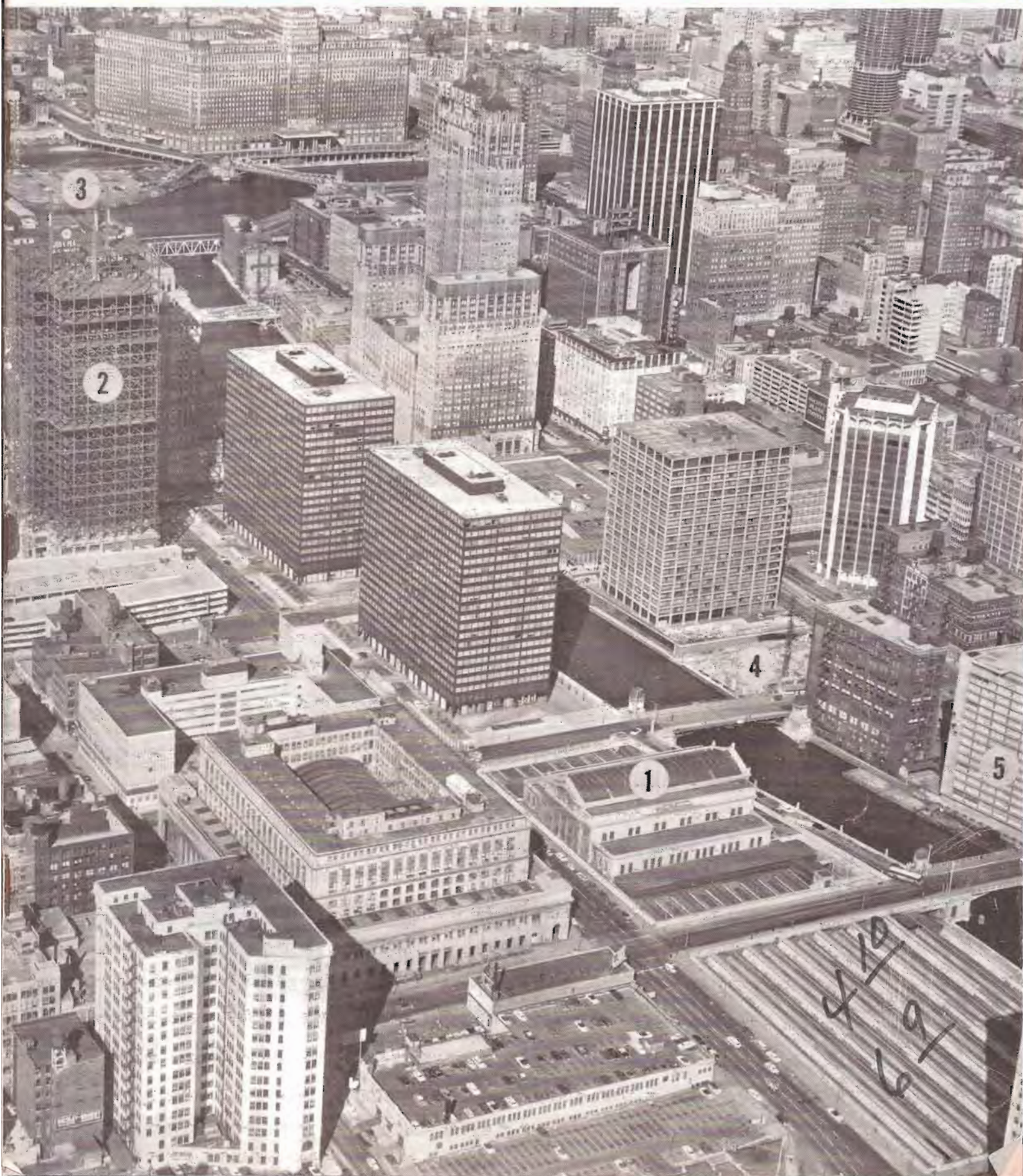


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

march
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april
1969



THE MILWAUKEE ROAD MAGAZINE

Vol. 57 March-April No. 1

MARIE HOTTON
Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

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Transportation Briefs

OPERATING COSTS INCREASE

Railroads anticipate increased operating costs of \$400 million during 1969, including \$300 million in wage boosts, \$28 in higher payroll taxes, and the balance in higher material prices. Assuming the same level of freight traffic as last year, the carriers will have to make up the difference between the increased costs and some \$300 million of added revenues expected in 1969, as compared with 1968, from freight rate increases authorized by the Interstate Commerce Commission.

GOLDEN SPIKE EXCURSION

A steam-powered Golden Spike Centennial excursion train scheduled to leave New York May 3 for a 15-day trip to Utah and back will



be a highlight of the celebration near Ogden commemorating the completion of the nation's first transcontinental railway system at Promontory on May 10, 1869. The excursion will be run by the High Iron Company of Lebanon, N. J., with the cooperation of the railroads over which it will operate. The train will be made up of 11 of the most modern cars available, and stops will be made each night at a major city for public inspection.

CONTAINERIZED COWS

The recent shipment of dozens of Holstein heifers and some bulls

from the Port of Oakland to Kobe, Japan, in straw-filled 20-foot containers opened a new trail for the dairy cattle of American ranchers. The special 20-foot boxes have openings through which the Japanese cowboy-sailors feed the animals from a supply van stowed nearby. The Japanese pay \$400 per animal for shipment, of which the Japanese government subsidizes \$300 in its effort to beef up herds of the island nation.

MILWAUKEE BUYS RADIO TIME

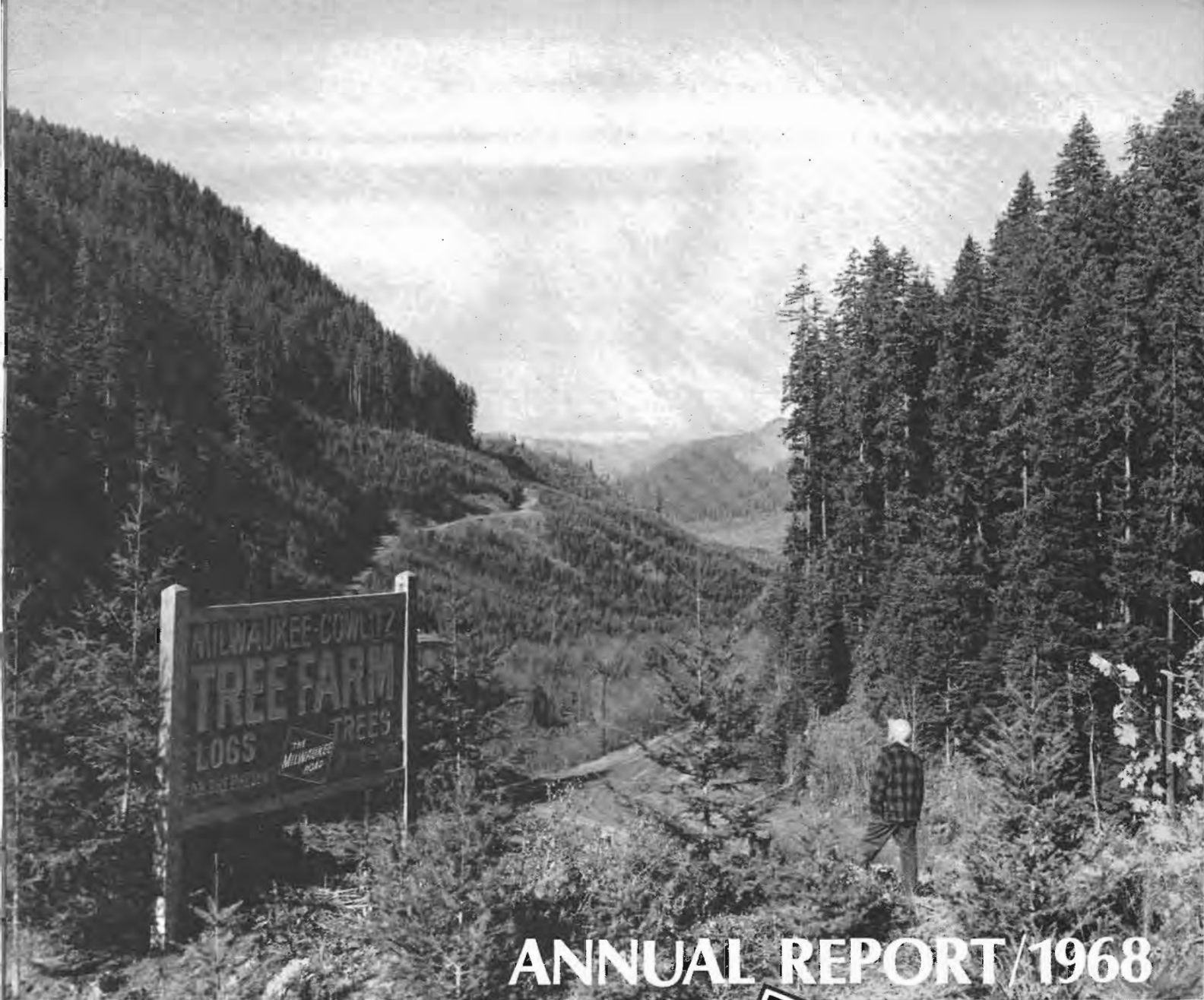
Milwaukee Road passenger service between Milwaukee and St. Paul-Minneapolis is being brought to the attention of a wide radio audience in a new series of commercials carried by Milwaukee Journal station WTMJ. Spot announcements feature services and equipment available on the Hiawathas and the overnight Pioneer Limited (the businessman's train), plus other fast daily trains running between Milwaukee and Chicago. Starting Mar. 10, the series was scheduled to be heard 12 times a week over a two-month period.

RAILROADS SUPPORT TDCC

The railroad industry has declared itself "in" for a share of the cost—and expected benefits—of the Transportation Data Coordinating Committee, a non-profit group based in Washington, D. C. The idea behind TDCC is to improve procedures for transportation data processing in such areas as standardization of codes and reconstruction of tariff formats, and to coordinate the exchange of data among shippers and all modes of transportation. Railroad support, involving up to \$70,000, would amount to about 40 per cent of the contribution by users.

THE COVER

A Milwaukee Road aerial survey shows new skyscraper development under way this spring along the Chicago River adjacent to the Union Station, where the Tishman interests have started preliminary work on a 35-story office building to be constructed over air rights of the passenger concourse (1). Under construction to the north is the 30-story Illinois Bell Telephone building (2), and above it (3) the site contemplated for an addition to the Merchandise Mart. On the east bank of the river, Hartford Insurance has laid the foundation for a 33-story building (4), and east of the Continental Insurance building (5) Sears Roebuck has purchased a two-block area for the construction of an office-merchandising complex. A \$250 million redevelopment program which will include several office buildings is planned also for a 16-acre area west of the Illinois Bell building.



ANNUAL REPORT/1968



A BRIEF ACCOUNT OF THE HIGHLIGHTS OF THE MILWAUKEE ROAD'S OPERATION IN 1968

- An average of 15,473 people were employed by the railroad during 1968.
- Their wages and salaries amounted to \$128,037,058.
- The railroad also contributed \$13,478,562 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$5,418,475.
- During 1968 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$628,840,367 representing an investment of \$40,641 for each employee's job.
- The railroad company's return on its investment in 1968 amounted to 1.41 per cent.

Results of Our Operations in 1968



		Increase + or decrease —
Railway Operating Revenues	\$268,675,243	+ \$12,288,506
Other Income—Net	9,354,557	+ 3,615,972
TOTAL	\$278,029,800	+ \$15,904,478



		Increase + or decrease —
Railway Operating Expenses	\$217,920,067	+ \$13,734,764
Taxes and Rents	41,882,705	+ 1,120,656
Interest	13,990,016	— 454,029
TOTAL	\$273,792,788	+ \$14,401,391

NET INCOME \$ 4,237,012 + \$ 1,503,087

Addition of undistributed earnings of subsidiary companies brings **CONSOLIDATED NET INCOME TO \$6,036,171.**

FACTS:

1. The return on our investment was 1.41% as compared with 1.77%.
2. We carried 7,063,975 passengers an average distance of 51 miles, and received an average revenue of \$1.53 per passenger.
3. We carried 44,671,548 tons of freight an average distance of 385 miles and received an average revenue of \$5.30 for each ton of freight hauled.
4. We paid an average of \$8,275 per year to 15,473 employees.

Sources of Revenue / freight and passenger service



CLASSES OF TRAFFIC	REVENUE	% GRAND TOTAL
FREIGHT TRAFFIC		
Food and Kindred Products	\$ 36,034,687	13.4
Lumber and Wood Products, except Furniture	34,199,401	12.7
Farm Products	28,630,451	10.7
Pulp, Paper and Allied Products	20,389,909	7.6
Ordnance and Accessories	16,474,392	6.1
Transportation Equipment	15,888,511	5.9
Primary Metal Products	14,139,542	5.3
Chemicals and Allied Products	13,239,222	4.9
Stone, Clay and Glass Products	8,099,563	3.0
Coal	7,835,978	2.9
Nonmetallic Minerals, except Fuels	5,215,605	1.9
Machinery, except Electrical	5,116,236	1.9
Misc. Mixed Shipments, except Forwarder and Shipper Assn.	4,421,092	1.7
Waste and Scrap Materials	3,941,517	1.5
All Other	23,082,249	8.6
Total Freight Traffic	\$236,708,355	88.1
OTHER FREIGHT SERVICE		
Switching	\$ 5,593,211	2.1
Joint facility—Net Cr.	2,305,277	.9
Demurrage	1,765,548	.6
All other	2,051,314	.8
Total Other Freight Service	\$ 11,715,350	4.4
Total Freight Service	\$248,423,705	92.5
PASSENGER TRAFFIC		
Passengers in coaches	\$ 9,727,744	3.6
Passengers in parlor and sleeping cars	1,029,761	.4
Total Passenger Traffic	\$ 10,757,505	4.0
OTHER PASSENGER SERVICE		
Mail	\$ 6,564,368	2.4
Express	1,291,481	.5
Dining and buffet	757,218	.3
All other	880,966	.3
Total Other Passenger Service	\$ 9,494,033	3.5
Total Passenger Service	\$ 20,251,538	7.5
GRAND TOTAL	\$268,675,243	100.00

Freight Car and Locomotive Program

Approximately 500 new freight cars were acquired in 1968, including 200 covered hopper cars of 100-ton capacity, 25 Airslide or Center Flow covered hopper cars, 50 covered gondola cars of 100-ton size, and high capacity box cars of various sizes and types.

Twenty-five new diesel locomotives were acquired for fast, long-haul freight service. Six of these are 3,600 h.p. units, four are of 3,300 h.p. and 15 are 3,000 h.p.

The continuing freight car rebuilding program put 627 cars into like-new condition for service. In addition, improvements of various kinds were made to 920 other freight cars.

Diesel locomotives were also involved in improvement pro-

grams designed to upgrade their service characteristics and to increase their versatility.

Because of the growth in volume of Chicago suburban traffic, six former road passenger coaches were converted for use on commuter trains.

1968 ROAD PROPERTY IMPROVEMENTS

The cost of improvements made to road property during 1968 amounted to: \$6,423,836

Improvement Budget—1969






The capital improvement budget to cover needs for equipment and other purposes during 1969 calls for expenditures in the range of \$21 million, including approximately \$14.2 million for freight cars, locomotives and other equipment, \$2.2 million for freight car rebuilding, and \$4.6 million for fixed property improvements.

Twenty-five locomotives are to be acquired during the year, nine of which will be of 3,600 h.p. capacity. Eleven will be 3,000 h.p. units and the remaining five will be 2,300 h.p.

Freight car acquisitions will include 200 box cars of 70-ton capacity and 100 gondola cars of 100-ton size, as well as other items of equipment. It is expected that approximately 1,500 freight cars will undergo rebuilding or major repairs during 1969.

The Milwaukee Motor Transportation Co., a subsidiary of the railroad, placed orders for 600 new piggyback trailers, to be delivered in the spring of 1969. Of these, 250 will be refrigerated. The others will be of a variety of types to accommodate anticipated traffic.

Employees

Train and Engine Men Yard and Station		6,173
Maintenance of Equipment and Stores		2,931
Maintenance of Way and Structures		2,553
Professional, Clerical and General		3,364
Executives, Officials and Staff Assistants		452
TOTAL EMPLOYEES		15,473

Job Value

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to \$628,840,367.

TOTAL PROPERTY VALUE: \$628,840,367

DIVIDED BY: 15,473 employees

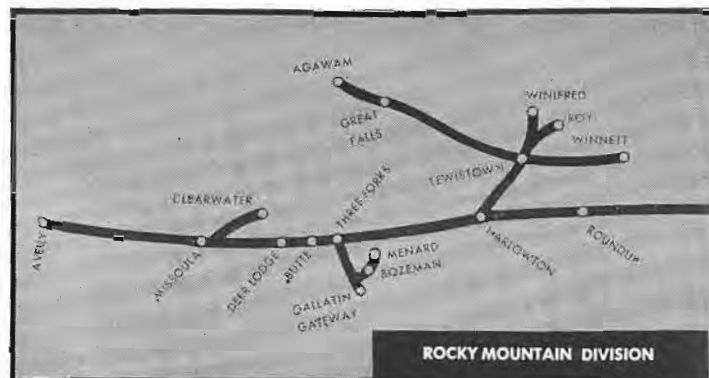
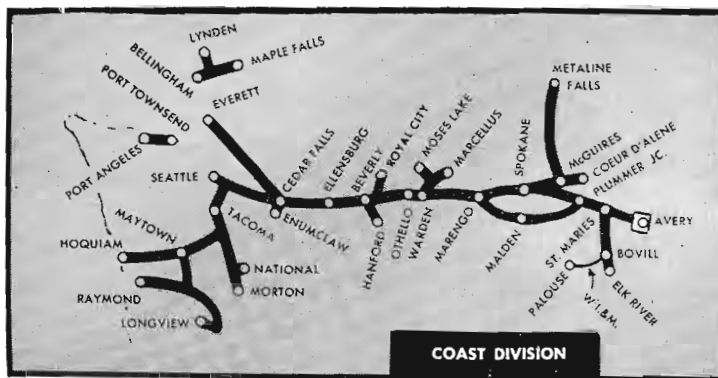
= \$40,641

Invested in each employee's job

Ten Year Payroll Summary

Year	*Total Payrolls	COMPANY CONTRIBUTIONS		TOTAL	Average Per Employee	Straight Time Rate Average Per Hour
		Retirement and Unemployment Taxes	Health & Welfare Benefits			
1959	\$128,292,584	\$ 9,894,538	\$1,819,163	\$140,006,285	\$6,294	\$2.566
1960	121,037,664	9,969,699	1,646,241	132,653,604	6,558	2.638
1961	112,604,796	9,099,691	2,867,995	124,572,482	6,768	2.704
1962	112,343,937	9,407,264	3,051,767	124,802,968	7,160	2.767
1963	112,580,994	9,412,272	3,283,233	125,276,499	7,420	2.801
1964	115,432,302	9,802,397	4,207,092	129,441,791	7,614	2.884
1965	119,089,765	10,197,336	4,539,841	133,826,942	8,098	3.023
1966	122,943,826	11,515,053	4,611,812	139,070,691	8,444	3.123
1967	122,040,131	12,165,512	4,621,477	138,827,120	8,862	3.337
1968	128,033,923	13,478,562	5,418,475	146,930,960	9,496	3.473

*Does not include compensation of part-time employees



THE MILWAUKEE ROAD in the states it served in 1968

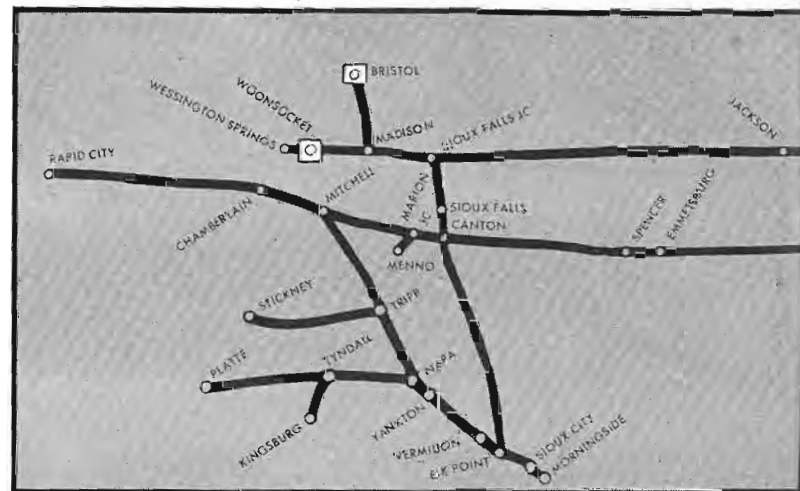
	Av. Miles of Road Operated In 1968	Average Number of Employees	Total Compensation All Employees	Property Taxes
Idaho.....	232.62	86	\$ 712,320	\$ 167,185
Illinois.....	682.82	4,336	36,459,433	1,519,010
Indiana.....	155.91	256	2,222,364	259,443
Iowa.....	1,763.12	1,489	12,135,865	1,824,981
Michigan.....	183.72	115	891,273	98,398
Minnesota.....	1,328.26	1,845	15,177,313	1,873,440
Missouri.....	156.22	269	2,310,549	210,856
Montana.....	1,242.25	874	7,568,040	1,160,128
North Dakota.....	366.88	69	442,628	156,724
South Dakota.....	1,728.09	691	5,443,199	711,525
Washington.....	1,067.88	1,112	9,651,239	398,966
Wisconsin.....	1,591.45	4,179	33,714,624	1,652,860
All Other.....	12.22	152	1,308,211	14,498
Total.....	10,511.44	15,473	\$128,037,058	\$10,048,014

System Payroll Taxes \$13,478,562

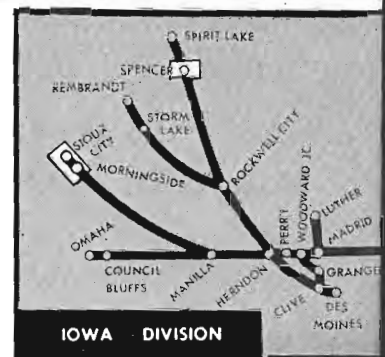
System Income and Misc. Taxes 85,424

Total System Taxes \$23,612,000

*Does not include count of part time employees.



THE MILWAUKEE ROAD'S OPERATING DIVISIONS



Units of Equipment Owned

At the close of 1968 our railroad owned a total of 37,400 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



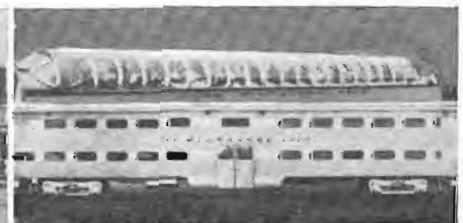
LOCOMOTIVE UNITS

DIESEL—Freight	110
Passenger	61
Multiple Purpose	358
Switch	206
ELECTRIC	59
TOTAL	794



FREIGHT CARS

Box and auto	18,558
Gondola and hopper	9,444
Flat	3,171
Others	5,016
TOTAL	36,189



PASSENGER CARS

Sleeping	21
Coaches	156
Baggage, mail, express	206
Parlor	14
Others	20
TOTAL	417

Standing alongside the NYK Line's "Haruna Maru" as it was being loaded at Tokyo with containers for shipment to the United States. From left are G. F. Flynn, director of sales in Japan; G. H. Kronberg, vice president-sales and service; P. L. Cowling, vice president of the Milwaukee Motor Transportation Company; Shunjiro Iwaya, container service coordinator for the NYK Line (Nippon Yusen Kaisha, Ltd.); and W. E. Cartwright, manager of the railroad's foreign freight sales.

THE ORIENT REVISITED



Growth of Import-Export Traffic Spurs Third Far East Tour

ON A FLYING TRIP to the Orient, three Milwaukee Road officers headquartered in Chicago touched down at Tokyo's Haneda airport Feb. 24 for a three-week study tour of Japan, Taiwan and Hong Kong. The visit was their third in three years for the purpose of investigating the continued growth of import-export traffic between the United States and the Far East, particularly as it involves cargo moving in containers.

In the group were G. H. Kronberg, vice president-sales and service; P. L. Cowling, assistant to President Curtiss E. Crippen and vice president of the

Milwaukee Motor Transportation Company, the railroad's trucking subsidiary; and W. E. Cartwright, manager of foreign freight sales. At Tokyo they were met by G. F. Flynn, who has been the railroad's director of sales in Japan since the railroad opened a traffic office in Tokyo on Mar. 1, 1968.

During the trip, which continued through Mar. 19, the four visited Tokyo, Yokohama, Nagoya, Kobe and other cities in Japan. From that country they went on to Hong Kong and Taiwan because of recent developments in industry and the possibility of container serv-

ice being established there.

On the tour they called on government officials, industrialists, Japanese and American steamship companies, port authorities and trading companies, and visited container handling facilities at ports and elsewhere. To familiarize their contacts with the Milwaukee's provisions for handling overseas freight, they distributed a new brochure which describes the railroad's operations.

At meetings with the press, Mr. Kronberg told reporters of steps being taken by the Milwaukee to expand its facilities for handling container and

piggyback shipments in order to accommodate the steadily rising volume of this type of traffic moving over the railroad.

He explained that the Milwaukee's ability to provide fast through service between the Midwest and the ports of Seattle, Tacoma and Longview, Wash., has made it a major factor in import-export traffic, whether the freight moves in containers or as loose cargo. The Milwaukee's service, he pointed out, combines the advantages of the shortest water route between the Far East and the United States with a direct overland route between the Pacific Northwest and Chicago.

Equipped for Container Ships

Mr. Kronberg noted that the Pacific North Coast ports, in anticipation of containership service, have implemented extensive harbor improvements and are well equipped to handle both general cargo and container ships in world wide service. Speaking of the growing acceptance of containerization, he observed that United States flag lines as well as foreign shipping lines calling at those ports are expanding their fleets with fast new vessels capable of handling large numbers of containers. He added that most of the American and Japanese vessels discharge containers for Milwaukee Road handling to the Midwest and points beyond via connecting carriers.

Mr. Kronberg pointed out also that a substantial volume of container traffic moving through California ports and eastward over other railroads is interchanged with the Milwaukee at Omaha and Kansas City.

The traffic officers made it clear that they regard containerization as one of the most important breakthroughs in the transportation industry in many years. As evidence of the trend, they cited Milwaukee Road results for 1968, during which piggyback/container traffic scored another noteworthy gain, increasing 23 per cent over the 1967 volume. This figure, which exceeded by a wide margin the 9.7 per cent realized by the railroad industry as a whole, reflected an impressive increase in the number of containers moving through Pacific coast ports.

The Milwaukee, as a carrier of import-export traffic throughout much of its history, has been a major participant in the development of the container concept. For the record, traffic from the Orient has been handled by this railroad since the 1880s, when it built westward to the Missouri River and shipments



Arriving in Tokyo: weather at the airport, snow and windy. Left to right are G. H. Kronberg, P. L. Cowling and W. E. Cartwright.

passing through California ports began moving over its lines via the Omaha and Kansas City gateways.

However, the heavy flow of traffic began in the early 1900s, following the construction of the main line extension to the North Pacific Coast. In less than three months after the line was opened to traffic in August of 1909, the Milwaukee had a fully-staffed operation specializing in handling import-export traffic through Seattle and Tacoma.

Department Formally Organized

At that time the activity was directed by an officer with the title of "oriental freight agent" whose headquarters were in Chicago. In 1918 the staff was formally organized into the Oriental Freight Department, the name having been changed in 1958 to Foreign Freight Department as more descriptive of its function.

For many years the Milwaukee was the only railroad serving the Pacific Northwest with a fully-staffed department specializing in foreign freight service.

With the advent of the container con-

cept, the Milwaukee began offering trailer-on-flatcar service in early 1959 through the Milwaukee Motor Transportation Company. Initially the service was operated only between Chicago and Minneapolis-St. Paul, but was extended shortly afterward to Milwaukee, Omaha and Kansas City. Later that



year, the Milwaukee became the first railroad to offer the service between Chicago and the Pacific Northwest, when it was extended to Spokane, Seattle and Tacoma.

Also in 1959, import-export traffic began to move by the TOFC method. Within only a year or two, Milwaukee Road containers had been shipped to Japan and had been seen on the streets of Rotterdam, Holland; Antwerp, Belgium; and in Alexandria and Cairo, Egypt.

Terminal Facility Expansions

The growth of piggyback/container traffic since that time has been paced by a continuous program of expansion and improvement. During the second half of 1968 escalation was especially rapid, with the result that handling facilities at key terminals were redesigned to expedite present movements and meet anticipated needs.

Last year, for example, Piggy Packers were assigned to the TOFC yards in St. Paul and Seattle, both of which facilities were upgraded and changed to accommodate the versatile machines for moving trailers and containers to and from flat cars. The first of these machines acquired by the railroad was put into service at Bensenville Yard near Chicago more than two years ago, as a supplement to two large gantry cranes. As a further indication of expanding traffic last year, six drive-through stalls were added to the trailer maintenance garage at Piggyback Park.

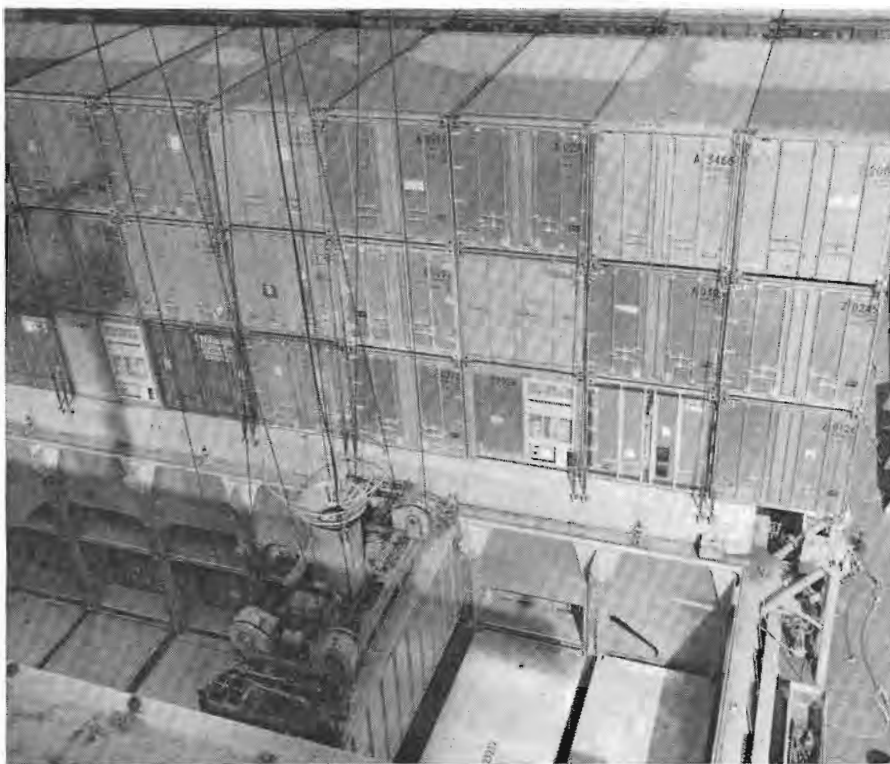
At Sioux City, another key point, trackage was realigned and a new ramp for piggyback loading was completed last fall.

Orders for 600 new trailers of various types were also placed by the Milwaukee Motor Transportation Company. These are being delivered this spring.

Need for Sales Office in Tokyo

Until recently the growth of regular piggyback traffic was the principal motivation for such improvement. Now, the mounting popularity of containers, particularly in the movement of traffic originating or being delivered overseas, is an increasingly important factor in planning for terminal expansion and rearrangement.

Volume growth of import-export traffic and the potential for obtaining a larger share dictated the opening of the sales office in Tokyo last year. Since then the office has been very successful in



Containers being lowered into the hold of the Haruna Maru in tier formation. The vessel is one of Japan's largest full containerships. Cellular construction in the hold speeds cargo handling.

making friends for the railroad and in helping to build additional traffic moving either through North Pacific Coast or California ports.

Of all the containers of import-export traffic now being handled by the railroad between the Pacific Northwest and the Midwest, the great majority are units destined for delivery in the Chicago

area. A smaller number continue eastward via connecting lines.

Another encouraging trend in evidence on the Milwaukee involves the increasing number of containers being reloaded in the Chicago area, after having been unloaded there, for return movement to west coast ports with export cargo.

Studying traffic reports with Flynn at the Milwaukee Road sales office in Tokyo's Imperial Hotel.



Leaders of America's Future Farmers Make Good Will Tour of FFA Sponsors



L. B. Horton, commissioner of agricultural and mineral development (left), greets the national officers of the Future Farmers of America as they arrive in Chicago's Union Station. Shown as they posed for the "Chicago Tribune" are Jeff Hanlon, president (from left); Thomas Johnson, vice president-Central Region; Jerry Batts, secretary; and Lowell Catlett, Glenn Weber and Joe Martinez, vice presidents respectively of the Southern, North Atlantic and Pacific regions. At Mr. Horton's right is William Paul Gray, national FFA executive secretary, from the U. S. Department of Health, Education and Welfare.

Travelers arriving in Chicago aboard a Milwaukee Road train the morning of Feb. 22 included a group of six vocational agricultural students chosen by reason of outstanding achievements to represent their thousands of compatriots who are preparing for careers in agriculture.

The group were the national officers of the Future Farmers of America on the organization's annual good will tour, the purpose of which is to bring about a better understanding of the FFA by leaders of business, industry and national organizations interested in agriculture. Handling their arrangements was William Paul Gray, national FFA executive secretary, from the U. S. Department of Health, Education and Welfare in Washington, D. C.

In Chicago the party met with L. B. Horton, commissioner of agricultural and mineral development, who represents the railroad in matters concerning its support of the FFA incentive awards program through the Future Farmers of America Foundation, Inc. The Milwaukee has been a sponsor of the agri-youth program since the FFA was established at the national level in 1928.

The good will tour, the 22nd taken by national officers, centered around the

organization's theme for 1969, "FFA—An Opportunity for Youth," which culminated in the observance of national FFA Week Feb. 15-22. En route to Chicago they visited with officials of some of the larger business firms in Minneapolis, Milwaukee and Racine, Wis., that support the FFA Foundation, several of which are Milwaukee Road shippers. Similar contacts were made in Chicago, starting with a presentation of their program to the Chicago Agribusiness Club, of which Mr. Horton is the immediate past president.

The national officers represent about 443,000 high school and college students receiving instruction in agriculture through 8,592 FFA chapters, under provisions of the National Vocational Education Acts. Local chapters are located in all 50 of the States, Puerto Rico, Guam and the Virgin Islands. Degrees of membership are based on individual achievement at local, state and national levels.

The primary aim of FFA is the development of agricultural leadership, cooperation and good citizenship. Through participation, future farmers learn how to speak in public, conduct meetings, finance themselves, and assume civic responsibility. They elect

their own officers, who lead the organization under the guidance of vocational agriculture instructors. The national organization owns and operates its own Future Farmers Supply Service and publishes a magazine, *The National Future Farmer*.

The young men elected national officers carry substantial responsibilities, and interrupt their education to serve the organization during their one-year term. The good will tour schedule for 1969, starting at Washington, D. C., in mid-January, included stops in 17 cities and 13 states before ending Mar. 5 in Kansas City.

C. W. Reynolds, Assistant Agent For Purchases, Seattle, Retires

The last day of March marked the retirement of C. W. Reynolds, assistant purchasing agent at Seattle, after more than 46 years of service with our railroad. From now on, he and his wife, Anne, intend to spend most of their time at their summer home on Washington's Camano Island, where they can devote their leisure to gardening and fishing.



C. W. Reynolds

Mr. Reynolds, better known as Chuck, was born and raised in Tacoma, Wash., and his first job with the Road, starting on Sept. 15, 1922, was in the Tacoma car department. He transferred to the store department there the year following and in 1930, having advanced through various positions, was made supply train storekeeper with headquarters at Tomah, Wis.

Seattle became Mr. Reynolds' headquarters in 1936, when he was transferred there as chief clerk to the assistant purchasing agent. He was promoted to buyer in 1952, and upon retiring had served as assistant purchasing agent since 1956.

How to Take Advantage of the Tax Break Offered by Payroll Savings Bond Plans

Fussing and fuming against income taxes has been a plaint of Mankind since time immemorial. "If I toil it is snatched from me," reads a Babylonian proverb of some 4,000 years ago. "We're all fleeced," groaned the Roman statesman Lucius Licinius a century before Christ. Or as the late Fred Allen said in modern times, "An income tax form is like a laundry list—either way you lose your shirt."

In the search for revenue to support government there has never been a tax plan that is universally acceptable, but the American taxpayer gets a break through the advantage of owning U. S. Savings Bonds and Freedom Shares. Interest accruing on these investments is exempt from both state and local income taxes, and payment of the federal tax can be deferred until they are redeemed or mature, in many cases with a lesser impact on personal income. Moreover, additional tax savings can be realized when Bonds are bought for retirement or educational purposes.

The tax advantage, as President Curtiss E. Crippen noted in his recent letter urging support of the Treasury Department's annual Bond drive, merits consideration as a way to build financial reserves and provide for long-range goals. Our company's campaign seeks support in enrolling in the payroll savings Bond plan all employees not now participating, and urging those who are to increase their subscription.

The effectiveness of the payroll purchase plan as a safe, convenient way to automatically accumulate personal savings can be measured by the large number of our employees who have been

steady subscribers since it was begun by the Treasury Department in 1941. As Mr. Crippen pointed out, Savings Bonds and Freedom Shares are not subject to market fluctuation, and both the principal and interest are guaranteed. In addition, payroll savers enjoy the satisfaction of performing a patriotic service by helping to strengthen the national economy and the purchasing power of the dollar.

As a way to derive maximum earning power from savings, Mr. Crippen called attention to two investment plans, the tax-free education plan and the tax-break retirement plan. These methods, he noted, have a combination of features which make them uniquely suitable as a base on which future financial planning can be built.

According to recent estimates, the cost of attending college in the mid-1960s averaged about \$1,600 a year for public institutions and \$2,430 for private ones. With every indication that the cost will keep rising, parents find it necessary to act early.

Under the tax-free education plan, Bonds can be purchased as an outright gift to a child, and assuming that the child's annual income does not exceed \$900 (\$600 personal exemption plus the \$300 standard deduction), the total interest accrual on his bonds can become completely tax-free when he cashes them for education.

The tax-break retirement plan is based on the systematic purchase of Series E and Series H Bonds, which pay $4\frac{1}{4}$ per cent when held to maturity. The E Bonds mature in 7 years, then have a 10-year extension privilege, while H

Bonds mature in 10 years.

As retirement approaches, the E Bonds are traded for H Bonds, which pay interest semiannually by Treasury check. All E Bonds with a redemption value of \$500 or more can be put into the H Bond retirement fund, *including the accumulated interest, with the privilege of deferring the tax liability on the interest. Thus taxes owed on E Bond interest continues to earn more in H Bonds.*

The taxes earned subsequently by the H Series is payable annually, but the major liability, on E Bond earnings, is deferred until H Bonds are redeemed or mature—and at the lower post-retirement rate.

The chart below shows the monthly income which can be derived from the latter program and still leave the principal intact. Meantime, Bonds purchased under either plan can be cashed any time, with accumulated interest, should money be needed for an emergency.

• APPOINTMENTS •

Operating Department

Effective Mar. 1, 1969:

W. R. Jones is appointed superintendent sleeping, dining, mail, baggage and express services, with headquarters in the Chicago Union station.

T. E. Haben is appointed assistant superintendent mail, baggage and express, with headquarters in Chicago. . .

W. Sommer appointed assistant superintendent sleeping and dining cars, with headquarters in Chicago.

The titles of superintendent sleeping and dining cars and of manager mail, baggage and express department are abolished.

Effective Mar. 16, 1969:

R. F. Fairfield is appointed assistant superintendent of the Twin City Terminal Division with headquarters in St. Paul . . . **C. D. Nunley** appointed assistant trainmaster, Iowa, Minnesota & Dakota Division, with headquarters at Austin, Minn. . . **J. D. Connely** appointed trainmaster-traveling engineer, Aberdeen Division, with headquarters at Mobridge, S. D.

G. N. Mickelson appointed trainmaster, Chicago Terminals Division, with headquarters at Bensenville, Ill. . . **P. J. Rooney** appointed trainmaster, Twin City Terminals Division, with headquarters in St. Paul . . . **G. A. McCole** appointed trainmaster, Chicago Terminals Division, with headquarters at Bensenville, Ill. . . **G. P. Scott Jr.** appointed assistant trainmaster, Milwaukee

HERE'S HOW THIS SAVINGS BOND-RETIREMENT PLAN WORKS FOR VARIOUS MONTHLY INVESTMENTS

Buy an E Bond Each Month for 17 years	In 17 Years Your 204 Bonds Will Be Worth	Your Original Investment	Interest from E Bonds	Exchange Your E Bonds for H Bonds	Average Monthly H Bond Interest for 10 Years
\$ 18.75	\$ 5,506	\$ 3,825	\$ 1,681	\$ 5,500	\$ 19.71
37.50	11,012	7,650	3,362	11,000	39.41
56.25	16,518	11,475	5,043	16,500	59.12
75.00	22,024	15,300	6,724	22,000	78.83
150.00	44,048	30,600	13,448	44,000	157.65

(Table assumes 4.25% interest rate will be in effect for 27 years and that present E-for-H exchange offer will continue.)

kee Terminals Division, with headquarters in Milwaukee.

Effective Apr. 1, 1969:

The following assistant trainmasters are promoted to trainmaster: **R. A. Pulford**, with headquarters in Chicago; **H. C. Neff**, at Austin, Minn.; **D. H. Burke**, at Council Bluffs, Ia.; **G. A. Jonasson**, at Perry, Ia.; **G. Y. Neu**, at Othello, Wash.; **M. E. Beckert**, at Deer Lodge, Mont.; **C. D. Nunley**, at Austin, Minn.; **S. E. Lee**, at Portage, Wis.; **P. Scott Jr.**, at Milwaukee.

Finance and Accounting Department

Effective Feb. 1, 1969:

J. M. Conway is appointed assistant auditor of equipment accounts . . . **E. B. Marx** appointed assistant to assistant comptroller . . . **J. W. Brandenburger** appointed assistant auditor of passenger accounts.

Engineering Department

Effective Mar. 1, 1969:

F. P. Pawlak is appointed division engineer of the Aberdeen Division with headquarters at Aberdeen, S. D., replacing **H. A. Walter**, who has been transferred to the general office in Chicago.

Sales and Service Department

Effective Feb. 1, 1969:

J. M. Espy is appointed sales representative in Chicago.

Effective Feb. 16, 1969:

L. L. Renchard is appointed assistant district manager-sales, Detroit, Mich. . . . **G. T. O'Dore** appointed sales representative, Detroit.

La Crosse Traffic Club Elects Agent Frank E. Daley President

Frank E. Daley, freight and passenger agent for the railroad at La Crosse, Wis., is the 1969 president of the La Crosse Traffic Club. He has been a member since 1957, when



F. E. Daley

he assumed his duties in La Crosse. He also is a past president of the Chicago Heights Traffic Club.

Mr. Daley has been with the railroad since 1937, serving on various positions. He was appointed assistant agent at Rockford, Ill., in 1951, and became the agent at Chicago Heights, Ill., in 1953. He also served 10 months as agent in Janesville, Wis., before going to La Crosse.

March-April, 1969

Railway Speaker Tells How to Induce a Heart Attack Without Really Trying



Presiding at the dinner meeting of the Western Railway Club, **Frank A. Upton**, chief mechanical officer of the Milwaukee Road (right), converses with guest speaker **Dr. Robert C. Bates**.

How to bring on a heart attack in the pace and tension of modern times was told to members of the Western Railway Club at a dinner meeting of the railway and railway supply officers in Chicago Mar. 17.

In a relaxed dissertation on causes of coronary occlusions, **Dr. Richard C. Bates**, a member of the American Heart Association and the American College of Physicians, noted that although half of all people die of heart attacks, "with just a little extra effort you can manufacture your own." The space limitations of this magazine preclude quoting the address, but in summary, he described the do-it-yourself way as follows:

1) Pick the right ancestors—the more of them who have keeled over unexpectedly, the better your chance of going in the same fashion.

2) Be a man—men have six times as many heart attacks as women.

3) Live in a city—city people have more coronary trouble than country people.

4) Make a lot of money sitting behind a desk, and eat a lot of meat and dairy products—rich people have far more heart trouble than poor people presumably because they can have their yard work done for them, and can afford more of the expensive spread and juicy steaks.

5) Be overweight, smoke cigarettes and avoid exercise—fat people have more fatal heart attacks than thin people, two-pack-a-day people have over three times as many attacks as non-smokers, and mail sorters have a high rate compared to carriers, who almost

never have an attack before they retire.

"If it doesn't work the first time, keep on trying," **Doctor Bates** advised. "Statistics improve a great deal with the second and third attacks, and almost no one pulls through a fourth. Above all, after the first coronary, *don't* take your doctor's orders. He's just trying to keep you alive as long as possible to make more money out of you, so *he* can afford more steak."

Doctor Bates' address was one of a series featuring prominent guest speakers that are being programmed by the Western Railway Club under **Frank A. Upton**, chief mechanical officer of the Milwaukee Road, as president. Topics on the agenda emphasize the relationships existing between the railroad industry and other industries, the professions, the sciences and civic issues. Speakers at recent meetings have included **President Curtiss E. Crippen** and **James B. Conlisk Jr.**, Chicago's superintendent of police.

Doctor Bates is a graduate of Michigan State University and the University of Michigan Medical School, and a former instructor in the Medical School. In addition to practicing as an internist, he specializes in the treatment of alcoholism, is a contributing editor of *Medical Economics* magazine, and a lecturer in the Michigan State University School of Social Studies. As a public speaker, he is sponsored by General Motors.

The nicest thing about an egotist is that he never goes around talking about other people.

R. H. Kocher Retires as MB&E Manager



At the luncheon in their honor, Mr. and Mrs. Ray Kocher are wished many happy years of retirement by President Curtiss E. Crippen and Vice President - Operation F. G. McGinn (right), who were hosts at the get-together of Mr. Kocher's friends and railroad associates.

The Canterbury Room in Chicago's Union Station was the setting of a luncheon on Mar. 4 in honor of Raymond H. Kocher, retiring as manager of the railroad's mail, baggage and express department after 42 years of service. About 50 of his friends and associates were present, including regional directors of the U.S. Post Office Department in Chicago, Minneapolis and St. Paul, and officers of REA Express. President Curtiss E. Crippen and Vice President-Operation F. G. McGinn were hosts for the occasion.

Mr. Kocher began his railroad career in 1925 with the Pennsylvania Rail-

road and joined the Milwaukee on Feb. 16, 1927, starting in the sleeping and dining car department. He transferred to the mail, baggage and express department in 1929, in which he later became a traveling agent. He was promoted to chief clerk at the Chicago headquarters office in 1947, and appointed assistant manager in 1959. Upon retiring on Feb. 28, he had served as manager of the department since Mar. 1, 1967.

The Kochers make their home in Chicago Heights, Ill. (253 May Court). Their immediate retirement plans called for a vacation in Denver.

ernment obliged only to make up any deficits incurred.

On this basis, the plan would be similar to a contractual arrangement except that the railroads would not make any profit—they would simply be insured against losses.

The proposal is based on experiences at local and state levels where railroads and government authorities have cooperated for a number of years to preserve and operate unprofitable services. As a good example, Goodfellow cited the new high-speed passenger service between Washington and New York and due for extension to Boston. The government is spending \$11 million on the project while the Penn Central already has invested more than \$40 million.

He also pointed out that the government has made heavy investments of public funds in facilities used by all other modes of public transportation while the railroads have paid their own way.

With regard to money-losing trains the government insists must be kept on, Goodfellow said that the railroads are not in a financial position to absorb the cost, as they have in the past, and feel they should not be expected to do so. The most important service the railroads perform now, he noted, is the transportation of freight, which benefits virtually every business, industry and individual consumer in the country, whereas intercity passenger service is used by less than 1½ per cent of the population.

In conclusion, the AAR president said that the drain of passenger train deficits on the financial structure of the railroad industry over the last 25 years is reflected in the railroads' low rate of return on net investment, "which has brought up the rear among major industries for many years. Unless we can improve this situation, we simply can't get the investment money we must have to build the kind of railroads the nation needs to meet the growing demands of today and tomorrow."

Railroads Propose Industry-Government Program to Sustain Passenger Services

The nation's railroads, in an announcement issued recently from Washington, D. C., proposed a cooperative industry-government program to sustain money-losing passenger trains that must be kept running as a public service.

"The railroads are willing and anxious to do what they can—within their means—to help solve public transportation problems," said Association of American Railroads President Thomas M. Goodfellow, "but where we're forced to operate money-losing trains we feel the government should assume the obligation to share the cost."

In announcing the action—which reverses a historic industry position—he said that the railroads still believe as firmly as ever in the free enterprise system, but they also believe the public should support public services required of private industry, just as they support services provided by the post office and the police and fire departments.

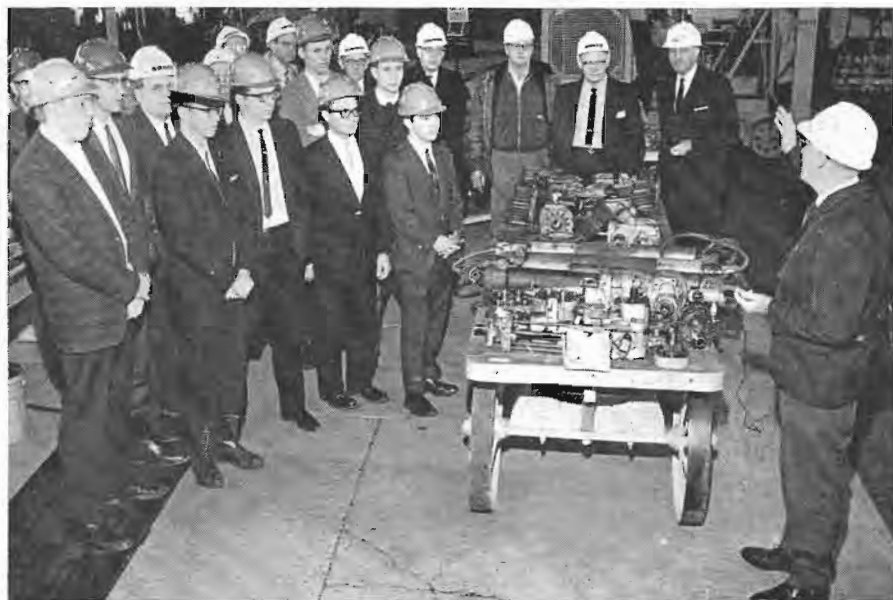
Under the plan, passenger runs that are paying their way or breaking even would not be affected. Only those that the government decides must be continued would be involved.

Mr. Goodfellow pointed out that the larger part of the cost of running the trains still would be covered in most cases by railroad revenues, with the gov-

More About the Veterans' Reunion in Milwaukee

All signals are "go" for the reunion of the Veteran Employees' Association of the Milwaukee Road in Milwaukee, Wis., on Saturday, July 12, the executive committee has announced. Arrangements to hold it at the Pfister Hotel are complete, and reservation forms giving the details will soon be in the mail. In the meantime, Veterans may send their 1969 dues to Miss Florence M. Walsh, the secretary-treasurer, at Room 383 Union Station Building, 516 W. Jackson Blvd., Chicago, Ill. 60606.

Engineering Department Establishes New Training Program for Freshmen Employees



F. J. Reese, superintendent of Tomah Shops, briefs the trainees on the rebuilding and control of repair parts in the maintenance of way equipment shop. At his right are R. G. Simmons, general roadmaster, B. E. Daniels, principal assistant engineer, and E. E. Lamp, superintendent of the Tomah rail mill. (Tomah Journal photo)

A training program has been established to indoctrinate newcomers to our engineering department, the first participants being nine men who joined within the last year or so and are now working at various locations on the railroad as assistant engineers, junior engineers or engineering aides.

For a two-week period in February and again for two weeks in March, the group toured our major offices and facilities in the Chicago-Milwaukee area, discussed their operation with the supervisors, and attended seminars conducted by department officers.

The course, which was designed to familiarize new engineers with the railroad plant and organization, involves a conference with President Curtiss E. Crippen, briefings by the company's vice presidents, and a series of orientation sessions in departmental functions explained by the various managers.

The program, initiated under W. E. Fuhr, assistant chief engineer-maintenance, was supervised by B. E. Daniels, principal assistant engineer, aided by R. G. Simmons, general roadmaster, and H. C. Pottsmith, superintendent of roadway equipment. The first class of students consisted of R. K. Butler, W. E. Hobart, I. K. Millin, V. L. Stoner, R. W. Simmons, L. A. Whitney, T. R.

Wildenborg, S. D. Woodley and Lars Rask.

To improve the trainees' knowledge of the property, facilities scheduled for inspection included Bensenville Yard and Piggyback Park west of Chicago; Car-

scope and the Chicago-Fullerton Avenue computer complexes; the new passenger station in Milwaukee; the Milwaukee locomotive and car shops, material department and test laboratory; and the maintenance of way shops and materials division at Tomah, Wis. On the agenda also was a visit to the U. S. Steel Corporation rail rolling mill in Gary, Ind.

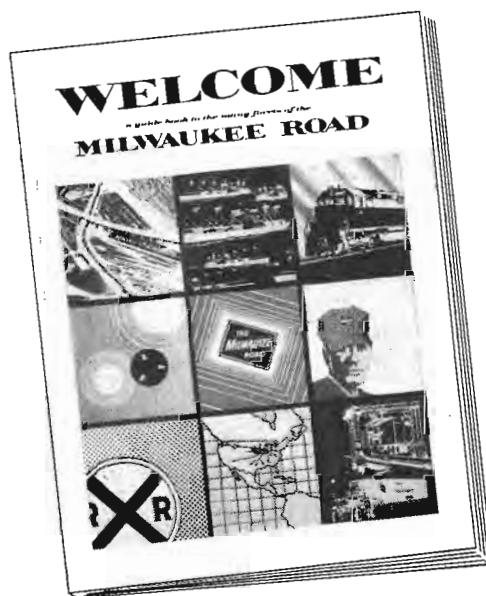
The seminars, conducted in Chicago and at points throughout the tour, were designed to indoctrinate the trainees in the structure and function of each department with respect to its role in the over-all operation of the railroad. Scheduled for this phase of the program, in addition to engineering, were train operations, equipment maintenance, freight and passenger traffic, real estate and industrial development, public relations and advertising, law regulations, finance and accounting, safety, claim prevention, labor relations, computer development, management services and marketing research. At the conclusion, the briefings were reviewed in a round table discussion moderated by B. J. Worley, vice president-chief engineer.

An aspect of the program from which the trainees derive benefit also is the opportunity it affords to become acquainted with personnel in other departments and thus provide a basis on which to make the right contacts in future dealings regarding their work.

There is nothing quite like sealing a letter in an envelope to inspire a fresh thought.

WELCOME to THE MILWAUKEE ROAD

This is a facsimile of the cover of a new handbook printed in color that has been designed to make newcomers to the Milwaukee Road feel at home and informed about the company. Accompanying it is a card listing facts about scholarships, the tuition refund plan, credit unions, retirement benefits and so on, and with spaces to show the name of the employee's supervisor, working hours, holidays and similar information. The card includes a tear-out postcard which may be returned to the employment, training & development department if the employee wants more information on a subject.





New Graduates of the Accountant's Training Course

This is the "graduation picture" of 11 accounting department employes in Chicago taken on Mar. 12 when R. F. Kratochwill, vice president-finance and accounting, presented them with certificates denoting their completion of a company-sponsored course in essentials of accounting. The instructor was F. H. Miller, special assistant to vice president-finance and accounting, assisted by M. J. Schlee, assistant auditor of expenditure.

Seated left to right are: Thomasine Shannon, clerk; Else Daskiewicz, comptometer operator; Esther Golden,

clerk; Claudette West, comptometer operator; Donna Friend, car record clerk; Elsie Dreher, bookkeeper; Standing in the same order: Arthur Steward, clerk; Mr. Schlee; Robert Janssen and Elry Gourley, assistant engineers; J. Jacobson, assistant comptroller; Arthur Harris, general per cent clerk; Mr. Kratochwill and Mr. Miller; and Daniel Rogers, office messenger.

Classes consisted of once a week two-hour evening sessions over a period of 23 weeks, supplemented by homework assignments.

RETIREMENTS

The following employes' applications for retirement were recorded during January-February 1969

General Office & System Employes

Alexan, Hazel B. Stenographer... Chicago, Ill.
Anderson, Edna M.
 Dictaphone Opr. Steno... " "
Dawson, G. O. Porter... " "
Dixon, Robert Cook... " "
Glowienke, Margaret M. Secretary... " "
Jack, G. W. Porter... " "
Jones, J. E. Coach Porter... " "
Porter, H. I. Coach Porter... " "
Schiffer, R. G. Clerk... " "
Sunagel, G. E. Sales Rep... " "

Aberdeen Division

Adams, W. M. Section Foreman... Aberdeen, S. D.
Paul, Donald M.
 Agt. Telegrapher... Renville, Minn.
Volk, Romaltus Section Lab... Linton, N. D.

Chicago Terminals

Jackson, L. D. Laborer... Chicago, Ill.
Johnson, R. A. Jeep Operator... " "
Kolosovas, B. Bridge Designer... " "
Mason Cup, R. J. Diesel Supervisor... " "
Michaels, C. J. Loco. Engineer... " "
Williams, J. A. Car Inspector... " "
Zenger, Ann A. Transit Clerk... " "

Coast Division

Jones, V. R. Section Laborer... Bellingham, Wash.
Porter, L. C. Brakeman... Spokane, "
Vetters, F. E. Carman... Tacoma, "

Dubuque & Illinois Division

Anderson, H. L. Gateman... Elgin, Ill.
Helton, W. A. Machinist Helper... Nahant, Ia.
Klein, J. L. Pile Driver Opr... Savanna, Ill.
Maloney, J. C. Special Agent... Ottumwa, Ia.
Stiles, Mildred Clk. to Asst. Supt... Savanna, Ill.
Tullis, G. Conductor... " "
Turner, Paul E. Conductor... Elgin, "

Iowa Division

McCaffery, D. C. Sec. Laborer... Perry, Ia.
Nelson, K. Track Laborer... Madrid, "

Iowa, Minnesota & Dakota Division

Anderson, R. A. Yard Clerk... Mason City, Ia.
Elsner, B. L. Loco. Engineer... Austin, Minn.
Hotzler, A. F. Section Laborer... Jackson, "
Lincoln, W. R. Switchman... Madison, S. D.
McIllice, E. G. Loco. Eng... Austin, Minn.
Miner, Roy R. Agent... Rock Valley, Ia.
Velgersyk, J. Section Foreman... Hull, "

La Crosse Division

Burns, W. C. Conductor... Milwaukee, Wis.
Canon, G. T. Section Frmn... Mineral Point, "
Carpenter, G. E. Ticket Agent... Wausau, "
Herlehy, F. J. Roadmaster... Watertown, "
Kosakowski, J. F.
 Diesel House Clerk... La Crosse, "
Walden, J. E. B&B Foreman... La Crosse, "

Milwaukee Division

Blauw, Grace T. Flagman... Avalon, Wis.

Callahan, T. Trainman... Milwaukee, Wis.
Cidni, R. G. Loco. Engineer... Beloit, "
Costley, J. R. Conductor... Iron Mt., Mich.
Dunn, T. E. Loco. Engineer... Milwaukee, Wis.
Grammer, V. A. Conductor... " "
Lowell, Vern E. Telegraph Opr... Green Bay, "
Oskins, D. M. Agent... Truesdell, "

Milwaukee Terminals & Shops

Beier, R. Dist. Material Mgr... Milwaukee, Wis.
Duggan, I. F. Electrician... " "
Grundman, C. R. Switchman... " "
Peterson, W. C. Switchman... " "
Sery, A. G. Machinist... " "
Smith, F. Laborer... " "
Spedemann, W. A.
 Demurrage Clk... " "

Vachon, J. E. B&B Carpenter... " "
Weber, R. J. Machinist... " "
Wess, G. L. Machinist Helper... " "
Zimmerman, K. V. Chief Clerk... " "
Zunker, E. F. Crane Operator... " "

Off Line

Braun, Peter Dist. Mgr. Sales... Memphis, Tenn.

Rocky Mountain Division

Hanzlik, F. W. Carman... Harlowton, Mont.
Holmquist, E. M. Store Helper... " "

Terre Haute Division

Chaney, E. O. Engineer... Terre Haute, Ind.
Hopewell, G. E. Conductor... " "
Jackson, Fred Brakeman... " "
Morris, E. I. Loco. Engineer... " "

Twin City Terminals

Blanchard, L. C. Roadmaster... Minneapolis, Minn.
Dionysius, C. Reservation Clerk... St. Paul, "
Gibbs, M. F. Stockman... Minneapolis, "
Knoblauch, C. F. Pipe Fitter... St. Paul, "

Agent's Wife Holds "First" As Woman Assistant D.A.



Agent and Mrs. William Peterson

Among people in the news, attention was directed recently to Mrs. William Peterson, wife of the Milwaukee Road agent at Whitewater, Wis., as the first woman to become assistant district attorney of Jefferson County.

Courtroom procedures are nothing new to Winifred Peterson, who became interested in the law while she was in grade school from observing her grandfather serve as county assessor of Will County, Ill. Later she assisted him during summer vacations as a deputy assessor. She received a degree from the University of Wisconsin Law School at Madison in June, 1950, and was admitted to the bar at that time.

The Petersons were married in the fall of 1950 and now have five children—Mary Nell, Carl, Patty, Donald and Andy. Although family affairs claimed most of Winifred's time for several years, she continued to keep abreast of law bulletins and conducted a small practice from their home in Janesville, Wis., where Bill was stationed from 1950 to 1958. Since then they have lived in Whitewater.

In 1965 Winifred became associated with the Dempsey law firm in Whitewater, and was with it up to Feb. 1 of this year, when she resigned to accept the courthouse post.

George F. Fisher

George F. Fisher, district adjuster at Chicago who retired in 1961, passed away in Palmetto, Fla., on Jan. 26. Funeral services were in Bensenville, Ill.

Mr. Fisher started his railroad career as a caller at Bensenville Yard in 1923. He transferred to the claim department as an adjuster in 1943 and later was promoted to district adjuster, all of his service having been in Chicago.

He is survived by his wife, Jess, and a daughter, Mrs. Clarence Johnson,

March-April, 1969

Yardmaster Dick Bourgerie joins Burt Lancaster on his jogging stint, having taken off his rubbers (arrow). He and his wife jog together, and have jogged three miles at one clip. (Minneapolis Star photo)



Film Star Seeks Privacy for Jogging

A picture spread on the front page of the *Minneapolis Star* explained how it happened that Burt Lancaster, on location in Minneapolis with the "Airport" cast, was spending a lot of time downtown at the Milwaukee Road passenger station. Trailed by an alert newshawk, he had been spotted on a train platform doing his daily jogging. Lancaster, a circus acrobat before movie stardom, is in favor of keeping fit.

And that's how it happened that Yardmaster Dick Bourgerie was pictured on the front page getting in a little exercise, too. During the weeks the film company was in Minneapolis, Lancaster and the station employees became good friends, and Bourgerie, Stationmaster Jim Taylor and Baggage Agent Joe Podgorski, all dedicated joggers themselves, would join him occasionally for a few turns around the platform.

Lancaster was at the station almost every day, timing his visit to periods in the afternoon when trains weren't moving in or out. His usual stint was 8 or 10 turns around the platform between Tracks 1 and 2, which adds up to a good mile.

Lancaster asked for permission to run at the train shed because it was one of the few places in town where there was no snow underfoot and where he could jog in privacy. Snow—the real thing, not Hollywood plastic—figures importantly in "Airport," a \$12 million production based on the Arthur Hailey novel, which was based on O'Hare airport in Chicago. The Minneapolis-St. Paul International Airport was chosen

for the location because it is both similar in architecture and less congested. And since the plot revolves around a raging snowstorm, what better place than freezing Minnesota?

The film features a block-buster cast—Lancaster, Helen Hayes, Dean Martin, Carl Reiner, Van Heflin, Jean Seberg, Jacqueline Bisset, Maureen Stapleton—and a 7.5-million-dollar Flying Tiger Boeing 707. Dean Martin made the trip from California via the City of Los Angeles, transferring to the Minneapolis train in Chicago. Dino, who plays the role of the "Trans-Global" pilot, has a thing about heights and hates to fly.

Dean Martin, strolling through the Chicago Union Station to board a train for Minneapolis, has a breezy greeting for his fans. Bringing up the rear is A. C. Vogts, station passenger agent.



Terre Haute Division

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

We have many new employees on the Terre Haute Division. G. A. Chamberlain is the assistant superintendent. He was formerly assistant superintendent at Portage, Wis. Stan Finley is the trainmaster and traveling engineer; Mrs. Shirley McMullen the secretary to Mr. Chamberlain; and J. Bertram the roadmaster. Mrs. Frances Anderson, wife of James Anderson, second trick dispatcher, is secretary to the roadmaster. Don Doumas is the freight agent.

Many new firemen and trainmen have also been added to the roster. I will try to mention them from time to time, so you will get to know them. A couple of our new men hardly worked long enough to get acquainted before Uncle Sam asked for their service. Terry Martin, trainman, is in Vietnam, and Fireman W. Jordan Jr., son of the yardmaster, is at Great Lakes for basic.

We had several people retire in the last few months: Mrs. Marie Rubasam, secretary to the roadmaster; E. Chaney, engineer; E. Morris, engineer; F. Jackson, brakeman; and E. Hopewell, conductor. These people served well and we wish them happy retirement.

Met C. Bodle, retired conductor, and his wife, while shopping. They appear to be in good health, and are now living in Clinton, Ind.

Frank Gavin, retired chief carpenter, stopped in the office. He is in good health. Frank is good company, especially when he recalls incidents of his days with the Milwaukee.

Our sympathy to the family of Harry Fergusson, retired conductor, who passed away in December. Also to Harry Nichols' family; he died suddenly Jan. 1. He was clerk-messenger in the freight house. Arnold Jenkins' mother died the first week of January. Those who have lost their mother know of your great loss, Arnold.

A lot of you readers remember Dick Dorfmeier, our time revisor, having lost the sight of one eye during his boyhood. With the advancement of surgery, he had this eye operated on and now has the sight of both eyes.

Working on the Milwaukee must provide good political training. Three of our employees, L. S. Hunter (retired), E. Watson and J. Harbaugh, have been elected to political office. Hunter is Terre Haute's city clerk, Watson is mayor of Jasonville, and Harbaugh is the park superintendent.

Spring is just around the corner, for there was a notice in the Terre Haute Tribune recently that Rea Park is open for golfing. That is my game, but I do not enjoy it until the temperature gets a little higher than it is at this writing. Besides, Ray Williams, our car distributor, has not mentioned sucker fishing.

How many of you believe in exercise? Now don't laugh. Eminent doctors say it is the secret of longevity, so

let's get with it. Do a little jogging or, if that isn't your thing, take a walk (a mile or two) each day. See if you will not feel better.

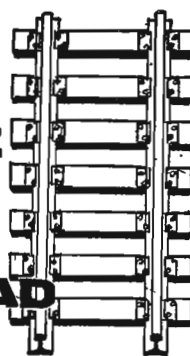
Mail any news you think will be of interest to our readers to M. K. Verdeyen, 323 So. 18th, Terre Haute, Ind. 47807. As the Magazine is printed every other month, I must have these items by the 25th of the month. If you send snapshots, be sure to write lightly on the back who it is.

The company is installing an IBM system at Latta. McCrocklin, T. Sims and Buck Hickman are looking forward to this installation.

Archie L. West, retired agent at Manhattan, Ill., has informed us that John N. Smith, a retired conductor of the one-time Gary Division, passed away Jan. 24 at the Lutheran Hospital in Moline, Ill. The funeral and interment were in Joliet.

Archie also had a belated report of

ABOUT PEOPLE OF THE RAILROAD



the death late last year of Retired Agent William Bashford, at the home of his daughter in Danville, Ill., where the Bashfords had stopped to visit en route home from a Florida vacation. Mr. Bashford, 73, served many years as agent at Mokena, Ill., and was widely known in that area for his role as Santa Claus for many Christmas seasons. His wife, Minnie, survives, together with three daughters.

Archie, who retired in 1961 after more than 57 years of service, still maintains his contact with the 5th Army Mars Radiotelegraph, handling messages (Marsgrams) from servicemen in Vietnam, Korea, Japan, Germany, Thailand and other military outposts, to their families and friends back home in downstate Illinois.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Bernadine Cochlin, steno-clerk in the superintendent's office at Austin, was a proud mother when her son Tom won the State Catholic high school 138-pound wrestling title. Tom, a junior at Pacelli High School in Austin, fought his way to the title in the finals at St. Cloud on Feb. 8. He is the first Pacelli wrestler in the four-year history of the sport at PHS to

win a state crown. As a team, Pacelli finished seventh.

Engineer and Mrs. Marvin Persoon of Austin are the proud parents of a baby girl, Tammy Lynn.

Retired Conductor and Mrs. A. M. Evenson celebrated their golden wedding anniversary and were honored at an open house held at the Whalan Parish House on Sunday, Feb. 9. The event was hosted by their children, Mrs. Eileen Doschadise, La Crosse, Wis., Mr. and Mrs. Darrell Evenson, Elkhorn, Wis., and Mr. and Mrs. Vernon Spelhaug, Fountain, Minn. The Evensons have seven grandchildren and five great-grandchildren.

A farewell kaffeeklatsch was held on Feb. 26 in the engineering department at Austin in honor of Mr. and Mrs. Carl Rowlands and Mr. and Mrs. Steve Woodley. Carl has accepted a position with the City of Madison, Wis., and Steve is leaving soon to serve in the armed forces.

Dorothy Hoag has joined the force in the superintendent's office at Austin. She is steno-clerk to the supervisor of signals & communications, in addition to her other duties in this office.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

A pleasant surprise was tendered the office personnel on Jan. 15 when the announcement came through appointing Assistant Cashier Alice Sobczak to office management as an assistant manager. To quote Manager F. E. Groves, a blow was struck for women's suffrage. If this is a first of its kind, we are sure Alice will satisfy expectations, for she is capable in many departments. In honor of the occasion, the employees presented her with the customary gift of a desk pen set and a barrage of good wishes.

On Jan. 26, Marion Muscato, IBM operator, was hostess at a baby shower in honor of Mrs. Barbara Voight, IBM clerk, who began her maternity leave Jan. 24.

Carolyn Dombrowski was delegated the task of caring for the house and pets while Mom and Dad were off on a flight to Miami, Fla., to escape the wintry blasts and to visit relatives at St. Petersburg. With this chore accomplished, she proceeded to take her vacation in Washington, D. C.

Rate Clerk Geraldine Hartner is still confined at St. Luke's Hospital, starting the third month since her entry prior to Christmas week. Her therapy continues in the face of various setbacks, but we hope she continues the fight to regain her health.

Coffee and cake and a parting gift were on the agenda Feb. 28 to bid farewell to Marcus Castillo Olivas, informally known as Marc. With only one semester of college behind him, he has managed to complete his plans for the remainder of his education at the Uni-



FORTY-FIVE YEAR PASS. John L. Brown, demurrage clerk at Green Bay, Wis. (left), receives a Silver Pass with congratulations from Agent William W. Kopp. Brown started his service at Lena, Wis., transferred later to Plymouth, Wis., and has worked in Green Bay since 1949.



MAYOR LEE LAUNCHES PERRY'S CENTENNIAL YEAR. D. E. Lee, agent for the Milwaukee's Madrid-Woodward agency and also mayor of Perry, Ia., where he makes his home, buys the first shares in the Perry Area Centennial Association, Inc. The saleswoman is Mrs. Norman Nevenhoven. Perry will observe the centennial of its founding with an area-wide celebration June 30 through July 4. For details, see the Iowa Division news. (Perry Daily Chief photo)



HAPPY EIGHTY-FIFTH! Celebrating his 85th birthday, Fred F. Koop, retired assistant shop superintendent of the locomotive department in Milwaukee (right), visits with W. C. Lummer, retired district storekeeper, Milwaukee Shops, who was one of several guests invited to the family party. Mr. Koop, who retired in 1945, makes his home with his great-niece, Mrs. Nancy Hansen, a former secretary in the law department at Milwaukee, and her husband, Jake, retired shop superintendent of the car department at Milwaukee Shops.

"LIFETIME" PASS HOLDER. W. P. Trenkler, car foreman at Austin, Minn. (center), is presented a Silver Pass by G. L. Wood, general superintendent of the car department, in appreciation of his 45 years of service as a car shop employee. Congratulating him also are Carman Clair Peterson (from left), H. R. Anderson, district general car foreman-St. Paul, and Carman W. H. Lunde.



HONORED AT MILWAUKEE SHOPS. Lucile Deppe, AAR clerk at Milwaukee Shops, is honored at a cake and coffee party marking her recent retirement after 32 years of service. Presenting her with a gift and testimonial scroll from her co-workers are C. A. Bargh, assistant engineer train lighting (from left), B. J. Maguire, supervisor electrical maintenance, and R. A. Harrington, retired engineer train lighting.



FIFTY YEARS OF SERVICE were recognized here, as E. W. Baumann, yardmaster at Glendale Yard in Milwaukee, was presented a Gold Pass by Trainmaster W. J. Peta. Looking on is G. E. Stuckey, trainmaster-traveling engineer.

Who's Who In Railfanning

by **James E. Boeshaar**, Chief Clerk to Superintendent of the Milwaukee Division

Doing what comes naturally for a dyed-in-the-wool railroader is the hobby of Howard Odinius, train baggageman on our Milwaukee Division.

Howard's hobby is an outgrowth of his past and present employment, having been a motorman on the old North Shore electric line between Chicago and Milwaukee before coming to work for the Milwaukee Road in 1963. His interest in electric railroads has been continued in his own "O" gauge model work, which has been judged first class in model builders' competitions.

But his major interest is the Illinois Railway Museum, of which he is the founder and a charter member. The museum is located near Union, Ill., about two miles south of Marengo, on the old right of way of the abandoned Elgin & Belvidere Electric Railway. Here the museum group has collected a steam locomotive and approximately 50 cars of various types. A number of cars that have been restored are placed in operation starting Memorial Day, when the museum is opened to the public for the summer.

The museum, which is operated as a non-profit corporation under a federal tax exemption, has as its basic function, the preservation, maintenance and operation of electric railway and steam road equipment of the past, for historical purposes. Acquisitions up to the present include the last street car used on the old Wells-West Allis line in Milwaukee, Chicago surface line and elevated cars, and many vintage pieces from other Illinois and Indiana lines in various stages of restoration.

Howard spends about one day a week



Howard Odinius takes a busman's holiday.

at the museum, where he heads operating instructions and rules classes. He is also car foreman of Indiana Railway car 65, the first car acquired by the museum. A foreman is assigned to each car for its individual upkeep, with members of the museum from Chicago, Milwaukee and the Elgin area assisting in the maintenance work.

Come summer, the hum of electric cars again rolling over trackage is sweet music to the members. But gate receipts are important, too, and the folks out at Union hope that many others who enjoy it will visit the exhibit when the season opens and help support their project.

versity of Wisconsin at River Falls, majoring in journalism and with a minor in education. Marc was employed for only eight months as the multilith operator, but his ambition to obtain a college education gained him the respect and admiration of his co-workers. Judy Kerr, Joanne Wencka, Marian Peterson and Doris Henckel provided the delicious refreshments.

The position of assistant cashier has been assigned to Lois Scott. Lois formerly worked in the inbound rate department, primarily on grain. Her position has been filled by Jerome Hofkes, who has been handling demurrage and the tariff files. These duties have been assigned to Carolyn Dombrowski.

When the next issue of the magazine is published, we will have said our farewells to Walter Beaman, bill clerk, who will move with his family to Greenbush, Minn. This is Walter's second term with the railroad. His first was spent at Fowler Street as a bill clerk in the agent's office. Then he transferred into the regional office during its inauguration in 1960. After training on the keypunch and IBM machines, he decided to follow his real calling, the field of theology, and left for Lutheran Bible College at Minneapolis. While still not an ordained minister, he moved with his family, consisting of his wife, Ellen, and daughters, Debbie and Naomi, to Ecuador, where he and Mrs. Beaman

served as Lutheran missionaries involved in education. His life there was very interesting and meaningful, and we enjoyed his many stories about the people and their customs. He returned to Milwaukee in 1967 and the railroad beckoned once again. However, he will soon be ordained and has accepted an offer to become pastor of Badger Creek Lutheran Church at Greenbush. He is convinced this is what he must do, and we are sure he has made the right decision, though we regret to see him leave. The family has grown, too, and the new addition, son Daniel, will be along on this new venture.

Bill Clerk Ray Klapa has decided on a New Orleans vacation, thus fulfilling a double urge to get in a little train travel, which he enjoys, and to see this very interesting city.

Winter, with its slick icy cover, left its toll this year. Bruises and broken bones were prevalent, and the latest casualty was Bill Clerk Walter Nowicki, who suffered a light concussion and is on the sick list at this writing.

Newcomers to the scene are Ruth Kerr, mother of our secretary-treasurer, Judy, who will handle clerk-janitress duties, and Bruce Van Hoffman, mail clerk.

AGENCY

A long and varied career ended for William Spredeman when he decided to take his pension Jan. 31 after 44 years. He started at West Allis when it was still an independent station in 1925, working as a bill clerk, then cashier. The station was abolished but he continued to work as a yard clerk there, moving on to Upper Canal and Elevator E. After a series of displacements, he went to North Avenue District in 1934 as yard clerk, then to Fowler Street as a bill clerk. He also worked as a bill and expense clerk and general clerk at the Milwaukee stock yards and was back billing at Fowler St. He finally settled into the claim department, thence demurrage, from which he retired and where he spent the greatest share of time.

Bill was an easy man to work with and could get along with anyone. His knowledge of handling livestock kept him busy at the annual Wisconsin State Fairs held at the West Allis fairgrounds, where he made out the livestock contracts, billed, expensed, took depositions for the claim department, and handled the cash. The big midway shows moving in and out of the fairgrounds by rail were also Bill's responsibility, to protect the railroad's interests and to collect the revenue involved. This responsibility has dwindled in past years due to livestock not being handled there by rail, and the movement of the midway shows being handled under special pre-arranged contract.

To honor Mr. Sprademan, a large number of employees gathered at Moser's cafe for a luncheon Jan. 31. He was presented with a gift of money by Agent R. E. Chalifoux, who also paid

him a fine tribute. Terminal Superintendent N. H. McKegney also addressed the assembly in his behalf. Mrs. Spredeman attended the luncheon and will be a constant companion, inasmuch as she also has retired, from the Allis-Chalmers company. Bill likes to garden and has plenty of duties around home to keep him busy.

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

A retirement party for Kenneth V. Zimmerman, chief clerk at Muskego Yard, was held at the Maryland Hotel on Feb. 22, his retirement being effective Feb. 1. More than 100 fellow employees and friends attended the dinner party, with General Superintendent R. R. Brown acting as toastmaster. Retired Superintendents J. J. Dombrowski and Ray Hummer were present, as well as many other supervisors, trainmasters, and so on, who have known Ken over the years. There was indeed a fine representation from all departments, including Traffic, Safety, Engineering and others. Mrs. Zimmerman was presented a lovely orchid corsage, and Ken received a gift of the "folding" kind to use for their own selection of a suitable remembrance. Their son and married daughter and her husband also attended the affair. Ken Zimmerman, known for his affable manner and pleasant personality, leaves a host of friends on the railroad who wish him a happy retirement.

Congratulations to the Ronnie Boyd family on the arrival of Elizabeth Anne on Jan. 18. Babies—babies! Switchman William Borges and the Mrs. welcomed baby No. 6. And on Feb. 11 the Dot Musselmans welcomed a new arrival, a girl. Mr. and Mrs. Ronnie Feyrer also were pleased to announce the arrival of baby boy, David John, on Feb. 20.

Post card received from Switchtender Ed Murphy, spending his vacation at Las Vegas, where the money is, or was, until Ed brought it all home. Switchman John Kimber and wife enjoyed their vacation via a cruise to Nassau on a beautiful Italian ship.

Our sympathy is extended to Switchman Ralph Gilmore and family on the death of his father. It is told that Ralph's father was an outstanding person both in personality and activities, as he took up flying when in his sixties. He resided in Ohio and was in the 70's at the time of his demise.

It is reported that our "good citizen award" at this time should be presented to Reginald Ritchie, yard conductor, who is putting in many hours of work on programs of saving and conserving our natural resources. He is concentrating particularly on the water pollution phase of this activity. Reginald has made trips to Madison, and is doing his part to create public interest in the cause, which in today's world with its sports interest is top



CELEBRATING HIS 45TH ANNIVERSARY, John J. Dunne, chief rate clerk for the passenger traffic department, displays the Silver Pass presented to him as he began his 46th year of service. His co-workers stood treat to a cake and coffee party. Mr. Dunne, who started with the Milwaukee on Feb. 15, 1924, has served on every position in the Chicago department up to the one he holds at present. He is a past national president of the American Association of Passenger Rate Men and also of its Central-West Region.



SERVING WITH THE NAVY is Seaman Steven Teisl, son of Anton F., engineer-draftsman in the mechanical engineering department at Milwaukee Shops. After completing a tour of duty off the coast of Vietnam, Steve is now serving aboard the USS Worden, a guided missile frigate, as a swimmer on search and rescue missions. Prior to enlisting, he attended Milwaukee Technical College.



JOINING THE 50-YEAR SERVICE CLUB.

Following a division staff meeting at Savannah, Ill., Mar. 5, District Safety Engineer C. J. Delin (center) is presented a Gold Pass for 50 years of service by P. L. Dempsey, assistant superintendent of safety, as L. F. Shanahan, assistant superintendent of the D&I Division, looks on. Delin joined the railroad in 1918 at Tacoma, and was in train service there before being appointed a district safety engineer in 1957. He has served in that capacity at Tacoma and Minneapolis, and since 1965 on the D&I and Iowa divisions.

HONORED WITH SILVER PASS.

Section Foreman Ollie Siedschlaw, a 45-year employe of the Milwaukee, displays the Silver Pass presented him recently by Assistant Trainmaster Nunley while working at Bowman, N. D. Standing by are, left to right, Agent L. Zacher, Roadmaster Frank Hilt, E. Watson and Ron Timm.



shelf. Anyone interested in helping Reginald Ritchie, and anyone who is interested in obtaining more information and "know-how" to go about working toward anti-pollution of our lakes and streams, please contact Reginald through the caller's office at Muskego.

Mrs. Ruth Habegger, Division Engineer Benner's secretary, has returned to work from a combined absence from the office involving illness and a vacation recuperation trip to Fort Lauderdale, Fla. Nice to have her back looking so well.

Announcement of the engagement of Karen Marsch, secretary to R. T. White, regional manager-sales, Milwaukee, to Vaughn Stoner, junior engineer on the Milwaukee Division with headquarters at Milwaukee. Karen has been with the railroad about seven years, all of which time has been in the traffic department, while Vaughn originally comes from Shannon, Ill., and has worked in Milwaukee and out of our Savanna engineering office. Best wishes to the happy couple. We understand a June wedding date will be set.

Donald A. Frank, 46, sales representative in Milwaukee, passed away Mar. 11 following heart surgery. He had been with the railroad since 1942, working intermittently while attending Whitewater College, and later as a clerk at the old Chestnut Street office before transferring to the traffic department, in which he had held various positions since 1951. Funeral services were in Hartland, Wis., at St. Charles Catholic Church. Surviving are four children, his mother and a brother.

Arthur J. Sullivan, retired engineer, wants his friends to know he appreciates their condolences on his death, but that he is very much alive and kicking. He attributes the misunderstanding to the fact that his brother B. J., who was employed at Western Avenue in Chicago, passed away last November. "Please tell them that I am healthy and happy," Art wrote, "and enjoying the best of life living here in

the sunshine with my wife." Art's address is 10647 Augusta Drive, Sun City, Ariz., 85351.

Our sympathy was extended to Earl Kubitz, No. 1 red cap at the depot, on the sudden death of his wife, Ruth, on Jan. 26. She is survived also by their son, Bruce, her mother, two brothers and a sister. Funeral services were held in Janesville. Mr. Kubitz transferred to the red cap position in Milwaukee upon leaving train service on the old Mineral Point line.

La Crosse Division

EAST END

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



Gregory Bottoni Robert Bottoni

Robert and Gregory Bottoni, sons of Engineer Frank L. Bottoni Jr., who enlisted in the Marine Corps last July, are headed for duty in Vietnam. Bob, currently stationed in Okinawa, leaves for Vietnam in May, and Greg, now in San Francisco, will leave soon for sea duty off the Vietnam coast aboard the USS Oriskany. The brothers enlisted under the buddy system, and were together throughout boot camp at the USMC depot in San Francisco.

While on leave last December, Bob became engaged to Miss Cheryl Bogner. Cheryl attends Alverno College in Milwaukee, majoring in sociology. Bob attended La Crosse State University before enlisting.

Frank P. Miller, 95, retired master mechanic, passed away in Divine Savior Nursing Home at Portage on Jan. 13. Until the past couple of years, Mr. Miller took his annual vacation at St. Petersburg, Fla. He is survived by a son, Dr. Herbert Miller of Rock Island, Ill.; two daughters, Mrs. Olive Roehm, Portage, and Mrs. Mark Sutton, La Crosse; seven grandchildren and 18 great-grandchildren. He was a member of the Milwaukee Road Veterans Association, Ft. Winnebago Lodge F&AM and Commandery and Zor Temple of Madison.

Floyd Cafisch, retired roundhouse worker at Portage, 66, passed away suddenly at Portage on Jan. 13. He is survived by his wife, two daughters and two sons.

Harry G. Berger, 72, retired conductor, passed away Feb. 10 after a brief illness at Madison General Hospital. Mr. Berger had been retired for approximately seven years after 45 years service with the Road. He is survived

by his wife and two sons, five grandchildren, and brothers and sisters.

Mr. and Mrs. James J. Robinson celebrated their 25th wedding anniversary at a reception given for them by their children at the Elks Club in Portage on Feb. 15. Mr. Robinson, now on a disability annuity, was employed as a conductor.

Conductor Roger L. Trachsler, 54, passed away at Madison General Hospital after a brief illness on Feb. 16. Mr. Trachsler is survived by his wife, Elizabeth; a daughter, Mrs. Paul Sopke of Madison; and two grandchildren.

Carl Bloom, retired engineer, has a 1941 enginemen's seniority roster. He is the oldest living engineer on this roster. Mr. Bloom lives at Lake Wisconsin, south of Portage, and one of his interests is records of calliope music.

Roadmaster Frank J. Herlehy retired on Jan. 7 after more than 45 years service. His friends wish him a long and happy retirement. Harold F. Barrette has been assigned as roadmaster on this territory.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

William G. Ott, retired Preston, Minn., agent, passed away there on Feb. 20. He is survived by his wife; three daughters, Mrs. Clara Boehm, Evanston, Ill., Mrs. Agnes Dockendorff, San Diego, Calif., and Mrs. Cecilia Foreman, Halleyville, Ala.; and two sons, W. D. Ott and D. J. Ott, both employed as train dispatchers at La Crosse. A grandson, Mike Ott, is a telegrapher at Red Wing, Minn.

The Ott family were railroad pioneers at Preston. Mr. Ott's father, Peter, handled the agency when the line was opened, and when he retired the son took over. William remained there as agent until he, too, retired after 61 years with the Road.

MADISON AREA

Mrs. Joseph Speckner, widow of a long-time agent at the old Franklin Street station in Madison, observed her 95th birthday on Feb. 20. She is a past president of Madison Chapter of the Milwaukee Road Women's Club and has been active in many other organizations, including the Eastern Star, White Shrine, Rebekah Lodge, Zor Auxiliary, Daughters of the G.A.R., the Sons of Union Veterans and the Turner auxiliaries, and the Lincoln Fellowship, and has served as president of a number of them.

We learned belatedly of the death of Edward Ziel, retired locomotive engineer, which occurred last year in Minneapolis, where he had lived with his daughter, Mrs. Mildred Hoxie, since 1953. Mr. Ziel, 93, was one of five brothers with more than 200 years of combined railroad service. Surviving in addition to his daughter are three grandchildren and a great-grandchild.

William T. Stewart

W. T. (Bill) Stewart, retired assistant division superintendent, passed away in Sun City, Ariz., on Feb. 3. Services were held there, with interment in Sunland Memorial Park. He is survived by his wife, Maxine.

Mr. Stewart started with the Milwaukee in 1922 as a brakeman on the former Kansas City Division, on which he became a conductor. In 1943 he was appointed trainmaster of the division, and subsequently of the Iowa, Milwaukee Terminals, and the La Crosse divisions. He was promoted to assistant superintendent in 1948, and served in that capacity on the Iowa, Chicago Terminals, La Crosse, and the Dubuque & Illinois divisions prior to retiring in 1962.



Retired Employees Organize Arizona Hiawatha Social Club

This group of retired Milwaukee Road people living in the Sun City-Youngtown-Phoenix area met last year at the Youngtown Community Hall for potluck lunch and had such a good time that they decided to form their own social organization. Meet some of the members of the Arizona Hiawatha Club.

Getting down to business, A. J. (Lon) Farnham, former chief train rules examiner, was elected president; L. L. (Ted) Long, former agent at Mitchell, S. D., was made vice president; and Mrs. Fred Happy, wife of the former Aberdeen Division engineer, was appointed chairman of entertainment and refreshments.

Those shown at the organization meeting are (front, from left) Mmes. Art Sullivan, Al Hale and Tom Byrnes, the Carl Andersons, the Joe Grosses, the Herman Fandrys, (center row) the Leslie McGraws, Frank Millard, Mrs. Lucille Karbusicky, Mrs. Bob Riddell, the France Woods, the Herb

Koegels, Mrs. Farnham, Mrs. Happy, Mrs. Eric Williams, (top) Bob Riddell, Al Hale, Art Sullivan, Fred Happy, Lon Farnham, Bill Bartley, Eric Williams and the Ted Longs.

About 40 members got together for a Christmas party. Terry, Kelly and Scott Archer, grandchildren of Engineer and Mrs. Millard, formerly of Perry, Ia., sang and played piano numbers. Carl Anderson, formerly train dispatcher at Austin, Minn., who joined the First Presbyterian Church choir in Sun City, also sang, accompanied by his wife, and led carol singing. Topping it off, Santa Claus in the person of Art Sullivan, former Milwaukee Terminals engineer, arrived in his Volkswagen and distributed a bagful of gifts.

In the railroad club at Sun City (Unit 116 of the American Association of Retired and Veteran Railway Employees), which has about 275 members exclusive of partners, Milwaukee Road people outnumber those of all other railroads. Counting couples, about 70 have located in the area.

WISCONSIN VALLEY

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

Richard G. Brostrom, better known on the Valley as "Dick," the youngest son of Roadmaster and Mrs. Brostrom, is on the faculty of university extension, Department of Commerce, and coordinates management institute programs in northwestern Wisconsin, which includes an area from La Crosse to Superior, with central offices in Eau Claire. He also holds a joint appointment with Wisconsin State University, Eau Claire, where he teaches personnel management, and conducts a special class in the personnel responsibilities of the supervisor at Wisconsin State University at La Crosse. He is a graduate of Utah State University, and received his MBA in manpower development from the University of Wisconsin.

Roy H. Minton, 82, passed away at a hospital in Marshfield on Jan. 3. Ralph G. Minton, 82, passed away in his home at Minocqua on Feb. 13.

Both had been in ill health for a long period. Twin brothers, the Mintons' railroad careers were practically identical. Beginning in the track department on the Valley, they worked as laborers, foremen, extra gang foremen on various divisions, and filled temporary positions as roadmasters, returning to their original sections at Minocqua in 1938, where they remained until retirement in 1952. Well known in their younger days for their prowess as hunters and fishermen, they were sought for guidance and companionship by vacationers and friends in the northern Wisconsin territory which they knew so well. Burial of both men was in Merrill Memorial Cemetery. Roy's immediate survivor is a daughter; Ralph's survivors include his widow and two sons. A memorial fund was set up for Shriners' Crippled Children's Fund.

Viggo Jensen, 72, a Wausau resident, passed away Jan. 2. He was a retired tie inspector of the purchasing department. Survivors are three sisters.

Milwaukee Division

SECOND DISTRICT

Rita J. Arnhoelter, Correspondent
Office of Agent, Green Bay

Vern Lowell retired Dec. 30. He started working for the Soo Line in 1918 as a section laborer and was promoted to foreman in 1919, becoming a telegrapher in 1920. In 1923, he worked for the Omaha Railroad and the DSSA Railroad, coming to the Milwaukee in Green Bay as a telegrapher-operator in 1938. He was promoted in 1941 to dispatcher, the position he was holding when he retired.

Our sympathy was extended to the survivors of the following:

William Buuts, retired bridgetender, and Mrs. Ed. Schmitz, wife of the retired conductor. Both passed away in December.

Retired Conductor John H. Rawley passed away on Jan. 14 at the age of 92.

Marcus McFarland, 82, retired engineer, passed away on Jan. 30.



SILVER SERVICE

PASS. Highlighting a recent safety meeting at Deer Lodge, Mont., Earl Wilcox, section foreman at Drummond (second from right) receives a Silver Pass in recognition of 45 years service. With him are Division Engineer R. H. Michaels, Roadmaster Vince Perrone and Assistant Division Engineer Jerry Blonigan (left to right).

Sympathy was also extended to Dorothy Kiernan, clerk in the freight office, upon the death of her father, Kenneth Scheffe, who died on Feb. 6.

We understand Harry Parent, assistant district manager-sales, Green Bay, who suffered a heart attack early this year, is soon to be back at work.

Our best wishes go to Axel Anderson, retired trainman who recently spent some time in the hospital, and to Lee Hugunin, presently in the hospital. We hope they both have a speedy recovery.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Retired Chief Clerk Herman Fiehweg of Racine recently underwent severe oral surgery and would appreciate hearing from old friends while recuperating.

It's off to Aberdeen, S. D., for Frank Pawlak, assistant division engineer at Milwaukee, now promoted to division engineer of the Aberdeen Division. He will be replaced by Jim Taylor out of the Twin Cities.

Retired Engineer August Waskow is sure a proud grandpa. Twins were born to his son Richard and daughter-in-law on Feb. 17; another boy and girl, same as their first set of twins, who are now one-and-a-half years old. There is also another grandson, who will be four years old.

Rocky Mountain Division

EAST END

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

Conductor and Mrs. E. E. Steiner were honored at an open house reception given by their family on the occasion of their 35th wedding anniversary. The Steiners were married in Bismarck, N. D., Feb. 14, 1934 and farmed in the Coalwood, Mont., area prior to his employment on the Milwaukee, which began in 1943. Mrs. Steiner is active in Milwaukee work

and at the present time is president of the local Women's Club and of the Lady Trainmen.

The Milwaukee Women's Club held its regular meeting Feb. 3. Mrs. O. G. Haynes gave a demonstration on making afghans out of hairpin lace. She made the task look so simple that a number of members are now busy making afghans. Mrs. H. E. Zuelke and Mrs. A. S. Caudel were hostesses.

Mrs. Harold Kransky, wife of Engineer Kransky, has been appointed campaign chairman of the 1969 Heart Fund campaign in Custer County.

The parents of Mrs. C. E. Guidice, wife of Engineer Guidice, celebrated their 65th wedding anniversary Feb. 18. The Jacob Sackmans live at Fallon, Mont. Mrs. L. J. Adrian, wife of Engineer Adrian, is a granddaughter of the Sackmans.

Mrs. Edna Wilkerson, widow of Engineer T. E. Wilkerson, recently returned from a tour of Hawaii. She was one of 62 persons on the American National Cattlemen's Tour and is most enthusiastic about her trip.

Congratulations are in order to Brakeman Ralph Gallo on his marriage to Jan Rakes of Fallon on Feb. 15. Following a honeymoon to Red Lodge, the young couple are making their home in Miles City.

Congratulations were also extended to Brakeman John R. Bagley on his recent marriage to Loretta Jones of Big Timber. Following their wedding trip the Bagleys will also make their home in Miles City.

The local newspaper printed an interesting article recently on Calamity Jane with a picture of Mrs. E. A. Belden, wife of Section Laborer Belden, holding a family album containing pictures of Calamity Jane. It was learned that Mrs. Belden is a niece of Calamity Jane.

About our students . . . Don Guidice, son of Engineer and Mrs. C. E. Guidice, is a member of the Custer County High School basketball team playing in the district tournament in Billings . . . Mike Lester, son of Signal Supervisor and Mrs. M. S. Lester, is a member of the Sacred Heart team which won second in its district tour-

nament and is now headed for the Sectional.

Sympathy was extended to the family of George A. Bennett, retired engineer. Mr. Bennett passed away Feb. 24 at Glendale, Calif., at the age of 90. . . . The family of Harry Tolson, retired baggageman. He passed away Feb. 1 at his home in Polson . . . Mrs. Mae Douglass, widow of Conductor Rufus M. Douglass, passed away Jan. 8 in Billings, Mont. . . . Mrs. Angie Coltrin, widow of Engineer Oliver Coltrin, passed away Feb. 14 in Miles City . . . The J. R. St. Peter family in the loss of his sister, Mrs. Angie Nicholson . . . Mrs. Anna Rask, widow of Engineer Ray Rask, passed away Feb. 6. Mrs. Rask was the mother of Ray W. Rask, assistant traveling engineer at St. Paul . . . The family of Joe Pluhar. Mr. Pluhar passed away Jan. 20 in Miles City at the age of 67. Joe was a retired carman . . . To Mrs. R. E. Wright, whose stepfather, Norvil Archer, passed away Jan. 18 . . . To the J. R. Certain family. Engineer Certain passed away Feb. 17 following an extended illness . . . To the Gerald R. (Gary) Schmidt family. Gary, one of our younger brakemen, was fatally injured in a car accident Feb. 28.

Leslie "Mugsy" McGraw, retired engineer formerly of Miles City, passed away on Jan. 19 in Youngtown, Ariz. Burial was in Phoenix. He is survived by Mrs. McGraw.

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton



Mr. and Mrs. Fred Kirk

Fred Kirk, a pioneer in the electrification department on the western region of the railroad who retired recently as general foreman of trolleys, was honored by more than 100 of his friends, who gathered at the Elks Club in Deer Lodge to wish him well. Assistant General Manager Garelick was toastmaster for the dinner party. "Pete" and his wife planned to move from Deer Lodge to Three Forks, where they have maintained their home.

Paul Johnson was welcomed to the Rocky Mountain Division as Mr. Kirk's replacement. The Johnson family has moved from Tacoma to Deer Lodge.

Sandra Wynn McGuin, daughter of Traveling Engineer-Trainmaster Howard and Mrs. McGuin of Harlowton,

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was married to John Morrish Green of Bozeman Dec. 28 at Federated Church in Harlowton. It was a very pretty affair, with baskets of white mums and gladioli decorating the altar. The bride was especially pretty in a long white velvet dress trimmed in lace. Her headdress was a velvet bow and tulle veil, and her bouquet was yellow rosebuds and white carnations.

This region mourns the loss of one of the railroad's pioneers of the western district, in the death of Alex Francisco. Alex was well known from the top down because of his ability and dedication. He was born in Italy, came to Pennsylvania 11 years later, came west to work for the GN in Washington and Montana, hired out to the Milwaukee in 1907, and built up a great career with our railroad. He started with construction of the new Milwaukee railroad at Forsyth, Mont. He came to Harlowton in 1914, and resided here since. His 51 years of service were given as roadmaster, yard foreman and extra gang foreman. He retired in 1959.

Mrs. William Heide, wife of the retired machinist, passed away. Burial was in Harlowton Cemetery.

Herman Murch, switchman-extra yardmaster at Harlowton, suffered a broken back in an auto accident when his car skidded on black ice east of Harlowton.

The writer has witnessed the toughest winter since coming to Montana in 1951. We have had a lot of snow and the longest cold spell on record. We can't feel alone when seeing and working on locomotives coming through from the east. They were loaded with snow and ice from the Dakotas. Since we already had our share, we let most of it go through to warmer areas on the coast. Seeing kids sleigh riding around Harlowton is a rarity, but not so this winter.

D & I Division

Marking their 65th wedding anniversary on Jan. 30, Retired Agent and Mrs. Earl Crandall of Roselle, Ill., were honored by family members at the Medinah Country Club and at a party given by members of the Order of the Eastern Star. They were married in 1904 in the Methodist parsonage in Woodstock, when Earl was with the North Western. He later joined the Milwaukee, and when he retired in 1951 had 39 years of service, of which 30 were as the agent in Roselle. Following retirement, he served as village clerk until 1957. The couple have four children, eight grandchildren and 18 great-grandchildren.

Retired Conductor Frank F. Fiebelkorn, 89, who was a member of the Pioneer Club at Spokane, Wash., passed away Mar. 10 in Independence, Mo., after a short illness. Mr. Fiebelkorn, born in Berlin, Wis., started with the Milwaukee in 1900 as a brakeman on the former Superior Division and became a conductor in 1905. During the building of the western

Carloadings



JANUARY-MARCH 1969 compared with same period in 1968
NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1969 over 1968	THREE MONTHS		INCREASE	
		1969	1968	1969 over 1968	% of increase
6.4%	All other paper or allied products	18,318	17,910	+ 408	+ 2.3%
3.5	All other wood products (incl. plywood)	7,265	6,616	+ 649	+ 9.8
2.9	Canned fruits, vegetables and seafoods	6,779	6,502	+ 277	+ 4.3
2.7	Stone, clay or glass products	8,594	8,289	+ 305	+ 3.7
2.6	All other food products (incl. sugar)	7,008	6,816	+ 192	+ 2.8
2.4	Pulp or pulp mill products	4,272	4,075	+ 197	+ 4.8
1.9	All other primary metal products	4,814	3,702	+1,112	+ 30.0
1.8	Waste or scrap materials	6,562	6,333	+ 229	+ 3.6
1.6	Nonmetallic minerals; except fuels	6,807	6,600	+ 207	+ 3.1
1.4	Electrical machinery or equipment	4,300	3,735	+ 565	+ 15.1
1.2	All other machinery; except electrical	2,201	2,201	0	0
1.1	Malt liquors	4,877	3,784	+1,093	+ 28.9
.7	Beverages, except malt liquors	2,649	2,340	+ 309	+ 13.2
.5	Potatoes, other than sweet	1,640	1,443	+ 197	+ 13.7
.5	Soybeans	1,864	1,723	+ 141	+ 8.2
.4	Fresh fruits and vegetables	1,596	1,238	+ 358	+ 28.9
.3	All other farm products (incl. sugarbeets)	4,727	1,973	+2,754	+139.6
9.7	All other carload traffic	18,860	18,577	+ 283	+ 1.5
41.6%		113,133	103,857	+9,276	+ 8.9%

	loading of these commodities DECREASED in 1969 under 1968	THREE MONTHS		DECREASE	
		1969	1968	1969 under 1968	% of decrease
11.0%	Grain	16,823	20,436	-3,613	- 17.7%
8.8	Lumber or dimension stock	12,953	14,137	-1,184	- 8.4
4.8	Motor vehicles	4,985	5,976	- 991	- 16.6
4.3	Coal	23,296	24,682	-1,386	- 5.6
3.7	Meat, fresh, chilled or frozen	9,301	9,973	- 672	- 6.7
3.3	Grain mill products	13,552	14,403	- 851	- 5.9
3.3	All other chemical or allied products	8,567	8,588	- 21	- .2
3.2	Primary iron or steel products	7,952	10,142	-2,190	- 21.6
2.9	All other transportation equipment	7,678	8,669	- 991	- 11.4
2.5	Industrial chemicals	3,850	4,209	- 359	- 8.5
2.1	Freight Forwarder & Shipper Assn. traffic	5,864	6,030	- 166	- 2.8
1.7	Fabricated metal products	3,372	4,216	- 844	- 20.0
1.7	Primary forest products	9,767	11,665	-1,898	- 16.3
1.4	Petroleum, natural gas or gasoline	4,407	5,228	- 821	- 15.7
1.3	Farm machinery or equipment	3,778	4,201	- 423	- 10.1
.9	Dairy products	2,901	3,169	- 268	- 8.5
.7	Metallic ores	741	2,251	-1,510	- 67.1
.5	Coke oven or blast furnace products	1,964	2,010	- 46	- 2.3
.2	Livestock	469	617	- 148	- 24.0
.1	Small packaged freight shipments (LCL Mdse.) ..	60	65	- 5	- 7.7
58.4%		142,280	160,667	-18,387	-11.4%
100.0%		255,413	264,524	- 9,111	- 3.4%

March-April, 1969



ENGINEER FREELEY RETIRES. Making his last trip into Bensenville Yard Feb. 26 on Iowa meat train No. 62, Engineer P. J. (Pat) Freeley is shown with some of his well wishers. From left are Conductor Ewert, Engineer Miller, Freeley, Conductor Bankson, Trainmaster-Traveling Engineer Cini and Engineer Knudson. Pat had 49 years of service on the D&I Division.



SILVER PASS VETERANS. Two of our employees in St. Paul, Machinist Helper John Kocisko and Machinist Aaron Gooding, who recently joined the 45-year service club, are shown here as they were presented with their Silver Pass. From left are Assistant Roundhouse Foreman Frank Chrz, Kocisko, Gooding, and General Foreman Pat Sullivan.

extension to the Pacific Coast he was employed on work trains at Mobridge, S. D., and later as a passenger conductor between Spokane and Deer Lodge, Mont. He retired in 1953, and lived in Independence up to the time of his death. Surviving are a brother, W. C. Fiebelkorn of Beaver Dam, Wis., and two sisters.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Bill Peck, car foreman at Minneapolis, and his family made a trip to Atlanta, Ga., to attend the wedding of their daughter. Janice Peck and Charles Bibb were married at St. Jude the Apostle church in that city on February 14. The young couple are making their home in Atlanta.



Janice Peck

With the advent of spring comes the threat of floods again this year. Preparations are in progress at St. Paul for a possible evacuation of the railroad's facilities as predictions from the weather bureau chief meteorologist are that there will be severe flooding.

Emil Jelinek, clerk in the master mechanic's office, has been a patient in St. Luke's Hospital, St. Paul, and is presently convalescing at home. During Emil's absence, Frank Heidman, relief crew caller, has handled his work.

Carman Art Anderson, Minneapolis, has been recuperating at his home after having been hospitalized.

Welcome to Juanita Schum, who joined the office force of the master mechanic. She replaced Lucille Jelinek, who resigned to stay at home.

General Foreman Pat Sullivan and wife are proud grandparents of baby girl Kelly, the new addition to family of son Bob and wife. Bob has just returned from Hawaii, where he finished his tour of duty with the U.S. Air Force.

Passenger Carman John Ryan, Minneapolis coach yard, is at this writing a patient in St. Luke's Hospital, Minneapolis, after having surgery.

Myron Gibbs decided 43 years with the Milwaukee is long enough, and has retired from his position of materials division stockman in Minneapolis. His years of service cover work on the supply train, in Tomah, Wis., and in Minneapolis.

Jimmy Nelson, former storehelper in the materials division in St. Paul, has taken the position of stockman in the materials division in Minneapolis.

District Material Manager K. J. Kulk and wife, who took a vacation in hopes of leaving Minnesota snow for

the sunshine of Arizona, returned in time to welcome one of our heaviest snowfalls. Albeit the visit with their son and family and various points of interest added up to a very happy vacation.

Passenger Carman Stan Olson and Coach Cleaner Michael Bandzak, both employed at the Minneapolis coach yard, are the recipients of Silver Passes.

A trip to Arizona and on to California was enjoyed by Assistant District Material Manager Norris Groth and wife while on vacation.

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Welcome and congratulations to John M. Conway, who has been appointed assistant auditor of equipment accounts.

Gary Piehl, who worked with us for a year since his return from military service, resigned Jan. 31 to return to school.

Eleanor Hansen spent two weeks recently on jury duty.

Kenneth Konczyk, former bureau head of foreign car record bureau, has been promoted to system analyst with the manager of work operations.

Our sincere sympathy to Rosemarie Oelerich on the death of her father.

Congratulations to Norbert Bondi and his wife on the birth of Christopher on Jan. 27. They now have two boys and a girl. And to Lennie Schmitt, formerly in local car record bureau, and her husband, on the arrival of Dawn Lynette, their first child, on Feb. 15.

Patricia Garsee, local car bureau, is taking an early vacation to spend it with her husband, who is on leave from duty in Vietnam.

Agnes McGrath just returned from Miami Beach where she and her sister, who lives in New York, had a most enjoyable three weeks.

Pross "Bobby" Roberta retired on Feb. 28 after almost 37 years in this office. It was a surprise to us, so we were not able to have the office party for her we would have liked to—however, she did receive a gift and the wishes of all for a happy retirement.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Mr. and Mrs. M. J. Kasproicz are the parents of a baby girl born Feb. 11. Mr. Kasproicz is a computer technician in the transportation department.

R. I. "Jiggs" Miskimins, superintendent of Carscope in the transportation department, has taken a leave of absence to accept employment with the Association of American Railroads in its data systems division. We extend best wishes to him in his new work.

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What's New at Story Book Island



Story Book Island, the children's park at Rapid City, S.D., has acquired another property for its outdoor stage settings, thanks to a special project of The Milwaukee Road Women's Club. Facing Happy Locomotive—midway of Old MacDonald's Farm and the Sugar Plum Tree—there is now a sheltered platform where grownups can rest on a genuine railroad depot bench while keeping an eye on their charges.

The construction of the rest area was carried out by Black Hills Chapter as a contribution to the Rotary Club Fairyland Park Foundation. The railroad bench, a sturdy 80-year-old model with iron arm rests, came from the depot at Bryant, S. D. It sits on a cement platform protected by a shingled roof.

Happy Locomotive itself was donated by the South Dakota Cement Plant of Rapid City, where it had given many years of useful service. The engine is a 1911 model, built by the H. K. Porter Company of Pittsburgh.

Story Book Island, a free attraction of the Rapid City Parks Department, is a playground of fanciful outdoor settings designed to simulate the dream world of fairy tales and nursery rhymes. The idea was formed in 1959 and developed under the sponsorship of the Rotary Club foundation, which is responsible for the construction and operation. Gate contributions take care of operating expenses, but construction is a community project relying on donations of funds, materials and services. Firms, organizations and

individuals are invited to take part in its growth.

The donation from the Women's Club involved a cooperative effort on the part of the membership, headed by a committee composed of Mrs. Lowell Shuck, Mrs. L. B. (Bud) Wright, Mrs. I. J. Carey, Mrs. Dan Kemerling and Mrs. L. J. (Jay) Palmer. The project was financed by compiling and selling a cookbook containing 100 favorite recipes of members and their friends, and advertisements from local merchants and business firms. The book, priced at \$1.00, yielded a profit sufficient to cover the cost of building the bench platform and shelter.

Jeff Palmer, grandson of Roundhouse Foreman Jay Palmer and Conductor Bud Wright, takes a ride on the Happy Dragon. Keeping an eye on him is his aunt, Arlene Wright.



OFFICES OF AUDITORS OF FREIGHT ACCOUNTS AND FREIGHT SETTLEMENTS

Kathy Wicklander, Correspondent

AUDITOR OF FREIGHT ACCOUNTS: Josephine McGhee, claim investigator, suspense bureau, was the target of cupid's arrow Feb. 14. She became Mrs. Peter White.

A baby girl was born to Tom and Linnie Schmitt Feb. 15. Dawn Annette arrived at Edgewater Hospital. This is the second daughter for the Schmitts.

Welcome back to John Scheibe, returning to us after three years of Army life.

Anyone for Italy, Portugal, Switzerland or Spain? These are a few of the countries Ruth and Ray Shurke toured recently. Their trip was described as "breathtaking and beautiful," and they naturally have pictures for remembrances.

We're happy to report Tony Cawley is feeling "great" which is just great with us. Hope to see you again real soon, Tony.

AUDITOR OF FREIGHT SETTLE-

MENTS: Elaine Koenig, balance clerk, interline intermediate, announced her engagement to John Irlweg of Chicago. The couple was planning an Apr. 12 wedding.

Interline Review Clerk John Maurer and his wife, Cecilia, recently welcomed their new daughter, Jean Marie.

Dan Feeley, revising bureau, is with us again after a sick leave. Glad to have you back, Dan.

We'll all be missing Joe Kaminski, former rate clerk. He has received a new position as division clerk in the traffic department at Union Station.

Frank Karr, former head of the overcharge rate department, now retired, was operated on recently and we're glad to report he is recovering rapidly.

Art Harris, per cent clerk in the interline bureau and also Junior Achievement advisor, reported a successful Trade Fair held recently at the Amphitheatre. Art is also to be congratulated on his graduation from the Milwaukee Road accounting course.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

The friends and co-workers of Ferne Jolle, tax clerk, in the paymaster's office, were happy to learn that Ferne's son Jon returned home for a 30-day leave after having served a year in Vietnam. He is now stationed at Fort Lee, Va.

Best wishes for a happy married life to Carol Ann Eddy of the voucher bureau and Joseph Garsee, who said "I do" on Jan. 18 at St. Alphonsus Church.

The accounting class surprised F. H. Miller with a party to show their appreciation to him for his services as their instructor.

Sincere sympathy to W. J. Bowe, chief joint facility examiner, on the loss of his brother in Seattle.

Thomas Wisniewski, son of Hilary Wisniewski of the assistant comptroller's office, was named Senior of the Month by the Student Council of Gordon Technical High School. He was



Members of the Locomotive Department Back Shop Safety Club in Milwaukee celebrate the club's second anniversary Feb. 14 with a get-together in Civic's Amerwood Hall. Partaking of the smorgasbord are, left to right, Pipefitter H. McLaughlin, Welding Instructor L. Hackney, Electrician F. Gorman, Machinist J. Euret, Shop Superintendent R. P. Drew, and Machinists D. Koltunski and E. Cyerniejewicz. For details, see the Milwaukee Shops news.

nominated by the RAM-page staff for the January honor. Tom maintains a 4.17 academic average after seven semesters. He is a member of the National Honor Society and a finalist in the National Merit Scholarship competition; a four-year member of the RAM-page staff and art editor since his sophomore year; vice president of the Kiwanis Key Club; captain of the Fencing Club, and a member of the Student Council Inner Council.

In nominating Tom, the RAM-page said: "Tom Wisniewski combines excellence in academics with enthusiasm for every activity he takes part in." He is also active in St. Pascal's parish in the Teen Club and liturgical participation.

AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

John Fraser, assistant engineer, and his wife, Lillian, have announced the engagement of their daughter, Jean, to James T. Ratajczek. They will be married Aug. 23 at St. Anastasia Church in Waukegan, Ill.

Congratulations to Assistant Engineers Bob Janssen and Cliff Gourley and Bookkeeper Elsie Dreher, who completed the course in essentials of accounting conducted by the auditor of expenditures office.

ELECTRONIC DATA PROCESSING

Shirley Kutil, Correspondent

Jane Ingram spent a week in Las Vegas. It was the first vacation Jane has taken away from Chicago in over 15 years. Department big spenders invested small sums, a dollar, a quarter, etc., toward Jane's "One-Armed-Bandit Lucky Fund." All she wrote was, "All is lost. Wish you were here."

Never have we seen as radiant a recipient of a table given for her as was Barbara Vendegna. Hubby "Sal," of

auditor of freight settlements, wore a proud smile. Co-workers by the score dropped by to congratulate them, to snap pictures, to sample the variety of foods, and to admire the lovely gifts. Sal's mom, Mrs. James Vendegna, baked an excellent crumcake (her husband's favorite), which was enjoyed by all who tried it. This stork table was one of the nicest we have ever had. Barbara is taking a three-month furlough while she is a lady-in-waiting expecting the arrival of the new bundle of joy, due around Mother's Day.

Lucy Tomasko, of the computer room, has resigned so she can be with her husband, 3rd Class Petty Officer David Tomasko, in Homestead, Fla. Shortly before Lucy became Mrs. Tomasko on Jan. 25, she was honored by her office co-workers with a table. An oven broiler was but one of the many fine and appropriate presents she received. Pat Pawlowski was the VIP who undertook most of the work involved to make this party a success.

Welcome aboard to new employees Sandra McNealy, keypunch operator, and to Richard Weeks, office boy. Richard got out of the Army in January, having served in helicopter maintenance.

A girl, Tina Marie, was born Feb. 19 at St. Joseph's Hospital to Frances and Thomas Carras, computer room night shift. She has one older sister, Anita Marie.

Bernice Holter flew to California for a week's visit with her mother.

Leona Engstrom's son, Richard, has been transferred from Monterey Park, Calif., to Franklin Park, Ill. He and his wife, Mary, will make their home in nearby Streamwood.

Juanita Balanoff's son, Glenn, went into the hospital to have his tonsils and adenoids removed before the hot weather starts. Guess who was sickest?

Dorothy Kuczek's son, William, has chosen embalming as his future

profession, and starting in March will attend Worcham College of Mortuary Science.

Verna Moore's daughter, Pamela, attends the Chicago Circle, pursuing her desire to become a gynecologist. Younger sister Jannyce plans to go on a three-week tour of the major cities of Europe this summer. She is earning the \$650 fare by baby-sitting and miscellaneous jobs.

Anyone with an airplane for sale, see Charles Duncan of the computer room. Learning to fly has become Chuck's latest hobby, and to own his own plane is his ambition.

Frank Korzeniewski, former office boy, left to attend Chicago Circle, enrolling in heavy math and business courses, in preparation for programming.

Darlene Mazar has decided that the daily "mouse-race" is too much of a drag, so she will be working closer to her home, saving much time previously spent in commuting from Mundelein.

Bette Howard goes on real different vacation trips. This April, Bette will see first hand where world culture had its beginning. Her group tour will go to Greece and Turkey, touching on Istanbul. It will extend 22 days, seven of which will be spent cruising on the Aegean Seas, with stops on the many islands. After viewing these exciting places, Bette finds the interval between the last trip and planning the next one to be short indeed.

The Fullerton Avenue building is looking much like it did when the first, big computer was being installed. The halls were swarming with so many new faces that even Grace Minor, Mr.



JOB'S DAUGHTER. Stacey Drake, granddaughter of H. J. Montgomery, engineer-draftsman at Milwaukee Shops, shown in her installation robe as Honored Queen of Bethel No. 19, International Order of Job's Daughters at West Allis on Jan. 18. She is a daughter of Kenneth Drake, maintenance electrician for the Schlitz Brewing Co., who formerly worked for the Milwaukee as an electrician apprentice and journeyman.

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Gajewski's secretary, at that time, wasn't too sure who all of these men were.

Conferences between committees of the Milwaukee and North Western are being held constantly. After a recent meeting of the freight claims people from all over the country to observe our "modus operandi." Mrs. Frances Rucker, who is in charge of the Milwaukee's cafeteria, related that the only thing our visitors were disappointed in was that the cafeteria ladies didn't wear miniskirts. They were enthused about the good food that they were served.

A favorite pound cake recipe, submitted to the Chicago Tribune by Patty Mazar, was selected for publication. Good pound cake recipes are hard to come by and this one could be used to make lamb cakes, so popular at Eastertime.

TRAFFIC DEPARTMENT

Sharon L. Penington, Correspondent

On Jan. 16, a baby shower was held for Mrs. Janis Werner of our GFD. Janis' baby is due around the latter part of May.

Our deepest sympathy is extended to Manley Sampson on the death of his mother-in-law, who was buried on Jan. 24.

The welcome mat was extended to Kathy Gleason, who came to our office on Jan. 22. Kathy presently resides in Oak Lawn, Ill.

A farewell luncheon was held for Sharon Patula of our GFD on Feb. 27, at the Whistle Stop. Sharon was transferred to the sales and service department.

I hope by the time this goes to print that Fran Priester of our GFD will be back with us, as Fran is recovering from an auto accident. Those buses sure are big, right, Fran?

Our get-well wishes are also extended to John Burke, general fuel agent, who recently had an eye operation. We're all wishing for a quick recovery.

John Minard, 44, sales representative with headquarters in Peoria, died at his home there on Mar. 6. He had been with the railroad since 1942, starting in the operating department and transferring to the traffic department in 1952. He was appointed a city freight agent in 1955, and had served as sales representative in the Decatur, Peoria, Bloomington and Springfield area since 1962. He was a past president of the Bloomington Traffic Club.

A telephone company serving a remote area of Alaska had a problem. Some of its Indian customers couldn't read the telephone dial.

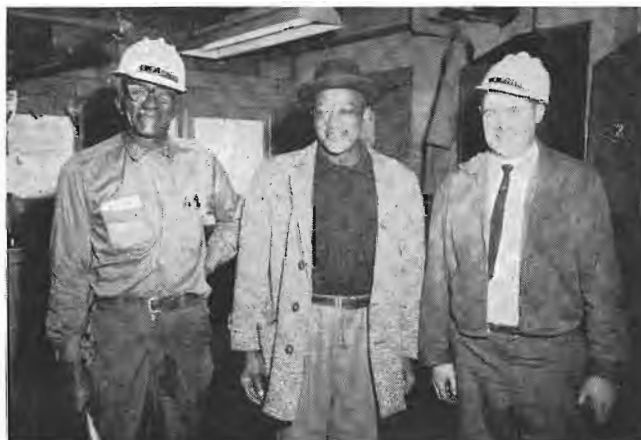
The phone company replaced the dial with one that has animal pictures instead of numbers. To reach a friend, an Indian might now dial something like: three ducks, two seals, a polar bear and a mackerel.

March-April, 1969



HONORED AT AN OPEN HOUSE, Hazel Allexan is shown surrounded by fellow employees in the Chicago passenger department when she retired on Jan. 31. At her right is M. P. Burns, manager of passenger services. Hazel's well wishers in the Chicago Union Station offices marked the occasion with gifts of a watch, Savings Bonds, and a memory book covering highlights of her service, which spanned 48 years in the department as a secretary and stenographer. She will continue to make her home in Chicago.

JOINING THE RETIRED RANKS. Floyd Smith laborer in the roundhouse and diesel house at Milwaukee Shops, is shown (center) as he retired after 25 years of service with the company. Presenting him with a gift conveying the good wishes of his fellow workers are Labor Foreman Cecil Smith (left) and General Foreman E. A. Rogers.



SERVICE PASSES AWARDED

Gold 50-Year Passes

Boland, R. J., car distributor-psgr.---Chicago, Ill.
Marquardt, J. E., welder-----Milwaukee, Wis.

Silver 45-Year Passes

Bandzak, M., car cleaner-----St. Paul, Minn.
Bitz, H. F., agent-----Evanston, Ill.
Brick, M. D., internal auditor-----Chicago, Ill.
Bronoel, D. E., rate clerk-----Green Bay, Wis.
Carlson, J. T., switchman-----Chicago, Ill.
Correll, H. J., engineer-----Northlake, Ill.
Dunne, J. J., chief rate clerk-----Mundelein, Ill.
Felix, J., turntable operator-----Milwaukee, Wis.
Hamilton, M. D., rate clerk-----Missoula, Mont.
Hoover, E. D., section laborer-----Canton, S.D.
Hormann, E. C., sec. foreman-----Wells, Minn.
Houghton, E. T., engineer-----Medinah, Ill.
Lose, L. G., engineer-----St. Paul, Minn.
Meyers, L. H., engineer-----La Crosse, Wis.
Polaski, G. J., engineer-----Milwaukee, Wis.
Raatz, E., rel. sec. foreman-----Fulda, Minn.
Sandberg, F. E., engineer-----Minneapolis, Minn.
Trenkler, W. P., car foreman-----Austin, Minn.
Velasquez, F., mach. helper-----Bensenville, Ill.
Weaseman, C. H., operator-----Racine, Wis.
Weber, W. R., section foreman-----Mankato, Minn.
Wellman, P. J., engineer-----Dennison, Ill.
Withers, A. H., switchman-----Crete, Ill.



MILWAUKEE SHOPS VETERAN RETIRES.

Ambrose Sery, machinist in the woodmill of the passenger car shops in Milwaukee, retires in February with the good wishes of G. L. Wood, general superintendent of the car department (right), and V. L. Waterworth, shop superintendent. Sery had worked many years in both the freight and passenger shops and had contributed to many employe activities. He was an organizer of the Hiawatha Band, and the first president of the Hiawatha Service Club in 1939-40.

Milwaukee Road Employees' Association Annual Outing



Serving as officers of the Milwaukee Road Employees' Association are, left to right, Harold Bichler, agent at Round Lake, Ill., treasurer; Mrs. Dale Lothspeich, wife of the agent at Morton Grove, Ill., secretary; Mr. Lothspeich, president; and Frank Voldan, bureau head at Fullerton Avenue, vice president.

NOTICE—Special Train to Elkhart Lake June 7

Bulletin from The Milwaukee Road Employees' Association! The date for the annual family outing of the Chicago-based social club is Saturday, June 7, at the Schwartz Hotel and Resort, Elkhart Lake, Wis. A special train of bi-level coaches will be operated for the trip (courtesy of the railroad), leaving the Western Avenue station in Chicago at 7:45 a.m. and returning at 11:20 p.m., with stops en route at Forest Glen, Morton Grove, Glenview, Deerfield, Rondout, Sturtevant and Milwaukee.

A variety of entertainment is planned for the day—softball, tennis, badminton, croquet, volleyball, horseshoes, shuffleboard, swimming, golf, a bingo tournament and dancing. Tickets are \$7.00 for adults and \$3.50 for children under 12, with the deadline for purchasing set at May 29.

For full information and tickets, call AuDell Carlson at the Union Station switchboard, CE 6-7600; Frank Voldan at Fullerton Avenue, CE 6-7600, Ext. 7-346; Fred LaRue at Galewood, ME 7-4100, Ext. 232; or Dale Lothspeich at Morton Grove, YO 6-6608.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT —CAR DEPARTMENT

Eileen M. Dwyer, Correspondent

Jeanne Babe, steno-clerk for two years in V. L. Waterworth's office, has transferred to the general office, where she is now working as AAR clerk. Congratulations on your new job, Jeanne!

We welcomed Harold A. Buchholz as new clerk in the freight shop.

A happy retirement to Irving Dugan, who was an electrician in the electrical department passenger shop. He retired on Feb. 10 after 25 years of service with the Road. Also, a happy retirement to Joseph F. Woldanski, who worked as freight shop foreman since 1952. He retired on Mar. 3 after working 44 years for the railroad.

Sympathy was extended to the families of Joseph Kosorog, retired painter helper in the passenger shop, who passed away Dec. 6, and also to the family of Ferdinand Riechmann, who passed away Feb. 4. He was a retired

machine hand in the passenger shop.

Francis Percy Charter, retired machinist, 75, passed away Jan. 18 following a heart attack. He is survived by his wife, Martha, a daughter, Dolores Conlon, and a son, Ken Charter of Newark, Ohio. Mr. Charter retired in 1959 after more than 50 years' service.

LOCOMOTIVE DEPARTMENT

Carol Rader, Correspondent

The Locomotive Department Back Shop Safety Club celebrated its second anniversary the evening of Feb. 14 at Covic's Amerwood Hall. Over the past two years the club has been honored at its meetings by the presence of various safety personnel, including Superintendent of Safety G. J. Barry, Assistant Superintendent P. L. Dempsey and District Safety Engineer C. J. Winters, as well as safety engineers from other than the Milwaukee Division. Honored at the anniversary meeting was Daniel Kultunski of the wheel shop on the occasion of his retirement. Danny retired after 50 years of service with a

perfect safety record!

Among its various programs, the club has shown movies not only about safety on the job, but of sports activities such as fishing, boating and hunting. The programs are followed by a delectable smorgasbord and a social hour.

At the meeting members were pleased to hear that in the past two years membership has grown from a handful of men to nearly 100. Door prizes of boxes of candy were won by Electrician Bud Gurrath, Lift Truck Operator Mike Ashbeck and Crane Operator Bob Geiselman. The meeting also marked the election of Electrician Clarence Waldow to the post of president and Machinist Erv Cyerniejewicz to vice president.

The club recently opened its membership to employees in the diesel house, and would like to see similar clubs formed all over the railroad. Quoting Vice President Erv Cyerniejewicz, "To expand our membership to other departments would tax our facilities for handling such large groups, but we would like to see other departments follow our example and form their own chapters."

Off Line Offices

SOUTHEASTERN REGION

R. W. (Bob) Keenan, district manager of sales in the New Orleans office, was elected to the board of directors of the Traffic Club of Greater New Orleans and installed at the organization's annual dinner on Jan. 18. Bob was also presented with the club's Progress Award for 1968, in recognition of the work he has done in getting its educational program under way.

E. P. (Paul) Schilling, district manager-sales with headquarters in Atlanta, was elected to the board of directors of the Atlanta Traffic Club.

INDIANAPOLIS, INDIANA

J. E. (Jim) Williams, who was appointed sales representative in Indianapolis last February, has been elected secretary-treasurer of the Railroad Traffic Club of Indianapolis for 1969. The club has about 75 members. Other new officers are D. C. Carroll, general agent of the C&O, president; H. E. Crafton, sales representative of the TP&W, vice president; and G. R. Shepard, general agent of the B&O, director.

SAN FRANCISCO, CALIFORNIA

T. M. (Tom) McGinley, sales representative in San Francisco, is serving on the board of directors of the San Francisco Traffic Club for 1969, assigned to handling publicity and public relations. Tom was employed in the passenger and advertising departments in Chicago before transferring to freight sales and service. He was chief clerk in the Los Angeles office before being appointed to his present position last October.

The Milwaukee Road Magazine

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to Retired Chief Clerk Lawrence Sittler, whose wife passed away Feb. 1 after a short illness.

Sympathy was also extended to the families of Retired Engineer Clarence Dahl, who passed away Jan. 16; Retired Switchman Ferdinand W. Schultz, who passed away Jan. 24; and Retired Switchman James Kime, who passed away Jan. 6.

Bensenville welcomed Trainmasters Jerry McCole from St. Paul, and Jerry Mickelson from Milwaukee Terminal.

Signal Supervisor Bill Witthans and wife recently enjoyed a trip to Jamaica.

WESTERN AVENUE

Contributed by Marie Keyes

The sleeping and dining car department held a cake and coffee party the afternoon of Mar. 13 to honor six of our associates who have retired after many years of loyal service. The combined records of the six—Porters George Dawson, George W. Jack, John E. Jones, H. I. Porter and C. McKeel, and Waiter Henry Thomas—totaled approximately 190 years.

Mr. Jack started his service in 1927, working between Chicago and Green Bay. Later he was assigned to the Chipewa between Chicago and Channing and subsequently to the Midwest Hiawatha between Chicago and Omaha. He began as a sleeping car porter, but most of his service was on parlor cars. Mr. Jack had many friends on his runs, and for a time was entrusted by a box company on the Wisconsin Valley to carry its payroll. He also had the pleasure of serving former President Harry Truman as a passenger from Chicago to Milwaukee.

Mr. Dawson began in 1928 as a sleeping car porter between Des Moines and Sioux City. Subsequently he served as a coach porter for many years, and later on parlor cars. He is a pretty good cook, and once, when a cook became ill, he took over until a replacement could be sent from Chicago. Mr. Dawson likes to fish, but his real sport is hunting. He plans to spend his time as a building manager and to travel, which will include visiting his daughter, a teacher of mathematics in Philadelphia, and a niece teaching in Portland, Ore. During his years of service, Mr. Dawson also made many friends among the public. Parents often entrusted him with the care of their children, and on more than one occasion he was known to have helped out a passenger who ran short of money for meals or train tickets.

Mr. McKeel, whose service date is Oct. 14, 1929, was one of the original porters selected to run on the Hiawatha between Chicago and the Twin Cities when it was inaugurated in 1945. Subsequently he was assigned to the Midwest Hiawatha between Chicago and Sioux



At a social gathering in the Commissary Building in Chicago Mar. 13, W. R. Jones, superintendent of the sleeping, dining, mail, baggage and express department, presents a Certificate of Appreciation for his many years of service to Waiter Henry Thomas, one of six retired employees who were honored on the occasion. Looking on are, left to right, W. Sommer, assistant superintendent of the sleeping and dining car department, and the other guests of honor, Porters G. O. Dawson, G. W. Jack, C. McKeel, J. E. Jones and H. I. Porter. For more about it, see the Chicago Terminals news.

GOLD PASS RETIREMENT.

Blacksmith Welder John E. Marquardt shown as he joined the retired ranks after more than 50 years of service at Milwaukee Shops. A graduate of the machinist apprenticeship course, Marquardt had served many years as a journeyman machinist and welder, and upon retiring was blacksmith welder in the forge shop. Presenting him with a Gold Pass is Shop Superintendent V. L. Waterworth while General Foreman R. E. Baum looks on.



Falls and later to the City of Portland and the City of Los Angeles. He recalls having had the pleasure of serving Mrs. Franklin D. Roosevelt, and such well-known personages as Gloria Swanson and Ed Wynn. Mr. McKeel is planning to rest for a while, do some traveling, and then take a part-time job.

Mr. Porter came to the railroad in 1943, starting in parlor car service between Chicago and Milwaukee. Later he served on the Columbian between Chicago and Tacoma, the sleeping cars on the Southwest Limited, the Fisherman's Special between Chicago and Minocqua, and also in coach and parlor car service on Hiawatha trains. Since retiring he has traveled to New Orleans for the Mardi Gras, and now is planning a trip to take in Seattle, Portland, Oakland and Texas to visit relatives. When he has completed it, he expects to keep busy with some type of employment.

Mr. Jones started in January of

George A. J. Carr

Funeral services were held at Sacred Heart Church in Miles City, Mont., for George A. J. Carr, retired district storekeeper, who passed away there on Jan. 15 at age 78, following a period of failing health.

Mr. Carr was a native of Minneapolis who attended St. Thomas College in St. Paul and the University of Minnesota. He joined the Milwaukee Road in 1906, and during his employment served at Minneapolis, Deer Lodge, Milwaukee, Savanna and Miles City, where he retired in 1949. Surviving are his wife Gretchen, three sons, a daughter, 17 grandchildren and four great-grandchildren. He was a past Grand Knight and District Deputy of the Knights of Columbus, a member of the Miles City Elks, and of the Milwaukee Road Service Club.

1943 as a coach porter on the extra board. Later he served on the Midwest Hiawatha between Chicago-Omaha-Sioux Falls, and also in parlor car service between Chicago, Milwaukee, Madison and Channing. One of his notable passengers was President John F. Kennedy while he was still a senator; also actor William Bendix. Since he retired, Mr. Jones has occupied his time working as a doorman.

Mr. Thomas, who came to the railroad in 1947, worked on many of our crack trains, including various Hiawathas, the City of Portland and the City of Los Angeles. Among his experiences, he recalls having served former heavyweight champion Jack Dempsey and his family on the Olympian Hiawatha from Seattle to Chicago. Mr. Thomas is keeping busy working as a maintenance man. He has two talented daughters, one the recipient of a four-year college scholarship and the other a member of the well-known Walla Walla Dancers.

GALEWOOD

Judy Parsons, Correspondent

Tom Wall, reconsigning clerk, and his wife, Loretta, welcomed Maureen Laura into their family on Feb. 18.

The smile on Louie Rosenmayer's face these days is due to the fact that he received a letter from the University of Illinois, saying that his son, Howard, who has worked in the Galewood office, has been named a James Scholar in engineering for the 1968-69 academic year.

We welcomed back Mike Komar as machine operator clerk at the Galewood freight office, replacing Bob Quillinan, who transferred to Union Station. Also Frank Hora, returning from a leave of absence.

Francis A. Liesch, father of Walter E. Liesch, check clerk at the freight house, passed away suddenly Feb. 7.



MARKING 50 YEARS OF SERVICE. George R. Schmidt, section foreman at Ripon, Wis. (right), displays the Gold Pass presented to him recently upon completing 50 years of service. Congratulating him is Louis G. Glasnapp, section foreman at Oshkosh, Wis., who is a 45-year veteran.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager



Mr. and Mrs. Paul W. Scott

REAL ESTATE AND INDUSTRIAL DEVELOPMENT DEPARTMENT: Paul W. Scott, western director-real estate and industrial development, and his wife, Dottie, were honored at an open house on Sunday, Mar. 2, on the occasion of their silver wedding anniversary. The Scotts were married on Mar. 4, 1944 in Indianapolis and have a son, Mike, 22, and a daughter, Claudia, 12. Mike, who was married last September and makes his home in Seattle, is a former employe of our freight claim office in Chicago.

ASSISTANT GENERAL ADJUSTER'S OFFICE: Harold J. Barry, retired assistant general adjuster, passed away Feb. 6 as the result of injuries suffered on Jan. 11 in a fall on the ice near his home (see obituary elsewhere in the Magazine). Rosary service and requiem Mass were said at Assumption Church in Seattle, with burial in St. Anthony's Cemetery, Minneapolis. Mr. Barry was a member of the Knights of Columbus, Holy Name Society and the Milwaukee Road Retirement Club. Sincere sympathy was extended to his wife, Rosamund, of Seattle, and a daughter, Mrs. Thomas Marston, and four grandchildren of Charlotte, N. C., who survive him.

LOCAL FREIGHT OFFICE: Marcia Ann Campbell, daughter of Jewell Campbell, chief claim clerk, was married on Feb. 15 to Theodore Lee Trowbridge in the Berean Church in Seattle. Her sister Joyce was maid of honor at the lovely ceremony, which was followed by a reception for more than 100 relatives and friends at the Campbell home. The newlyweds are now living in Seattle. . . . Sympathy was extended to Leo Fettig, recently appointed general agent at Everett, Wash., on the tragic death of his sister, Mrs. Elizabeth Moszer, on Feb. 25. Mrs. Moszer was struck by a car as she was crossing a street in Ballard, and died a short time later in the Ballard Hospital, where she was employed. She is survived also by a daughter, Mrs. Allie Axtman of Seattle. Rosary service was held in Seattle

and burial was in Orrin, N. D.

TELEGRAPH OFFICE: At this writing Isaac Moore, telegraph operator, has been confined to Providence Hospital for several weeks, and is wished a speedy recovery by his associates.

At this writing, we have just learned also that R. C. Sanders, retired Seattle general freight agent, is in Virginia Mason Hospital after suffering a fall in his home. "Doc," as he is known, is being extended wishes for a quick and complete recovery.

Eileen Campbell, wife of Retired District Car Foreman Dick Campbell, passed away suddenly on Feb. 7 in Phoenix, Ariz. Services were held there.

Centenarian Elliott Shirk Dies at Oxford Junction

Funeral services for Elliott W. Shirk, retired coal yard foreman and B&B employe who observed his 100th birthday on June 1, 1968, were held at Oxford Junction, Ia., on Jan. 29. He died the previous Saturday.

Mr. Shirk, the community's oldest citizen, was a native of Woosong, Ill., who settled in Oxford Junction in 1892. He started working for the railroad at that point the year following, and retired in 1938 with 45 years of service. With his late wife, Clara, he once farmed at Mt. Carroll, Ill. Among his survivors are four sons and two daughters.

Aberdeen Division

EAST END

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



Bonnie Gardner

Bonnie Gardner, the 17-year-old daughter of Engineer Howard Gardner and his wife, Pearl, will be in a group of 110 students called the All Student Band-USA, who are scheduled to play concerts in the major cities of Europe during June and July. Besides the thrill of performing, their time is so arranged that they will be able to do plenty of sight-seeing also. Bonnie is one of three girls chosen from the Montevideo High School senior class to be included in this outstanding group of musicians. She plays the clarinet. In addition to her work in the band, she is a member of the Golden Girls, a group of gold-costumed performers who do marching and dance routines with the high school band. She has been a member

of the All-State band for two years.

All of us on the Aberdeen Division are very happy to learn that we won the safety award for 1968, and our genial District Safety Engineer Clarence Post says one of these days there'll be some special "doings" to make it official.

Retired Engineer Ed Nemitz passed away recently after failing health the past few years . . . Roadmaster Gust Carlson, who retired some years ago but kept very active in politics in Aberdeen, died suddenly on Feb. 3 while attending a commissioner's meeting . . . Retired Engineer Cleon Leach passed away in January. He had been involved with the American Kennel Club dog shows over a long period of time.

Brakeman Dave Taylor and his wife, Donna, took a winter vacation to Dave's former home in Oconomowoc, Wis., in February. They reported the Wisconsin snow banks are not nearly as high or deep as those in Minnesota. On their return home, they found that Sunday was shedding her coat, and that's a sure sign of an early spring, says Donna. Sunday, you see, is Donna's horse.

Congratulations to Al Norby of the Montevideo section forces, who was recently married to Mrs. Ruth Dalak.

Lem Kaercher, editor of the Ortonville Independent, spent several weeks in Hawaii. While there, his office force sent him the home town paper. While in the hotel lobby with the paper spread out before him, he came across a scene showing one of our diesels almost buried in the snow at Ortonville. Everybody gathered around and made comments about "those poor guys digging that thing out of the drift." Then Conductor Floyd Ashburn appeared and joined the group. Floyd and his wife were vacationing in Hawaii, too. When he identified himself as one of the "poor guys" in the picture, he was treated with new respect. The picture had been taken on the last day Floyd worked before taking off across the Pacific.

Conductor Bob Ryman was considerably messed up when driving home from work one evening in February. Another car entered the intersection and Bob came out second best. With considerable plastic surgery, he's going to be as handsome as ever. His Volks, though, will never cruise the highways again.

Conductor Bill Nelson, who works on passenger, is taking time out to rest up his ticker, which kicked up a fuss in January. Bill is coming fine and we'll be seeing him around again shortly.

And we aren't going to say a thing about our snow . . . nobody would believe it anyway if we told them we've had over 60 inches, and a lot of wind to pile it up even deeper than that in most places.

Conductor Howard Sheimo's daughter, Debra, became the bride of Dennis Enstad at Our Saviour Lutheran Church chapel on Feb. 21.

The Ford Family Swimmers

by Martha Moehring, Chief Clerk to Assistant Superintendent, Montevideo, Minnesota



The Ford brothers, left to right—Jim, Tom and Gerry (front) Randy, Steve and Scott.

When the six swimming Fords display all their trophies on the table, there just isn't room for the palm of your hand.

These fish fans are the sons of Conductor Si Ford and his wife, Lois, who live in St. Paul. Five of the boys—Steve, 15, Scott, 13, Randy 11, Tommy, 9, and Jimmy, 7—are members of the St. Paul YMCA swimming team, and the older four have been swimming

competitively for three years. Gerry, 6, will start lessons this summer.

Jim swam competitively for the first time in January of this year and won first place in his age group. Si relates that Jim took the blue ribbon to bed with him, and when Si came home from his run about 2 A.M., there he was practically at the door, flashing the ribbon. "I just happened to wake up," he explained offhandedly, "and thought I heard someone come in."

Five days a week the six of them head for the YMCA pool two and a half miles away. They used to walk it, but now they all have bikes. Coming home from practice, they're hungry enough to eat anything they meet on the road, but no hamburgers and French fries for them. Adhering rigidly to an energy building diet, there's fruit juice—pineapple, for instance, which has a high energy rating—raw cabbage once a day, and so on.

The boys swim for other teams sanctioned by the Amateur Athletic Union, as well as the Y, and last year participated in the Minneapolis Aquatennial program. Mom Ford never misses a meet, and on weekends she and Si take to the road for meets all over the area that become camping trips they all enjoy.

So take a good look now at what may well be a future Olympic team—the Six Ford Swimmers.

Iowa Division

MIDDLE AND WEST

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

Mayor D. E. Lee of Perry is shown in this issue of the Magazine purchasing the first shares in the Perry Area Centennial Association, Inc. He is the Milwaukee Road agent at the Madrid-Woodward agency. This will be a great year for Perry and people who have at some time lived in Perry, but especially for Milwaukee Road people. The celebration is to be June 30 through July 4, but there is already much enthusiasm and planning. The Milwaukee Road has played a very important part in the life and development of Perry. In earlier years, so many people in town were on the railroad's rolls that a shipment of cash came on the passenger train before each pay day so the local banks could cash the pay checks.

Many Milwaukee Road people re-

member when a large force of machinists, boilermakers, etc. kept the engines running and the fires cleaned, ready to build up the necessary steam to move a train. In those days, when the roundhouse was a full circle building, the engine stalls were regularly filled as one engine was put into service and another came in for servicing.

Before World War II, Railroad Day was an annual celebration. Although Perry has had to make adjustments as the railroad industry moved along with changing times, all industry of any size in the town is located along the railroad's tracks, usually on leased land. Many memories and much of our progress of these 100 years revolve around the Milwaukee Road.

Mrs. Margaret J. Reel, 89, widow of Engineer Joe Reel, passed away Jan. 13 at the Dallas County Hospital in Perry. Final rites were at St. Patrick's Church in Perry. She is survived by a son, Francis, of St. Paul; a daughter, Mary Murphy, whose husband is a

(Continued on page 34)



NARBW Parades Golden Spike Centennial Float

Greater Kansas City Chapter of the National Association of Railway Business Women captured attention at the St. Paul Winter Carnival with this float symbolizing the year-long observance of the Golden Spike Centennial. The float featured a huge gilded spike and two miniature locomotives representing the historic engines that met at Promontory, Utah, on May 10, 1869 and opened the nation's first transcontinental rail system. The Milwaukee Road's emblem was displayed on the flatbed with those of rail lines that serve the Kansas City area and of off lines with membership in the NARBW chapter. Previous to the carnival parade, the float had received honorable mention in Kansas City's American Royal Parade and taken the first place trophy in the Chamber of Commerce Halloween Parade at Independence, Mo.

yard clerk for the Milwaukee at Perry; and a grandson, Joe Murphy.

Death came to Retired Boilermaker Mahlon Small, 77, of Perry on Jan. 12. He is survived by his widow, Eva, and a brother.

Corbett Fish, a former Milwaukee employe, died in Des Moines, Ia., Jan. 11. He and his wife made their home in Perry until a few years ago. He is survived by his widow; a brother, Carl, a retired Milwaukee employe also; six sons, 17 grandchildren and five great-grandchildren.

Car Foreman and Mrs. Jack Bell of Perry welcomed their first grandson on Jan. 12 in Des Moines. He is the son of the Bells' daughter, Pamela Hardy.

Della L. Cate, 94, died Jan. 18 at Perry, her home for about 75 years. She is survived by a son and daughter in California, and Mrs. Bernadine Bevauns of Marion, Ia., and Mrs. Helen Reichert of Perry, both of Milwaukee Road families, and was preceded in death in 1968 by her son, Brakeman Thomas Cate.

Agent and Mrs. D. E. Lee of Perry were saddened by the death Jan. 30 of Mrs. Gertrude Fleming, Mrs. Lee's mother.

February 1 was the date set for the marriage of Phyliss Jean Liebert of

Cedar Rapids and Jerry D. Bills, son of Clerk and Mrs. Earle Bills of Perry.

Mrs. Alice Shirley, 81, passed away Jan. 31 following six months of failing health. She was the widow of Engineer James M. Shirley of Perry.

Larry Laborde, son of Engineer and Mrs. Kenneth Laborde, received his bachelor of business administration degree in economics at the University of Iowa commencement exercises in Iowa City Feb. 1.

Retired Employee and Mrs. Stanley Thomas attended mid-winter commencement exercises at the University of Nebraska to see their grandson, John R. Wertz, receive his degree in business administration.

Death came Feb. 5 to Jack J. Wenzel, retired B&B crew member. Interment was in West Cemetery in Pandora. He is survived by his widow, a daughter, a son, three brothers, a sister, two grandchildren and two great-grandchildren.

Funeral services were held Feb. 7 in Perry for Mrs. Lota Hunt, who had been in failing health for several years. She is survived by her husband, Engineer Charles Hunt; a daughter, Mrs. James Phleger of Milwaukee; a granddaughter, Connie Napier of Des Plaines, Ill.; and a great-granddaughter.

Harold J. Barry

Harold J. Barry, retired assistant general adjuster, died in Seattle on Feb. 6 of injuries suffered in a fall on the ice. Funeral services were held at Assumption Church in Seattle, with burial in Minneapolis.

Mr. Barry was a native of Minneapolis and a graduate of the Minnesota College of Law who entered the claim department of the railroad at Minneapolis in 1928 as an adjuster. In 1930 he was promoted to district adjuster there, and later held that position on the Terre Haute and the Dubuque & Illinois divisions, and for the Iowa and Missouri territory. He was appointed assistant general adjuster at Seattle in 1956, and served in that capacity until he retired in 1966.

He is survived by his wife, Rosamund, of Seattle, a daughter, Mrs. Thomas Marston, of Charlotte, N. C., and four grandchildren.

— WE GET LETTERS —

(From Douglas James, president of the Drake University Ski Club, Des Moines, Ia.)

"This has reference to our recent ski trip to Vail, Colo., which we arranged through your office in Des Moines . . .



Jo Ann Bucher

"As president of the Ski Club, I was directly involved with making arrangements through your Des Moines office, and particularly with one individual, Jo Ann Bucher. She was extremely cooperative and congenial to work with. Jo Ann stands out above all the people I've worked with as exemplifying a well qualified and outstanding employe of your railroad. It was a pleasure to do business with her."

Nothing makes small print more legible than an accident.—*The Wall Street Journal*

The Milwaukee Road Magazine



TWENTY-FIVE YEARS AGO these employees in the auditor of passenger accounts department in Chicago held a retirement banquet in honor of their co-worker Jim Hazelton, head of the interline bureau and father of the Road's present transfer agent. The picture was sent to the Magazine by Parnell J. Kelley, now a resident of Phoenix, Ariz., who identified the group with the help of his long-time friend Harry Krumrei, retired bureau head. If the names evade you, here's the line-up:

Front row, from left—Tim Martin, Ralph Klotz, Krumrei, Art Dryer, Jim Hazelton, Assistant Comptroller Bill Kruckstein, Tom Fitzgerald, Bill Berman, Art Freitag, Frank Zapp. Center—Luke Lindley, Charlie Hanson, Bob Rinaldi, Herb Gumz, Joe Lullo, Tony Rocco, Roy Schiffer, George Weigref, Howard Smith, Parnell Kelley, Bill Tidd, Lawrence Wozney. Top—Tom Nape, Art Baumgartner, Ray Hackell, Morris Weinstein, Bob Kinetader, Tom Govin, Orin Putnam, Honk Karetke and Jack Stowell.



JACK RIDES THE CITY OF LOS ANGELES. Traveling overland on the Milwaukee Road-Union Pacific City of Los Angeles with his famous violin, Jack Benny is shown in the Chicago Union Station, where he switched to the Broadway Limited for New York City. He was on his way to see the new plays, appear on the Johnny Carson "Tonight" program, and star in his own birthday party television special. The ageless entertainer celebrated his 75th birthday on Feb. 14.

March-April, 1969



FOR BEING A GOOD SCOUT. "Thank you for being a part of our gang," reads this plaque being presented to President Curtiss E. Crippen in appreciation of his role in the 1968 finance campaign of the Chicago Area Council of the Boy Scouts. Speaking for the Scouts of Chicagoland is Dannie Colvin of the troop sponsored by the New Zion Missionary Baptist Church, as Carl Christensen, the Council's assistant director-finance service, looks on. Under Mr. Crippen's leadership, the Chicago transportation industry's annual Lunch-O-Ree for the benefit of the Scout movement raised more than \$25,000, the largest amount ever realized from the activity. The success of the event meant that many additional boys in Chicago's Inner City were able to become Scouts.



CHICAGO,

MAGAZINE

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WHAT'S NEW IN MILWAUKEE MOTOR TRANSPORTATION



REFLECTING STRONG GAINS IN PIGGYBACK TRAFFIC carried by the Milwaukee Road are orders for 600 new trailers of various types scheduled for delivery this spring to the Milwaukee Motor Transportation Company, the railroad's trucking subsidiary. Of these, 250 are refrigerated units. Shown at Piggyback Park west of Chicago is one of the new reefers hitched to a new tractor, as Driver Ralph Mancini was receiving his instructions for its first over-the-road trip from Dispatcher Edward Allen. Milwaukee Road piggyback traffic again scored a significant gain last year, increasing 23 per cent over 1967 volume.

