

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july  
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august  
1969





# THE MILWAUKEE ROAD MAGAZINE

Vol. 57 July-August No. 3

MARIE HOTTON  
Editor

PUBLIC RELATIONS  
DEPARTMENT

Union Station—Chicago

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

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## Transportation Newsgrams

### HEADS AAR L&D SECTION

John E. Roumillat has been appointed director of the freight loss and damage prevention section of the Association of American Railroads, to succeed Carl A. Naffziger, who has retired after 35 years of railroad service. Roumillat began his railroad career with American Railway Express (now REA) and joined the AAR in 1942, serving as a packaging engineer and since 1964 as a specialist in the section he now heads.

### DOT TRAVEL SURVEY

A \$350,000 contract to help determine transportation needs in the Northeast Corridor in coming years has been awarded by the Department of Transportation to Alan M. Voorhees and Associates of Mc-



"Do you give trading stamps?"

Lean, Va. In an origin-destination survey, a sample of travelers by air, bus and automobile will be asked to provide information on the purpose of their trips, the cost, length of travel time, personal income and other travel-related characteristics. Rail travelers will be surveyed by Opinion Research Corporation, Princeton, N. J., under an existing \$60,000 contract. The surveys will produce estimates of the annual use of the four types of car-

riers and reveal the reasons why people travel between the cities of Washington, Philadelphia, New York, Boston, Hartford, Springfield, Providence, Baltimore, Trenton, New Haven and Wilmington.

### TRAIN ON THE RIVER KWAI

Increasingly popular tourist attraction abroad is Thailand's Makarm-tao, made famous by the movie, "The Bridge on the River Kwai." A luxurious air-conditioned hotel overlooking the river has been opened, and as an added attraction the State Railways of Thailand has put on display the actual locomotives and freight cars used in the construction of the bridge.

### RAILROADS AND SCOUTING

As a means of acquainting boys of Scouting age with the railroad industry, the Association of American Railroads has developed a special kit for use in the Scouting relationship. The kit, titled "Railroads and Scouting," is adaptable for Cub Scout, Boy Scout and Explorer programs. Copies are available at no charge from the AAR, American Railroads Building, Washington, D. C. 20036.

### PR MAN IN NEW YORK

C. K. (Mike) Carmichael has been named director of public relations-New York for the Association of American Railroads, thereby giving the railroad industry its first public relations representative in New York on a staff basis. His office is at Two Penn Plaza. Carmichael, formerly a senior vice president at Geyer-Oswald, has a background of more than 20 years in railroad advertising work.

### COG RAILROAD CENTENNIAL

The Mount Washington Railway, which opened on July 3, 1869 and

## THE COVER

Traveling in tandem, two borges of the Milwaukee Road's service fleet leave the port of Seattle for a voyage across Puget Sound hauled by the tug "Erik Foss." Each barge carries 15 freight cars. The picture and that at the right were made available to the Magazine through the courtesy of the Seattle Post-Intelligencer. July 19 was the 60th anniversary of the Milwaukee's rail-barge service between Seattle-Tacoma and the Olympic Peninsula, an operation that old-timers said wouldn't work. For the story, see page 12.



is believed to be the world's first cog railroad, celebrated its centennial by installing a two-way radio system to keep in touch with its seven steam locomotives as they chug the 3½ miles up the 6,288-foot New Hampshire mountain, highest point in the northeastern United States. The railroad operates up to 20 sightseeing trains daily during the summer, carrying a total of some 50,000 persons.

### R. J. Finnegan Named Safety Engineer for Coast Division

R. J. Finnegan, agent at Mason City, Ia., was appointed district safety engineer for the Coast Division territory with headquarters in Tacoma, Wash., effective July 1. He succeeded C. V. Peterson, who has retired after 43 years of service.



R. J. Finnegan

Mr. Finnegan has been with the Milwaukee Road since May 1947, starting as a telegraph operator at Othello, Wash. In 1950 he was promoted to dispatcher at Tacoma, and later served in that capacity at Spokane, Wash., and Deer Lodge, Butte and Miles City, Mont. He was appointed assistant agent at Rockford, Ill., in April 1963, and to his former position at Mason City on Dec. 1 of that year.

### Employee's Daughter Accepted For Freshman Class at Yale

Elizabeth Overland, a daughter of L. E. Overland, sales representative in Denver, Colo., has been accepted by Yale University for its first co-ed freshman class. Of the 1,265 freshmen this fall, 240 will be girls. In the break with a 268-year tradition, 250 more will be admitted as upper classmen starting this fall.



Elizabeth Overland

About 4,000 girls applied for admission as freshmen. The most important considerations for acceptance were scholastic records and recommendations from teachers and alumni.

Elizabeth ranked second in the graduating class of 628 at East High School

### E. E. White Appointed Director of Sales in Japan



E. E. White arriving in Tokyo on July 28 to assume his new position.

Earl E. White, assistant regional manager-sales with headquarters in Minneapolis, was appointed director of sales in Tokyo, Japan, on Aug. 1. He succeeds George F. Flynn, who has been appointed manager of foreign freight sales in Chicago.

Mr. White, a native of Bristol, Wis., began his career with the Milwaukee Road in the operating department in Chicago, transferring to the traffic department in 1942. He has since held numerous positions, including those of sales representative in Chicago; traveling

freight agent with headquarters in Cleveland, Ohio; general agent in Portland, Ore.; division freight and passenger representative in Spokane, Wash.; and general agent in Pittsburgh, Pa.

In 1959 he advanced to assistant to traffic manager with headquarters in Seattle, and in August 1961 was appointed general foreign freight agent with office in Chicago, which title was later changed to manager of foreign freight sales. He had served as assistant regional manager of sales at Minneapolis since May 1, 1968.

and was one of 20 Colorado seniors awarded four-year Gates Foundation scholarships of \$1,000 annually to the university of their choice. Selection was based on school activities, leadership, creative ability and scholastic achievement.

She had planned to attend the University of Colorado (the Overlands' daughter Julianna is a graduate, and another, Kristine, is at Colorado State College) but applied at Yale upon learning that it granted teaching certificates. She has tutored underprivileged children and would like a career in a social field. In addition to the Gates scholarship, she will receive \$1,800 from Yale in a grant and work-study program.

*A good way to teach your children to count is to give each a different allowance.*

### New President of Southeast Traffic Club of Los Angeles



H. E. Turner

Harold E. Turner, sales representative in the Los Angeles area, was recently elected president of the Southeast Traffic Club of Los Angeles. He previously held the office of secretary.

Among his various activities, Mr. Turner is a member of the Los Angeles Freight Traffic Agents Association, the Southern California Traffic Association, Harbor Transportation Club, Coordinating Council of Southern California Traffic and Transportation Clubs, and a member of the advisory board for Los Angeles Trade Technical College transportation courses.



Banquet scene in the Grand Ballroom; Steve Swedish and his orchestra in the background.

President Curtiss E. Crippen: "It is a distinct pleasure to join the Milwaukee family on this happy occasion." Seated is General Solicitor R. K. Merrill, toastmaster for the evening.

## The Veterans Meet



THE convention of the Veteran Employees' Association in Milwaukee the Saturday of July 12 had just about everything going for it to guarantee success. Certainly, if fine weather, a large turnout, congenial companionship and an excellent program count as factors, the 1969 reunion of the veteran members of the Milwaukee Road family will be remembered as one of the best in the organization's 56-year history.

The place was the Hotel Pfister, famous for Old Milwaukee hospitality and headquarters for many Veterans' reunions in the past. More than 500 attended, counting wives and husbands of members and people from the retired ranks.

The opening session was devoted, as usual, to signing in at the registration desk, looking up friends, and getting into the swing of things. By ten o'clock the reception lounge was buzzing with chatter. Activities were under way also in the Switch Shanty (Imperial Ballroom). For music, dancing and mid-morning refreshments, the Switch Shanty

was the place to be.

A musical trio entertained also during lunch, a delicious and lavish buffet served in the Grand Ballroom.

After lunch the members convened in the Hall of Presidents for a business meeting and discussion period called to order by Vice President F. G. McGinn, president of the Veterans. The session was fast-paced, starting with a summary by Mr. McGinn of the Association's financial condition and state of the membership. According to the report of Miss Florence M. Walsh, secretary-treasurer, the membership as of the meeting was approximately 4,100. However, Mr. McGinn remarked that, gratifying as this number is, a membership drive is in order and urged those present to sign up their co-workers now eligible to join by reason of having reached 20 years of service.

Among other matters taken up, Mr. McGinn announced that rising costs of hotel accommodations, entertainment and the like made it advisable to resume the practice of meeting biennially,

*The Milwaukee Road Magazine*





Officers of the Veteran Employees' Association and members of the executive committee assembled for the business meeting: W. D. Sunter (from left), J. A. Jakubec, Miss Florence M. Walsh, Vice President F. G. McGinn, M. L. Medinger, W. C. Lummer, E. G. Tyckoson Sr. and J. W. Macht.

as the bylaws prescribe, rather than annually, as has been customary in recent years. He said that the executive committee would arrange for a reunion in 1971, and a notice regarding the time and place would be published in *The Milwaukee Road Magazine*.

The election of officers was no-contest, both Mr. McGinn and Werner C. Lummer, vice president of the Association, being re-elected unanimously. The office of secretary-treasurer is appointive,

lounge before assembling for the reunion banquet.

The Grand Ballroom sparkled for the occasion, its gold decor enhanced by floral centerpieces and the mirrored reflection of softly shaded lights. R. K. Merrill, general solicitor of the railroad, acted as toastmaster for the evening, which opened with a solo rendition of *The Star Spangled Banner*. The meal was excellent, and Steve Swedish and his orchestra entertained while the Veterans did justice to roast young tom turkey and the menu that went with it.

Mr. Merrill was in his best form, introducing the speakers with amusing anecdotes and letting the quips fall where they might. Mr. McGinn was the first to speak, welcoming the Veterans with warmth. "It is a pleasure to address such a fine group of friends," he said, "and to see such a gratifying turnout in our 56th year."

In his talk Mr. McGinn gave a short resumé of the business meeting and announced that the executive committee



Mr. and Mrs. Al J. Dinoffria arrive from Chicago on No. 27.

had already acted to arrange a reunion in 1971. It will be held at the Radisson Hotel in Minneapolis, he said, with the date to be decided upon later.

Mr. Merrill next introduced the people at the head table—honored among the group were retired veterans who have reached the senior age bracket—and then President Curtiss E. Crippen as the speaker of the evening.

Mr. Crippen prefaced his remarks by singling out in the audience fellow veterans and their wives with whom he and Mrs. Crippen had renewed acquaintanceships in the course of the day. "It is a distinct pleasure to join the Milwaukee family on this happy occasion," he said; "to meet old acquaintances, to make new ones, and to reminisce with our old timers about experiences we have shared on the railroad."

Turning to the subject of his talk—how things are going on the railroad—Mr. Crippen said that 1968 was a relatively good year, net income having totaled about \$6 million. He observed, however, that owing to unusual expenses and inflationary pressures, this year the railroad is hard pressed to make ends meet.

Putting the situation in perspective, he said that the winter of 1968-69 was the most severe in his 40 years of experi-

## in Milwaukee

and to everyone's satisfaction, it was understood that Miss Walsh would continue as such. This was the final matter on the agenda, and the meeting adjourned to get on with the business of having more fun.

Again the Switch Shanty became the hub of activity as members congregated there through the afternoon to chat and

Lounging in the Switch Shanty are, from left, Mrs. F. R. Houston, wife of manager-claim prevention, refrigerator & merchandise service; Mrs. R. J. Kemp, wife of assistant to vice president-CPR&MS, their daughter Mary and Mr. Kemp; Mr. Houston; and A. M. Detuno, retired Chicago Terminals agent, and Mrs. Detuno.



July-August, 1969



A luncheon group of engineering department people: the William Petersons (from left), Mrs. I. V. Wiley, Mrs. A. M. Olson, Mr. and Mrs. F. L. Clark, Mr. Olson (standing), E. H. Sowle, retired paymaster, F. J. Wilson (standing) and Mr. Wiley.



Chicago Terminals veterans Leo J. Denz, retired chief carpenter (left), and W. E. Doyle, retired general car supervisor.



L. V. Schwartz, retired assistant general storekeeper (left), and A. C. Novak, superintendent of road and suburban passenger service and personnel.



Handling registrations are, from left, R. C. Tiedje, Joan Kelly and A. E. Baumgartner; also Mrs. Edna Klatte, who is adjusting the badge of Retired Machinist George Franklin.

A Steve Swedish trio entertains in the Switch Shanty.



Veterans board a chartered bus at the Milwaukee passenger station to ride to the hotel.



ence on the railroad. In certain areas of the north central states, he noted, blizzard conditions and sub-zero temperatures broke all-time records. During three and a half months, there was not one single day when it was not necessary to operate snow-fighting equipment somewhere on the railroad. He announced that the adverse effect on loadings and unloadings, coupled with increased operating expenses, cost in excess of \$5 million.

Moreover, we had not recovered from winter when we were into floods. Mr. Crippen pointed out that the spring thaw in the Mississippi and Missouri River Valleys, second only to the record highs in 1965, inundated our facilities at many locations and interfered with serving important communities. He said that the flood cost the railroad about \$2½ million more.

Mr. Crippen added that the employees who contended with these problems, such as our maintenance of way, train service, car and locomotive, engineering and station people, did a tremendous job. "I take this opportunity to express my appreciation to the fine Milwaukee Road tradition of loyalty and dedication," he said.

Turning to the current situation, Mr. Crippen observed that the auto marshaling complex we are in the process of building at Kent, Wash., at a cost of more than \$2 million is one of the most significant projects undertaken on the railroad in many years in terms of revenue potential. He announced that most of the car manufacturers in the East have expressed their intention of using it for handling distribution to dealers in the Pacific Northwest.

Remarking that everyone is interested in the Milwaukee-North Western merger, Mr. Crippen said that if nothing occurs to upset the present program, a decision may be forthcoming from the Interstate Commerce Commission late this year or early in 1970. He noted that committees from both companies are working out plans for the smooth coordination of the two properties, so when merger is approved the new company will not be in public disfavor for lack of preparation.

The program was then turned over to W. D. Sunter, recently retired vice president-rates and divisions and, in the words of Mr. Crippen, "consistent provider of entertainment for these gala events." Featured on the program were nightclub entertainer Rusty Ryan, whose forte is riotous anecdotes and jokes; acrobats Faye & Bry, "the long and short



Harry I. Simon, Chicago-Fullerton Avenue veteran (right), receives happy birthday wishes over the sound system. With him are Mr. and Mrs. Sam Weinstein of Chicago.



Mr. and Mrs. George K. Ubl (left) and A. J. Wallander renew acquaintanceships at the luncheon. Mr. Ubl retired in 1964 as assistant to comptroller and Mr. Wallander in 1956 as chief statistician.

of solid comedy"; and the Charlie's Gang singers, a group of five men and three attractive girls in a medley of song hits of yesterday and current Broadway shows.

At the conclusion Mr. McGinn took the rostrum and called for a vote of thanks to individuals who had contributed to the enjoyment of the day:

"A special thanks to our general chairman, Jim Jakubec, and Florence Walsh, our secretary-treasurer; to Bill Sunter, who always comes up with knockout entertainment; to Steve Swedish and his boys—they are the best; to the committee chairmen; and to all whose cooperation and hard work made our 1969 reunion such a great success."

Lunch is served in the Grand Ballroom, buffet style. At left is R. L. Tewell, superintendent of the Twin Cities Terminals.



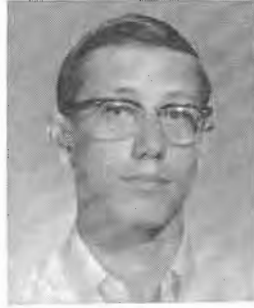
# Scholarship Committee Announces Winners for 1969



Prentiss Taylor



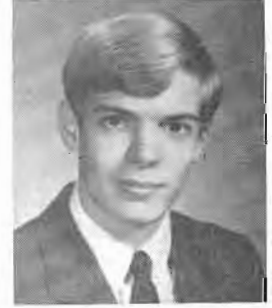
Thomas Wisniewski



Thomas Nelson



Mary Rothenbuehler



Michael Cassaday

The five winners of the scholarships awarded annually by the railroad and the Milwaukee Road Women's Club to sons and daughters of our employees were announced by the selection committee following a meeting in Chicago on May 29.

The three J. T. Gillick Scholarships sponsored by the railroad were awarded to two high school graduates in Chicago and one in Mt. Prospect, Ill. Recipients of the two top awards which provide for full tuition or \$600 a year—whichever may be the greater—are Prentiss B. Taylor Jr., older son of Parlor Car Porter P. B. Taylor, and Thomas J. Wisniewski, the son of H. P. Wisniewski, special accountant in the office of the manager of work operations.

The third Gillick Scholarship, the straight \$600 a year grant, was won by Thomas J. Nelson, the son of W. E. Nelson, chief clerk in the traffic department.

The two Women's Club scholarships, which provide \$600 a year also, went to Mary Louise Rothenbuehler, the daughter of Locomotive Engineer K. L. Rothenbuehler, Sioux Falls, S. D., and Michael A. Cassaday, a son of L. A. Cassaday, telegraph operator at Miles, Ia.

Announcement of the winners was made by C. William Reiley, dean of administrative services at Northwestern University, who serves as chairman of the committee which judges the qualifications of candidates for both the railroad's and the Women's Club awards. Gillick Scholarships, named in honor of the railroad's late vice president-operation, have been granted annually since 1951 and the Women's Club scholarships since 1961. Each is renewable for the additional three years of undergraduate study at any college or university of the student's choice.

**Prentiss Taylor**, 17, was graduated from the University of Chicago Laboratory High School with a 3.55 grade point average for four years. He was a National Merit Scholarship finalist, president of the senior class, a member of the student council, the literary magazine staff, basketball team, chess club, theater workshop and the teacher assistance corps. His extra curricular activities included volunteer work at Billings Hospital, the presidency of a Methodist Youth Fellowship, student representative for the Cooperative Program for Educational Opportunity, and junior assistant Scoutmaster. He also held part-time jobs as a clerk for the Jewel Tea Company and an Andy Frain usher, and operated his own sound company.

Prentiss has been accepted for the Harvard College class of 1973. He then plans to attend medical school, with a view of becoming a child psychologist.

**Thomas Wisniewski**, 17, graduated from Gordon Technical High School in Chicago first in a class of 452, having been a consistent straight A student in all of the hard core academic subjects. He, too, was a National Merit Scholarship finalist, a member of the National Honor Society, the student council, Kiwanis Key Club, the newspaper staff, and the fencing club. Outside of the school program he took summer courses in German and French, was active in the Chicago Esperanto Society, and acted as chairman of a parish discussion and service group.

He is enrolled in the freshman class at Georgetown University, his goal being to become a member of the U.S. Foreign Service.

**Thomas Nelson**, 17, was salutatorian of the Wheeling (Ill.) High School, graduating 8th in a class of 702. His academic record was replete with a solid

array of A's, many achieved in honors and accelerated classes. He was a member of the National Honor Society, was chosen as an honorary Illinois State Scholarship Commission winner, and a nominee for James Scholar at the University of Illinois. During his high school years he was active in intra-mural athletics, worked as a caddy, and as a stock man in a mercantile house.

He has been accepted at Michigan State University, and plans to major in chemical engineering.

**Mary Louise Rothenbuehler** was graduated from the Washington Senior High School at Sioux Falls ranking 13th in the class of 630 and rated as an almost straight A student. Her activities and awards included National Merit Scholarship finalist, the National Honor Society, the student council, assistant editor of the school paper, University of South Dakota Presidential Scholar, representative at South Dakota Girls State, and Kiwanis Club Girl of the Month. She also worked as a YMCA camp counselor. She plans to attend the University of South Dakota or Mount Holyoke College, to prepare for teaching English.

**Michael Cassaday** ranked third in the graduating class of 37 at the Miles Community High School. In addition to maintaining a high scholastic average, he had held many elective offices, and was very active in the co-curricular program. He was a letterman in baseball and basketball, state champion in track, represented the school at Hawkeye Boys State, and had received the school dramatic award, a Good Citizenship Award and an Inland Daily Press Award. During vacations he worked as a carpenter and as a section hand on the railroad. He will attend Loras College of Dubuque and plans to go on to graduate school.





Both track laying and paving were in progress at the Kent, Wash., automobile marshaling complex when this picture was

taken. Nearing completion are the facilities in the south section of the convoy area.

## Automobile Marshaling Yard at Kent, Wash., Nears Completion

The new automobile marshaling complex being constructed by our railroad at Kent, Wash., midway between Seattle and Tacoma, was nearing completion and ready to handle new automobiles as this magazine went to press the week of Aug. 4.

The first service will be conducted out of the south section of the mile-long yard. That area will be operated by the Convoy Company of Portland, Ore., for the loading and over-the-highway transporting of automobiles brought into the yard by rail.

It was expected that the north section, to be operated by Transport Storage & Distributing Company of Renton, Wash., in the same manner, would be in service by mid-August.

Altogether, about 7 miles of track have been laid. Most of the track was pre-built in 39-foot panels and swung into position by cranes, as a means of expediting construction.

Trackage in the complex consists of three holding tracks capable of storing 124 multi-level automobile cars; four switching tracks which will hold 71 cars; and 12 unloading tracks, six of which will be located at either end of the yard. Each of the unloading tracks will hold six multi-level cars from which automobiles will be driven down traveling mechanical ramps and into the storage area. Unloading can be done from either end of the unloading tracks.

The storage areas occupy a total of 40 acres, which are now being paved in one of the final phases of construction.

B. E. Daniels, principal assistant engi-

neer, Chicago, has been stationed in Kent as project engineer, and K. E. Hornung, the railroad's architect, is serving as project coordinator with contractors and consulting engineering firms on various phases of construction. M. A. Segale, Inc., of Tukwila, Wash., is the contractor in charge of all grading, drainage, paving and related work.

As the largest facility of its kind anywhere in the Pacific Northwest, the Kent marshaling complex is regarded as one of the most important developments on

the railroad in many years. Rail haul will be used for the movement of at least 75,000 automobiles and trucks into the facility each year from assembly plants throughout the United States.

Most of the automobile manufacturers in the United States will use it exclusively for their distribution to dealers located in an area extending north to the Canadian border, east as far as Ellensburg, Wash., and south to the vicinity of Chehalis, Wash.

B. E. Daniels, principal assistant engineer (left), on location at Kent as project engineer, studies construction drawings with M. A. Segale, the contractor in charge of grading, drainage and paving (center), and K. E. Hornung, the Road's architect, who served as project coordinator with contractors and consulting engineering firms.



## L. V. Anderson Promoted to Brigadier General in U. S. Army Reserve



L. V. Anderson, assistant vice president and general manager, center, is presented the brigadier general's one-star flag by Brig. Gen. W. R. Allen as Mrs. Anderson looks on.

The Department of the Army has announced the promotion of L. V. Anderson, assistant vice president-operation and general manager of the railroad, to brigadier general in the U. S. Army Reserve.

The announcement followed his elevation from the rank of colonel at a ceremony in the U. S. Army Reserve Armory, St. Louis, Mo., on July 12. Mrs. Anderson, who attended with two of their three children, pinned on one of

the stars indicating his new rank, the other being affixed by Brig. Gen. W. R. Allen, commanding general of the 425th Transportation Command.

Mr. Anderson, who saw service in the Pacific Theater in World War II, has been commanding officer since May 22, 1968 of the Third Transportation Railway Command, sponsored by the Association of American Railroads. He will continue to command that unit, whose theater mission is to command and provide operational planning, supervision, and co-ordination and control of the activities in transportation rail groups.

Mr. Anderson enlisted for military service in 1942 and was assigned to the 714th Railway Operating Battalion located at Camp Claborn, La., where he assisted in the operation of the Claborn-Polk Military Railway. He attended officers training school at Fort Monmouth, N.J., and was commissioned a second lieutenant in the Signal Corps. Shortly afterward he was re-assigned to the 721st Railway Operating Battalion, and served with that unit for the balance of the war in the China-Burma Theater.

At the request of the Department of the Army, Mr. Anderson was one of three Reserve officers who toured Vietnam during August of 1966 to make a study of rail transportation in that theater with a view to bolstering its capability for hauling military supplies.

## • APPOINTMENTS •

### Traffic Department

Effective June 1, 1969:

**R. L. Baker** is appointed sales representative, New York, N. Y.

Effective June 16, 1969:

**A. E. Bourgeault** is appointed district manager-sales, Minneapolis . . . **W. R. Hayge** appointed district manager-sales, Dubuque, Ia. . . **R. E. Bennett** appointed assistant to vice president-traffic, Chicago.

Effective July 1, 1969:

**J. H. Mitcham** is appointed regional manager-sales, Milwaukee . . . **R. D. La Hatt** appointed district manager-sales, Portland, Ore. . . **R. N. Dosch** appointed district manager-sales, Los Angeles . . . **R. G. Williams** appointed district manager-sales, Aberdeen, S. D.

### Operating Department

Effective May 16, 1969:

**R. H. Stewart** is appointed trainmaster of the Milwaukee Terminals Division with headquarters in Milwaukee . . . **B. W. Miner** appointed trainmaster of the Twin City Terminal-Duluth Division.

(Continued on next page)

## Robert T. White Retires

Robert T. White, regional manager-sales in Milwaukee, retired at the end of June after 46 years of Milwaukee Road service. The event was observed by approximately 200 shippers and representatives of all forms of transportation at a testimonial luncheon held at the Milwaukee Athletic Club on June 13.

Mr. White, a native of Waterloo, Ia., worked briefly for another railroad before joining the Milwaukee in 1926 as a clerk in the freight traffic department in Chicago. After advancing to city freight agent in 1930 and to traveling freight agent in 1938, he was promoted to division freight agent in 1951 and became assistant to vice president-traffic in 1958.

He transferred to Milwaukee in 1959 as assistant traffic manager, and in 1961 was appointed traffic manager of the

Wisconsin Region, which includes Upper Michigan, this title being changed later to regional manager-sales.

Mr. and Mrs. White will continue to live in Shorewood, Wis.

R. T. White addresses his well wishers at the luncheon in his honor.





# Ford Ships Mid-America Special Models For Its Mid-America Customers



District Ford dealers who met the Mid-America Special at Perry, Ia., pose there for news photographers before boarding the train for the ride to Council Bluffs, Ia.

Six hundred Ford automobiles loaded on tri-level cars in a striped effect—yellow cars on the top, green in the middle and blue on the bottom—were an arresting sight as they moved out of the company's Twin Cities assembly plant June 24 and over our lines to Council Bluffs, Ia.

The shipment, identified as "Mid-America Specials for Special Mid-America People," was the largest consignment

of Fords the Milwaukee Road has handled at one time.

The movement was routed via Perry, Ia., where the tri-level cars were made up into a special train. In compliment to its local Ford dealer and the Mid-America promotion, Perry staged a mini-parade of high school musicians, funny autos, antique cars, a covered wagon and a color guard, along with several of the Mid-America models.

A party of Ford dealers, civic officials and newsmen, headed by A. M. Lambright, Ford Division's Omaha district sales manager, and R. E. Mollner, manager of car merchandising-Omaha District, were on hand for the event, and rode with the shipment to Council Bluffs in special cars attached to the train.

The Mid-America Specials—Ford Customs, Custom 500's, LTD's and XL's—are painted distinctive new colors: Dakota Green, Goldenrod Yellow and Sioux Blue. They are also identified by medallions mounted on each front fender. The units were built specifically for dealerships in Ford's Omaha District, which encompasses eastern and central Nebraska, central and western Iowa and southern South Dakota.

The standard-sized Ford was chosen for the special offering because of buyer preference in the three-state area. Mr. Lambright stated that nearly 62 per cent of the cars sold in 1968 by district dealers were standard-sized. Nationally, the standard size accounts for about 50 per cent of total sales.

Omaha District buyers also show a preference for specially equipped cars, he said, choosing extra-option accessories in excess of the national average. As a result, hardtop models in the Mid-America group have reduced-cost accessory packages available for installation.

The trainload moved from Perry to Council Bluffs the afternoon of June 26 and went on sale in the Omaha District the week of June 29.

*(Continued from page 10)*

sion with headquarters in Duluth . . . G. A. Jonasson appointed trainmaster of the Milwaukee Terminals Division with headquarters in Milwaukee.

D. R. Friend is appointed trainmaster-traveling engineer of the Iowa Division with headquarters at Perry, Ia. . . R. W. Rask appointed trainmaster-traveling engineer of the Iowa, Minnesota & Dakota Division and the Dubuque & Illinois Division with headquarters at Mason City, Ia.

Effective June 1, 1969:

C. E. Faber is appointed agent at Mason City, Ia.

## Management Services Department

Effective June 1, 1969:

C. D. Rogers Jr. is appointed director-data systems and operations.

## Engineering Department

Effective July 16, 1969:

G. G. Irion is appointed general roadmaster with headquarters in Chicago.



Shown beside the Mid-America Special while passenger cars were being attached at Perry, Ia., are R. E. Mollner, manager of Ford's car merchandising department-Omaha District (from left), J. M. Fortman, manager of automotive and implement sales for the Milwaukee Road, and A. M. Lambright, Ford Division's Omaha District sales manager.



A two-barge tandem leaving Seattle for Port Townsend/Port Angeles arrives at the mouth of the East Waterway towed by

the "Lummi Bay." Located at the stern of the barges are quarters for the two-man crews—bunkhouse, office and kitchen.

## Puget Sound Barge Service Sets Sixty-Year Navigation Record

The Milwaukee Road's rail-barge service between Seattle-Tacoma and the Olympic Peninsula rounded out 60 years of operation on July 19, making it the oldest established floating railroad on Puget Sound. The anniversary was marked by the Port of Seattle, as a beneficiary of its traffic, with wishes for many years more of safe voyaging.

Maritime history was made in the summer of 1909 when the Milwaukee, upon completing its line to the North Pacific Coast, offered water transportation as an auxiliary to rail service. Seafaring men supposedly familiar with Puget Sound navigation had predicted that the operation wouldn't work; that the barges would sink in rough weather. The fact that it proved feasible was due to the ingenuity of the railroad's engineers who designed the system and had faith in its success.

The service was inaugurated with runs between Seattle and Ballard, which, although part of that city, was then pretty much on its own for transportation. The barges brought in manufactured goods and carried out shingles and ties from local sawmills. Starting in 1913, the service was extended to Port Townsend, Bellingham and Port Angeles, with calls at Raymond and Eagle Harbor as business was offered.

The landing installations at Seattle, Port Townsend and Bellingham were

unique for that time. Their construction, with floating aprons, or "bridges," that dropped on the end of a barge and rose and fell with the tide, permitted switch engines to discharge and pick up freight cars directly at the landing stage. The design provided for a tidal movement of four feet in either direction.

The sea-going railroad of today includes the facilities of the Bremerton Freight Car Ferry, which the railroad purchased in 1961. Operating out of Seattle and Tacoma, it serves Port Townsend, Port Angeles (via rail from Port Townsend), Port Gamble, Shelton, the

Puget Sound Navy Yard at Bremerton, and Vancouver in British Columbia.

The key figure in the operation is Clifford C. Hughes, port master for the railroad at Seattle and a Milwaukee employee for 28 years. From his office next to the Milwaukee Road slip at pier 27, Hughes checks the freight cars as they go aboard and come off the barges, inspects lashings and other security details, coordinates shipments for sailing, and generally keeps operations going around-the-clock.

Up to 1913 the barges were hauled by firms under contract, but in that year the

Captain Roy Hough of the Foss tug "Lummi Bay" checks on the towline of a tandem barge-load.



Clifford Hughes, port master at Seattle, lists car numbers to line up a 15-car shipment.



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railroad built the 900-horsepower steam tug *Milwaukee*. The last word in steel hull construction and 118 feet long, she was the largest and finest tug on the West Coast. She was retired in 1955, since which time towing has been handled by the Foss Launch & Tug Company of Seattle and Tacoma.

The *Milwaukee* itself wrote a notable chapter in navigation history. Her launching at Seattle was a social event honored by the presence of civic dignitaries, marine officers, and officers of the railroad headed by H. B. Earling, president in 1913. Miss Imogene Calkins, daughter of the road's traffic manager, christened her with a bottle of champagne for her maiden voyage.

Her last voyage in 1955 was equally impressive, or possibly more so. Moving out of Seattle with a barge-load of cars and into her familiar travel lane, she was escorted all the way to her berth by salutations from a flotilla of water craft. En route, foreign and American ships, tugs, pleasure boats and lighthouses sounded whistles and horns, and the *Milwaukee* tooted back. Even the Navy, which had never so honored a vessel, ordered all naval ships in the Sound to join the salute.

The venerable craft put up a gallant front on the trip, steaming into port un-



Captain Tom Stringer of barge MT-21 (for Milwaukee Terminals) moving out of the Port of Seattle slips an extra hitch over the bit. In the background is one of the Port's new Hitachi container cranes.

der her own power. At the final reckoning she had logged more than 1,600,000 miles on Puget Sound, the record for all vessels operating on its waters.

Within minutes after she tied up, workmen began removing her fittings. Port Master Hughes took possession of her name plate and the ship's clock to

display in his office as souvenirs of the age of steam, the *Milwaukee* having been the last steam tug on the Sound. Today her wheel rests in Seattle's Museum of Science and Industry.

#### PORT OF SEATTLE PHOTOS by HARRY GILMOUR

## RETIREMENTS

The following employees' applications for retirement were reported during May-June 1969

### General Office & System Employees

Brodhagen, F. M. ....	Clerk. ....	Chicago, Ill.
Galloway, J. S. ....	Inspector. ....	" "
Gerth, Bernice M. ....	Asst. Bureau Head. ....	" "
Laws, G. N. ....	Waiter. ....	" "
Stone, Edna M. ....	Telephone Opr. ....	" "

### Aberdeen Division

Siedschlaw, O. A. ....  
Section Foreman. .... Bowman, N. D.

### Chicago Terminals

McShane, H. P. ....	Lead Worker. ....	Bensenville, Ill.
Reckinger, G. R. ....	Carman. ....	" "
Rogers, Frank ....	Coach Cleaner. ....	Chicago, Ill.
Wehrmeister, M. T. ....	Machinist. ....	" "
Westover, N. E. ....	Per. Frt. Insp. ....	" "
Williams, R. M. ....	Check Clerk. ....	" "

### Coast Division

Moe, G. G. ....	Time Revisor. ....	Tacoma, Wash.
Smith, Lysle C. ....	Car Distributor. ....	" "
Terry, C. H. ....	Loco. Engineer. ....	Malden, "
Vetersneck, R. L. ....	Electrician. ....	Tacoma, "

### Dubuque & Illinois Division

Anderson, M. P. ....	Conductor. ....	Kansas City, Mo.
Hartman, W. M. ....	Sec. Laborer. ....	Savanna, Ill.

Houchard, J. H. ....	Locomotive Engineer. ....	Kansas City, Mo.
Hurth, E. K. ....	Switchman. ....	Savanna, Ill.
Matthew, M. M. ....	Roundhouse Foreman. ....	Davenport, Ia.
Parks, George H. ....	Car Insp. ....	Savanna, Ill.
Peck, Earl C. ....	Clerk. ....	Dubuque, Ia.
Schmidt, B. W. ....	Conductor. ....	Chicago, Ill.

### Iowa Division

Copple, A. D. ....	Yard Clerk. ....	Ottumwa, Ia.
Hulshizer, O. E. ....	Engineer. ....	Cedar Rapids, "
Jones, Carmen E. ....	Clerk. ....	Perry, "
King, Roy P. ....	Car Insp. ....	Cedar Rapids, "
Lones, L. L. ....	Conductor. ....	Perry, "
Salzer, P. D. ....	Car Foreman. ....	Council Bluffs, "
Smith, R. C. ....	Engineer. ....	Savanna, Ill.

### Iowa, Minnesota & Dakota Division

Ellis, R. R. ....	Trainman. ....	Bridgewater, S.D.
Gunnerson, A. O. ....	Section Foreman. ....	Sioux City, Ia.
Hoover, E. D. ....	Sec. Laborer. ....	Canton, S. D.
Hormann, E. L. ....	Sec. Foreman. ....	Austin, Minn.
Schulze, R. W. ....	Agent. ....	" "
Sievert, Laura J. ....	Cashier. ....	Sioux Falls, S. D.

### La Crosse Division

Akright, H. V. ....	Carman. ....	La Crosse, Wis.
Borkenhagen, H. R. ....	Loco. Engineer. ....	Milwaukee, Wis.
Clarey, G. T. ....	Trainman. ....	" "

Conom, Gust. ....	Section Foreman. ....	Sun Prairie, Wis.
Cushman, E. S. ....	Bill Clerk. ....	Madison, "
Dailey, J. R. ....	Section Lab. ....	Prairie du Chien, "
Hamale, J. F. ....	Brakeman. ....	Portage, "
Huyck, H. D. ....	Gang Foreman. ....	" "
Kane, G. E. ....	Trainman. ....	St. Paul, Minn.
Klaus, A. H. ....	Loco. Engineer. ....	La Crosse, Wis.
Limberg, Joseph ....	Loco. Engr. ....	" "
Sabrowsky, H. A. ....	Loco. Engineer. ....	Milwaukee, "
Stowers, W. B. ....	Trainman. ....	Portage, "
Wendt, A. A. ....	Yard Clerk. ....	" "

### Milwaukee Division

Curtis, Leonard S. ....	Loco. Eng. ....	Milwaukee, Wis.
Kurth, M. J. ....	Messenger. ....	" "
Lindeman, A. J. ....	Loco. Engineer. ....	Channing, Mich.
Smith, Cecil Mac	Labor Foreman. ....	Milwaukee, Wis.

### Milwaukee Terminals & Shops

Gaffke, J. J. ....	Sheet Metal Worker. ....	Milwaukee, Wis.
Lester, S. L. ....	Shop Engineer. ....	" "
Liebnow, E. H. ....	Clerk. ....	" "
Marquardt, J. E. ....	Blk. Welder. ....	" "
Robinson, A. B. ....	Sheet Metal Worker. ....	" "
White, R. T. ....	Reg. Mgr. of Sales. ....	" "
Wichert, O. H. ....	Blacksmith. ....	" "

### Rocky Mountain Division

Bastian, Elwyn L. ....	Brakeman. ....	Miles City, Mont.
Grinnvoll, B. K. ....	Sec. Laborer. ....	Harlowton, "

### Terre Haute Division

Dancy, Okel ....	Section Lab. ....	Cheneyville, Ill.
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### Twin City Terminals

Bandzak, M. ....	Coach Cleaner. ....	Minneapolis, Minn.
Doran, J. W. ....	Yard Conductor. ....	St. Paul, "
Waldman, F. E. ....	Sorter. ....	Minneapolis, "



An early picture of a rowboat fleet cruising through the Upper Dells. (Photo by H. H. Bennett)

## The Wisconsin Dells — A Tourist Attraction for 100 Years

The opening of the 1969 vacation season marked the beginning of the second century of tourism at the Wisconsin Dells, the popular Midwestern recreation area served by the Milwaukee Road.

According to local history, the industry was "born" in 1869 when the operators of a vacation resort known as the Tanner House hitched up a horse and buggy and drove their guests to the head of the Dells for a rowboat ride seven miles downriver through the gorges of the majestic Wisconsin. Along the way the sightseers were fascinated by the panorama of towering cliffs, table rocks and wild ravines that tell the story of an old detour while primeval forces carved out the present river bed.

At that time the town was named Kilbourn City as a tribute to Byron Kilbourn, president of the La Crosse & Milwaukee Railroad (a predecessor line of the Milwaukee Road), which had built north and crossed the Wisconsin at this point in 1857. The name endured until 1931, when it was changed to the more descriptive Wisconsin Dells.

Before the influx of white settlers, the region was the home of the Winnebago tribe, and the area abounded with Indian lore. Legend has it that the Dells were formed by a giant serpent that battered

its way through subterranean rock, leaving a massive trail of unique geological formations.

The catalyst of tourism in this primitive wilderness—the first person to appreciate its potential as a scenic empire—was a young Milwaukee Road telegrapher, George Humphrey Crandall. Upon arriving in Kilbourn City, Crandall courted and married a daughter of H. H. Bennett, a pioneer in scenic photography who had established a studio there in

1865. (The Bennett studio is reputed to be the oldest in the United States.)

Abetted by his father-in-law, Crandall obtained from the Southern Wisconsin Power Company a long-range lease on numerous tracts of land adjoining the river. He also took over the company's river equipment, including a stern-wheel passenger steamer. Gradually he began acquiring other property along the river for the purpose of preserving the virgin timber lining its banks. Later, as his

The launch Chief of the modern sightseeing fleet passes Chimney Rock in the Upper Dells. Today's fleet consists of 22 launches ranging in passenger capacity from 80 to 300 persons.



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fortunes improved, he bought the power company's holdings outright.

Crandall lived to see the Dells develop into a vacation spot of national fame. However, he never regarded himself as the owner of his extensive properties, but as a custodian holding them in trust for the pleasure and enjoyment of posterity.

Today, thanks to Crandall's ambition and ideals, the landscape remains relatively untouched. Water conveyance, however, has changed markedly since rowboats started pushing their way downriver a century ago.

Today a fleet of 22 all-steel sightseeing launches—the largest fleet of its kind—cruises the waters of the Wisconsin. The launches, ranging in capacity from 80 to 300 passengers, are Coast Guard approved and operated by pilots licensed under that agency.

Along the 420-mile course of the Wisconsin are 26 power dams, one of which is located at the Dells. This dam is the divider between the Upper and Lower Dells, 12 miles of unmatched river beauty.

The Upper Dells features three scenic ports of call: Stand Rock, Cold Water Canyon and Witches Gulch. The cruise of the Lower Dells provides breath-taking views of hundred foot high sandstone cliffs and a maze of rocky ledges and islands.

One of the circumstances responsible



The steamer Dell Queen in the Narrows, a picture believed to have been taken in the late '80s. The first Dell Queen was placed in service in 1873 and a second was still operating about 1900. (Photo by H. H. Bennett)

for making the Dells the success it is today is its easy accessibility for a large segment of Midwest population. By way of the Milwaukee Road, for instance, it is within a few hours' ride of Chicago, Milwaukee and St. Paul-Minneapolis.

Starting with the vacation season, the

Milwaukee also offers Dells tours at attractive package rates, ranging from one-day excursions to full week vacations. The popularity of these tours is indicated by the fact that the 1968 one-day excursion trains carried an average of 675 passengers each.

## Association of Mechanical Foremen Observes 25th Year



F. A. Upton, chief mechanical officer, addresses the banquet meeting. At his right are Electrical Foreman C. E. Wellnitz, president of the foremen's association, and Mrs. Wellnitz.

The convention of the Milwaukee Road Mechanical Foremen's Association in the Chicago-Sheraton Hotel June 13-15 marked the organization's 25th anniversary. The event was celebrated at a

July-August, 1969

banquet attended by approximately 85 delegates, guests, and former members.

V. J. Anschutz, vice president of the Middle District, acted as toastmaster for the occasion, which featured addresses by L. V. Anderson, assistant vice president-operation and general manager, and F. A. Upton, chief mechanical officer.

Mr. Anderson's talk concerned the job of keeping the railroad's rolling stock in running order, and the role of the foreman in supervising the maintenance of equipment. He said it was good to know that the responsibility is in competent hands.

Mr. Upton spoke about the severe weather that affected train operations throughout the first quarter of this year, and thanked the supervisors for their help in solving the mechanical problems that prevailed over that period.

Guests of the membership included, together with their wives, L. W. Harrington, vice president-labor relations, J. J. Drinka, assistant chief mechanical of-

ficer, and W. C. Gage, superintendent of motive power; also G. V. Ireland, retired general storekeeper. Highlighting the evening, C. E. Wellnitz, electrical foreman at Milwaukee Shops and president of the Association, presented Mr. Ireland with a plaque in recognition of his service to the organization in his years with the railroad.

G. V. Ireland, retired general storekeeper, studies the plaque presented him by the mechanical foremen, along with F. A. Upton (left) and L. V. Anderson, assistant vice president-operation and general manager.



## Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT  
—CAR DEPARTMENT

Eileen M. Schneider, Correspondent

Miss Jan Wood, daughter of G. L. Wood, general superintendent of the car department, was a June graduate of Wisconsin State University-Whitewater. Miss Wood earned a bachelor of science degree with majors in journalism and speech. She began working June 16 for the Green Bay Press-Gazette as a reporter.



Jan Wood

During her four years at WSU-W, Miss Wood wrote for the school newspaper and was local news editor for the campus radio station, WSUW-FM. She was also public relations chairman for the school's annual winter carnival and a member of the debate team. She is affiliated with Sigma Sigma Sigma, national social sorority; Phi Kappa Delta, national honorary forensic society; and Theta Phi, a petitioning chapter of the professional journalism society, Theta Sigma Phi. She was vice president of Theta Phi.

Happy retirements to John J. Gaffke, who was a sheet metal worker in the Tin Shop for 40 years, Otto Wichter, a blacksmith welder in the Forge Shop for 33 years, and William Kannenberg, a machine hand in the Wood Mill for over 32 years. They joined the retired ranks in June.

Another retired Shop employe, John "Cupie" Marquardt, blacksmith welder for over 50 years, started enjoying retired life by taking Mrs. Marquardt on an extended trip to Alaska.

Wedding bells rang on Aug. 9 for Chief Clerk Richard Andrews' daughter Diane, who became Mrs. Richard Fermanian at Nativity Lutheran Church in Milwaukee. A dinner and reception followed at the Black Steer Restaurant. After honeymooning on the West Coast, Diane and Richard have made their home in Milwaukee.

Clarence Duchrow, carman in the freight shop for 33 years, celebrated his 25th wedding anniversary by taking Mrs. Duchrow on a second honeymoon and vacation trip to Hawaii. After 15 wonderful days in Hawaii, they spent the remainder of their vacation visiting Los Angeles, Las Vegas, and the Grand Canyon. Clarence reports that the eventful trip fulfilled their dream of many years.

## D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

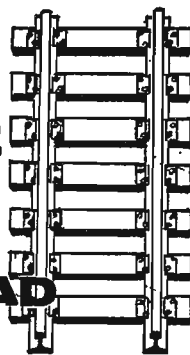
Chester C. Smith, who has been night chief dispatcher at Savanna for the past 20 years, retired June 28, completing over 50 years of railroad

service. Mr. and Mrs. Smith were honored at a dinner party at Gordons Sea Food Inn the same evening and presented with a gift of money with the best wishes of the D&I Division group for a most happy retirement. The Smiths will continue to reside at 123 Hill Street, Savanna. Am sure Mrs. Smith will find plenty of things to keep Chet busy now that he will be home all the time.

Mrs. Leonard Johnson, widow of First District engineer, passed away in the City Hospital at Savanna, June 25. Funeral services and burial were in Savanna. Surviving are a daughter, son and grandson.

Mrs. Sam Kampas, widow of maintenance of way employe, passed away in her home June 10, following a heart seizure. Funeral services were held in the Community Church, with burial in the Savanna Cemetery. Surviving are five sons, Engineer Steve and Conductor Sam of Savanna, William of Clinton, Conductor Thomas of Carpentersville, and George of Orange, Calif.;

## ABOUT PEOPLE OF THE RAILROAD



one daughter and a number of grandchildren.

I. L. (Lloyd) Moore, an inspector in the freight service department with 47 years of service, passed away in the City Hospital at Savanna May 30. Funeral services were held in St. John's Catholic Church, with burial in the Savanna Cemetery. Surviving are the widow, two sisters and one brother, all of Dubuque.

Retired Conductor Ira E. Kelsey passed away in Davenport May 30. Mr. Kelsey retired in 1962. Surviving are the widow and three sons, Yardmaster A. I. Kelsey and Switchmen William and J. L. Kelsey, all of the Tri-City area.

Mary Ann Riley, only daughter of Assistant Superintendent and Mrs. G. W. Riley, Dubuque, became the bride of Michael Stoner, Minneapolis, on May 3 in the Presentation Church in St. Paul, Minn.

C. E. Peck, clerk at Dubuque, and wife were honored at a retirement party held in Leiser's Supper Club, Dubuque, the evening of June 21. Mr. Peck retired on June 6 after 49 years of service, the later years being spent in the ticket office at Dubuque. He was presented with a cash gift with the good wishes of his friends and associates in the Dubuque area. Agent R. A. Arntz acted as emcee for the occasion.

Miss Julia C. Novak, daughter of A. C. Novak (superintendent of road and suburban passenger service and personnel) and Mrs. Novak of Savanna, appeared recently in a solo piano recital in the North Music Rehearsal Hall of the University of Iowa-Iowa City. On the program were five Scarlatti sonatas, Schumann's Kinderszenen, op. 15, and Beethoven's Third Piano Concerto in C Minor, op. 37, no. 3. Kenneth Amada, concert pianist and Miss Novak's instructor, assisted her in the last number. Miss Novak will start her senior year in the School of Music this fall, majoring in applied music with piano as her instrument.

Wade Johnson, conductor on the Third District, retired recently after more than 40 years of service on the division, having started as a brakeman on Mar. 2, 1929. Previously he worked as a flagman on Curley's bridge gang in the summer of 1923 and then as a fireman on the old Utah Copper Railroad near Salt Lake City. He was never injured in railroad employment. His hobbies are carpentry, gardening and traveling, and he and Mrs. Johnson expect to travel extensively in their retirement years.

## Aberdeen Division

EAST END

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

Doing relief agent-operator work on the Aberdeen Division this summer is Larry Walker. On Friday, the 13th of June, he took time out to get married to Mary Ellen Nelson. The two of them graduated from Northern State College at Aberdeen this spring. When fall comes, Larry will enter the seminary at Sioux Falls, S. D., and Mary Ellen will teach.

Another relief operator on the division is Nancy Wendt, who took over the Shakopee station when "Rocky" Rockwell and his wife flew to England on a vacation jaunt. From there, she moved up the line to Hopkins. We understand there are some others of the feminine persuasion who are working during the summer season.

Bruce and Brian Van Horn, the sons of Agent Lynn Van Horn at Montevideo, were old enough to vote as of June 14th. They still think the flags fly on that date just to commemorate the event. To make the day even more significant, they were attendants on that date at the wedding of Frank Roder. Frank's uncle is Brakeman L. J. Roder of the Aberdeen Division.

Retired Baggageman Milt "Maxie" Thorne passed away after a lingering illness . . . Former Machinist Emil Rhoads of the Montevideo roundhouse forces passed away in Minneapolis . . . Mrs. Mary Klucas, the mother of Retired Conductor Ed and Roundhouse Foreman Walt of Moberg, died at the age of 102 . . . Retired Engineer Reuben Nelson passed away suddenly while mowing his lawn. Rails will remember him as the man who





**GRADUATE OF ARMY COMMAND COLLEGE.** John M. Conway, assistant auditor of equipment accounts and a lieutenant colonel in the Army Reserve, shown attending the U. S. Army Command and General Staff College at Ft. Leavenworth, Kans. His graduation on July 5 culminated 5 years of a non-resident course of instructions. Mr. Conway is commander of the 305th Psychological Operations Battalion based in Chicago.



**HONORED BY THE ENGINEERING DEPARTMENT.** Assistant Engineer Irwin V. Wiley shown with a group of his long-time associates in the Chicago office following a luncheon that marked his retirement on June 30. From left are R. D. Claborn, office engineer; C. V. Lund, special assistant to vice president-chief engineer; B. J. Worley, vice president-chief engineer; Mr. Wiley; K. L. Clark, engineer of track; and F. P. Drew, bridge engineer. Mr. Wiley had almost 47 years of service, starting in 1922 as a rodman, and in the Chicago headquarters office since 1935, in which he was appointed assistant engineer in 1944. He was a member of the Track Committee of the American Railway Engineering Association. The Wileys will continue to live in Chicago. They have two married daughters, one in Munster, Ind., and the other in Missoula, Mont., and 14 grandchildren.



**RETIRED IM&D ENGINEERS HONORED.** Engineers Claude Messmore (center) and Bernie Elsner, who have retired from service on the IM&D Division, are presented gifts from their friends by Les Whalen, local chairman of the BRT. The occasion was a dinner in their honor at Harry's Cafe in Austin, Minn., where both make their home.



**JUNE BRIDE.** And they didn't come any prettier than Doreen Mulhern, secretary in the Chicago engineering office, shown with her fiance, Richard Gorostiza, at a cake-and-coffee party in her honor on May 29, when she resigned to become Mrs. Gorostiza. The wedding took place in St. Nicholas Church, Evanston, Ill., June 7, and they spent their honeymoon in Hawaii. The couple are making their home in Boise, Ida., where Doreen's husband is in the door manufacturing business.



**45-YEAR SAFETY-SERVICE RECORD.** In recognition of 45 years of service, L. A. Mahnke, signal maintainer at Tower A-2, Western Avenue (center), is presented a Silver Pass by W. J. Witthans, signal supervisor for the Bensenville district. At left is District Safety Engineer M. E. Stewart, who congratulated Mahnke on having worked 45 years without an injury.



**IN APPRECIATION, FROM J.A.** A golden ruler inscribed J.A. Adviser 1968-69 is presented to D. O. Anderson, general inspector and instructor in the safety department, left, by G. J. Borry, superintendent of safety. The rulers were presented to each employee who served as a volunteer adviser for the railroad's three J.A. companies during the 1968-69 business year, which marked the golden anniversary of the National Junior Achievement program.



**LAST DAY AT MILWAUKEE SHOPS.** Elmer Liebnow, clerk in the district general car foreman's office at Milwaukee, receives best wishes from a group of fellow workers at a cake and coffee get-together in the office of the general superintendent of the car department marking his retirement on May 29. Mr. Liebnow had 49 years of service with the railroad.

could recite poetry as easy as ordinary conversation, composing it without effort as he recited . . . D. E. "Smitty" Smith died suddenly of a heart attack at his home in Marvin, S. D., on May 11. Smitty was a cat operator and had been working out of Twin City Terminals . . . Retired Section Foreman Chris Peterson passed away at Alpena, S. D., in April . . . Retired Agent-Operator John Dangel died at his home in Woodburn, Ore., in April . . . "Butch" Mathis, weed mower operator, died suddenly at Aberdeen in April.

Nick, the son of Conductor George Solberg, who is employed by the U. S. Government as an electronics engineer, has been installing radios in Germany, and while there, browsed around in antique shops to find spoons for his mother's collection. In his wanderings, he stumbled on a spoon that bore the coat of arms of the Von Schulberg family, which rang a bell. George recalls that his great-grandfather was a Von Schulberg, and all this resulted in digging into past history, which proved mighty interesting.

Engineer Tom Quinn has been confined to Asbury Methodist Hospital, where he underwent lung surgery. Paul Kroebush, Minneapolis roundhouse caller, has been confined to St. Mary's Hospital in Minneapolis with a heart condition.

Mary Ann Shea, the daughter of Conductor Jim Shea, who is a student at Holy Angels Academy in Richfield, won the Crisco Award for 1969 for being the outstanding student in home economics at the Academy. Her particular skill is sewing.

Brakeman Bruce Marsh reports the arrival of Angela Cathryn on June 22.

T. J. Hilt, track foreman at Zeeland, N. D., and Retired Track Foreman Ted Bagauss, Summit, S. D., have received 39-year Superior Service awards, in recognition of the fact that no member of their crews over that period had been involved in a reportable injury.

## Terre Haute Division

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



Vicky Jo Powell

Vicky Jo Powell, daughter of Section Foreman and Mrs. Harry M. Powell, St. Anne, Ill., has won a General Mills Scholarship to Kankakee Community College. She plans to go into food service, and will study to become a dietician. Vicky comes from a three generation railroad family. Her father has his headquarters at Delmar.

Of all the months in the year, I think May and June are the most significant. In May we pay homage to the mothers of the world. I especially congratulate the mothers and wives of railroad men. The qualities of these women are beyond my vocabulary. Many endure loneliness and uncertainties with ease. Responsibilities are many: raising children, handling the budget, and being an all-around mechanic.

In June we honor the fathers of the world. Being a father of six children, it was a wonderful day, even if it did rain all day long. It made me recall other fathers who work on the Milwaukee—Wallace Jordan, John Ball, Joe Martin, Clay and Muriell Wilkinson, Ralph Pound, and others too numerous to name.

I would like to thank the many people who have commented and congratulated me on my student trip into the field of journalism. I had an especially nice letter from Walter Bates, who is retired and resides in Milwaukee. He is a former traveling engineer and assistant master mechanic, and was on the Terre Haute Division from 1927 to 1933. Another retired engineer who brought back memories is Carl Lewis.

He is in good health and enjoying the pension. Also, John Craig, who dwells in St. Petersburg, Fla., is in good health. Many of you remember, too, Marley Farris, freight agent who retired in 1945. We had an enjoyable conversation in recalling his many years of service with the railroad.

L. D. McCrocklin, yardmaster at Latta, is exuberant over his new grandson.

L. F. Shanahan, former assistant superintendent, paid us a visit on his vacation. He is now assistant superintendent working out of Savanna, Ill.

Assistant Superintendent G. A. Chamberlain has purchased a home in the Southwood subdivision of Terre Haute.

Doug Stevenson, yard clerk at Bedford, has taken his physical for the Armed Service. Also, Mike Bedwell, clerk at Latta, has been accepted in the Air National Guard.

Our sympathy to the family of Harry J. Richard, retired roundhouse foreman, who passed away May 17. The Retired Railroadmen's Association conducted a memorial service, which was followed by Requiem Mass in St. Patrick's Church. Burial was in Calvary Cemetery.

I read someplace that a man, in his pursuit of a living, should have a hobby that is the opposite of his profession. T. R. Anderson, car foreman at Latta, has such a hobby. It is photography. This is not a matter of snapping a lens on a Brownie camera—he has several cameras and his own developing room. His Christmas cards are of his own design. The pictures he has taken of weddings indicate the many years of experience that have gone into this hobby.

## La Crosse Division

WISCONSIN VALLEY

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

At the special program for seniors at Wausau East High School, Nancy Porter, daughter of Sales Representative and Mrs. Gene L. Porter, was awarded the Future Secretaries Club Scholarship. She plans to attend Spencerian College in Milwaukee beginning in September.

Several parties/showers preceded the marriage of Miss Sharon Tapper and Fireman Robert Zimmerman, which took place June 7 at Zion Lutheran Church, Wausau. The bride wore a traditional floor length gown fashioned by her mother. Her two tiered full length veil was a duplicate of her grandmother's bridal veil, and was secured to a headpiece of imitation orange blossoms originally worn by a bride 65 years ago. Dinner was served at the church hall, and a reception and dance were held at the Marathon Co. Fish and Game Club. The groom's parents held a rehearsal party at their home the evening prior to the wedding.

Retired Car Foreman John Zander,

*The Milwaukee Road Magazine*



**GOLD PASS HOLDER.** Raymond Schilz, machinist helper at Milwaukee Shops, receives his Gold Pass for 50 years of service from W. C. Gage, superintendent of motive power. Schilz is currently employed in the machine and reclamation shop. By avocation, he is a fisherman.



**CENTENNIAL DAYS AT PERRY.** Playing a leading role in the centennial celebration at Perry, Ia., June 30-July 4, Mayor D. E. Lee, agent for the railroad at Madrid-Woodward, is shown crowning the queen, Katie Hinz, as Relief Yardmaster Cecil Perkins waits to present her with a bouquet. Milwaukee Road people played many parts in the observance. Participating in the kiddies parade, Debra Kay and Karen Harvey, daughters of Relief Dispatcher and Mrs. Larry Harvey, pose with their dachshund Mitzi costumed as a centennial "hot dog." Mitzi was served up on a sponge rubber bun. (Perry Daily Chief photos)



**FORTY-FIVE YEAR VETERAN.** Marking his 45th year of service, L. G. Glasnapp, section foreman on the Milwaukee Division (center), is presented a Silver Pass by Roadmaster J. E. Ely as Sectionman K. C. Lind stands by. Foreman Glasnapp works out of Oshkosh.

**FROM THE LIONS, IN APPRECIATION.** E. J. "Ed" Applebury, agent at Austin, Minn., displays the plaque presented him by the Austin Lions in appreciation of his fine work as president of the club the past year. Applebury has been active in the Lions wherever he has represented the railroad, previously at Mason City, Ia.



**SILVER PASS VETERAN.** James Felix, turntable operator at Milwaukee Shops, is presented a Silver Pass by District Master Mechanic H. W. Reinold in recognition of 45 years of service. Standing by is Labor Foreman Cecil Smith. Mr. Felix's service date on the seniority roster in Milwaukee is Feb. 15, 1924.

**ROCKY MOUNTAINEER RETIRES.** Brakeman E. L. Bastian displays the hand-tooled billfold given to him by his friends when he retired recently from service on the Rocky Mountain Division. Wishing him well is Trainmaster-Traveling Engineer E. P. McLean. Bastian started with the Milwaukee in 1923 as a trackman at McLaughlin, worked later as a B&B carpenter, roundhouse laborer, fireman and brakeman at Mobridge, and had been a brakeman on the Musselshell District since 1950.







Second Quarter		Six Months		
Ending June 30		Ending June 30		
1969	1968	1969	1968	
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passenger, mail, etc. ....	\$68,529,947	\$68,311,448	\$134,469,318	\$134,831,685
<b>PAID OUT IN WAGES</b>				
31,472,175	29,108,193	63,282,906	57,296,338	
PER DOLLAR RECEIVED (cents) .....	45.9	42.6	47.1	42.5
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	3,550,384	3,314,136	7,048,099	6,437,661
PER DOLLAR RECEIVED (cents) .....	5.2	4.9	5.2	4.8
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest..	37,506,182	34,129,206	74,530,986	68,697,693
PER DOLLAR RECEIVED (cents) .....	54.7	50.0	55.4	51.0
<b>ORDINARY INCOME (OR LOSS)</b>				
(3,998,794)	1,759,913	(10,392,673)	2,399,993	
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars .....	263,693	265,385	519,106	529,909
Decrease 1969 under 1968 .....	— 1,692		— 10,803	

84, passed away June 25. Funeral services were held at St. Paul's United Church of Christ. Burial was in Restlawn Memorial Park, Wausau. Survivors include three sons, a brother, Otto (retired carman), and a sister.

Charles Streble, 69, retired machinist, passed away June 2 after a brief illness. Survivors include his wife, two sons, two daughters and 15 grandchildren.

The May luncheon of Wausau Chapter of the Women's Club, attended by 33 members, was held at Palm's Supper Club, Rothschild. Following the buffet luncheon, diversions in the afternoon were card games and visiting with old friends. Mrs. Maurice Nelson, chairman, was assisted by Mrs. Ray Schulz and Mrs. Ralph Chamberlain. Artfully decorated baskets of spring flowers decorated the tables. Mrs. Nelson presented the officers with special gifts of flower arrangements and matching aprons and towels. Everyone was particularly happy to have Mrs. August Krueger, a charter member, who had been ill, present at the party. Mrs. Gerald Loomis, president, who presided at the meeting party, announced that meetings would be adjourned until Sept. 9.

Engineer and Mrs. Ken Conklin "took off" for Evanston, Ill., a few hours after learning of the arrival of his first grandchild, a girl. Mr. and Mrs. Lowell Baumgardt are the parents. The mother is the former Mary Conklin.

William Farrell, retired Wausau machinist, was honored recently by the International Association of Machinists, Lodge 234, Milwaukee, at an "Old Timers Night." He received a 50-year veterans certificate, a gold membership card, and a jeweled veterans badge for his 50 consecutive years of membership from the Grand Lodge of the International Association of Machinists and Aerospace Workers. Mr. Farrell started his railroad career at La Crosse in 1918, served his apprentice at Milwaukee Shops, and transferred to Wausau in 1928, retiring in 1967.

## EAST END

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

Retired Passenger Brakeman Robert L. Staudy of Neshkoro, Wis., age 79, passed away on May 6. He is survived by three daughters, a son, 7 grandchildren and 14 great-grandchildren.

Conductor Harold W. Ambrose, age 58, passed away in Milwaukee on May 15. "Hayfoot" was a member of the BRT and Portage Elks Club. He is survived by his wife, Cecelia, a stepdaughter and seven grandchildren.

Retired Sectionman James T. Bell, age 80, died at Columbia Manor, Wyocena, on May 24 following an extended illness. Mr. Bell is survived by his wife, three sons, six daughters and 26 grandchildren.

Fred H. Learmonth, retired clerk, age 69, passed away in Milwaukee on June 11. He worked in the freight house at Portage up to his retirement. Mr. Learmonth served as a Marine in both World War I and II. He is survived by his wife, Beulah, one son, Lt. Col. Allen Learmonth, and one daughter, Mrs. Barbara Richards of Minneapolis, and six grandchildren.

John C. Stein, age 71, of Watertown passed away. He is survived by a sister. Interment was in St. Mary's Cemetery, Portage. Mr. Stein was a retired telegraph operator.

Section Foreman Gus G. Conom, Sun Prairie, retired on May 31 after 51 years service. Also, Section Laborer J. R. Dailey, Sun Prairie, retired May 31 after 27 years of service in the track department. Many happy years of retirement to both of these gentlemen.

## MADISON AREA

A luncheon honoring Ethel S. Cushman was held in the Madison freight house June 11. Mrs. Cushman served as a bill clerk at the freight house from 1921 until 1926 and again from 1943 until her retirement on June 13. She plans to make her home at Okee, near Lake Wisconsin, but will spend the winter in Florida, in the vicinity of Fort Myers.

Ethel's father and uncle were railroaders also, both in the locomotive department of the CNW, and her brother, John Rommelfanger, was employed on the Milwaukee Road for many years as a yard clerk in Madison. Ty Rommelfanger, currently employed in the Madison freight house, is a nephew.

Asked if she plans to raise a garden or flowers or chickens, Ethel said "no," but was considering raising a little "dickens." She has one daughter, Mrs. Jean Kessich, and four grandchildren living in Madison. We in Madison



Mrs. Ethel Cushman, bill clerk at the Madison, Wis., freight house, is presented a gift from Madison employees by General Agent R. K. Hurlbut marking her recent retirement. For details, see the La Crosse Division news-Madison area.

will miss her—she enjoyed her work, and we enjoyed her.

Sympathy was extended to the family of Carl H. Olson, 41, who passed away unexpectedly at Janesville on May 22. He began his railroad career in 1950 and was agent-operator at various locations on the La Crosse Division before coming to Janesville as second trick operator.

New on the agent-operator roster is Beth Mueller, daughter of Agent and Mrs. Albert A. Mueller, Beaver Dam. Beth began her service in June 1968 when she was hired for relief work on the Northern Division.

#### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse



Arthur Klaus

On May 31, Engineer Arthur Klaus stepped off the Afternoon Hiawatha and capped a 45-year career with the Road. He started in 1924 as a section laborer and later worked in the roundhouse. He worked as a fireman for a time and was promoted to engineer in 1947. Mr. and Mrs. Klaus have six children and 18 grandchildren. He plans to spend much of his time planting trees on his son's Trempealeau farm.

Mr. and Mrs. Willard Douglas were honored on their 50th wedding anniversary with an open house held at Stoffel Hall in La Crosse on June 22. Mr. Douglas is a retired carman. They are the parents of twins, a son, Merl of Norfolk, Va., and a daughter, Mrs. George Anderson of La Crosse.

A girl, Rachel Therese, was born on May 8 to Operator and Mrs. Mike Ott at Red Wing, Minn.

Engineer J. Limberg retired at La Crosse recently. Mr. Limberg started railroading in 1920 on the section and in 1923 became a fireman. He was promoted to engineer in 1929 and worked in passenger, freight and yard engine service during his railroad career.

Word was received at La Crosse of the death of Retired Engineer Christopher T. Mills, 72, at Phoenix, Ariz., on Apr. 29. Also of Retired Engineer Victor O. Johnson, who passed away at Brainerd, Minn., on Apr. 20.

### Milwaukee Terminals

#### REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Geraldine Hartner, recuperating at home following a four-month confinement at St. Luke's Hospital, is reported making progress. On May 9, her birthday, a group of friends surprised her with a little party. Though still confined in bed, she was happy and pleased with the celebration. Rosemary Fernbach has returned to work

## Carloadings



JANUARY-JULY 1969 compared with same period in 1968

#### NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1969 over 1968	SEVEN MONTHS		INCREASE	
		1969	1968	1969 over 1968	% of increase
8.4%	Grain .....	42,749	37,255	+ 5,494	+ 14.7%
6.3	All other paper or allied products.....	41,641	40,964	+ 677	+ 1.7
3.6	All other wood products (incl. plywood) .....	16,734	16,504	+ 230	+ 1.4
3.3	Coal .....	49,126	46,486	+ 2,640	+ 5.7
3.2	All other chemicals or allied products.....	19,668	19,425	+ 243	+ 1.3
2.6	Canned fruits, vegetables and seafoods .....	13,699	13,354	+ 345	+ 2.6
2.4	All other primary metal products .....	10,884	9,406	+ 1,478	+ 15.7
2.3	Pulp or pulp mill products...	9,434	8,925	+ 509	+ 5.7
2.1	Nonmetallic minerals; except fuels .....	27,313	24,355	+ 2,958	+ 12.1
1.7	Waste or scrap materials...	14,676	14,034	+ 642	+ 4.6
1.3	Electrical machinery or equipment .....	9,521	8,613	+ 908	+ 10.5
.7	Beverages; except malt liquors .....	6,268	5,812	+ 456	+ 7.8
.5	Soybeans .....	4,784	3,943	+ 841	+ 21.3
.5	Potatoes, other than sweet...	3,991	3,646	+ 345	+ 9.5
.5	Fresh fruits and vegetables .....	4,842	4,497	+ 345	+ 7.7
.3	All other farm products (incl. sugar beets) .....	7,114	4,100	+ 3,014	+ 73.5
.1	Small packaged freight shipments (LCL Mds.)...	186	151	+ 35	+ 23.2
11.7	All other carload traffic...	45,798	44,625	+ 1,173	+ 2.6
<b>51.5%</b>		<b>328,428</b>	<b>306,095</b>	<b>+22,333</b>	<b>+ 7.3%</b>
	loading of these commodities <b>DECREASED</b> in 1969 under 1968	SEVEN MONTHS		DECREASE	
		1969	1968	1969 under 1968	% of decrease
9.3%	Lumber or dimension stock..	31,164	34,288	— 3,124	— 9.1%
4.4	Motor vehicles .....	12,098	13,423	— 1,325	— 9.9
3.7	Meat, fresh, chilled or frozen .....	20,752	23,567	— 2,815	— 11.9
3.6	Primary iron or steel products .....	18,784	25,320	— 6,536	— 25.8
3.2	Stone, clay, or glass products .....	22,783	25,159	— 2,376	— 9.4
3.1	Grain mill products .....	30,111	31,991	— 1,880	— 5.9
2.7	All other transportation equipment .....	16,614	19,237	— 2,623	— 13.6
2.7	Industrial chemicals .....	10,283	10,956	— 673	— 6.1
2.6	All other food or kindred products .....	14,841	15,211	— 370	— 2.4
2.3	Freight Forwarder and Shipper Assn. traffic .....	13,894	14,410	— 516	— 3.6
1.7	Primary forest products .....	27,641	30,319	— 2,678	— 8.8
1.7	Fabricated metal products...	8,676	9,824	— 1,148	— 11.7
1.5	Malt liquors .....	11,491	12,155	— 664	— 5.5
1.4	Petroleum, natural gas or gasoline .....	11,311	12,576	— 1,265	— 10.1
1.3	All other machinery; except electrical .....	5,000	5,057	— 57	— 1.1
1.2	Farm machinery or equipment .....	7,621	9,164	— 1,543	— 16.8
1.0	Dairy products .....	6,515	7,574	— 1,059	— 14.0
.5	Coke oven or blast furnace products .....	4,310	4,926	— 616	— 12.5
.4	Metallic ores .....	1,642	3,055	— 1,413	— 46.3
.2	Livestock .....	1,060	1,329	— 269	— 20.2
<b>48.5%</b>		<b>276,591</b>	<b>309,541</b>	<b>—32,950</b>	<b>—10.6%</b>
<b>100.0%</b>		<b>605,019</b>	<b>615,636</b>	<b>—10,617</b>	<b>— 1.7%</b>



**RETIREES FROM MILWAUKEE TERMINALS.** Harvey C. Kolaska, who retired as a machine operator in the Milwaukee Terminals on July 3, is congratulated by Roadmaster P. J. Sylvester. He had more than 25 years of service in the track department. Fellow employees presented him with a cash gift and a fine transistor radio to carry on his fishing trips.

after a long leave of absence due to illness.

On July 18, Casimir Maciolek, revising and carload bill clerk, took his pension after 48 years of service. He began in September, 1921, expensing and tallying LCL freight. He spent a short time in cashier, demurrage and claim work, then transferred to Muskego Yard in 1930 as a carload bill clerk. In 1950 this operation was transferred to the Fowler St. freight office, where it remained until August of 1964, when it was consolidated with the regional data office in the shops area. "Casey Mack," as he is known, continued carload billing until assigned to revising. He and his wife, Regina, have moved to a comfortable apartment after being home owners many years, and plan to take it easy, provided their five grandchildren do not alter these plans. Daughter Norlene Reynosa has two sons and a daughter, and son Robert has one boy and one girl.

#### AGENCY

Michael J. Kurth took his pension May 29 after 44 and-a-half years service. All of this time was concentrated in the Fowler St. freight house, where Mike handled duties in almost all capacities, including trucker, caller, foreman, timekeeper, checker, tractor operator and yard clerk. When the LCL operation was eliminated, Mike went to Menominee Belt as yard clerk, thence to Agency as an auto messenger, thence to retirement. His wife, Katherine, passed away in 1967 and he now divides his time among his children and grandchildren. Daughter Nancy and husband Dr. Marvin Schultz, a pediatrician residing at Madison, have two girls and one boy. Daughter Marilyn Rotier and husband Donald, residing at St. Paul, have five boys. They will certainly keep grandpa busy. In addition, Mike likes to do a little farming for a friend.



**BRIDGE CITY RETIREMENT.** Engineer R. C. Rushford of Marmarth, N. D., making his last trip between Marmarth and Mobridge, S. D., June 27, receives good wishes from Trainmaster-Travelling Engineer J. D. Connelly, Mobridge (left), and E. H. Hopper, trainmaster-traveling engineer, Aberdeen. Rushford retired after more than 53 years of service, of which many years were on the Mobridge-Marmarth run.

#### MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent  
Office of General Superintendent

The depot force was saddened by the death of E. C. "Ed" Kurtzhals, mail and baggage agent, at his home the morning of June 7 as the result of a heart attack. Mr. Kurtzhals' employment date was Apr. 23, 1926, when he was 15 years of age. Starting as a mail sorter, he progressed to the position of foreman, and was appointed mail and baggage agent upon the retirement of George Mitchell. Surviving are his wife, Ruth; a son, Jody; his mother, two sisters and a brother. Services were held in Milwaukee. Mr. Kurtzhals was well known for his accommodating personality and his conscientious manner in serving the needs of the public and the company.

Mrs. Anne Klapperich, wife of Terminal Engineer Edwin Klapperich, made a trip to Phoenix, Ariz., where she stayed for a month visiting their daughter Nancy Ann, who is employed there as a secretary for the Massachusetts Life Indemnity Insurance Co. Nancy is a graduate of Prospect Hall College at Fort Lauderdale, Fla.

Congratulations were in order for Engineer Max Preuss on his marriage Apr. 26 to Cleo Granger, the marriage taking place at St. John's Lutheran Church with a reception following at the Turner Hall in Watertown. Also, congratulations to Switchman Neil Winker on his recent marriage.

Switchman John Groszkiewicz bowled high singles in a recent Milwaukee Road tournament, with a total score of 711, which put him in line for winnings of \$35 to \$40.

Sympathy was extended to Switchman Ed Pietruszka on the recent death of his mother.

Switchman Marv Topping and wife Dorothy made a trip to California recently to visit son Michael, also a

switchman, who will soon be leaving for overseas.

Congratulations to the John Sohrweides on the birth of their little daughter, named Laura Jean. Switchman Kameron Mafi and wife are also proud parents of a baby girl, Michelle, who arrived May 14. Yard Conductor Wayne Kabitzke and wife welcomed a son, Jeffery David, on May 24. La Crosse Division Brakeman Larry Hodan and wife announced the birth of a baby girl on June 4.

La Crosse freight conductor Harold Ambrose died May 15 . . . Retired Switchman Ed McCann passed away on May 22.

On June 10, Louis Mane's daughter, Mary, had heart surgery. Betty Baranowski, wife of Switchman Don Baranowski, also had heart surgery on the same day, performed by the same doctor, and the two patients were roommates. Both are doing well, and wish to express their grateful thanks to all who were blood donors for them.

We have a new caller at Muskego Yard, James Kucza, replacing Denny LaRue, who has gone back to switching. Caller Miles Cronce is off on a medical leave.

Congratulations to Oscar Johnson, who retired on July 1 with 47 years of service.

Switchman Dan Stubing, son of Switchman Donald Stubing, has entered military service. Switchman Dwight Crouse recently returned from his stint in military service.

John J. Crowley, retired stationmaster, passed away recently at age 82. Surviving are his wife, Clara, two sons, three daughters, 21 grandchildren and three great-grandchildren. Services were held at St. Thomas Aquinas with interment in Holy Cross.

## SERVICE PASSES AWARDED

### Gold 50-Year Passes

Bucklin, D. G., ret'd. conductor--Minneapolis, Minn.  
Carpenter, J. E., conductor-----Terre Haute, Ind.  
Kuhrt, Wm., sec. foreman-----Murdo, S. D.  
Kurth, Earl, switchtender-----Savanna, Ill.  
Linner, J. H., chief operator-----Minneapolis, Minn.  
McGrath, A. E., statement typist-----Chicago, Ill.  
McKenzie, M. M., clerk-----Chicago, Ill.  
Noonan, S. J., chief clerk-----Marquette, Wis.  
Schilz, R. L., mach. helper-----Milwaukee, Wis.  
Sivert, L. J., cashier-clerk-----Sioux Falls, S.D.

### Silver 45-Year Passes

Bayer, C. J., pipe fitter-----Milwaukee, Wis.  
Chrz, F. R., asst. foreman-----Rosemont, Minn.  
Fels, Lucille F., asst. cashier-----Sioux City, Ia.  
Glasnapp, L. G., sec. foreman-----Oshkosh, Wis.  
Kleinmaus, F. J., pipe fitter-----Milwaukee, Wis.  
Landmark, V. P., revising clerk-----Sioux City, Ia.  
Lencioni, P. D., bureau head-----Niles, Ill.  
Mahnke, L. A., signal mtr.-----Chicago, Ill.  
Merriman, M. S., train clerk-----Chicago, Ill.  
Orrino, F., sec. foreman-----Bonner, Mont.  
Post, C. O., dist. safety engr.-----Austin, Minn.  
Rue, M. D., stockyard foreman-----Aberdeen, S. D.  
Salzer, Paul, car foreman-----Council Bluffs, Ia.  
Thelander, D. R., chief clerk-----Elgin, Ill.  
Tojaski, H. A., mail truck driver-----Chicago, Ill.  
Trickett, H. M., car record clerk-----Elgin, Ill.  
Weik, G. J., frt. svc. inspector--New Berlin, Wis.

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Upon retiring in 1952, Mr. Crowley had served the railroad 46 of his then 65 years as a switchman and yardmaster, and 12 years as stationmaster.

Retired Switchman Christ Miller, 89, passed away recently also. He is survived by his wife, Martha, a daughter and several grandchildren. Interment was in Valhalla. Christ may be remembered as a long-time local chairman of the BRT.

Switchman Robert W. White Sr., who retired on disability in 1966, passed away at age 63. Survivors include two sons, Robert Jr. and Kenneth; a daughter, Mrs. Betty Jane Mueller; and nine grandchildren. Services were held at Wisconsin Memorial Park. Upon retiring, Mr. White had been with the railroad since 1926.

Roy A. Holmes, 55, who retired on disability in 1964, died May 10. He is survived by his wife, Lydia, his mother, two brothers and a sister. Interment was in Arlington. Mr. Holmes retired with 20 years of service in the terminals.

## Chicago Terminals

CALEWOOD

Judy Parsons, Correspondent

There's a new face at the Gray house these days since Wayne Gray, car record clerk, and his wife, Janice, formerly of Region 8, welcomed Karen Ann, born on June 24.

Stanley Boyle, car record clerk, is off on sick leave and we sure do miss him. Also, George Werembecki of the Control Center is recuperating at home after a gall bladder operation. Hope to see both of them real soon and feeling as good as new.

A big welcome back to Josephine Piconere from a sick leave, looking much better after a long rest.

Sympathy was extended to the family of Bess Halverson, clerk in the regional office, upon the passing of her mother, Frances Padour, after a long illness. Also to the family of Stanley Kmiecik, check clerk at the candy house, who passed away on June 29.

Mary O'Brien, of the regional data office, was married in a ceremony at Marina Towers on June 28 to Joseph Barima.

Theresa Jakubowicz, daughter of John Jakubowicz, check clerk at the freight house, was married on May 31 to Dr. Leon R. Wleklinski at Saint Aloysius Church.

We were very happy to welcome, Carolyn DiCicco, Ted Zielen and Stanley Rebacz into our group, coming from the Division Street office.

Frank Kurtzer, check clerk, and Fred Sawyer, check clerk at the freight house, retired on June 30 after many years of faithful service. Wishes for a long, healthy and happy retirement were extended to them.

Astri Dominick, former secretary to J. F. Millard, regional data manager, has left us and moved to Seattle, where she and her husband will await the birth of their first child in September.

## A Milwaukee Road Cook of the Week

Mrs. Glenn Frease with home-baked goodies that are favorites of her family and guests. For some of them she uses prepared mixes, adding her own touches. A cake favorite at the Freases' is chocolate made from a mix with a never-fail boiled frosting, which she makes from a recipe passed along by Glenn's mother. (Perry Daily Chief photo by Doris Uken)



In a community where good cooks abound, it is no mean accomplishment to be chosen "cook of the week," as was Mrs. Glenn Frease, wife of the Milwaukee Road's dispatcher at Perry, Ia. Jo Frease, who holds a full-time job with the *Perry Daily Chief*, was singled out by that paper recently as a cook *par excellence* of meals built around her husband's working schedule and the interests of two sports-active sons.

The Frease family—Glenn, Jo, and their sons Mickey and Kim—live in an attractive home built after Glenn began working in Perry 12 years ago. Jo's flair for decorating is evident throughout, from the bright carpeting and wallpaper to the handsome drape valances which were her winter sewing project.

Saturday is baking day at the Frease home, with the hope that there will be leftovers after the week end. To be prepared for extras, she uses a pie crust recipe that makes enough for four double crusts. The recipe goes like this:

### Never Fail Pie Crust

2 c. lard  
4 c. flour  
1 T. sugar  
1 t. salt

Mix together, set aside, and combine:

1 egg  
1 T. vinegar  
½ c. cold water

Mix liquid with dry mixture, stirring well and kneading slightly. Roll out on a floured board.

\*

As a working wife and mother, Jo is proficient at combining an eight-hour day in the office with homemaking, cooking and social activities. Both Glenn and Kim, the younger son, are ardent golfers, and she plays, too, just to share her husband's interests. This year Glenn is president of the Perry Golf and Coun-

try Club, and last year he was a member of the board.

However, Jo doesn't consider herself an outstanding cook, crediting box mixes and other convenience foods for providing many meals at their home. When she bakes bread, for instance, she often uses a mix that comes measured with dry yeast, and makes either four loaves at a time, or two loaves and a batch of sweet rolls.

A cake favorite at the Freases' is chocolate made from a mix, with a frosting from a recipe given to her by Glenn's mother. It is made like this:

### Virginia's Chocolate Frosting

2 c. sugar  
¼ c. white corn syrup  
½ c. butter or one stick margarine  
2 squares baking chocolate  
½ c. milk  
dash of salt

Mix ingredients in a saucepan, bring to a rolling boil, and boil exactly one minute. Remove from heat, cool a little and beat with mixer to spreading consistency.

Another favorite with their family and friends is Jo's banana bread. Here is the recipe:

### Banana Bread

¾ c. sugar  
¾ c. soft shortening  
2 eggs  
3 t. sour milk  
1 c. mashed banana  
2 c. flour  
1 t. baking powder  
½ t. soda  
½ t. salt  
½ c. chopped nuts

Mix sugar, shortening and eggs together, stir in milk and banana. Add dry ingredients which have been sifted together, and blend in nuts. Let stand 20 minutes, then bake in a 350 degree oven for 55 minutes.

## BENSENVILLE

Delores Barton, Correspondent

Gail Joanne Grosnick, daughter of First Train Clerk Wally Grosnick and wife, graduated in June with a bachelor of arts degree in special education from Carthage College, Kenosha, Wis. In September, Miss Grosnick will start teaching educable mentally retarded children in Lake Zurich, Ill.



Gail Grosnick

D&I Division Brakeman Alan F. Marshall was killed in action in Vietnam Mar. 21. A bronze plaque was placed at Fenton High School, Bensenville, honoring Marshall and three other former students. The plaque was made possible by contributions from Milwaukee Road employees and was dedicated May 29.

Retired Engineer Pat Mahoney was in from Hot Springs, Ark., to say "hello" to the gang. He looks like Hot Springs is agreeing with him.

Sympathy was extended to the family of Retired Engineer E. J. Brown, who passed away Apr. 30; to Retired Engineer W. T. Olsen on the passing of his wife May 3; to the family of Jack Logue, who passed away Mar. 14; and to the family of C. N. Smith Jr.,

who passed away June 18.

Retired Trainmaster John N. Malvin of Escondido, Calif., passed away Apr. 12.

Recently retired engineer W. J. Hilbrand was presented with a 50-year pin by BLE Lodge 790; Retired Engineer E. G. Martwick and Engineer H. Taubman with 35-year pins; and Engineer Roy Lange with a 25-year pin, at a ceremony and dinner at the Bensenville Women's Club.

Switchmen W. P. Collins, W. F. Merriman, G. J. Gandsey, V. V. Pompilio, H. D. Marler, E. L. Piedlow, E. Chiapetta, S. J. Gasper and M. Jerstad are still on the sick list at this writing. We hope for a speedy recovery.

Engineer W. P. Jacobs retired on Mar. 3, Terre Haute Division Brakeman A. H. Withers on May 26, and Engineer Elmer A. Schultz on July 1. Our best wishes for a long and happy retirement to these employees.

Mr. and Mrs. T. R. Lindvig Sr. of Wood Dale, Ill., were among the Chicago Terminal people who attended the Veterans' reunion in Milwaukee on June 12. Ted, who retired as a locomotive engineer after more than 49 years of service, had a great time reminiscing with old friends, recalling among other things that he promoted the coffee and rolls snack bar in the roundhouse locker room some 15 years ago. He and his wife were looking forward to celebrating their 53rd wedding anniversary on Aug. 14 with a family dinner at the Green Tree Inn.

## OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Welcome to Kenneth Pelka, who returned to work June 3 after almost two years in military service. We were glad to have a visit from Adrian Adkins while home on leave recently. He was returning to Ft. Gordon to attend Communications School.

Dan Chabowski has had surgery on his knee and we do hope he'll be back with us before long. Cynthia Knack is also on the sick list at this writing. Bernadette (Bunny) Velasco is on leave, awaiting the arrival of her first child.

Dick Hoehne has been in northern Minnesota on a fishing trip. The fishing was great, he said, and brought back pictures to prove it.

Our sincere sympathy to Donna Wucki on the death of her father, and to Martha Koenig, whose mother passed away suddenly.

## AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

Vivian Mortell, secretary to the auditor of capital expenditure, left the Milwaukee after 12 years of service to become a full time homemaker and mother. She and her husband, Chuck, are adopting a baby.

Jean Boyette, AFE clerk, became Mrs. Santo Garbo on June 16. The happy couple honeymooned at the Wagon Wheel in Rockford, Ill.

A. "Dwight" Johnson, assistant engineer, writes of his Army life experiences at Fort Riley, Kans. He hopes to return to the railroad soon.

Michael J. Shemroske, graduate of Loyola University and son of Assistant Engineer J. A. Shemroske, left for Austin, Tex., recently and is in training for Vista, in the southwestern district.

## TRAFFIC DEPARTMENT

Sharon L. Penington, Correspondent

We are happy to announce that on June 3, Douglas (of GFD) and Elaine Nightengale became the proud parents of a baby boy. They have named their first child Douglas Martin.

A European vacation was on the agenda for Dick O'Mara, SRO, this year. I'm sure he had a wonderful time.

Our congratulations are extended to Jack (of our GFD) and Joyce Tomasek upon their recent marriage. They are presently living in Chicago.

Frank D. Basil, former Milwaukee Road export-import agent, has been appointed Midwest area representative of the Port of Longview, Wash., with headquarters in Chicago. Mr. Basil spent 31 years with the Milwaukee prior to 1954, when he joined the American Mail Line as manager of its Chicago office. Later he was appointed general manager of the firm's Midwest division, and held that position until retiring this year at age 62.

## Chicago General Offices

### AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

G. E. Stickler, assistant to comptroller, retired June 30 after having served this company faithfully for 47 years. The joint facility and bill bureau, which was under his jurisdiction, had an open house in honor of the occasion. He was presented with a 400-day anniversary clock and Savings Bonds from his staff and co-workers, and many other personal gifts. Among the well wishers were many officials from the Union Station and representatives from other railroads, and retirees Russ Risberg, John Ritter, Bill Cusack, George Lowry, Elvira Ahlberg, Guy Macina and Emry Davis. We wish Mr. Stickler and his wife, Hazel, many long, healthy, happy years of retirement.

Congratulations to Thomas Wisniewski, son of Hilary Wisniewski, who appeared on TV in "It's Academic," representing Gordon Technical High School. His school, having received the highest score, returned again for the play-off. On his graduation night Tom received the following honors: Highest Honor Student, Proficiency in Language Arts, Latin and Editorship and National Merit Award

(Fathers' Club), a Georgetown University Scholarship, and also perfect attendance for four years. Returning home after graduation he learned he had received the 1969 J. T. Gillick Scholarship award. It is our hope that he will always achieve the things he hopes for most.

Congratulations to Anne Schafer of the paymaster's office on the birth of a baby girl to her daughter and son-in-law, Carol and Warren Toepper, who has been named Sharon Anne. Also to Sam Pucci, assistant paymaster, and his wife, Diane, on the birth of their second child, who has been named Debra Lynn.

W. J. Bowe, chief joint facility examiner, and his wife became grandparents again on the birth of a daughter to their son and daughter-in-law, Gerald and Beverly Bowe, who has been christened Karen.

A large office party was held for Lena (Carli) Papucci of the paymaster's office, who has taken a maternity leave to await the birth of her first child. She was well remembered with many beautiful gifts, including a buggy.

A recent visitor to the office was Irene Hughes, who now makes her home in Wayzata, Minn., looking fine and dandy.

Sincere sympathy to Jo Bird on the loss of her husband.



**NIGHT OPERATOR RETIRES.** Mrs. Edna Stone, known to third shift employees as the night operator of our switchboard in the Chicago Union Station, shown plugging in her final calls on May 30, when she retired with 26 years of service. Her co-workers honored her at a dinner in the station's Gold Lion restaurant. Edna, a widow who makes her home in Bensenville, Ill., has two daughters and nine grandchildren to keep her company.



**AWARD OF MERIT** for a 1968 safety record free of reportable injuries is conferred on the railroad's police force. Attending the presentation during a recent staff meeting in Chicago are, from left: W. Peterson, assistant captain, Chicago; R. H. Rollins, W. J. Bear, W. Miller, W. H. Block, F. J. Bushey and R. C. Emerson, captains respectively in Deer Lodge, Mont., Minneapolis, Aberdeen, S. D., Chicago, Seattle and Marion, Ia.; A. W. Hass, superintendent of police and fire prevention; M. V. Cunningham, captain, Milwaukee; R. W. Riedl, assistant superintendent of fire prevention; W. Vukovich, chief clerk of the Chicago office; and J. L. Mess, assistant superintendent of police.



**LAST RUN ON CITY TRAINS.** Conductor B. W. (Bernie) Schmidt pictured receiving the good wishes of W. M. Van Buren, assistant district manager of passenger sales, before departing May 27 for his last run from Chicago on the City of Portland and Denver. His return the day following concluded more than 53 years of service. Starting in 1916 as a call boy, Bernie became a brakeman in 1920 and a conductor six years later, working the last 14 years on the City trains. He and his wife, Velma, will continue to live in Savanna, Ill., but plan to spend the winters in California and Washington.

◀ **MISS MINNESOTA CAMPER.** Paulette Kalland, daughter of A. B. Kalland, assistant to the superintendent of the IMGD Division, who was chosen Miss Minnesota by the National Campers and Hikers Association at the state competition in Cambridge June 22, poses wearing her crown and ribbon.



**TOP GOLFERS.** Winners of the engineering department's annual golf outing at the Mohawk Country Club, Bensenville, Ill., were B. E. Daniels, principal assistant engineer, left, displaying the Maurice C. Chier trophy for low gross score (78), and H. A. Walter, assistant engineer, right, who won the Carpenter-Kennedy handicap trophy (73 net). With them is W. E. Fuhr, assistant chief engineer-maintenance, who presented the awards. Approximately 70 participated in the tournament.



**RETIRES WITH ALL-SAFE RECORD.** Paul Kietzman, section foreman at Stewart, Minn., right, retired on June 30 after 46 years of service with the fine record of no injuries either to himself or the men who worked with him. He started in 1920 as a water boy. With him is Sectionman Art Milbrand.



## OPERATING DEPARTMENT

Ashley Wilhite, Correspondent  
Office of Vice President-Operation

Miss Cheryl Kent and David R. Oberstee were married on May 10 at the First Methodist Church in Lombard, Ill. She is the daughter of Edward R. Kent, assistant supervisor of diesel utilization.

Sympathy was extended to Miss Catherine Lowrey, file clerk in the general manager's office, upon the death of her aunt, Mrs. Kathryn Boyd, who passed away at Joliet, Ill., on June 17 after a long illness.

## MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent  
Secretary to Manager Piggyback Services

Congratulations are extended to Richard (Ricky) Schmidt, MMTC mechanic, Bensenville, who was selected "Mr. I Am An American 1969" by his village of Hanover Park, Ill., as a result of his many contributions to public service.

He and his wife, Queenie, have lived in the village for seven years and are the parents of three daughters and grandparents of four. The two older girls met their husbands while members of the Hanover Park Teen Club, of which he was a founder.

Ricky is a member of the American Legion Soble post in the village, the Anglo American Club, and has served with the Ontarioville volunteer fire department six years, being currently the captain. However, he is best known for his work with the Teen Club. A friend who knows him well characterized him as "one of those people who's always doing something for someone without publicity; a behind the scenes worker."

Mr. and Mrs. Bill Sommers (MMTC dispatcher, Milwaukee) welcomed their third child, Robert, on Apr. 5. Robert's homecoming was awaited eagerly by his older brother and sister.

On May 21, Mr. and Mrs. Michael Kovac became parents of a son, Kevin Gerrard. Colleen, who formerly was a typist in the MMTC Chicago accounting office, and Mike are also parents of two-year old Michael.

The Bronze Star Medal has been awarded posthumously to Private First Class Michael J. Wilson, U. S. Marine Corps, son of Mr. and Mrs. Orden Wilson (MMTC driver), Milwaukee. The citation read: "For heroic achievement in connection with operations against the enemy in the Republic of Vietnam while serving as a radio operator with Company B, First Battalion, Twenty-Sixth Marines, First Marine Division. On 27 September 1968, Private First Class Wilson was a member of a relief force assigned to assist a Marine squad that was heavily engaged with a numerically superior North Vietnamese Army force near DaNang. Arriving in the designated area, the reaction force joined the beleaguered unit in an assault upon the enemy positions and

several Marines were wounded.

"Unhesitatingly moving to aid the casualties, Private First Class Wilson fearlessly exposed himself to hostile fire as he administered medical care to his comrades. Protecting the injured Marines from enemy fire, he steadfastly remained in the hazardous area and delivered accurate suppressive fire upon the hostile force. Disregarding his own safety, he resolutely continued his determined efforts until he was seriously wounded. His heroic actions and sincere concern for the welfare of his comrades inspired all who observed him and were instrumental in saving the lives of several Marines. Private First Class Wilson's courage, aggressive fighting spirit and unwavering devotion to duty were in keeping with the highest traditions of the Marine Corps and of the United States Naval Service."

## OFFICE OF AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Contributed by Josephine White



Virginia Berry

Richard Berry

Elmer Berry, chief revising clerk of our auditor of freight accounts office, happily witnessed the graduation of his daughter, Virginia, from Bethel College in St. Paul, from which she received her BA degree in education. His son, Richard, graduated from Northern Illinois in DeKalb, receiving his MA degree in education. We all extend our most sincere congratulations on such a wonderful accomplishment to Elmer and his family.

We are happy to report that Kathy Wicklander is home and doing well. Please keep the get-well cards and telephone calls going out to Kathy. They make her feel better while she is on leave.

Tony Cawley is still convalescing from his accident in his home. Hope to see Tony back on the job real soon.

As reported in our last article, Ardell Westerberg toured Spain and Morocco on her vacation, returning with beautiful pictures and postcards, along with some unbelievable bargains purchased abroad.

Dennis Robison, claim investigator of our overcharge bureau, departed once again for the sunny beaches of Florida and some nice lazy days on the sands.

Jim Lynch, general bureau head, and his family are enjoying the sights of Salt Lake City at this writing, and getting acquainted with Jim's brand new grandson.

A. V. Gallagher, chief clerk of auditor of freight accounts, and his wife, Marge, spent two glorious weeks in Miami Beach, Fla., returning with beautiful tans.

Your acting Magazine correspondent zoomed up to Toronto, Canada, for the Memorial Day week-end, along with my family. The scenery is some of the most beautiful I've seen, and the fishing is superb.

The welcome mat was rolled out for Rosemary Oelerich, formerly of the office of auditor of equipment accounts, and now working in the suspense bureau as a claim investigator. Frank Herner, from the auditor of passenger accounts office, and Joseph Kunovich from the rate department, are also new claim investigators in the suspense bureau.

Lynda Kas switched from her calculating machine in the intermediate bureau of the office of auditor of freight settlements to a position in the overcharge bureau of the auditor of freight accounts. She is now the comptometer operator for this office. An old timer to our overcharge bureau is Michael Dargan, returning to us from the record bureau.

Diapers, bibs, and rattles were among the shower gifts received by Carol Garsee, comptometer operator of the overcharge bureau. She and her husband, Joseph, expected to put them to good use around July 23.

We are happy to announce the anniversary celebration of Oscar Jensen, assistant bureau head of the overcharge bureau, and his wife, Winona. May 23rd marked their 33rd year of marriage . . . Ruth Schuhike, claim investigator, and her husband, Ray, toasted each other on their 25th anniversary July 22 . . . Anne Gustagson, comptometer operator in the suspense bureau, and her husband, Eric, observed their 21st anniversary on June 26.



**GOLDEN FIFTIETH.** Agnes McGrath, who had 50 years of service June 28, is presented a Gold Pass by C. P. Richardson, auditor of equipment accounts, at an office party in her honor. Agnes is presently the statement typist in the Chicago finance and accounting office.

## OFFICE OF AUDITOR OF FREIGHT SETTLEMENTS

Bee Gerth, intermediate bureau, retired on June 2 after 45 years of service with the Road.

Cheryl Buchholz, interline bureau, became Mrs. Dennis Mascolo on Aug. 9 in St. Alphonsus Church.

Sol Vendegna, intermediate bureau, and his wife, Barbara, of the keypunch department, proudly announced the birth of their daughter, Michelle Marie, on May 25.

The annual picnic of the Milwaukee Road Employees Association (Frank Volgan, vice president) at Elkhart Lake, Wis., was very well attended by the Fullerton Avenue employees. Among those present were Bob Struwe and family, Don and Delores Gruenburg, Wally and Madeline Urbanski, Pete Pasini, and Art Harris and family, to mention a few. With all the activities featured, such as dancing, boating, horseback riding and lots more, we understand that this was one of the best picnics the Association has had. Thanks to the MREA for sponsoring this annual affair.

### ENGINEERING DEPARTMENT

Richard W. Hayes, retired field supervisor of work equipment, died July 15 in St. Joseph's Hospital in Chicago. He had served the railroad more than 42 years when he retired in April 1960. He is survived by his wife, Ruby, a daughter and son-in-law, Mr. and Mrs. Ray Parker, and three grandchildren. Funeral services were in Chicago with interment in Acacia Cemetery.

## Twin City Terminals

### MINNEAPOLIS LOCAL FREIGHT AND REGIONAL DATA OFFICES

Bonnie Glotter, Correspondent

Sympathy was extended to Lola Kane on the recent loss of her father, and to Joe Kulischeck on the recent loss of his wife.

Welcomed as new members of the office forces were Mark Hansen, bill clerk in the Local Freight, and Wayne Skorczewski, key punch operator in the regional data office. Also Linda O'Rourke, who is working in the Local, and Jim Carlson in the Regional, while on vacation from their respective schools.

We also welcomed W. T. Jepson as our new regional data manager, transferred from Aberdeen.

Fred Dafoe, retired bill clerk, Gus Swanson, retired freight handler, and Martha Osbloom retired claim clerk, were recent office visitors. Fred Dafoe, retired since 1947, is still very spry. Gus Swanson was on a visit to Minnesota. He now makes his home with his daughter in California.

A quick recovery is wished for Gwen Stoneking, who is recuperating from a cataract operation at this writing, and for Larry Himlie, who has been hospitalized for the second time.

## An Ex-Peace Corps Worker Looks Back



Gabriel Zawadzki visits a village in his district, using one of the means of transportation besides foot, horse and ox cart.

An opportunity to create better understanding between nations as well as learn from those you are trying to teach is how Gabriel Zawadzki, our company's new agricultural agent, looks back on his former job in Costa Rica with the Peace Corps.

In a recent address to the Men's Club and Youth Fellowship of the Elkhorn, Wis., First United Methodist Church, Zawadzki said his experiences in meeting people at all levels reinforced his philosophy that people are pretty much alike everywhere when economic differences are forgotten. The talk, which concerned his work with the development of human and natural resources at a basic level, was illustrated with slides showing the workaday and social life of the communities where he spent two years.

Zawadzki, who joined the railroad's agricultural and mineral development department last fall, was reared on a dairy farm near Withee, Wis., and received a B.S. degree in agriculture from Wisconsin State College at River Falls in 1965. On volunteering for the Peace Corps the following March, he was sent to Puerto Rico for three and a half months of training that included an intensive Spanish language course, cultural studies, and physical conditioning for living in a rather primitive rural environment. He was then assigned to serve with the Costa Rican Institute of Land Colonization, whose purpose is to improve land by relocating willing farm families and to assist them in cultivating

it, with eventual ownership by the families as the goal.

Zawadzki's sphere of activity was San Juanillo, a 40 square mile area of plains and hill country extending inland from the Pacific Coast, where 450 families make a subsistence living by primitive methods. Some 5,000 people are scattered throughout the district, with horseback virtually the only means of transportation. Working with a Costa Rican agronomist, he functioned somewhat as a county agent.

Living with native families, Zawadzki developed a great liking for the people, whom he found receptive to the Peace Corps idea, and with plenty of spirit despite a low standard of living. Among projects designed to improve their living conditions, he introduced them to vegetable gardening as a way to combat illnesses stemming from poor nutrition, and saw to the installation of some sanitary facilities with a view to providing supplies of safe water.

Seeking other ways to vary the native diet of rice, corn and beans, he provided the know-how to engage in deep sea fishing. This project also had an impact on the economy in that there was a market for the surplus.

Because of their isolated situation, the people rarely saw a doctor, and during the first year of his stay, no real medical aid was available. In dealing with this problem, Zawadzki enlisted the aid of the local ministry to obtain regular medical visits and organized a team to start construction on a community health center. He also helped to establish a community fund so emergency aid could be obtained by having a plane fly in and airlift a sick person to a hospital.

Zawadzki found much of his stay enjoyable, he said, although he suffered the hardships of his neighbors and the lack of modern conveniences which are taken for granted in developed countries. That he may have chalked up a few points as a goodwill ambassador may be assumed from the fact that upon leaving he was given a farewell party.

Zawadzki's tour of duty ended in June of 1968 and after bidding his friends good-by he traveled the some 7,000 miles back to Wisconsin by motorcycle. He admitted that, like many returned volunteers, he was surprised by all the changes that had taken place in this country during his absence, and by the unfamiliar sound of his own language. In his address at Elkhorn, he said that whereas once he found it hard to communicate in Spanish, now he seeks out other Peace Corps workers who speak it, to keep in practice for the time when he revisits Costa Rica.

## TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Les Broman, locomotive department clerk, has returned to work after being involved in an accident. Les was struck by a hit-run driver while crossing the street and suffered a slight concussion and multiple bruises.

Milton Otto, assistant chief interchange inspector with Minnesota Transfer, was honored at a retirement party in May, held at the Twin Motors Motel Restaurant. Mr. Otto acquired a host of friends by his congenial nature during his association with the railroad, and best wishes went with him for a long and happy retirement.

Karen Strandlof was welcomed as the new steno in the master mechanic's office.

L. A. Lindemer, district general car foreman in Savanna, son David, and St. Paul Shop Schedule Engineer K. A. Beck, with a party of nine others, spent a week in Flin Flon, Canada. They report that the weather was on the cool side, but no one minded, as the fishing was great.

Two sons of Master Mechanic W. A. Hisman have been graduated with honors. Larry received his B.S. degree in business administration from St. Cloud State College, where he was on the dean's list. He has taken a position with Investors Diversified in Minneapolis. Gary was graduated third in his class from Hastings High School. He will attend school in LaGrange, Ill., sponsored by the Electro-Motive Division of General Motors.

Gary, son of Assistant Car Foreman R. K. Rodin, won the title of state champion in the Minnesota Amateur Golf Tournament held in Anoka. He was graduated from Roosevelt High School this spring and while in school was captain of the golf team. Gary will enter the University of Minnesota this fall.

Michael, son of Assistant Car Foreman R. C. Carlson, was graduated from Waldorf Junior College in Forest City, Ia. He will enter Augsburg College in Minneapolis this fall.

Sympathy was extended to Retired Carman Carl Oscar Anderson on the death of his wife.

## I M & D Division

### AUSTIN—EAST END

R. D. True, Correspondent  
Office of Superintendent

Michael Monteon, son of Assistant Engineer and Mrs. Sando Monteon, has been awarded a scholarship plus tuition for the academic year 1969-70 at Harvard University, Cambridge, Mass., for the full-time study of history. This will be his second year as a graduate student at the University. The Monteons reside at Mason City, Ia., but Mr. Monteon works in the division office at Austin.



**FULLER BRUSH MAN.** "Outstanding" was the word for the luxurious whiskers grown by Roadmaster H. C. Lewandowski for the area-wide observance of the Perry, Ia., centennial June 30-July 4. Going all-out for the Brother of the Brush contest, he made it to the finals and was a runner-up for "fullest brush."

Jerome Walter, son of Mr. and Mrs. Russel Walter, was named to the dean's list at West Valley College, San Jose, Calif. He is a graduate of Pacelli High School in Austin, where he received a 3.6 grade point average. He is now a sophomore majoring in education. Jerome's father works in train service out of Austin.

Retired Train Dispatcher A. A. Seeman and his wife celebrated their 60th wedding anniversary at Los Angeles, Calif., on June 10, with a banquet given them by their two sons, daughter, grandchildren and great-grandchildren. Mr. Seeman worked in Austin, Channing, Green Bay, Montevideo and Aberdeen, working in Austin from 1930 to 1947. He and Mrs. Seeman live at 5770 Rutile, Riverside, Calif. 92509.

Carl Anderson, retired train dispatcher from Austin now living in Sun City, Ariz., was in town the week of June 29 visiting friends in the area.

Word has been received of the death early this year of Lawrence A. Sanquist, 72, retired telegrapher and agent, at the Veterans Hospital in Sioux Falls, S. D. He was born at Cologne, Minn., studied telegraphy at the Barry Institute in Minneapolis, and had served at various locations, including Heron Lake, Hopkins, Canton and Inwood, retiring in 1951. In 1967 the Sanquists built a new home at Slayton, Minn., and had lived there ever since. Funeral and interment services were held in Slayton. Left to mourn his passing are his wife, Bernice, and a sister, Mrs. Margaret Wall of Minneapolis.

Emil Wopat, long-time agent at

Sherburn, Minn., is now the agent at Albert Lea, Minn., replacing R. W. Schulze who retired as of May 31. Leona Stillwell, operator at Austin, has drawn the position of agent at Sherburn.

## SIoux CITY AREA

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

Sister Jennifer Kehrwald, daughter of Agent and Mrs. W. L. Kehrwald, Yankton, S. D., graduated cum laude with a bachelor of arts degree from Mount Mary College at Yankton. She majored in German, with a minor in chemistry. During the summer she will be working with underprivileged families in Tennessee, and starting in the fall, will be teaching at O'Gorman High School in Sioux Falls.

George M. Reyner has returned from Mitchell to Rapid City, as chief clerk. His position as chief clerk in Mitchell has been filled by Randy J. Boone, formerly yard clerk at Mitchell.

Richard A. Witt, son of Assistant Superintendent and Mrs. T. E. Witt, Sioux City, was the recipient of a number of awards upon graduating from Heelan High School. They included the Bishop Mueller



Richard Witt

Scholarship Medal, four-year academic honor roll, the Bausch and Lomb Science Medal, Letter of Commendation in National Merit Scholarship exams, State of Iowa Scholars named by the Iowa legislature, and highest average in senior division for 1968-69. He was also awarded a Distinguished Student Certificate by the Sioux City Chamber of Commerce, was inducted into the National Honor Society, and voted the most intelligent student by the student body at Heelan. In September he will enter Iowa State University at Ames, where he was awarded a \$100 scholarship. He intends to major in chemical engineering.

Retired Employee James Nicolas, 74, passed away recently in Sioux City. He was a native of Turkey, who came to the United States in 1915.

Edwin C. Collins, 69, retired machinist, North Sioux City, S. D., passed away in a Sioux City hospital after a short illness. He retired in 1962. He was a life member of the International Association of Machinists. Survivors include his widow, a brother and five sisters.

Peter Jensen, Sioux City, died unexpectedly at his home on his 87th birthday. He was a native of Denmark, and worked for the railroad 31 years, retiring at 65. He is survived by two sons and five daughters.

Ralph Leming, retired carman, of Santa Ana, Calif., passed away after a long illness. Ralph retired in 1960,



and held the position of car foreman at Sioux Falls and at Madison before coming to Sioux City. Survivors include his wife, who resides at 1703 W. Tarton, Santa Ana.

E. J. Manly, relief clerk at Sioux City, passed away in St. Charles, Minn.

Many retired employees have been dropping around to visit their Sioux City friends. Retired Sales Representative Ed L. Johnson and wife, Vivian, spent several days here from Seattle, and Retired DF&PA H. K. Williams of Clearwater, Fla., stopped in on a vacation trip. Also, a letter was received from Retired CF&PA Charles Foote, who now resides at 10903 Saratoga Circle, Sun City, Ariz. The Footes moved to Sun City recently from California.

Bruce and Mike LeMay, sons of Car Foreman E. J. and Mrs. LeMay, Sioux City, are making names for themselves in baseball. Bruce plays with the Babe Ruth League and Mike is on the Heelan High School team.

Retired Roundhouse Foreman Albert Zack, Mason City, passed away June 20. Al retired in 1957. Surviving are his wife, two daughters, a brother, two sisters and six grandchildren.

## Coast Division

### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

**ASSISTANT GENERAL ADJUSTER'S OFFICE:** Hugh McCann, district adjuster, vacationed in Ireland for the second time. He brought back many stories of life on the "auld sod." Hugh says the people are very friendly and enjoy visits from American tourists . . . As director of the National Council of Catholic Women, Mrs. Harold Barry, widow of the retired assistant general adjuster, received an invitation from Thomas Goodfellow, president of the Association of American Railroads, to attend the Golden Spike Centennial celebration in May. Mrs. Barry reports a most enjoyable time attending the events at Ogden, Promontory Summit and Salt Lake City.

**ASSISTANT GENERAL MANAGER'S OFFICE:** Melvin Clark, general clerk, has resigned his position to return to Harlowton, Mont., where he will work as steno-clerk in the assistant superintendent's office.

**ASSISTANT TAX COMMISSIONER'S OFFICE:** E. J. Notske, assistant tax commissioner, received quite a write-up recently in John J. Reddin's column in the Seattle Times. Ed, who is a prize-winning rose grower—having won the grand sweepstakes award at the Seattle Rose Society's annual show with the very first rose he ever exhibited—was an exhibitor again this year in the 56th annual show sponsored by the society. Ed is trying for another first.

**DISTRICT MANAGER-SALES:** Fred Swanson, sales representative, and Mrs. Swanson vacationed in Acapulco, Mexico, in June . . . The department



**CONGRATULATIONS AND GOOD WISHES** are extended by the regional data force in Minneapolis to Assistant Manager R. E. Visher, center, on the occasion of leaving to assume his new position as regional data manager at Aberdeen, S. D. He succeeded W. T. Jepson, who has been appointed regional data manager in Minneapolis.

**UNIQUE GIFT.** A transistor radio housed in a miniature steam locomotive and a gift of cash are presented to Paul Ewert, machinist at the Bensen-ville roundhouse (right), who retired on May 30 after 43 years of service. Daring the honors are Machinist Henry Warner (left) and District Master Mechanic J. H. Kervin. Ewert was active at Bensen-ville as shop committeeman and chairman of the safety committee. He is the father of Claim Adjuster K. P. Ewert.



recently welcomed the following new members: Fred LaFrance, sales representative, Don Olson, chief clerk, and Thomas Armbruster, clerk.

**GENERAL FREIGHT OFFICE:** The department recently welcomed Jaclyn Putney as tariff clerk. She replaced Julia Morrison, who left to be a full-time mother to Joni Dee, who will be a year old in September.

**REAL ESTATE & INDUSTRIAL DEVELOPMENT:** The department welcomed a new member on June 2 in the person of Robert T. (Bob) Wilson, assistant industrial engineer. He and his wife Aurelia (Lee) have a son, John Ross, who is 9 months old.

**REGIONAL DATA OFFICE:** Our new clerk, Cheryl Turk, substituted for Cleo Wilson, who vacationed in the Pacific Northwest . . . Regional Manager M. G. Kutz and family entertained friends from Plainview, Minn., during June. Alice Sobczak of Milwaukee relieved during his absence.

**REGIONAL SALES OFFICE:** Lena Derr, secretary to the assistant regional manager-sales, motored with friends to the Midwest on her vacation in June for a visit with her daughter and son-in-law and their three children in Ottawa, Ill. . . . Harry Sauter,



**WIRTH-MARTIN.** Valerie Wirth, daughter of Arnold Wirth, retired crane operator-coal dock foreman, and Mitchell Martin of Choteau, Mont., shown at their recent marriage in Trinity Lutheran Church, Harlowton, Mont. A reception was held in the church meeting room. The bride, given in marriage by her father, wore an empire-styled gown designed by her mother. The Martins are making their home in Great Falls, Mont.

## Awarded American Spirit Honor Medal



A certificate embossed with a replica of the American Spirit Honor Medal is presented to Airman Dennis Klouda by Maj. Kenneth L. Zeman, his commanding officer.

The Department of the Air Force recently notified Richard G. Klouda, assistant engineer in the Chicago headquarters office, and his wife that their son Dennis had been selected from a

class of 949 basic airmen to receive the American Spirit Honor Medal. The medal is sponsored by the Citizen's Committee for the Army, Navy and Air Force, Inc., and awarded to the trainee of each class "whose qualities of leadership best express the American spirit of honor, initiative, loyalty and high example to comrades in arms."

"You have my heartiest congratulations on Dennis' accomplishment," wrote his commander. "Your son has been an asset to this organization, and has proven himself an outstanding citizen in uniform."

Dennis has worked in our roadway equipment department at Galewood the last few years during vacations from Northern Illinois University. He joined the Air Force Apr. 23 and completed basic training at the Lackland base in Texas on June 6. He is now stationed at Chanute Air Force Base, Rantoul, Ill., for a course in weather observation, after which he will be assigned to SAC as a weather observer.

assistant regional manager-sales, reports his 11-year-old son Mike qualified recently for the Little League (Seattle area) Baseball Regional Championship. We'll be keeping an eye on Mike.

**RETIRED EMPLOYEES CLUB:** Ingolf Peterson, who retired in 1952 as section foreman at Farmington, Minn., spent the month of June with his son visiting in Norway where he was born . . . R. C. (Doc) Sanders, retired general freight agent, who has been confined to Ballard Convalescent Hospital, is up in a wheel chair and talking about going home soon. He is most appreciative of all the cards and get well wishes he has received . . . Charles Tusler, retired engineer, is at home again after a stay in the hospital following a heart attack. Best wishes to both of these good members for a speedy recovery.

Friends and former business associates of W. F. (Frank) Roark were sorry to learn of his death on June 18. Mr. Roark, 80, was a native of Lawler, Ia., who came to Seattle in 1920 and retired as traveling freight and passenger agent in 1954 after 37 years with the railroad. Services were conducted at St. Joseph's Church with burial in Calvary Cemetery. Sincere sympathy was extended to his wife, Jessie, and other survivors, including a daughter, Mrs. John Nelson of Auburn; sons Thomas and John of Bellevue; brothers, Michael, retired general adjuster in Chicago, and John of Waterloo, Ia.; and 13 grandchildren.

The Western Milwaukee Federal

Credit Union as of June 1 reached \$400,000 in assets and a membership of 575, representing half of all employees on the Coast Division. All employees are invited to join. Office hours are from 10 A.M. to 3 P.M. Monday through Friday. Bill Arnold, the office manager, reports that the new office at 1040 East 11th, Tacoma, in the Tide-flat area is very comfortable, that the coffee is on at all times while the office is open, and that every Milwaukee employee is welcome to stop and visit.

Retired Machinist John N. Kelly of Othello was recently presented a 50-year diamond service pin by the Grand Lodge of the International Association of Machinists and Aerospace Workers, together with a life membership in the organization. Mr. Kelly, a native of Spokane, began his apprenticeship there in 1912 and was employed at several other locations before starting his service at Othello in 1925. He retired as a shop foreman in 1958.

Robert G. Sackerson, general manager of the Milwaukee Land Company, was elected secretary of the Puget Sound Log Scaling and Grading Bureau.

Engineer Clarence Terry of Malden made his last run June 1 and was honored at a party in Othello the following Thursday. He started his railroad career in 1917 at St. Maries, Ida., and had been on the Malden-Othello run since 1947. He plans to make his home at Grayland, where he says there is the best salmon fishing in the world.

P. J. Cowling of Puyallup, Wash., retired general yardmaster, passed

away June 5 in a local hospital. Mr. Cowling retired on July 31, 1954 after 47 years of loyal service to the company. Funeral services were held in Tacoma. He is survived by his wife, Helen; three sons, Maurice and Eldon of Tacoma and P. Laurin, vice president and general manager of the Milwaukee Motor Transportation Company, Chicago; three daughters, Mrs. Jeff Wills, Mrs. Vincent Crocco and Mrs. Rhinhold Bauer, all of Tacoma; a stepdaughter, Mrs. Albert Jones, Bellevue, and stepson, Wesley McCormick, Alderwood Manor; 17 grandchildren and 16 great-grandchildren. Mr. Cowling was a member of Cover Lodge No. 91, F&AM; past grand patron Order of Amaranth and White Shrine of Jerusalem; past grand officer Ancient Order of United Workmen; the Brotherhood of Railroad Trainmen and the Milwaukee Old Timers Club.

## Iowa Division

### MIDDLE AND WEST

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



Albert Nicholson Sr.

Two of Perry's very active retired Milwaukee people, Albert Nicholson Sr. and wife, returned from their annual winter sojourn in the South just in time to join Perry's Three-Quarter Century Club

sponsored by the Perry Daily Chief. Mr. Nicholson served for many years on the railroad police force. After his retirement he and his wife managed the Rowley Memorial Masonic Home in Perry for several years. They are active in the railroad veterans club, the Masonic Lodge and the American Legion, and spend the winter months in a warmer climate, returning to their activities in Perry each year. (Perry Daily Chief photo)

Mike Fallein represented Perry in the 100-yard dash in Class A state track competition this spring and won second place. He is the son of Engineer and Mrs. W. Fallein.

Engineer and Mrs. Frank T. Connors have announced the engagement of their daughter, Teresa Ann, to Robert M. Lewis, son of Dr. and Mrs. M. A. Lewis of Williamsburg, Ia. Miss Connors is a junior at the University of Iowa.

Switchman Daryl Keenan and family were saddened by the recent death of his father, Wayne F. Keenan, of a heart condition. Mr. Keenan was the grandfather of Adjuster Ken Laborde's wife.

Final rites for former Milwaukee Road Engineer Merle Costello were held in Perry May 19 at St. Patrick's Church. He is survived by a son, a daughter, five grandchildren and two

sisters, one of whom is Mrs. Wilford Fallein of Perry.

One of the five local winners of the shooting classes held to teach proper gun safety and sportsmanship and competing in the state tournament at Davenport, Ia., was Rickey Tolle, son of Time Revisor Ron Tolle of the Perry offices.



Carmen Jones

A dinner party marked the closing of the careers of two long time Milwaukee Road clerks. The party was at the Pattee Hotel in Perry for Mrs. Carmen E. Jones and Herbert Langdon. Carmen started with the Milwaukee in March of 1926, and had worked in Chicago, Des Moines, Cedar Rapids, Marion and Perry. She took time out during this period to have a family and held many different positions during her years of loyal service. She came from a Milwaukee family, as her father worked many years for the railroad before his retirement and death, and her husband, Hugh Jones, was a clerk for the Road for many years prior to his retirement and death in 1968. She was lyric soprano soloist in the United Methodist Choir for nearly 47 years, in Chicago, Marion and Perry. She was active also in Zadok Circle of King's Daughters for 29 years and a past president, 20 years a member and a past president of the Perry unit of National Federation of Business and Professional Women's Clubs, served as secretary of Circle #2 W.S.C.S. for two years, and acted as financial secretary and treasurer of Lodge #997, B.R.C. in Perry for 10 years. She plans to travel, and the party participants presented her with a set of matched luggage. She has one daughter and five grandchildren living in Cedar Rapids.

Mr. Langdon served many years as roundhouse clerk and caller in Perry. He had seen many changes in many areas of railroading and even the industry itself.

May 26 marked the date of final rites for the father of Mrs. Rolland Audas in Perry. Rolland Audas is assigned to the Road's sales and service office in Detroit.

Retired Conductor and Mrs. Ed Davis were excited by the news that their grandson, Todd Tripp, of Fairfield, Ia., was the recipient of a \$6,000 scholarship awarded by the William Morris Foundation to the outstanding science and math student in the high school graduating class planning a career in engineering. Their granddaughter, Toni Tripp Reimer, graduated June 7 with a B.S. degree in nursing from the University of Maryland, and was commissioned a second lieutenant in the Army Nurse Corps.

Nuptial plans for Linda Salzgeber were announced by her parents, Engi-



**LAST TRIP.** Coast Division Engineer C. H. Terry, who retired June 1 after 52 years in engine service, poses on his last trip with well wishers at the station in Othello, Wash. From left are Trainmaster G. Y. Neu, Engineer Chuck Grow, Terry, Brakeman Wayne Moreland, Agent Bob Barry, Roadmaster Elmer Lottes and Conductor Pinky Carrol. Terry makes his home in Malden, Wash.

#### WISE OWL CLUBBER

K. Takhara (second from right) displays the membership certificate awarded him by the National Society for the Prevention of Blindness for having saved his sight with safety glasses. It happened as he was working with a track crew at Calder, Ida., when the right lens of his glasses stopped a piece of flying rock ballast. With him are, from left, General Foreman J. T. Satake, Trainmaster R. B. Hegge and Roadmaster V. F. Shipley.



neer and Mrs. Orville Salzgeber of Perry. Her fiancé is Keith Lawshe of rural Perry.

Word has been received that Edward D. Failor, son of Retired Chief Clerk and Mrs. W. E. Failor, has joined Fred A. Niles Communications Centers, Inc. of Chicago. He received his degree in law at the University of Iowa.

June 16 was the wedding day of Debbie Bell, daughter of Car Foreman and Mrs. Jack Bell of Perry. She married Sgt. Rick M. Klute of the Army in Boone, Ia. They are making their home at Fort Bragg, N. C.

Brakeman and Mrs. James Birdsell of Perry added a new baby girl to their family June 19.

June 26 marked a special day for the Milwaukee Road in Perry and all Ford dealers in the area when the Mid-America Special train left Perry for Omaha with Mayor D. E. Lee (agent for the Road at Madrid-Woodward) and many other officials and dealers aboard. Approximately six hundred specially-built Mid-America Special Fords were transported on tri-level

cars for distribution to nearly 200 dealers. A parade preceeded the train's departure and although heavy rain reduced the number of people participating, there were antique cars, a miniature auto, a horse-drawn wagon and Mid-America Specials as a part of the centennial celebration in Perry.

Signal Maintainer W. M. Coe retired June 30, terminating over 41 years in the signal department, and on the position of maintainer at Tama, Ia., since 1942. The Coes have built a new home at Sedona, Ariz., where they intend to spend their retirement years. Their son, Roger, was the second beneficiary of a J. T. Gillick Scholarship from the railroad and is now a chemical patent attorney in Philadelphia.

J. P. O'Neill, of our Omaha office, reports that Retired Agent Irene Kohles, 49 years with the Milwaukee Road and retired at Earling, Ia., is recovering from major surgery. She will be back in Earling by the time this Magazine is published and would like to hear from some of those with whom she worked.



## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Joel Cochran, son of Assistant Superintendent and Mrs. Robert Cochran of Rockton, Ill., was married on June 21 to Miss Nancy Monks in St. Peter's Church, Rockford, Ill. Brakeman Mike Cochran was his brother's best man. Joel also worked for the railroad as a signalman helper and clerk during summers, while completing his studies at Northern Illinois University. He graduated in 1968 with a B.S. degree in business management and is now an inventory control analyst for Baxter Travenol Laboratories in Morton Grove, Ill.



Mrs. Joel Cochran

Nancy graduated from Northern Illinois also, with a B.S. degree in elementary education. The young couple will be at home at 939 Deerfield Road, Deerfield, Ill., where the new Mrs. Cochran will be teaching this fall.

Samuel D. Potts, section laborer and tower man at Sturtevant, Wis., for 50 years prior to retiring, passed away on June 28. He was just a few months short of 91 years of age.

## Rocky Mountain Division

### EAST END

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

Many friends and relatives gathered Sunday, June 8, to honor Conductor and Mrs. A. T. Peterson on their 40th wedding anniversary. The Petersons were married June 9, 1929 in Barrett, Minn. Hosts and hostesses were the couple's five children and foster daughter, along with their families.

Retired Conductor and Mrs. A. P. Anderson celebrated their 50th wedding anniversary on Sunday, May 11. They were married May 8, 1919 in Roundup, Mont., and have lived in Miles City since 1920. Their son and daughter along with their families attended the observance, together with a host of relatives and friends.

With the designation of May as Senior Citizens Month, the local VA hospital paid special recognition to the VA Volunteer Service. Of the 30 volunteers in the 65 or over bracket which designates them as senior citizens, 15 are between the ages of 70 and 74 and 11 are 75 or over. Special attention was given to the 11 in the top bracket, among whom were Retired Roundhouse Foreman and Mrs. Harry Wood, Retired Baggageman Henry Sandman, Mrs. E. B. Williams, wife of retired

engineer, and Mrs. William Bunn, widow of Brakeman Bunn.

Mrs. Norman Anderson, retired trainmaster's clerk, Mrs. Herb Lathrop, wife of retired locomotive carpenter, Mrs. Harvey Glover, widow of Engineer Glover, and Mrs. George Hand, widow of retired captain of police, were honored during National Hospital Week at Holy Rosary Hospital, where the women gather every Wednesday afternoon to make supplies, mostly for surgery. Mrs. Lathrop has been sewing with the group since it was organized in 1958.

The Montana Stockgrowers held their convention in Miles City just ahead of the annual Bucking Horse Sale. Both events were held in true western style with stagecoach rides, beard growing contests and parades. The Governor and his wife were met at the airport by a stagecoach and transported to the city. Among the drivers "riding shotgun" was Engineer M. E. Timberman.

A most interesting event and a rare one nowadays was the trailing of wild horses to Miles City. The horses were brought from north of town down 7th Street to Main Street and on to the fairgrounds. Lt. Darrel Ward assisted local law enforcement officials along the route and particularly in the vicinity of our tracks to insure safety to all concerned.

The Shortgrass District, Yellowstone Valley Council, Boy Scouts of America held its annual fellowship dinner May 18. Among those presented "Scouter of the Year" awards were Storekeeper Duane Parks, assistant scoutmaster Troop 243, and Retired Shovel Operator Everett Iholts, committeeman Troop 245.

Mrs. Kermit Slater, wife of Brakeman Slater, was presented a special membership in May by the Women's Society of the Methodist Church. Special memberships are gifts given to missions in honor of someone in the Society for her service to the church and Society.

The Milwaukee Women's Club met June 2 with Mrs. Knute Peterson as hostess. The club served a roast beef dinner to 54 retired employees on May 7, following the retired group's regular afternoon gathering. Mrs. Earl Farr gave a talk on her trip to Hawaii. The Farris had an unusual experience on their trip. They were accompanied to Hawaii by their daughter and son-in-law, and while the Farris were resting, Christie and her husband went to the beach to swim. They were attracted to an object bobbing around in the water and picked it up. It turned out to be a key to the Farris' hotel room apparently lost by a previous tenant. That should be one for Ripley.

Marine S/Sgt. Gary J. Norton, son of Retired Yard Foreman and Mrs. W. J. Norton, was awarded the Combat Action Ribbon while serving with the Second Battalion, First Marine Regiment, in Vietnam.

A word about our students: Virgil W. Satterthwait Jr. was valedictorian

of his graduating class at Ingomar High School. He is the son of Section Laborer and Mrs. V. W. Satterthwait . . . Gary Parks, son of Storekeeper and Mrs. Duane Parks, attended the National Boy Scout Jamboree at Faragut State Park in Idaho. Gary is eligible for his Star Award, a requirement for attending the Jamboree . . . Jeanette Glover, daughter of Conductor and Mrs. H. R. Glover, has been accepted at Rocky Mountain College for the fall 1969 semester. Jeanette graduated this May from Custer County High School . . . Mike Lester, son of Signal Supervisor and Mrs. M. S. Lester, has been elected a delegate from Sacred Heart High School to Boys State. The sessions this year will be in August at Dillon, Mont. Mike has also been named vice president of the student council for the coming year, was city clerk during the annual Elks Youth Day activities, and is on the pitching staff of the American Legion junior baseball team . . . Don St. Peter, son of Engineer and Mrs. J. R. St. Peter, is also a delegate to Boys State from Sacred Heart. He has been named president of the student council at Sacred Heart for the coming year . . . Katy Lemire, daughter of Trainmaster and Mrs. P. M. McLean, along with her partner, Kathy Stewart, took second in the girls doubles at the state tennis tournament in Missoula. They defeated top-seeded Billings Senior and Great Falls Public to play in the finals against Missoula Sentinel. Katy also held the office of justice of the



### FIFTY GOLDEN YEARS OF MARRIAGE

were celebrated by Mr. and Mrs. Benjamin P. Dvorak of Cedar Rapids, Ia., on Sunday, June 22, at a gathering there in the home of their daughter and son-in-law, Mr. and Mrs. C. E. Curttright. They were married on June 18, 1919 at Waterloo, Ia., and have two children, Mrs. Curttright, whose husband is lead machine operator in the Cedar Rapids data office, and a son, Virgil, district adjuster for the Road at Omaha. There are four grandchildren. Mr. Dvorak retired on Mar. 29, 1968 after 52 years as an agent and operator at various stations in Iowa. He had also served many years as a correspondent for The Milwaukee Road Magazine.

*The Milwaukee Road Magazine*

## Neva Taylor—Woman On the Go

peace during Elks Youth Day, and she and Kathy were named most valuable girl tennis players at Custer High . . . The Miles City American Legion junior baseball team has several Milwaukee grandsons: Randy Spear, grandson of Retired Conductor F. W. Spear; Tom Hilderman, grandson of Retired Carman Jake Hilderman and the late Retired Engineer H. E. Loeher; and Paul Braut, grandson of Carman John Braut. Paul was also voted most valuable track man at Custer High . . . Jeff Virag, son of Engineer and Mrs. William Virag, placed 8th in junior boys singles in the AJBC bowling tournament held recently in Billings, Mont.

Engineer and Mrs. W. J. Wellemis were invited by Colonel Paschley to attend awards ceremonies at the University of Montana, where their son was presented a trophy for meritorious achievement. Bob, a third year student, was commander of the ROTC Color Guard this past year.

Leonard Kreager, retired section laborer, passed away May 12 after a long illness . . . John B. MacKenzie, retired car department helper, passed away May 24 at age 74, after being a hospital patient since Feb. 12 . . . Leonard Riebe, retired machinist, passed away June 13 at the age of 83. Mr. Riebe retired in 1956. At one time he was a board member of the Milwaukee Hospital Association . . . Helmer Herigstad, retired carman, passed away June 24 at age 64. Mr. Herigstad had been unable to work since September 1966 on account of ill health. He was active in many organizations and in his church. Graveside rites were conducted by the Masonic Order . . . Martin A. Walsh, retired master mechanic, passed away in Monterey, Calif., on May 23 at age 83. Burial was in Miles City. Many friends from Milwaukee, St. Paul and Deer Lodge attended the services. Mr. Walsh was an active member of the Elks, at one time being a district deputy, and in the Knights of Columbus. For several years following retirement he served as police magistrate in Miles City.

A 39-year Superior Service card was presented to J. C. Houston, section foreman at Ingomar, in recognition of the fact that no man under his supervision over that period had suffered a reportable injury.

### HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Fred C. Tadewaldt, retired locomotive engineer, passed away at age 81. He was born in Chicago, schooled in Junction City, Wis., came to Montana in 1907, and moved to Lewistown in 1916. After returning from WWI, he joined the Milwaukee and worked in engineer service on the North Montana Division. Tadewaldt was a member of Battery E. 91st Division of the 348th Field Artillery and served in the Argonne offensive, life member of the American Legion and VFW, Eagles

(Continued on page 34)

When the *Portage (Wis.) Daily Register* told Mrs. G. Warren Taylor that it wanted to do a story about her, she is said to have answered, "Why me? I've never done anything special."



Neva Taylor

But people who know Neva Taylor, wife of a La Crosse Division locomotive engineer, will tell you otherwise. The record speaks for her: co-chairman of the town's first Blood Bank; two terms as president of the Portage Civic League; chaperone of the Jaycee's annual Miss Portage contest; a compiler of the centennial souvenir booklet; Brownie and Girl Scout leader; president of the Bowling Association, the Parent-Teachers' League, the Women's Guild of St. John's Lutheran Church—all testify to hours of time and energy devoted to community service.

Neva has been involved in community activities since World War II when she and her first husband moved to Portage from Spencer, Ia. While he was in the Army she took a job at the *Register*, for which she worked off and on about 15 years, having been widowed by his death in a car accident shortly after the birth of their daughter. She retired from the *Register* following her marriage to Engineer Taylor, a widower with two young children. Their family now includes three grandchildren.

Both of the Taylors, in fact, have a bent for getting things done, as is evident in their attractive home and an 80-acre farm they own due east of Portage.

Neva, who was born on an Iowa farm, likes to garden and is handy with tools. Her proficiency with a power saw is apparent in the recreation room of their home, which they built from scratch, from tile flooring to pine paneled walls, storage cupboards and work areas.

Along one wall of the basement there is a diorama that fills two lighted shelves. Displayed on one is a Wisconsin logging camp of the 1890's, on the other a modern ranch. Mr. Taylor, a skilled carpenter, fashioned the scale models, while Neva furnished the interiors and made the doll-size figures.

A strong sense of family has led them to convert one bedroom to an "heirloom room." Every piece of furniture, including a handmade headboard, a spindle rocking chair, a fine corner cabinet and a sea chest that crossed the ocean several times in sailing ships, has been refinished to like-new condition.

Neva is a deft seamstress—she makes all of her own clothes—and last winter spent many hours executing some of the beautiful Chrismons that decorated St. John's Church during the Christmas holidays. As part of that project, she made boxes to store them, lining the compartments with velvet to protect each fragile piece. For their home she carved a Nativity scene of foot-high figures, costumed in painstaking detail.

During the summer, the Taylors spend a lot of time at the farm, where Neva gardens up a storm, raises peanuts for snacking and sharing, and works long hours in the sun. But most of all, she likes to fish. "I used to enjoy golf and bowling," she says, "but I gave them up. Better than anything else, I love to fish for bass."



Part of the diorama that was one of the G. Warren Taylors' hobby projects. On the lower shelf is a Wisconsin logging camp of the 1890's, and on the upper one a ranch home depicting how some of the old logging camps look today.

## Chicago Accounting Force Honors Retiring Officers E. H. Nank and G. E. Stickler



E. H. Nank, auditor of capital expenditure (left), and G. E. Stickler, assistant to comptroller (second from right), are presented with retirement gifts from their staffs and other Milwaukee Road friends. Presenting them on behalf of their associates are J. G. Kirchen, assistant auditor of capital expenditure, and W. J. Bowe, chief joint facility examiner.

Two finance and accounting department officers in Chicago—E. H. Nank, auditor of capital expenditure, and G. E. Stickler, assistant to comptroller—retired on June 30. Each was honored by his office force at an open house, and jointly at a luncheon held by the department's officers, with R. F. Kratochwill, vice president-finance and accounting, presiding.

Mr. Nank, a native of Dubuque, Ia., had been with the railroad since 1944, transferring from private industry. He started in the engineering office at Savanna, Ill., but except for two years, all of his career was spent in the capital expenditure department, advancing to joint facility examiner in 1950 and to assistant engineer in 1964. He was promoted to assistant auditor of capital expenditure

in 1965 and appointed auditor on Jan. 1, 1966.

Mr. Stickler, a native Iowan also, joined the railroad at Ottumwa, Ia., in 1923 in the superintendent's office on the former Kansas City Division and held various positions there prior to 1932, when he was transferred to Chicago. Since that time he had served in turn as joint facility examiner, assistant auditor of investments, assistant auditor of joint facility accounts and assistant auditor of expenditure. He had been assistant to comptroller since 1968.

He and his wife plan to remain in Chicago. Mr. Stickler is active in the Scottish Rite of Freemasonry, and was recently elected Thrice Potent Master, VanRensselaer Lodge of Perfection, Valley of Chicago.

faithful service. His greatest service was with the clerks, but he also worked as a carman and warehouse foreman. He retired from 33 years of military service in 1964 with the rank of master sergeant and was a long-time National Guardsman. He served all during WWII. Barney made several trips back to his native Norway. He will continue his duties as justice of the peace. We can't help but marvel at his sincerity and respect for law and order.

Ed Taborsky, 67, passed away. Ed worked as a roundhouse laborer in the steam engine days. Burial was in Lavina, Mont.

Pat Grady passed away in Tomah, Wis. He was born in Monona, Ia., and came to Harlowton in 1912 to work for the Road in the roundhouse and car department. He left the railroad for a number of years to go farming, but later left that and worked on the transfer job, from which he retired.

Alma Crews, daughter of Pipefitter William Crews, received her degree in pre-medicine from the University of Chicago. She plans to go to Stanford University on a partial fellowship in medical technology. Mr. and Mrs. Crews were in Chicago for the Commencement.

Carol Anderson, daughter of Roundhouse Foreman Carmen Anderson, and Marvin Rasmussen, son of former warehouse foreman Gunnar Rasmussen, graduated from Montana State University at Bozeman.

Louis J. Kirwan, 59, a conductor for 30 years, died recently in Bozeman Deaconess Hospital of a heart attack. He was born in Mitchell, S. D., and came to Three Forks with his family as a young boy, graduated from the Powell County High School and later attended Carroll College and the University of Montana. He was a member of the Ski Patrol, a Red Cross instructor, and had been active in Boy Scout work. Survivors include his wife, Marion; three sons; four daughters, his mother and a sister.

### Harry Ruud

Harry Ruud, 71, retired assistant freight traffic manager-rates and divisions, died July 5 in the Wood Dale (Ill.) Nursing Home, following a long illness.

Mr. Ruud had been with the Milwaukee Road 43 years when he retired on Dec. 31, 1962. All of his service was in Chicago. Advancing through various positions in the traffic department he became assistant general freight agent in 1951, general freight agent in 1958, and assistant freight traffic manager in 1961.

Funeral services were held in Franklin Park, Ill., with interment at All Saints Cemetery. He is survived by his wife, Marion; a daughter, Dorothy; sons Donald and Ronald; and six grandchildren.

Lodge, World War I Veterans and Brotherhood of Locomotive Firemen and Engineers. His son Charles and a son-in-law, Ernie Samuels, are with Milwaukee on the North Montana Division. His widow, Helen, makes her home in Lewistown.

Ole N. Monkelin, 80, retired carman and roundhouse employe, passed away at his home in Lewistown. He was born in Nordsenin, Norway, came to Minnesota in 1908, to Lewistown in 1915, and to the Milwaukee in 1922. He retired in 1954 and for the past several years was custodian of the Presbyterian Church in Lewistown. His widow is living in their home on Janeaux street.

Evon Stefanoff, retired section foreman, has done it again. It was just a

year ago that we reported his winning a sweepstake at Choteau, Mont., and giving half to charity. He won again, and again donated half to the Heart Fund and \$1 to the youngster who drew his name.

Everett Dewey, retired machinist helper, passed away at Harlowton. He was born in Meridan, Kans., came to the Judith Gap area in 1909, went into the trucking business in 1939, and joined the Milwaukee in 1945. He retired in 1957 due to ill health.

Mrs. Tom Zerza passed away. Her husband, a retired carman, survives. Mrs. Zerza was well known for growing beautiful flowers. She was a member of the Milwaukee Women's Club.

Barney Grinvoll retired from the roundhouse after 44 years of most





**TWILIGHT OF A RAILROAD CLASSIC.** Looking like a bombed-out World War II cathedral is the partly demolished concourse of the Chicago Union Station in this night scene, as a workman's cutting torch sends an eerie shower of sparks through the crumbling structure. The massive edifice east of Canal Street—the section of the station most familiar to travelers—is being razed to make room for the erection of a 35-story concourse-office building complex. While the concourse is barricaded, passenger traffic to and from trains is being routed through the main sta-

tion building, or "head house," which is not being changed. An auction of the concourse fixtures before the wreckers took over brought a fantastic response. Souvenir hunters bought everything in sight, from the huge Elgin clocks at both ends of the building to the kick plates on the doors. Heavy demolition began June 16, with the expectation that the concourse of the new building will be completed late next year or early in 1971. (Chicago Daily News photo by Edward De Luga)

# IMPACT

MAY HAVE ITS PLACE, BUT



## NOT IN FREIGHT CARS



**THE OLD VERSUS THE NEW.** Visitors to the exhibit opened recently in lobby of the Association of American Railroads building in Washington, D. C., study displays showing the contrast between the old and the new in railroad technology. Surrounding a model of the B&O locomotive "Arabian" is a continuous panorama of today's fast-changing operations, including automatic car identification, piggyback, computerization, the unit train and specialized equipment. Pick-up telephones provide a running commentary on the unfolding scenes.





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## On the Move to Mid-America Via the Milwaukee

A shipment of 600 Ford automobiles moving on a Milwaukee Road special train rounds a curve near Council Bluffs, Ia., enroute to Ford's Omaha sales district. The cars, built specifically for dealerships in Nebraska, Iowa and South Dakota, were identified as "Mid-America Specials for Special Mid-

America People," and were painted distinctive new colors—Goldenrod Yellow, Dakota Green and Sioux Blue. The passenger cars at right were attached to the train for a party of Ford dealers and newsmen who met the shipment at Perry, Ia., and rode with it into Council Bluffs. For the story, see page 11.