machinist Arthur F. Stromquist and the mother of the late Engineer Charles Stromquist.

Retired Engineer and Mrs. W. D. Gardner are the grandparents of a girl born to their son Dennis and wife of Hayward, Calif.

Funeral services were held in Perry for Mrs. Anna Boyens, widow of Retired Employe Harry C. Boyens. She had been very active in community and church life, and had been serving as an officer of the Milwaukee Road Women's Club.

Mr. and Mrs. James Dolan are the parents of a girl, their first child. Mr. Dolan, formerly relief clerk at Perry yard and depot, has just been appointed chief clerk in the traffic office in Des Moines, Ia.

Traveling Car Agent and Mrs. G. P. Harrod of Perry are the grandparents of a girl, born to their son Ronald and wife, also of Perry.

Conductor Irvin M. Shrake retired June 4 after many years in train service. He began his career in 1922 and had been conductor on the City of Los Angeles the past 15 years. In his earlier years he also worked as a brakeman and conductor on the old Southwest Limited between Milwaukee and Davenport. Irv has a perfect safety record with this railroad, never having been involved in any accident causing personal injury or damage. He also holds the distinction of having been a licensed riverboat pilot. His experiences on the river include piloting the Mississippi stern-wheeler the Delta Queen, and also the Avalon, both of which are still in active service on the Big River. Irv tells us that he still manages a trip on them whenever they are in the vicinity.

Irv and his wife, Elsie, plan to live in Savanna, dividing much of their retirement hours between their houseboat and seven grandchildren. Their two sons and families also live in Savanna. Walter is an I.B.M. instructor with our railroad, and Robert was formerly employed in the ticket office at Savanna. He is now with the Savanna Ordnance Depot.

Sympathy was extended to the family of Retired Cedar Rapids Carman Roy King, who passed away recently.

Jean Ann, daughter of Cedar Rapids Switchman Henry Kreigermeier, and Connie Elizabeth, daughter of Trainmaster-Traveling Engineer J. F. Kiley, have been elected to the National Honor Society. Miss Kreigermeier attended Marion Independent High School and Miss Kiley attended John F. Kennedy High School.

Cedar Rapids Engineer and Mrs. J. M. John recently welcomed a new daughter to the family.

The agent's position at Perry has been awarded to D. E. Lee, formerly the agent at Madrid, Ia., and the current mayor of Perry.

Two active, community-conscious Milwaukee Road wives made the Perry Daily Chief in feature articles in recent weeks. Ruth Snyder, wife of Yardmaster Jack Snyder, is the mother of three sons and one daughter, but home obligations have never kept her from taking an active part in church, community and work activities. Yardmaster and Mrs. Snyder have built 47 living units in Perry, the inside finishing work and renting or selling being Ruth's contribution. In addition, she has wholeheartedly supported the ICYE program, not only helping to raise funds, but by entertaining an ICYE student in their home one year and otherwise promoting the program of a two-way exchange of students. Although her children are gone from home to college or to make homes for themselves, she continues to be active in these projects near to her heart. Young people hold a very special place with Ruth.

Virginia Green, wife of Engineer Earl Green and daughter of Retired Dispatcher Arthur Olson, has had a busy, productive life serving as treasurer of her church for 24 years and working with young people in the church and for community organizations. Virginia writes to and receives about 300 letters a month from missionaries of her church in the field, and has taught Sunday School for 20 years. As a special project, she does mimeographing for clubs and small groups. For many years, she has served also as a committee chairman for the Milwaukee Road Women's Club. She is never too busy, though, to visit with daughter Roberta, or any of her friends who need a sympathetic ear. Robbie will be a senior at college this year. The Greens are enthusiastic travelers and have visited in all but two of the 50 States.

SERVICE PASSES AWARDED

Gold 50-Year Passes

Brooks, Arthur, laborer ..... Robbins, Ill.
Esser, L. M., sec'y to mgr. of mtls.. Milwaukee, Wis.
Long, E. E., roadmaster ..... Austin, Minn.
McGinley, N. J., bureau head ..... Chicago, Ill.
Mefford, C. L., asst. roadmaster ..... Laredo, Mo.
Sandberg, F. E., engineer ..... St. Paul, Minn.
Schmieg, W. J.,
retired conductor.. Franklin Park, Ill.
Valko, G. E., engineer ..... Chicago, Ill.

Silver 45-Year Passes

Heward, B. L., chauffeur ..... Tacoma, Wash.
Johansen, G. T., FRA clerk ..... Grayslake, Ill.
Kjellsvig, Oscar, carman welder... St. Paul, Minn.
Klinger, H. W., steamfitter ..... Milwaukee, Wis.
Kolhoff, R. A.,
dist. mgr. sales.. East Sioux City, Neb.
Kruse, H. H., supvr., bridge mtce..... Itasca, Ill.
Lawson, C. L., R. H. laborer... Minneapolis, Minn.
Mackreth, V. D., cost clerk ..... Chicago, Ill.
Sandman, F. J., ret'd agent ..... Bangor, Wis.
Sturtevant, C. L., switchman ..... Savanna, Ill.
Weinert, H. H., trackage & bill clk.... Chicago, Ill.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Word has been received from Conductor Herb Godding that his son, Brakeman Mike Godding, was wounded in action in Southeast Asia.

Retired Traveling Engineer Skulie Einarson of the Superior Division passed away, with burial at Green Bay on May 22.

Sympathy was expressed to Conductor Gordon Losey, whose wife passed away on June 27.

We were also saddened by the death of Engineer Gilbert Trapp, who passed away on June 23.

We have been advised of the passing of Retired Chief Clerk Marvin Brown of Beloit on May 12, and of Northern Division Conductor Ray Foley, who spent his last days at St. Camillus Hos-



Lawrence Schulte, painter in the car shop at Milwaukee Shops (left), retires on June 30 after 43 years of service. Extending good wishes is A. J. Lewis, freight shop foreman.

Dave Sprau Collection

pital in Milwaukee before passing away on June 30.

Baggageman Clarence Mebus, on the Chicago-Minneapolis baggage car job, retired on June 27.

Frank K. Brotherton, brakeman on the Chicago-Fox Lake run, retired on June 27 after 41 years in train service, with the Milwaukee since 1944 and prior to that time with the North Western. Frank plans to spend his leisure time enjoying life with his wife, Jeanne, who works in the voucher bureau at Fullerton Avenue, and their four children. In the fall he intends to take a part-time job, since he is not inclined to spend his retirement years sitting on a front porch rocker. Upon retiring, Frank expressed his thanks "for the privilege of working on the best railroad in the country." Well, Frank, the Milwaukee Road thanks you for your many years of service and wishes you and your family the best in your retirement.



UTU HONORS RETIREES. United Transportation Union Local 1148 hosted a party recently at La Crosse, Wis., in honor of three retirees, Joe Limberg, Arthur Klaus and John Pretasky. About 40 active and retired members attended. Those pictured are, seated from left, Lynn Hotson, Pretasky, Klaus, Limberg and Ross Lapham. Center, E. J. Goggin (from left), Nick Kiggins, H. W. Norcross, A. G. Hillebrandt, William Colgan and Alfred Young. Rear, Fred Fibeger (from left), Carl Bloom, Alfred Rude, Frank Hofner, Joe Sullivan and Walter Meyers.

Milwaukee Shops

CAR DEPARTMENT

Niki Pieri, Correspondent

We are sorry to report the death on May 20 of Mrs. Leo (Sade) Kuokkanen, wife of passenger shop foreman, at the age of 58. She is survived also by their children Kit and Lela. Funeral services were held in West Allis with burial in Highland Memorial Park.

We are happy to say that Augie Plicka, carman welder in the freight shop, is recovering from his operation at this writing. Augie hopes to return to work soon.

Carman O. O'Neill retired on June 30, following almost seven years of service. We hope there will be many happy years for him to enjoy retirement.

Niki Pieri, your magazine correspondent, has joined the Milwaukee Road as steno-clerk to Shop Superintendent V. L. Waterworth in the car department.



TOP TWO. Winners of the engineering department's annual golf tournament at the Mohawk Country Club, Bensenville, Ill., on June 13 are presented the championship trophies by W. E. Fuhr, assistant chief engineer-maintenance. N. E. Smith, assistant chief engineer-structures (right), took the Maurice C. Chier cup with a low gross score of 79, and Assistant Engineer H. A. Walter won the Carpenter Kennedy trophy for low net, with a 68.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to Assistant Superintendent Ken Schoeneck on the loss of his mother, Mrs. Lillian Schoeneck, who passed away Apr. 4; to General Foreman John Madden on the loss of his mother June 17; to Yardmaster Harvey Riedel on the loss of his wife June 30; and to the families of Agent H. F. Bitz, who passed away Apr. 21; L. G. Dressel, who passed away Apr. 15; and Switchman W. P. Collins, who passed away June 15.

Engineer W. A. "Ace" Lyons retired Apr. 20 and Engineer E. G. "Pee Wee" Elford retired July 1. Our best wishes are extended to both of these employes.

Retired Engineer Mike Tatt was in for a visit. Mike lives in St. Petersburg, Fla., and is enjoying his retirement.

Congratulations to Lamar Robinson on his promotion to assistant trainmaster of the Chicago Terminals.

Val Pompilio, Warren Johnson, H. Marler, E. Piedlow, Frank Augustine, Walter Lowell, Ralph Thompson and F. Burns, switchmen in the Chicago Terminals, are still on the sick list and convalescing at this writing.

Chicago Terminals welcomed Tom Paton to the division engineer's position vacated by Ted Striebel on his transfer to Deer Lodge. Paton came to Chicago from Savanna.

Harold Hoeft, retired Western Avenue coach yard electrician, and his wife, who celebrated their golden wedding anniversary on May 22, were honored at a surprise party given by their son Ralph and their daughter, Mrs. E. Carpenter, at the Carpenter home in Des Plaines, Ill. There were 140 guests, including friends, relatives, members of the senior citizens club in Niles, Ill., and several retired electricians from the Western Avenue coach yard and their wives. A buffet dinner was served.

Mr. Hoeft retired in 1963 after 48 years of service. Ralph, an employe of the railroad since 1939, is an electrical supervisor at the Bensenville diesel house, and Eddaville, the Hoefts' daughter, was secretary to the commissary agent at Western Avenue for eight years. Their grandson, Lee Hoeft, is a fireman in the Chicago Terminals.

Arthur Brooks, laborer at the Bensenville diesel house, has been presented his Gold Pass for 50 years of service. Mr. Brooks started his service on the railroad as a boiler washer on Apr. 24, 1920 and since that time has

Dave Sprau Collection

been one of our most faithful employes. He has plans for retiring later this year.

Diesel Foreman A. Lagowski, who retired at the Western Avenue shop on June 30 after 43 years of service, was honored at a retirement party held July 11 in the Barry Council Knights of Columbus Hall. Out of town friends included W. C. Gage, former superintendent of motive power, and his wife, from Jamaica, N. Y.; W. Cruickshank, assistant general road foreman of engines, and his wife, from Milwaukee; and District Master Mechanic R. E. Magnuson and Mrs. Magnuson from Savanna. The group of 48 had a hearty dinner and then spent the evening dancing. District Master Mechanic E. J. Mueller was master of ceremonies and presented Mr. Lagowski with a gas driven water pump which he will use in his new home at Eagle River, Wis.

Mrs. Clarence L. Withee, 69, was killed and her husband was injured in an auto collision at Janesville, Wis., on July 20. Mr. Withee, retired Chicago Terminals trainmaster, and the driver of the other car were admitted to Mercy Hospital, Janesville, with internal injuries and lacerations. The accident occurred when the driver of the other car failed to yield the right of way while attempting a left turn.





RAILROAD TRANSPORTATION NIGHT

R. J. Young presides (left) as chairman of the Calumet Transportation Association Rail Night dinner meeting held recently at Phil Schmidt's restaurant in Hammond, Ind. About 300 traffic personnel from railroad and industry attended. Mr. Young, then serving as district sales manager of the Indiana Harbor Belt Railroad, has since returned to the Milwaukee Road as district manager-sales, Chicago.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

DISTRICT MANAGER-SALES: Fred LaFrance, sales representative, was married on June 5 to Elaine Volk in the Sacred Heart Catholic Church in Enumclaw, Wash. The couple spent their honeymoon in quaint Victoria, B. C., and are now at home in Enumclaw.

FREIGHT CLAIM DEPARTMENT: Janet Whatmore, daughter of Freight Claim Agent and Mrs. H. R. Whatmore, Seattle, left June 23 from Sea-Tac International Airport for a six-week tour of southern Europe as a participant in the People to People High School Student Ambassador Program. This is the second year Janet has been a member of the group. After a briefing in Washington, D. C., the students will fly to Amsterdam, where they will break up and live first in private homes. After they re-assemble they will visit cities in Germany, Switzerland, Italy, Yugoslavia, Hungary, Austria, France and England. Similar homestays will be experienced in Austria and England. The trip will conclude in London, and Janet will return home via New York and Chicago . . . Ethel Burris, retired secretary, was a recent visitor to the office. Ethel retired in 1959 and in 1969 moved to Dayton, Ohio, to live with her sister. She planned on being in Seattle for the summer and is staying at the Lowell Apartments, 8th and Spring.

LOCAL FREIGHT OFFICE: W. F. (Bill) Fogelstedt, import-export clerk, and Mrs. Fogelstedt vacationed in Boston recently, visiting their daughter and family. They traveled by train to Montreal, Quebec, and through the New England states, and returned from Boston by plane via Reno . . . Margaret Treglown's son, whose cheery smile we enjoyed last year when he filled in for vacations, is now attending officer candidate school at Ft. Belvoir, Va.

PURCHASING DEPARTMENT: Kathy Harris was welcomed to the office staff, Kathy is a pleasant addition to our "Milwaukee" family. She replaced Carol Garrison, who returned to her home in Oklahoma.

REGIONAL DATA OFFICE: Steven Snow joined the regional data office recently to assist in relief work . . . Cora Guthridge was married to W. E. Webster of Ellensburg, Wash., in May, followed by a honeymoon to Carmel and Monterey, Calif. Upon Cora's return, an office party was given in her honor and she was presented with a beautiful tablecloth and napkins by the office force . . . Ray Kester spent a week of his vacation in Lewistown, Mont., with his father and other relatives . . . Ida Zehnder and her husband spent a month in Europe. They visited relatives in Switzerland and Italy, and also made side trips to Germany, England and Austria . . . Trucia Tureman vacationed with her mother and daughter Kitty at Ocean Shores.

REGIONAL MANAGER-SALES: In June the department welcomed Barbara Allen as the new secretary to the assistant regional manager-sales. The previous month, B. W. (Bill) Prather was welcomed to the foreign freight department, having been transferred from the same department in Chicago . . . There was a big welcome also for W. V. (Bill) Johnson, district representative-rail highway sales, who returned to work in June after an illness of several months.

OFFICE OF VICE PRESIDENT: Dale Yerg, secretary to vice president, and her husband, Joe, had a delightful

Simon J. Farley

Simon J. (Sol) Farley, 74, retired internal auditor, died June 21 in St. Anne's Hospital in Chicago. Funeral services were held at St. Ferdinand Catholic Church. He is survived by two sons, James and Richard; two daughters, Mrs. Patricia Foellmer and Mrs. Rosemary Satinover; and 13 grandchildren.

Mr. Farley retired in 1966 following 50 years of service with the Milwaukee Road, for the most part in the Chicago-Fullerton Avenue accounting department. He was chief time inspector before becoming internal auditor, and for a period of time had also served on the National Railroad Adjustment Board for the Western Railroad Association.

Dave Sprau Collection

golfing vacation recently in the Bahama Islands. The trip included a two-day stop in Miami, where they played Jackie Gleason's course, then on to King's Inn at Freeport. They returned via Nassau, where they also golfed.

Lionel E. Sikes, formerly of Redmond, Wash., died recently in Grandview where he had lived after his retirement as an agent and operator. Mr. Sikes, 78 at the time of his death, was a son of William and Janet Sikes, Redmond pioneers who built its first hotel. He is survived by his brother and sister-in-law, Mr. and Mrs. K. K. Sikes, and their five children. Burial was in the family plot in the Redmond Cemetery.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Conductor Pete Koser retired on June 28, making his last run into Savanna on No. 112. Pete, a native of Savanna, had 49 years of continuous service on the First District. Starting in 1926 at the Savanna shops, where his grandfather, father and several uncles had seen service, he transferred to train service in 1928 and became a freight conductor in 1942. He had been a passenger conductor since 1944, including a long period on the "City" trains.

A sports enthusiast, Pete has been affiliated with the Illinois Athletic Association and served as a referee for many local football and track events. He has also coached Little League baseball, including a team that twice won the League championship, and served the Carroll County 4-H program as a camp counsellor in athletics. He and his wife, Mildred, will continue to live in their country home east of Savanna. They have two married children, a daughter, Mrs. Bonnie Clark, and a son, Terry, who is a sergeant in the Air Force at the Davis Montan base, Tucson, Ariz.

Retired Switchtender Fred B. Smith of Savanna, while staying with his daughter out in Iowa, decided to show the country folk how to barbecue a hog. After finding someone to scald and scrape it, he placed it on a revolving spit over an open fire, tending it from sundown to sunrise. A net was tied around the hog so not a juicy morsel could escape, and when ready to serve it was delicious. Understand that Division Master Mechanic R. E. Magnuson undertook a similar project at his home in Mt. Carroll to treat his relatives and friends.

Harry E. Cawby, engineer on the Third District, retired May 31, making his last run on No. 65 from Laredo to Kansas City. He had been with the Milwaukee more than 43 years, starting in 1926 as a fireman, and as an engineer since 1943.

Engineer Purl Jones retired on the Third District July 1. He was the No. 1 man on the seniority roster and also held the No. 1 run. Mr. Jones had more than 50 years of service, starting in 1920 at the Kansas City roundhouse. He went firing in 1923 and was promoted to engineer in 1928.

Retired Clerk Frank Withhart, Savanna, passed away in City Hospital on May 19. Frank retired from the freight house office at Savanna on July 21, 1967 after 30 years of service. He had been a member of the Savanna Rotary Club for 49 years and served as its secretary-treasurer for 48 years. He was known as "Mr. Rotary" in the organization's northern Illinois District 642, and was also a member of the Knights of Columbus. Funeral services were held in St. John's Catholic Church with burial in the Catholic Cemetery. Surviving are four daughters, one son, 21 grandchildren and 12 great-grandchildren.

Mrs. Laird (Pansy) Castle, wife of Yardmaster Laird Castle, Savanna, passed away in City Hospital on May 28 following a long illness. Funeral services were held in the Methodist Church, with burial in the Savanna Township Cemetery. Surviving are her husband, daughter, brother and three grandchildren.

Retired Engineer Henry J. Aulert passed away in Chicago on June 11. Funeral services were held in Chicago. Surviving are his widow, two daughters, a sister and seven grandchildren. Interment was at Towne of Maine. Engineer Aulert began railroading in March 1910 as a fireman. He was promoted to engineer in April 1918, and continued in locomotive service until his retirement on Dec. 24, 1960.

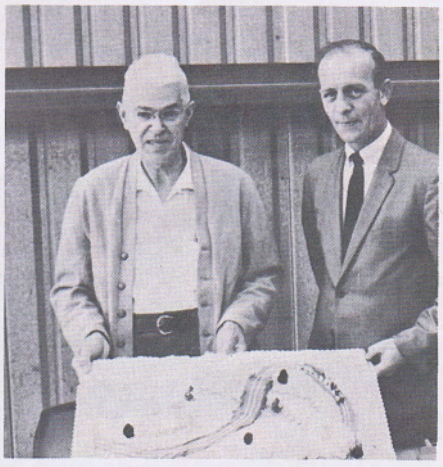
William Arbuckle, retired car department employe, passed away in Phoenix, Ariz., on June 11. Bill started railroading on the section in Kansas City in September 1934. He joined the car department in Kansas City as a laborer in July 1937 and in December 1944 went to Ottumwa as equipment maintainer, where he remained until September 1947, when he came to Savanna as assistant car and wrecking foreman, the position he held until his retirement on April 1, 1969. Surviving are the widow, three sons and a daughter. The home address in Phoenix (85041) is 1707 W. Wayland Drive.

Harold B. Stakemiller, perishable freight inspector, Savanna, retired on May 29 after a railroad career of 42 years. He and his wife will continue to reside in their Savanna home.

Army Spc/4 George L. Kampas (first district brakeman), son of Engineer and Mrs. Steve Kampas, Savanna, was awarded the Bronze Star Medal recently near Cu Chi, Vietnam. The



FORTY-FIVE-YEAR VETERAN. Harry Weinert, trackage and bill clerk at the Galewood freight office in Chicago (left), is presented a Silver Pass by Agent J. P. Kalasmiki upon completing 45 years of service, all on positions at Galewood. The picture was taken at a kaffeeklatsch in his honor.



RETIREMENT OPEN HOUSE. Charles R. Balch, roundhouse foreman at Seattle, admires the beautiful cake centerpiece at a retirement open house in his honor. Standing by is Assistant Superintendent D. F. Gallipo. His co-workers gifted him with a portable radio-stereo-tape recorder to use at home and also in the trailer he and Mrs. Balch have purchased for traveling.



RETIRING ON THE RAPID CITY LINE. ▶ June 1 was the last working day for Charlie Meiers, senior sectionman at Kimball, S. D. (left), shown receiving good wishes from Foreman Adrian Lester. He retired with 28 years of service on the Rapid City line, starting in 1942 at White Lake, then at Plankinton, and at Kimball since 1957. He plans to travel and spend some time on the West Coast visiting his two sons.

Dave Sprau Collection

award was for "meritorious service in connection with military operations against hostile forces" while assigned as a rifleman in Company C, 65th Engineer Battalion, 25th Infantry Division.

Spc/5 James M. Hansen, son of the late District Storekeeper Myron (Mike) Hansen, Savanna, is now serving as a personnel clerk at Long Binh, Vietnam.

Donald Frederick, son of Chief Operator of Rail Detector Cars and Mrs. Alyson Frederick, Savanna, was one of 75 graduates from Duke University Law School on June 1. He had previously completed his undergraduate studies at Beloit College and will soon take the District of Columbia bar examination and begin practice with the general counsel of the U.S. Department of Agriculture in Washington.

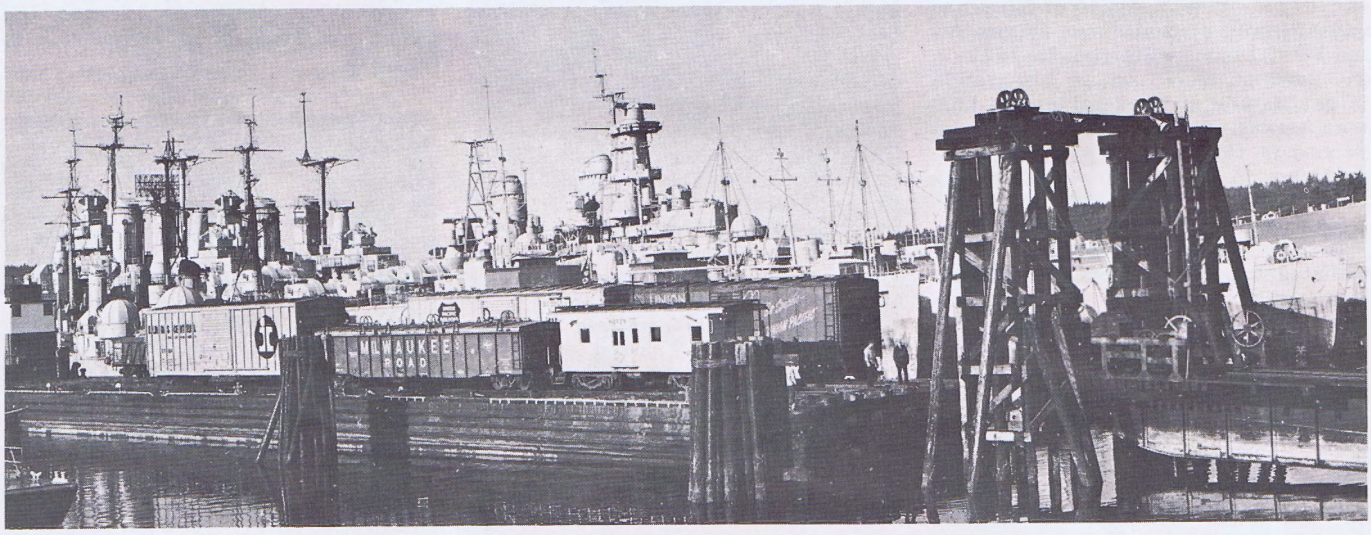
Elizabeth Lu (Betty) Crisci of the freight office at Savanna and daughter of Yardmaster and Mrs. James Crisci, became the bride of Aubrey David Wilson on May 9 in St. John's Catholic Church. A reception was held in the Knights of Columbus hall, and the honeymoon was spent in West Virginia, home of the groom. Wilson is stationed at the Savanna Ordnance Depot with the 516th Military Police.

Cynthia Snyder, daughter of Mr. and Mrs. Robert Hook, chief clerk of the Clinton freight house, became the bride of Mark Wilkins, Savanna, June 13 in St. Paul's Episcopal Church. A reception in the Knights of Columbus hall followed. After a trip to Mississippi, the young couple will make their home in Clinton.

York Baptist Church, Thomson, Ill., was the setting for the June 12 wedding of Deloris Jane Wilt, daughter of Car Department Employe and Mrs. Paul K. Wilt, and Steven B. Stiles, who is employed in the maintenance of way department of the Milwaukee. Their home will be in Thomson.

Bert Eberling wrote from Inglewood, Calif., that he and Mrs. Eberling planned to celebrate their 60th wedding anniversary on June 4. Bert, who retired as a conductor on the Chicago-Elgin suburban run in 1954, is still on the go. Last summer he took in the Golden Spike centennial observance at Promontory, Utah, and this spring drove to Nevada to visit old friends who know him as "Kid Farmer" from the years when he was a lightweight boxer.

Caboose Rides Intrigue Navy's Armed Forces Day Visitors



The railroad's regular car barge run from Seattle brings the Milwaukee Road caboose (center) to the Puget Sound Naval shipyard. In the background are ships of the mothball fleet.

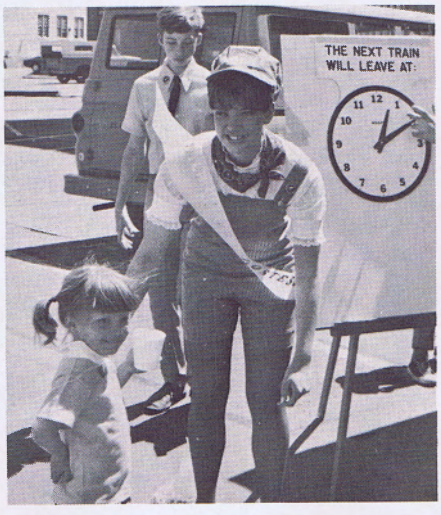
Participating in the observance of National Defense Transportation Week, the Milwaukee Road provided the Puget Sound Naval Supply Center at Bremerton, Wash., with caboose transportation for visitors to its Armed Forces Day open house on May 16.

The Milwaukee Road caboose and one furnished by the Burlington Northern, both draped with patriotic bunting, were powered by a PSNS General Electric diesel locomotive. Karla Frederickson, secretary in Seattle to Auditor A. L. Nance, welcomed the visitors aboard.

About 320 men, women and children took advantage of the opportunity to ride a caboose for a sight-seeing tour of the shipyard. To the delight of youngsters and oldsters alike, the Caboose Special made 11 round trips between the main gate and the headquarters building near the west end.

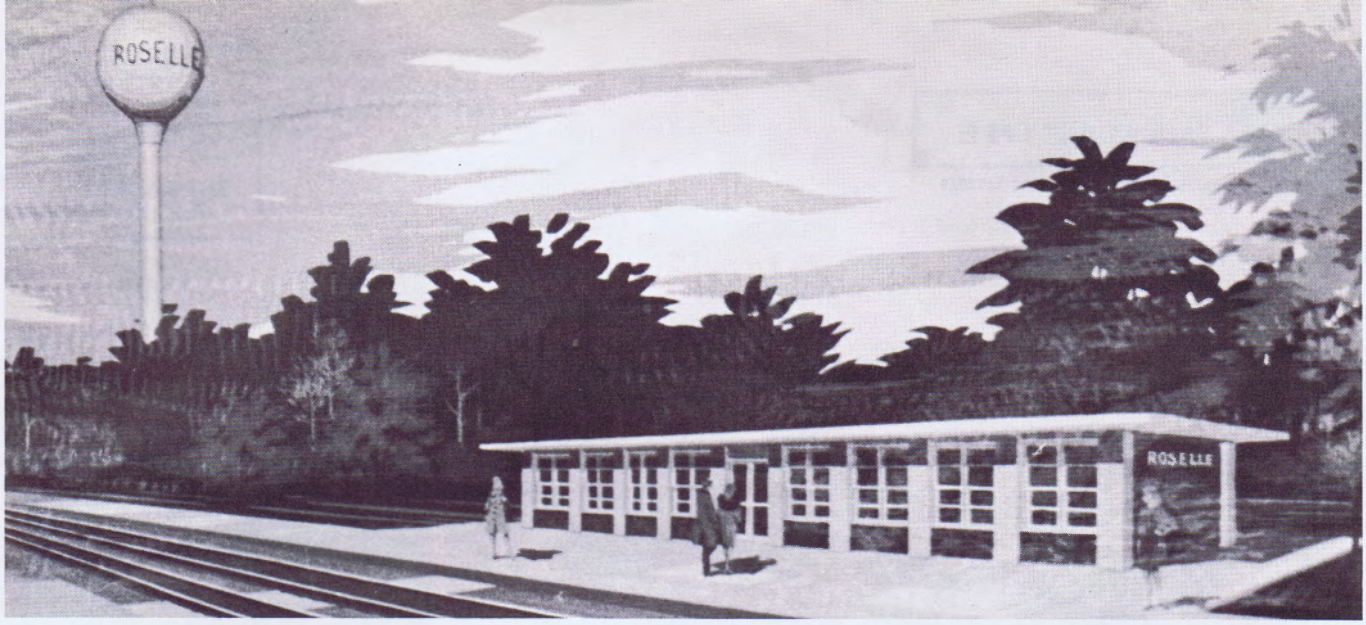
The open house at the headquarters building provided a behind the scenes view of the function of the Naval Supply Center in relation to both the military and the community. Demonstrations of various systems and processes on display included a briefing on Wide Area Telephone Service (WATS) at which about 50 visitors were permitted to make toll-free calls outside the state. At another exhibit, copies of the *Bremerton Sun* from the 1960's were available by means of a microfilm information retrieval system.

For young visitors, the number one attraction was a comic mockup of the NSCPS computer. Upon input of a punched IBM card requesting a "missile propellent-oxygen, guidance system—none," out popped a toy balloon.

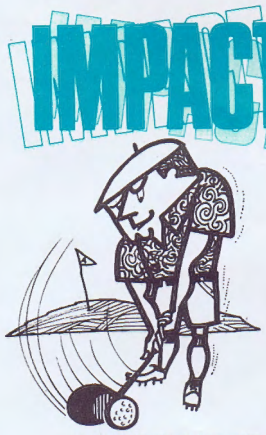


Karla Fredrickson, the Milwaukee Road's hostess for Armed Forces Day, gives a hand and a smile to a young visitor anxious for a caboose ride.

Dave Sprau Collection



NEW COMMUTER STATION FOR ROSELLE. Architect's rendering of the new suburban station for Milwaukee Road commuters at Roselle, Ill., which will be constructed by the Village to replace the existing station. The site is about half a mile east of the present structure in an area recommended by the Village Comprehensive Plan that provides for the expansion of parking space and for open landscaping. The building will be of exposed aggregate concrete and brick construction with aluminum window sash and have an electric heating system. Railroad facilities will be relocated as soon as it is ready for use, which is expected to be in about two months.



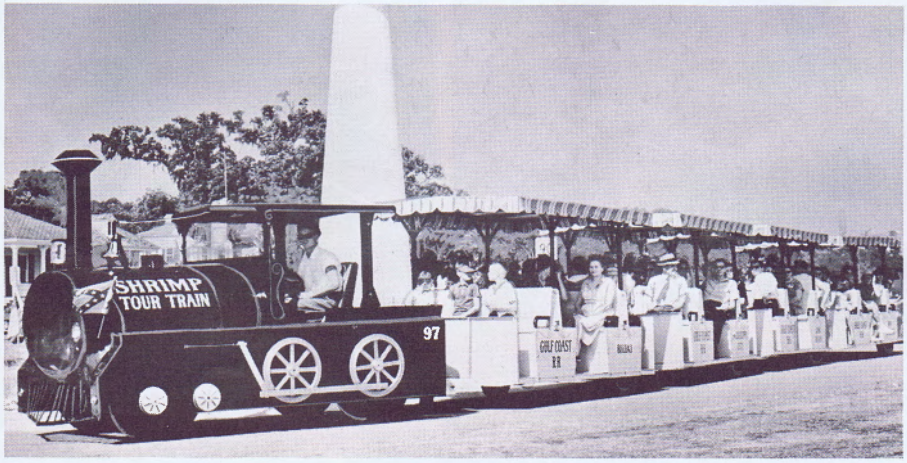
MAY HAVE ITS PLACE, BUT

NOT IN FREIGHT CARS

MONTEVIDEO FIESTA DAYS QUEEN in June was Bonnie Gardner, the daughter of Locomotive Engineer Howard Gardner, home from the University of Minnesota, where she is majoring in physical education. Bonnie was a member of the All-United States high school band that toured Europe last summer and cinched the talent-beauty competition with a cornet solo. As Fiesta Queen, she will represent Montevideo at various celebrations during the next year, including the Miss Minnesota pageant next summer.



ALL ABOARD THE SHRIMP CHOO-CHOO! Summer visitors to Biloxi board the Shrimp Train at the city's historic 130-year-old lighthouse to begin a rubberneck tour that covers nearly fifty points of scenic beauty and interest along the Mississippi Gulf Coast. Ten miles of leisurely sightseeing await passengers as they ride this novel tour train of the seashore resort's "Gulf Coast Railroad."



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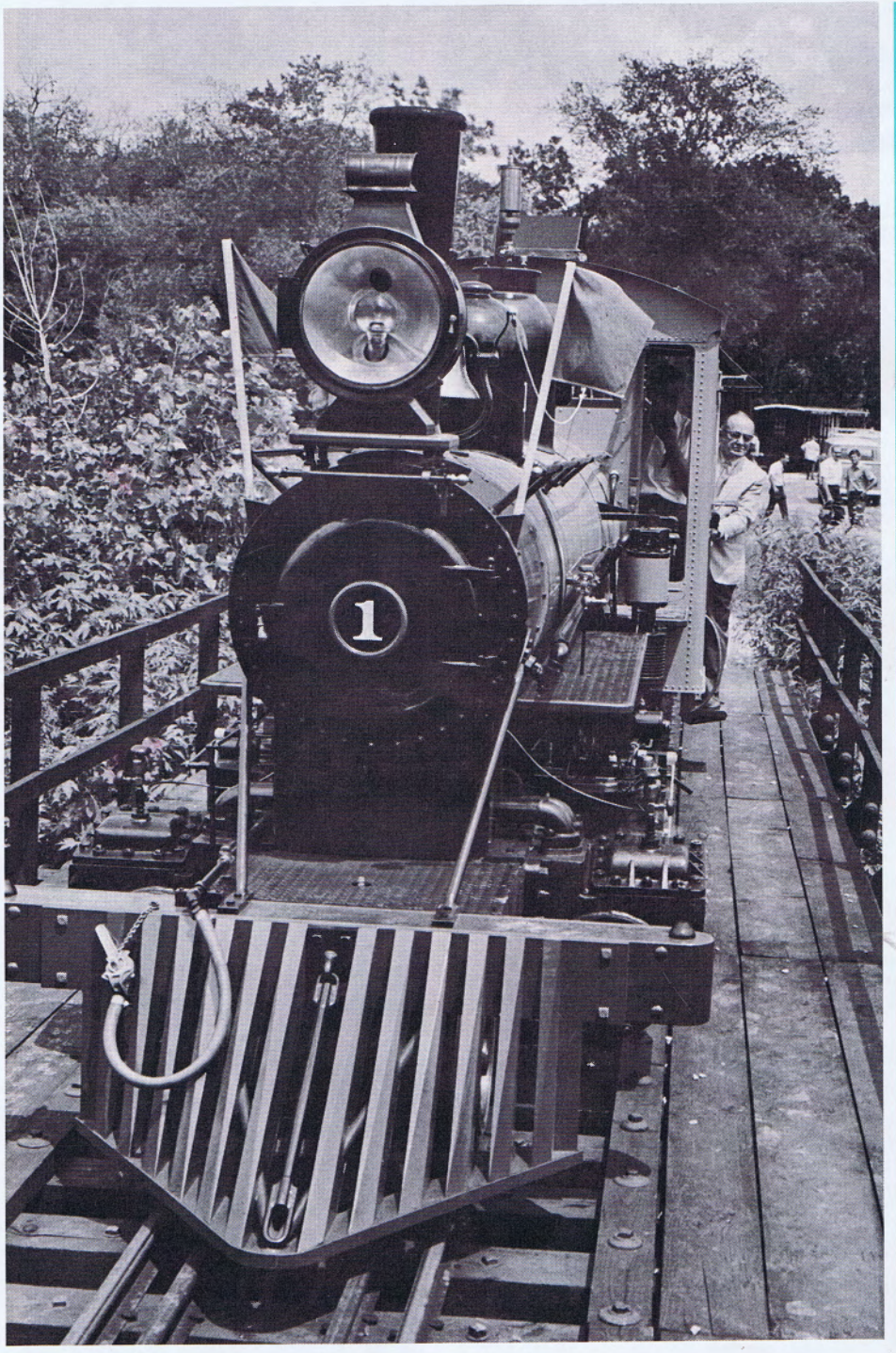
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BROOKFIELD ZOO-LINE'S HIAWATHA

Brookfield Zoo's new steam engine named Hiawatha 1 and bearing the insignia of the Milwaukee Road chugs along the tracks of the Brookfield, Salt Creek and Western Railroad system. For the story, see page 15.

THE MILWAUKEE ROAD

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