THE MILWAUKEE ROAD MAGAZINE

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The Milwaukee Road Magazine is published for active and retired employes 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 employes 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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NEW ATC INSURANCE

The Associated Traffic Clubs has announced a new insurance plan for its members, free for the first six months, and available after that period at a special low cost. The policy provides up to $6,000 for hospital room and board as a result of accidents ($10 a day for 600 days), up to $5,000 for loss of sight or a limb, and $1,000 for accidental death. The ATC accident plan is issued through Union Fidelity Life Insurance of Philadelphia.

ADVERTISERS' GOLD SPIKE

General American Transportation Corporation, Chicago, was named winner of the Golden Spike Award of the Association of Railroad Advertising Managers. The award is given annually to an advertiser outside the railroad industry whose promotion of its own products and services augments the individual and collective efforts of railroad advertisers, thereby creating better understanding among the public of the importance of railroads in the transportation system.

HIPPIES REPLACE HOBOES

Sheriff's deputies recently raided a suspected hippie camp on Milwaukee Road property near the University of Montana campus at Missoula, but made no arrests. Officers confiscated a supply of blankets and cooking utensils found at the camp, near the railroad's tracks close to the University's maintenance department area.

DELLS' SECOND CENTURY

The second century of tours of the Dells of the Wisconsin started in April when tour boats began cruising the waters of the Wisconsin River. The tours started in 1869 when the operators of the Tanner House, a vacation resort, transported guests to the head of the Dells for a rowboat ride back down. The Dells played host last year to almost 2 million visitors, and with the addition of new housing units, this year can accommodate 12,000 per night, more than six times the population of the town.

HOW NOW DOW JONES

Starting with May 1 stock market prices, the Dow-Jones average for 20 railroad stocks and the 65-stock composite average reflected the substitution of Rio Grande Industries for Denver & Rio Grande Western Railroad in the 20 stocks used in the Dow-Jones railroad average. Industries is the recently formed parent company for the D&RGW railroad. The substitution changed the divisor for the 20 rails to 4.946 from 4.953, and that for the 65 stocks to 10.949 from 10.955.

HISTORIC SITE LOBBYIST

The centennial reenactment of the completion of the nation's first transcontinental rail system at Promontory, Utah, on May 10, 1869 was credited to the persistence of Mrs. Bernice Gibbs Anderson, long-time correspondent for the **Salt Lake Tribune**. Mrs. Anderson devoted 43 years to urging Box Elder County, Utah, to perpetuate the driving of the Golden Spike and was the prime mover in the eventual passage of the Golden Spike National Historic Site Act of 1965.

ELEPHANTINE APPEAL

The versatility of Ro-Ro (roll-on/roll-off) ships, combining the features of trailer and break-bulk vessels, was illustrated recently when Ringling Bros. and Barnum & Bailey bought a German circus that included 17 elephants. The design made it possible for the elephants to walk aboard, rather than to be hoisted in slings.

THE COVER

Superintendent R. L. Martin, right, has a great deal to smile about as he accepts for employes on the Aberdeen Division of the railroad the President's Safety Trophy for winning the 1968 system-wide contest. L. V. Anderson, assistant vice president and general manager, is presenting the trophy with G. J. Barry, superintendent of safety, standing by. The safety performance was the fifth by Aberdeen Division employes to take the top honor. For details, please turn to page 4.

Better yet, along with 24 horses, 2 ponies, 3 dogs and 9 tigers, the elephants made the Atlantic crossing in below-deck trailer spaces rigged out as stables, whereas on a conventional ship they would have to travel in special shelters on the exposed deck.

RAIL EARNINGS IN '68

The nation's railroads wound up 1968 with an earnings level almost identical to 1967. Year-end reports compiled by the Association of American Railroads showed net railway operating income of $681 million, an increase of $3 million over '67, or .4 per cent. The rate of return on investment was 2.45 per cent.

HISTORIC CARS TO GREEN BAY

Historic rail cars used by Gen. Dwight D. Eisenhower and Sir Winston Churchill have been given to the National Railroad Museum at Green Bay, Wis. One, refitted with the original furnishings, was the car Eisenhower used as his mobile headquarters before D Day and in the allied advances through France and Germany. The other is a Pullman car which formed part of the train that carried Churchill's funeral cortege to Oxfordshire.

A Kiekhaefer Mercury First for "Down Under"

This was the start of a trip half way around the world for the first containerized shipment of outboard motor and stern drive engine parts shipped recently by Kiekhaefer Mercury of Fond du Lac, Wis., to its plant in Australia via the Milwaukee Road. Inspecting the container are, from left, E. C. Kiekhaefer, founder and president of Kiekhaefer Mercury; Richard Dushek, terminal manager for the Milwaukee Motor Transportation Company; J. L. Phleger, district manager-sales for the Milwaukee Road; and D. L. Crittenden, assistant district manager-sales for the Milwaukee.

Kiekhaefer Mercury, long a major manufacturer in the boating industry, has a large operation involving export traffic, and a wide domestic distribution considered to be unique in its use of three of the five basic trailer-on-flat car plans.

Milwaukee Seeks Louisville Competition as Condition To L&N-Monon Merger

The Milwaukee Road has intervened in the proposed merger of the Louisville & Nashville and Monon railroads, requesting as a condition that it be granted operating rights into Louisville, Ky., over the merged system. In announcing the move, President Curtiss E. Crippen said that "strong public support indicates the public need for our competitive service."

Among supporters of the Milwaukee's position, Mr. Crippen cited 11 state public utility commissions, the Southern Railway, Chicago and North Western, and 44 prominent shippers, including the Anaconda Company, Weyerhaeuser Company, Montgomery Ward, National Tea, Zenith Radio, Reynolds Metal, A. O. Smith, Oscar Mayer and others.

Interstate Commerce Commission hearings into the merger case, opened in Washington, D. C., Feb. 3 and recessed Feb. 12, were resumed in Chicago on Apr. 28. Mr. Crippen, heading a group of seven Milwaukee Road witnesses at the Chicago hearing, pointed out that the Milwaukee competes with the Monon for traffic to and from the South and Southeast via the Milwaukee's line extending through Terre Haute, Ind., and eastward to Bedford and Seymour, Ind. He explained that the two railroads have historically interchanged traffic at Bedford, which will be located on the L&N's single-line route between Chicago and Louisville following its merger with the Monon.

The Milwaukee is requesting that, if the merger is approved, the Commission require the lease to the Milwaukee of trackage rights over the Monon between Bedford and Louisville. The imposition of this condition, it noted, will replace competition that will be lost through the extension of the L&N to Chicago as a result of a merger with the Monon coupled with the L&N's previously approved acquisition of the Chicago-Evansville line of the Central and Eastern Illinois Railroad.

The Milwaukee has also requested provisions for use of the Kentucky & Indiana Terminal Railroad facilities in Louisville in order to effect fast interchange arrangements on traffic moving through the Louisville gateway. Such interchange arrangements have already been assured with the Southern Railway.

Mr. Crippen explained that traffic moving between points on the Milwaukee on the one hand, and Louisville or points beyond on the other, would be expedited by as much as two days, compared with interchanging with the L&N at Chicago for that line's handling of the same traffic.

"Granting Milwaukee's conditions," he said, "will enable shippers to avail themselves of single-line service from such distant points as Seattle to Louisville, and two-line service to points throughout the South and Southeast, with the added advantage of a major saving in time."

The staff meeting opens in the Flame Cafe at Aberdeen, S. D. Standing are, from left, P. D. Burns, chief clerk to superintendent; R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; L. V. Anderson, assistant vice president and general manager; R. L. Martin, superintendent of the Aberdeen Division; G. J. Barry, superintendent of safety; R. L. Hicks, superintendent of operating rules and special instructions; Aberdeen businessman Abe Pred, chairman and coordinator of the U. S. Savings Bond drive for Brown County, who addressed the meeting; and A. G. Dupuis, public relations officer.

Aberdeen Division Sets Top Safety Record for '68

EMPLOYES of the Aberdeen Division, who had the best safety record on the railroad during 1968, were awarded the President's Safety Trophy at a ceremony held in Aberdeen, S. D., on May 6.

In accepting it on their behalf, Superintendent R. L. Martin expressed his appreciation for the fine performance that put the division at the top of the safety scoreboard. Mr. Martin remarked that although he has spent a relatively short time on the division, having been appointed superintendent there only last fall, he has found it a pleasure to work with people who count as "winners" in safety.

The trophy was presented to the employes by L. V. Anderson, assistant vice president and general manager, at a staff meeting in the Flame Cafe. Participating in the ceremony also was G. J. Barry, superintendent of safety. The presentation was attended by approximately 40 division officers and supervisors, including District Safety Engineers C. O. Post, C. C. Clinker and W. C. Grandstaff.

In his address, Mr. Anderson conveyed to the employes the personal congratulations of President Curtiss E. Crippen and Vice President-Operation F. G. McGinn, in addition to voicing his own commendation for their fine showing.

The performance that earned top honors for 1968 showed no fatalities among the division's 766 employes and only five injuries of a reportable nature. Aberdeen's casualty ratio was 3.23 per million manhours worked, compared with a rate of 3.68 scored by the winning division in 1967 and 4.48 in 1966.

Train Service Record a Challenge

"Reviewing the record," Mr. Anderson said, "I find that every department but one had a clear record in the President's Safety Award contest. This is the first time in my memory that the train service employes on one division went through an entire year without a reportable injury. This is indeed a commendable record, and holds a challenge for all train service employes throughout the railroad.

"A record such as that attained here indicates good team work on the part of officers and men under their supervision, and demonstrates that cooperation is the key to an accident prevention program."

Mr. Barry also praised the employes and supervisors, pointing out that their successful campaign in 1968 was the fifth since the safety award program was established in 1941 that had resulted in the Aberdeen Division winning the top honor.

At the staff meeting Mr. Barry said that the Milwaukee is cooperating in every way with the federal and state governments in their concern with accident prevention, including the promotion of safety off the job. "Railroad employes and their skills represent a great asset to the railroad," he remarked, "and good safety habits off the job as well as on are vitally important as a means of preventing needless human suffering and economic waste."

Following the staff meeting, Mr. Barry held several safety meetings on the division, at which the President's Safety Trophy was displayed. In recognition of their team effort, each employe will receive an Eversharp pen and pencil set with Mr. Crippen's compliments "for a job well done."

On Tour With the President's Safety Trophy and Members of the Winning Team

At Aberdeen, S. D., with maintenance of way, B&B and signals and communications employes. Front, from left, Paul Ness, John Collins and Delbert Rath. Rear, John Wertish, Arthur Lorenzen, Burnell Swanson, K. C. Vance, Oscar Weber, B&B Foreman Orris Quammen, Section Foreman Wendell Meier, Claude Osterman, Allen Schmidt, Bernie Jacobs, Ed Lickfelt, Sylvester Schwan and Mike Feist.

With the Aberdeen car department. From left, E. L. Schneider, J. Schaunaman, T. Piatz, E. Leitholt, W. Kirchgesler, A. J. Piatz, J. T. Labesky, R. J. Conley, E. C. Conley, J. J. Breen, D. R. Wagner, H. J. Ellerbusch, R. H. Nelson and M. R. Smith.

With the maintenance of way crew at Milbank, S. D. Front, J. C. Blum, and rear, from left, L. J. Danielson, W. Griggs, T. E. Medley, H. Ross, District Safety Engineer Post, C. Loy and Agent H. Walsh.

With the section crew at Bristol and Groton, S. D. Front, from left, L. J. Wattier, Stan Voss and D. A. Fuller. Rear, L. Schmidt, L. H. Kulkman, A. J. Thomas, and G. J. Barry, superintendent of safety.

With the switch crew at Montevideo Yard. From left, District Safety Engineer Post, Switchman Lester Natzel, Engineer Bert Himle, Fireman Leon Hainrich, Foreman Harold Natzel, and Superintendent of Safety G. J. Barry.

At the station in Montevideo, Minn. From left, Lineman John Lanning, Chief Clerk Martha Moehring, Engineer Howard Gardner, Traveling Engineer-Trainmaster Phil Anderson, Train Director Pat Maloney, Agent Lynn VanHorn and Roundhouse Foreman Tom Golden.

Scene at St. Paul, Minn., looking west as the Mississippi crested on Apr. 15, showing the electronic retarder yard under seven feet of water. Awash in the area above it are the roundhouse buildings and rip track.

DESPITE SNOW, RAIN AND FLOODS

A Rough Chapter in The 1969 Weather Story

THE DISASTROUS floods which swept down the rivers of the Upper Midwest this spring found the Milwaukee Road prepared to cope with the crisis, but created havoc nevertheless, as could be expected from the second highest overflow of the century. Early estimates placed our costs in the range of $1.5 million, or about one-third those of 1965.

The flood damage, however, was secondary to the punishment dealt the railroad by the extreme winter that precipitated the high water siege. All in all, the weather story for the first five months of 1969 will be remembered by those who were involved in it as one of the roughest on record.

Actually, the trouble started as far back as last December when the first of a series of savage snowstorms hit our north central service territory. By the new year, the United States Weather Bureau had reported a one-month snowfall of 29 inches at Minneapolis and 41 inches at Sioux Falls, S. D. By the end of January, eastern South Dakota had been declared a snow disaster area.

President Curtiss E. Crippen, speaking at the annual meeting of stockholders in Chicago May 13, described the winter as the most severe in his more than 40 years of service on the railroad. In several of the affected areas, the severity broke all-time records for total precipitation and for consecutive days of sub-zero temperatures.

These problems were aggravated by an unusual amount of high winds, blizzard conditions and drifting snow, interspersed with freezing rain and ice. From Dec. 13 to Mar. 30 there was not a single day when major units of snow fighting equipment were not operating over some part of the railroad. During this period there were days when it was impossible to maintain operations over main line track, much less keep branch lines open for service.

For weeks on end, snowfall in the north central states persisted at two to three times the normal amount. In some parts of South Dakota it reached 90 inches and drifts piled up 20 feet deep. Similar conditions existed in areas of Minnesota, Iowa, North Dakota, Montana, Idaho and Washington.

Keeping the lines open was both backbreaking and costly, with the result that maintenance and operating expenses were unusually heavy. Of equal importance during this period was the fact that shippers of commodities that generally move in heavy volume were unable to load or receive freight. In Washington and Idaho, for example, logging and lumber activities closed down, and some were not resumed until April. It was not until mid-April that normal operations could be restored to many areas. Mr. Crippen reported that the increased

The swollen Mississippi at the point between Savanna, Ill., and Sabula, Ia., where work was concentrated on keeping the Milwaukee Road above the flood. Shown at left is the double track section on the Savanna side elevated on rock ballast an additional one and a half feet.

expenses for operations and maintenance during the first quarter of the year, coupled with the loss of freight revenue and added car hire rentals, cost the railroad approximately $5 million.

In the meantime, the excessive snowfall and the fact that much of the natural water storage of lakes and swamps had been full when the fall freeze-up came, foretold of serious spring flooding. The U. S. Weather Bureau and the Army Corps of Engineers gave early warning of what was to come. Three regions were threatened—the Upper Mississippi River Basin, the Missouri River Basin, and the Red River of the North Basin. St. Paul, Minn., was pinpointed as an early trouble spot.

Preparations for Flood Menace

The Milwaukee, like other railroads that went through the flood of 1965, immediately began countermeasures, working on the basis that the impending flood might equal that all-time high. Plans were drawn for the protection of property that would be affected, and all officials in these areas, as well as local and general officers, were briefed on the preparations. The general strategy was to stay in operation as long as possible, and if or when flooding occurred, to keep traffic moving over alternate routes on our own lines or detours over neighboring railroads.

Aware of where trouble could be expected, planning was aimed at eliminating weak spots and minimizing damage where flooding seemed inevitable. With an eye on vulnerable points along the Mississippi, steps were taken to protect embankments with riprap and polyethylene sheeting held in place by snow fences weighted down with sandbags. At Savanna, Ill., a critical location, a dike-building project was carried out and both main tracks connecting with Sabula, Ia., were elevated one and a half feet. Track-raising and sandbagging were carried out also at a number of vulnerable places on other lines where they would provide significant protection.

At St. Paul and several locations nearby, task forces were alerted to remove valuable equipment just before high water moved in. This involved electric motors, electrical sub-stations, communications facilities, data processing machines, signals equipment and the like. Mindful of the tons of debris that the 1965 flood deposited on the yards at St. Paul, a dike was constructed across the tracks at the west end to prevent a recurrence and to minimize the action of swirling water.

Our railroad got its first taste of the spring thaw in late March when ice from the Yellowstone River piled up as high as 15 feet over the tracks near Miles City, Mont., and flooding washed out long stretches of track in eastern Montana.

It was not until April, however, that the Mississippi and its tributaries and the tributaries of the Missouri struck with force. The Mississippi, inching steadily upward, crested at St. Paul on Apr. 15 at 24.5 feet, just 1.6 feet below the 1965 record. As a consequence, the retarder yard was put out of service, with as much as seven feet of water over some of the tracks. Waterbound also were the trailer-on-flat car facilities, the office and freight house buildings, the roundhouse, and the tracks leading into the Union Station. Many other locations

(Continued on page 8)

O. C. Denz, supervisor of building maintenance, left, and Assistant Engineer H. A. Walter measure the flood pushing against the sandbagged dike at the west end of the St. Paul retarder yard. The dike was constructed jointly by the Milwaukee Road and the Burlington to protect their adjoining properties.

AAR Creates Director of Safety Post; Risendal Heads Office

J. A. Risendal

In a move to strengthen the safety efforts of U.S. railroads, the Association of American Railroads has created the new post of director of safety. Named to the position was John A. Risendal, executive vice chairman of the General Claims Division and director of the Claims Research Bureau of the AAR since 1965.

The announcement by Thomas M. Goodfellow, president of the AAR, pointed out that safety has always been of first concern to American railroads, but "now that the industry is moving in new directions to meet the challenges we are facing, safety has taken on even greater importance."

The new office will be part of the AAR's Operations and Maintenance Department in Washington.

along the 350 miles where we parallel the Mississippi south of St. Paul took some punishment as the crest moved down stream.

As the flood swept down the Minnesota River, the Wisconsin, the Chippewa and other Mississippi tributaries, the railroad was damaged in varying degrees, and service was interrupted to communities such as Red Wing and Winona in Minnesota, Dubuque, Clinton and Davenport in Iowa, La Crosse and Eau Claire in Wisconsin, and Moline, East Moline and Rock Island in Illinois.

Concurrently with the flooding of the Mississippi, we experienced flooding and washouts along the Big Sioux, the Little Sioux and other tributary streams of the Missouri, particularly in the area of Sioux City, Ia., and Sioux Falls in South Dakota. At Sioux Falls, the Big Sioux crested at 19.73 feet, or 9.73 above flood stage. The last flood believed to be this size hit Sioux Falls in 1880.

At the stockholders' meeting, Mr. Crippen gave extended attention to the weather problems that confronted the railroad during the winter and spring. With regard to their bearing on operations, he paid tribute to the "outstanding planning and dedicated work of our operating, engineering, mechanical and other forces," whom he credited with having held damages and traffic losses to a minimum.

Low Level of Patronage Cited in Plan To Discontinue Trains 55 and 58

The Milwaukee Road's Mar. 7 notice to the Interstate Commerce Commission of its plan to discontinue passenger trains Nos. 55 and 58 operating between Chicago and St. Paul-Minneapolis revealed that for the preponderance of the 421-mile run the trains carry, on the average, fewer revenue passengers than crew members.

Public hearings into the proposal were held in Chicago on May 19 and 20; Mauston, Wis., on May 22; Winona, Minn., on May 23; and Minneapolis on May 26.

Patronage of the trains was at a very low level even in September of 1967 when permission was first sought to discontinue them. Originally, Nos. 55 and 58 were primarily mail and express trains, and it had been found necessary to propose their discontinuance because of the heavy revenue loss the railroad was already experiencing as a result of six railway post office cars having been removed from its trains running between Chicago and the Twin Cities. However, an order from the ICC on Feb. 26, 1968 required that they be continued in service for one year.

The application now pending before the ICC explains that during 1968 these trains produced an out-of-pocket loss to the railroad of $204,493. Train No. 55, operating from Chicago to the Twin Cities, carried an average of only eight revenue passengers per mile, while No. 58, operating in the opposite direction, averaged only nine per mile.

It states that patronage declined in 1968 to the point where, on the 223-mile portion of the run from Milwaukee to Dakota, Minn., there were, on the average, fewer revenue passengers on No. 55 than the six-man crew. Similarly, on the 269-mile portion of the run from Lake City, Minn., to Milwaukee, the six-man crew operating No. 58 also outnumbered the average number of revenue passengers.

The petition points out that, in addition to five alternate train services which the railroad provides daily between Chicago and the Twin Cities, there is a substantial amount of other public transportation available in the territory served by Nos. 55 and 58, as well as a good highway system along their route.

Summing up its position, the railroad stated that it is apparent the public no longer needs the service, in consequence of which it should be allowed to rid itself of a money-losing operation.

New Auto Marshaling Complex Being Developed at Kent, Washington

WILL BE LARGEST IN PACIFIC NORTHWEST

In keeping with the steady growth it is experiencing in motor vehicle traffic and the potential for continued gains in this field, the Milwaukee Road is establishing at Kent, Wash., what will be the largest automobile unloading and marshaling facility in the Pacific Northwest. Scene of the construction activity is a 133-acre site located on the main line of the railroad between Seattle and Tacoma.

President Curtiss E. Crippen, in announcing the project, stated that most of the automobile manufacturers in the United States will use the new facility exclusively for their distribution to dealers in the Seattle-Tacoma area.

Rail haul will expedite the movement of vehicles into Kent from assembly plants located throughout the country, and two over-the-highway transport carriers will deliver the new cars to dealers.

The area to be served by the facility extends north to the Canadian border, east as far as Ellensburg, Wash., and south to the vicinity of Chehalis, Wash.

"We estimate that this new intermodal arrangement will involve the annual handling of approximately 75,000 automobiles and trucks of all makes," Mr. Crippen said.

Grading of the marshaling area began this spring, and completion of the extensive track work and other construction is timed for the scheduled opening in August. A total of 12 unloading tracks will serve the facility, and handling techniques will employ the most modern equipment available.

Mr. Crippen described the facility as "ideally situated for an operation of this type," being located both on main line trackage and on State Highway No. 167 (the Valley Freeway).

The property embraced by the complex is approximately one mile in length and 1,000 feet wide, consisting principally of the former Kent Airport land, an area of 120 acres extending from 262nd to 277th Street. The land was acquired for the purpose of attracting this type of development, as the railroad announced last October when the purchase was made.

Aerial view of the former Kent Airport now being developed by the Milwaukee as the largest automobile marshaling complex in the Pacific Northwest. The site extends from 262nd to 277th Street, bounded on the east by the railroad's main line between Seattle and Tacoma and on the west by the West Valley Freeway. The Boeing Space Center can be seen to the northwest and Seattle in the upper left corner of the picture.

The present activity on the project reflects a teamwork effort by many individuals in various departments of the railroad. Details of the land purchase and development were carried out under E. J. Stoll, vice president-real estate and industrial development, while L. V. Anderson, assistant vice president and general manager, was responsible for coordinating the operational aspects, and J. M. Fortman, manager of automotive and implement sales, for arrangements with the automobile trade.

Mr. Crippen noted that the project is one of the most significant undertaken by the railroad for many years in terms of revenue potential. "The opening of the Kent complex will put the Milwaukee in the automobile business on a major scale," he said.

The new operation will not affect the present movement of automobiles and trucks to the railroad's existing motor vehicle marshaling yards at Spokane, Minneapolis and Council Bluffs, Ia. The Spokane and Minneapolis facilities, built in 1960, were among the first on any railroad in the Midwest or Pacific Northwest, and the one at Council Bluffs has been in operation since 1963.

OLD FASHIONED COURTESY

(From Mrs. H. W. Hecht, secretary to the dean of Northwestern University, Evanston, Ill.)

"I always like to pass along a bit of commendation when it is warranted, and I just wanted to tell you that the Milwaukee Road has a wonderful staff at its Glenview [Ill.] station.

"Just recently I had reason to go to Rawlins, Wyo., and chose to go by rail. The woman in the Glenview station was so helpful, and both she and the baggage man were anxious to assist me in every way. In this day of impersonal treatment, I was delighted to find old fashioned courtesy.

"Incidentally, I did enjoy my trip, and found the service excellent."

AAR President Cites Projects Launched To Improve Rail Plant and Performance

Head table group at the meeting of the Western Railway Club in Chicago's Sherman House. With F. A. Upton, chief mechanical officer of the Milwaukee Road and president of the club (right), are Thomas M. Goodfellow, president of the Association of American Railroads (center), and Alan S. Boyd, president of the Illinois Central.

Association of American Railroads President Thomas M. Goodfellow, in a speech before the Western Railway Club in Chicago Apr. 21, urged railroads to adopt a "militant offense" in responding to their critics. In many cases, he said, criticism of the railroad industry is based on attitudes of the past rather than reality.

Speaking, for example, of complaints about freight service, he told the railway officers and industry suppliers that the vigorous program instituted by the AAR to find and eliminate causes of performance problems has already met with cooperation from railroads, shippers, government agencies and other interested parties.

"Many factors are involved," he explained. "Equipment and service delays can't be purged overnight, but steps can be taken. For instance, gaps between maintenance of way and new, heavier rolling stock must be closed. There must be a speeding up of projects, now well under way or about to be launched, for an electronic car identification and information network."

Discussing other aggressive activities under way or about to be launched, Mr. Goodfellow cited the industry's plans for intermodal data sharing, a computerized rail-system model for use in simulating and solving operating problems, and the recent expansion of the AAR research program.

Noting that all of these require money, Mr. Goodfellow said that the industry was "deadly serious" when it proposed that government provide financial support for money-losing passenger trains operated at government insistence. This proposal, he told the industry suppliers in the audience, "could mean a great deal to the supply business. The millions we're now losing on passenger service could be used to buy the new equipment required by the various projects I've mentioned."

Observing that the railroads will spend several billion dollars this year for fuel, materials, supplies, rolling stock and scheduled improvements, he added, "We'd spend more if we could. We're just as eager as our customers to improve our plant and performance."

Mr. Goodfellow pointed out that many of the railroads' pressing goals are legislative. "For example," he said, "we want freedom from excessive regulation, equity in user charges, protection against discriminatory state and local taxes. But what we want most is freedom to provide customers with a diversified transportation service."

He noted that the AAR has two major responsibilities—to be an energetic, efficient servant of its member roads, and to be a scrappy leader in matters requiring joint initiative and action.

Urging all others associated with railroads, directly or indirectly, to speak up against criticism, he called this "a time for enthusiastic dedication to the future of the industry; a time to let the public know we're very much alive—and really moving."

W. Edward Cartwright

W. Edward Cartwright, 46, manager of foreign freight sales, passed away on May 20 following a heart attack. Services were held at St. Hubert Church in Hoffman Estates, Ill., with interment in St. Michael the Archangel Cemetery, Palatine, Ill.

Mr. Cartwright, a native of Malden, Wash., had been with the railroad since 1942, serving first in the operating department at Seattle and transferring to sales and service in 1948. He left Seattle in 1960 to become district supervisor of rail-highway sales in Chicago, and two years later was appointed foreign freight agent. In 1965 he advanced to assistant manager foreign freight sales. He was appointed manager of forest products sales in 1967 and manager of foreign freight sales in 1968.

Surviving are his wife, Ruby; daughters Sharon and Cynthia; and a son, Casey.

G. H. Kronberg Elected Vice President—Traffic

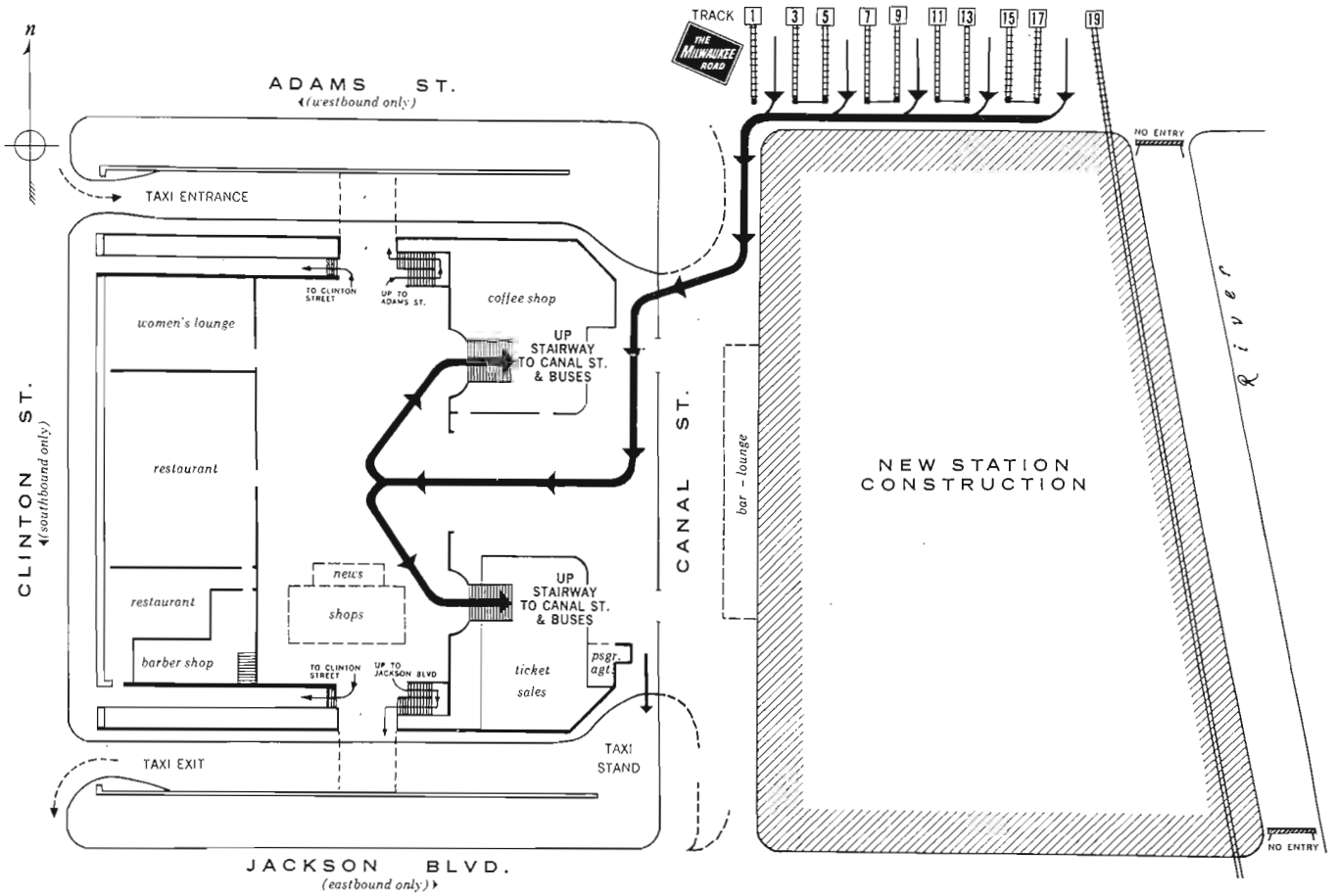
George H. Kronberg, vice president-sales and service, was elected vice president-traffic at a meeting of the board of directors on May 13.

George H. Kronberg

Mr. Kronberg, a native of Detroit, began his service with the Milwaukee Road in the office of the general agent in that city in 1936, having previously been with the Universal Carloading & Distributing Company. Following a period of about five years, during which he was on loan to the Army Ordnance Department in military service, he returned to the railroad in 1946 as traveling freight and passenger agent with headquarters in Atlanta, Ga., and in 1951 was transferred in that capacity to Mason City, Ia.

In 1953 he was assigned to Washington, D. C., as district freight agent and later was general agent in San Francisco and assistant freight traffic manager-sales and service in Chicago. He was appointed western traffic manager in Seattle in 1959 and returned to Chicago in 1961 as director of public relations and advertising, which position he held until Mar. 1, 1966 when he was elected vice president-sales and service.

Among his many traffic affiliations, Mr. Kronberg is chairman of the board of the Associated Traffic Clubs.



Work Begins on Third Chicago Union Station Air Rights Building

It was business as usual at Chicago's Union Station May 14 when work began on demolition of the concourse east of Canal Street to make way for the construction of the new 35-story Gateway Center combination office and station concourse building.

Starting that day, the concourse area of the station was closed to railroad passengers, including the 52,000 commuters who use suburban trains operated by the Milwaukee Road, the Burlington, Penn Central, and Gulf, Mobile & Ohio railroads. However, schedules of most rush hour commuter trains had been changed by five minutes, as a convenience to suburbanites working in the city who may need a slightly longer time to get to and from their trains while the new building is being constructed.

The early demolition stage consisted of stripping the concourse of its fixtures and facilities, with heavy demolition scheduled to start about June 2. Use of the station area of the new $55 million building is expected to begin in late 1970 or early 1971.

Before demolition got under way, the coffee shop, restaurants, news stands and other facilities in the concourse were relocated in the main waiting room of the station, and provisions were made to detour passengers around the construction site. Preliminary work to route passenger traffic to and from trains through the waiting room area included erecting temporary pedestrian walkways leading from the present taxi ramps at the north and south ends of the station, and establishing new bus loading zones.

The route connecting with the Milwaukee Road's trains—the route followed by most of its commuter passengers—is marked on the accompanying map. Other ways in and out of the station are shown on the map, which also indicates new locations of the coffee shop and other relocated facilities.

The new stops for reduced fare buses serving the station were established on the west side of Canal Street, between Adams and Jackson Boulevard. These replaced the loading zone at the east end of the concourse on River Drive, which has been closed to traffic because of the construction project.

The station area of the new building will be on three levels—concourse, mezzanine and street. The construction plan provides for escalators to the street level, air conditioning, better lighting and heating, and locations for additional shops and other facilities. Shops will be on both the concourse and mezzanine levels.

The office building rising above it will be the third erected on air rights over Union Station property as part of the proposed $200 million Gateway Center complex being developed by Tishman Realty & Construction Company. It is designed as the focal point, the existing buildings at 10 South and 120 South Riverside Plaza erected in 1967 and 1969 respectively being 22-story structures.

The 35-story building will be a steel frame structure almost square in shape with 1.4 million square feet of space. Contrasting with the black aluminum and dark glass of the present Gateway Center buildings, the exterior will feature exposed concrete columns and bronze-tinted glass. A pedestrian concourse and mezzanine will be located below the Canal Street level.

The new concourse will be the third "union" terminal in the general area of the present building. The first was erected in 1880, and the structure being razed had been in use since 1925.

The crane, as it was ready to move from Seattle Yard. A combination of seven gondola cars and flat cars was required to handle the components.

Cranes for TVA Power Plant Move From Seattle

A 180-ton overhead crane received kid glove handling from Milwaukee Road train and yard crews who were involved in moving the dimension load recently from Seattle to Chicago en route to Brown's Ferry, Ala., where it will become part of the world's largest nuclear power plant.

The crane, manufactured by the Ederer Corporation of Seattle, was custom built for use in the handling of generating equipment at the Tennessee Valley Authority plant at Brown's Ferry. Two similar cranes, each with a lifting capacity of 180 tons, are scheduled for delivery by the Seattle firm within the next year.

A combination of seven gondola cars and flat cars is required for the movement of each crane.

Included in the initial shipment were two girders—one weighing 65 tons and the other 52 tons—together with a trolley weighing 37 tons. The larger crane measured 105 feet in length and 9 feet in height. The trolley was 22 feet long, 12 feet 4 inches wide and 8 feet 10 inches high. A 25-ton auxiliary hoist was also part of the shipment.

The cranes are radio-controlled and when assembled will have a span of 101 feet 3 inches. The operator will carry the radio control box on a neck harness, thus enabling him to move around at will while directing the operation.

The Ederer Corporation, which specializes in custom built overhead cranes, has been engaged in this business since 1901. Projects for which it has supplied them include the John Day Dam in northern Oregon, the Mossyrock Dam south of Seattle, and the Boundary Dam north of Spokane.

The second of the cranes being built for the TVA is due at the Brown's Ferry plant in July of this year, and the third in February 1970. Both are scheduled to be shipped as far as Chicago via the Milwaukee Road.

Three similar cranes, two of 25-ton capacity and one of 125-ton capacity, are also being built by the Ederer Corporation for the power plant.

Inspecting tie-downs to brace the 180-ton crane on its long trip east to Brown's Ferry, Ala., are John Ederer, president of the Ederer Corporation (from left), Gary Troske, Milwaukee Road sales and service representative in Seattle, and Charles Lussier, the Ederer Corporation's traffic manager.

ARAM Scholarship Awarded to Daughter of UP Ad Manager

Pamela Ward

The winner of the Association of Railroad Advertising Managers' scholarship for 1969, as announced at the organization's 45th annual meeting in Montreal, Canada, May 11 - 14, was Pamela Anne Ward, the daughter of Charles R. Ward, acting general advertising manager of the Union Pacific Railroad.

The $500 Gunthorp-Warren Printing Company (Chicago)—ARAM scholarship offered annually to children and grandchildren of active ARAM members is available to both students currently attending a college or university and those who plan to enter this fall.

Pamela, one of six children, is a graduate of Sunset High School in Portland, Ore., where she was a member of the National Honor Society. She is now a junior at Marylhurst College, Marylhurst, Ore., majoring in English literature.

Among her campus activities, Pamela has served as feature editor of the college paper, and as a member of the National Service Honorary and the Christian Coordinating Council. She plans to apply the scholarship toward obtaining a B.A. in English at Marylhurst, her eventual objective being an M.A. degree and a career in journalism.

Andrew P. Hedin

Andrew P. Hedin, 64, retired assistant general freight agent, passed away in St. Ann's Hospital in Chicago on Apr. 14. Services were held in St. Cornelius Church. Surviving are his wife, Margaret; a son, Ronald; a daughter, Mrs. Joan Fugina; and three brothers, Edward, George and Walter.

Mr. Hedin started his career with the railroad in 1918 in the auditor of freight accounts office in Chicago, from which he transferred to the freight department in 1924. Following a series of promotions, he became chief rate clerk in 1948, and chief clerk of the general freight department in 1954. He was appointed assistant general freight agent in June 1956, and retired from that position in October 1963.

Milwaukee Road-North Western Merger Bulletin

BECAUSE the employes of the Milwaukee Road and the Chicago and North Western are following with keen interest the procedures for merger of the two companies, you undoubtedly have read in this magazine and elsewhere that the examiner who conducted the Interstate Commerce Commission hearings into the proposal recommended merger of the two roads.

As you doubtless have read also, the examiner's recommendations are subject to conditions for the benefit of some of the other railroads in the Midwest. The managements of the Milwaukee Road and the North Western consider some of these conditions unacceptable and have urged, in exceptions filed with the Commission, that these certain conditions not be imposed. The next step is for the Interstate Commerce Commission to make its own decision, either accepting, rejecting or modifying its examiner's report.

While there is no way of predicting the date precisely, it appears possible that the merger of the two railroads could take place by mid-1970. In any event, there are many complicated and difficult problems that must be resolved in coordinating the two railroad properties. That is why President Curtiss E. Crippen and President Larry S. Provo of the North Western established the Presidents' Merger Committee—to organize plans for the smoothest possible coordination when the merger does take place. The committee has been operating since January 1, and with the help of hundreds of employes in all departments from both companies, these activities have been proceeding at a satisfactory pace.

In the meantime, the merged company is being referred to as "Chicago, Milwaukee and North Western Transportation Company." However, a number of employes from both the Milwaukee Road and the North Western have suggested that the merger committee consider other names. These have ranged from combinations of words from the names of both roads, such as "Milwaukee & Northwestern Road," to names that are completely different than any combination of the two railroads, such as "Trans-Midwestern Road."

Because of the considerable interest expressed by employes in a new name for the combined roads, the Presidents' Merger Committee welcomes any suggestions you might like to make. Simply indicate your idea on the coupon below and send it to the committee.

TO: PRESIDENTS' MERGER COMMITTEE
120 South Riverside Plaza
Room 500
Chicago, Illinois 60606

The name I suggest for the merged Milwaukee-North Western roads is: _____

_____

_____

_____

NAME and ADDRESS

J. E. Shannon Retires; Honored in Duluth

J. E. Shannon, center, is congratulated at the luncheon in his honor by G. E. Neu, regional manager-sales Minneapolis, left, and D. M. Wiseman, general manager-freight sales, Chicago. Present for the occasion were three of his four sons, coming from various parts of the country.

John E. "Jack" Shannon, district manager of sales at Duluth, Minn., retired recently after more than 40 years of service. Upon leaving the railroad, he was honored by more than 100 of his friends at a testimonial luncheon held Apr. 16 in the main ballroom of the Duluth Athletic Club.

Jack Shannon, a native of Milwaukee, joined the railroad there in 1922, holding clerical positions in the traffic department before leaving railroad service in 1929. He returned to the traffic department at Milwaukee in 1937 and became city freight agent in 1943, advancing to traveling freight agent in 1948. In 1953, he was made assistant general agent in Chicago, and in 1958 appointed division freight agent. He went to Duluth as general agent in 1961, this title later being changed to district manager-sales.

He and his wife, Eleanor, will remain for a time at their home in Duluth, but later will move to Milwaukee. Their immediate plans called for some travel and visits to their children, John Jr. at Stevens Point, Wis.; Thomas in San Diego, Calif.; Jerry and James in Chicago; and Ann (Mrs. Vincent McKoy) at Pasadena, Calif. All four sons are attorneys, and Ann, a former model, now is a housewife.

Shannon's hobbies include an avid interest in baseball, football and boxing, but he also follows golf, bowls occasionally and enjoys gardening.

RETIREMENTS

The following employes' applications for retirement were reported during March-April 1969

General Office & System Employes

Degrazio, Isabel .....Clerk..Chicago, Ill.
Hawkins, F. H. .....Waiter.. " "
Height, A. .....Cook.. " "
Nickols, Percy .....Waiter.. " "
Oldorff, Ann .....Clerk.. " "
Reynolds, C. W. .Asst. Purch. Agt..Seattle, Wash.
Roberta, P. A. .....Clerk..Chicago, Ill.
Shannon, J. E. ...Dist. Mgr. Sales..Duluth, Minn.
Stevenson, J. W. .....Waiter..Chicago, Ill.
Zaret, Simon .....Steno-Clerk.. " "

Aberdeen Division

Bachmeier, V.
Asst. R. H. Foreman..Aberdeen, S. D.
Bucklin, D. G. .....Pass. Cond... " "
Gatzmeyer, A. W. ..Conductor..Montevideo, Minn.
Larson, H. M.
Carpenter Foreman..Aberdeen, S. D.
Schmitt, J. A. .....Sec. Foreman..Linton, N. D.
Thompson, G. E. ...Sec. Foreman..Milbank, S. D.
Wuitschick, L. .....Sec. Lab...Selfridge, N. D.

Chicago Terminals

Adams, C. P. .....Pump. Rep..Chicago, Ill.
Bailey, C. O. .....Buffet Attendant.. " "
Basom, H. E. .....Switchman.. " "
Bass, M. E. .....Bridgetender.. " "
Freeley, P. J. .....Fireman..Bensenville, "
Greenberg, H. E. ...Comp. Operator..Chicago, "
Jacobs, W. P. .....Loco. Engineer.. " "
Johnson, R. A. .....Jeep Operator.. " "

Coast Division

Carufel, A. .Chf. Clk. to Frt. Agt...Spokane, Wash.
Holmes, J. L. .....Electrician..Tacoma, "
Swanson, S. A. .....Conductor.. " "

Dubuque & Illinois Division

Arbuckle, W. F.
Asst. Car Wrecking Foreman..Savanna, Ill.
Thompson, F. M.
Sec. Foreman..Excelsior Springs, Mo.

Iowa Division

Johnson, M. R. .....Brakeman..Perry, Ia.
Shively, R. W. .....Loco. Engineer..Marion, "

Iowa, Minnesota & Dakota Division

Thietje, E. H. .....Sec. Lab...Reliance, S. D.

La Crosse Division

Bergstrom, V. L. ...Trainman..Minneapolis, Minn.
Briggeman, T. .....Sec. Foreman..Westby, Wis.
Clark, W. P. .....Conductor..Watertown, "
Lohneis, L. S. ...Demurrage Clk...Madison, "
Salava, E. G. ...Sec. Foreman..Mazomanie, "
Walsh, P. P. .....Carpenter..La Crosse, "
Wells, V. J. ..Sec. Laborer..Wisconsin Dells, "

Milwaukee Division

Clear, A. A. .....Carman..Milwaukee, Wis.
Herman, John ....Sec. Laborer..Marinette, "
Martin, Henry ....Sec. Laborer..Milwaukee, "
Tucker, Joe .....Sec. Laborer.. " "

Milwaukee Terminals & Shops

Lester, E. E.
Mail Bagg. Handler..Milwaukee, Wis.
Woldanski, J. ....Car Foreman.. " "

Terre Haute Division

Ruckman, E. E. .....Switchman..Crete, Ill.

Twin City Terminals

Anderson, C. A. ....Welder..Minneapolis, Minn.

Son of Stationmaster Taylor Killed in Action in Vietnam

Lt. P. E. Taylor

First Lieutenant Phillip Edward Taylor of the Americal Division of the Army and son of Stationmaster Jim and Mary Taylor of Minneapolis, was killed in action in Vietnam on Mar. 5.

Phillip was a 1964 graduate of De LaSalle High School in Minneapolis, where he was active in football and speech, and won the John Seibel Award for outstanding achievement in drama. He was also active in Scouting.

He attended the University of Minnesota in Minneapolis and enlisted in the Army in October 1966, serving at Fort Polk, La., and later at Fort Ord, Calif. He was graduated from officer candidate school at Fort Benning, Ga., as a second lieutenant with a grade of "outstanding in the field," and taught tactics in the ranger school until his assignment to Vietnam in October 1968.

Burial was at Fort Snelling, Minn., Mar. 18 with military honors. Posthumously, Phillip was awarded the Bronze Star Medal, Army Commendation Medal for heroism, Purple Heart and the Combat Infantryman Badge. Prior to his death he had received the National Defense Service Medal, Vietnam Service Medal, Vietnam Campaign Ribbon, Expert Badge with automatic rifle bar, and Sharpshooter Badge.

Surviving besides his parents are his wife, Mary, and three brothers, Father James Taylor, O.M.I., David and Mark.

Officers of the company who honored Vice President W. D. Sunter at the luncheon in the Chicago Club May 26. Seated at the head table are, from left, R. F. Kratochwill, vice president-finance and accounting; W. J. Whalen, retired vice president-operation; F. G. McGinn, vice president-operation; President Curtiss E. Crippen; Mr. Sunter; Leo T. Crowley, chairman of the board of directors; R. K. Merrill, general solicitor; and E. O. Schiewe, vice president-general counsel.

Tributes Mark Retirement of Vice President W. D. Sunter

William Dunlap Sunter, vice president-rates and divisions, stepped down from that position on June 1, following almost 50 years with the railroad. He retired with the greatest reward a career can offer—prestige in his field and the warm regard of a great many people.

These sentiments were well summarized in tributes from speakers at a luncheon in the Chicago Club on May 26 hosted by Board Chairman Leo T. Crowley and President Curtiss E. Crippen. Approximately 50 officers from all departments were present. Following the luncheon he was honored at an open house held by his staff, at which his associates in the Chicago general offices joined them in extending best wishes.

In the course of his long career, all of which was spent in the traffic department in Chicago, Mr. Sunter had become one of the most widely known traffic experts in the transportation industry. With a broad background in athletics, music and art, all of which he pursued for many years on a professional or semi-professional basis, his friends also credit him with being one of railroading's most colorful personalities.

At the luncheon, Mr. Crippen observed that "Bill not only knows everything there is to know about freight rates, but he also knows most of the top transportation people and industrial traffic executives in the country. But more importantly, I believe they all like him and enjoyed working with him."

This fact was very evident on Apr. 29 when some 400 shippers and representatives of all forms of transportation assembled at the Sheraton-Blackstone Hotel in Chicago for a testimonial dinner in his honor.

Mr. Sunter, a native of Chicago, joined the railroad in October of 1919, following attendance at Lane Technical High School. He continued his education in night classes at Chicago Technical College, where he studied architectural drawing, and later at the Art Institute of Chicago and the Chicago Academy of Fine Arts. At the Academy, fellow students who later made their mark included Walt Disney, Vaughn Schoemaker, and Ferd Johnson, who draws the "Moon Mullins" strip.

In the years that followed, Mr. Sunter began making his own mark at the Milwaukee Road, rising through clerical positions to assistant general freight agent in 1945. Advancing steadily through the traffic organization, he became assistant freight traffic manager in 1956, and general freight traffic manager-sales and service in 1958. From there he moved up to general traffic manager of sales and service and rates and divisions in 1963. He was appointed assistant vice president-traffic in 1965 and elected vice president-rates and divisions on Mar. 1, 1966.

Mr. Sunter has always been a man of diverse interests and talents. In his early years he was very active in sports. As a left hander, he pitched for several of the best semi-pro baseball teams in the Chicago area and doubled as a batting practice pitcher for the Chicago Cubs. He was also a speed skater, and as a member of the Northwest Skating Club competed in meets throughout the Chicago area, including the Silver Skates derbies.

These avocations and his budding career with the railroad were intermingled with an avid interest in music. As a saxophonist, Mr. Sunter played with various dance bands and later led two orchestras of his own. Even today, the railroad and numerous traffic organizations look to him for the hiring of musicians and other entertainers for special occasions.

Mr. Sunter has been active in many traffic groups, being a founding member of the American Society of Traffic and Transportation. He is a member of the executive committee of the National Freight Traffic Association and has served as a director of the Traffic Club of Chicago and Associated Traffic Clubs of America. He is a life member of the National Defense Transportation Association and a member of numerous other clubs and organizations, including the Traffic Club of New York and the Transportation Club of St. Paul.

Somewhere in all of these activities, Mr. Sunter has found time to be a good husband, father and family man. He and his wife plan to continue their residence in Skokie, Ill., where his mother, Mrs. William G. Sunter, lives with them. A son, William Jr., his wife, and grandson Jimmy will be a source of much companionship in the leisure years ahead.

Picture of a mural showing California Gov. Leland Stanford, president of the Central Pacific Railroad, ready to tap in the golden spike at Promontory, Utah, on May 10, 1869. Legend has it that Stanford was critical of the liquor bottles that were displayed in contemporary photographs of the ceremony and commissioned the mural to spruce up the scene. He also had himself painted in, having been missed by the photographers. Blessing the ceremony, at left, is the Rev. Dr. Todd.

The Rails Meet Again at Promontory

The widely publicized spike-driving ceremony at Promontory, Utah—the centennial observance of the joining of the Union Pacific and Central Pacific railroads—was re-enacted on May 10 in a pageant watched by some 12,000 visitors to the site.

As Transportation Secretary John A. Volpe tapped the original spike (borrowed from the museum of Leland Stanford University) into a pre-drilled hole in a crosstie, the message went out over telegraph wires to the Ambassador Hotel in Miami, Fla., "Sir, we have the honor to report the last rail is laid and the last spike is driven. The Pacific railroad is finished."

The message, a duplicate of that sent by President Leland Stanford of the Central Pacific and Thomas Durant, the Union Pacific's executive vice president, to President Grant on May 10, 1869, was relayed to President Nixon at his Key Biscayne retreat.

At Promontory, where the historic trackage was ripped up and melted for scrap during World War II, the National Park Service had restored the site to resemble conditions that prevailed in 1869. Telegraph wires were strung to their original locations, and a mile-long section of old-style ties and rails was relaid on the roadbeds hacked out of the prairie a century ago.

The ceremony was re-enacted by 15 bearded members of the Golden Spike Association of Box Elder County outfitted in period costumes. Conforming to history, the men who portrayed Stanford and Durant missed the spike on their first try, just as the rail leaders did in 1869.

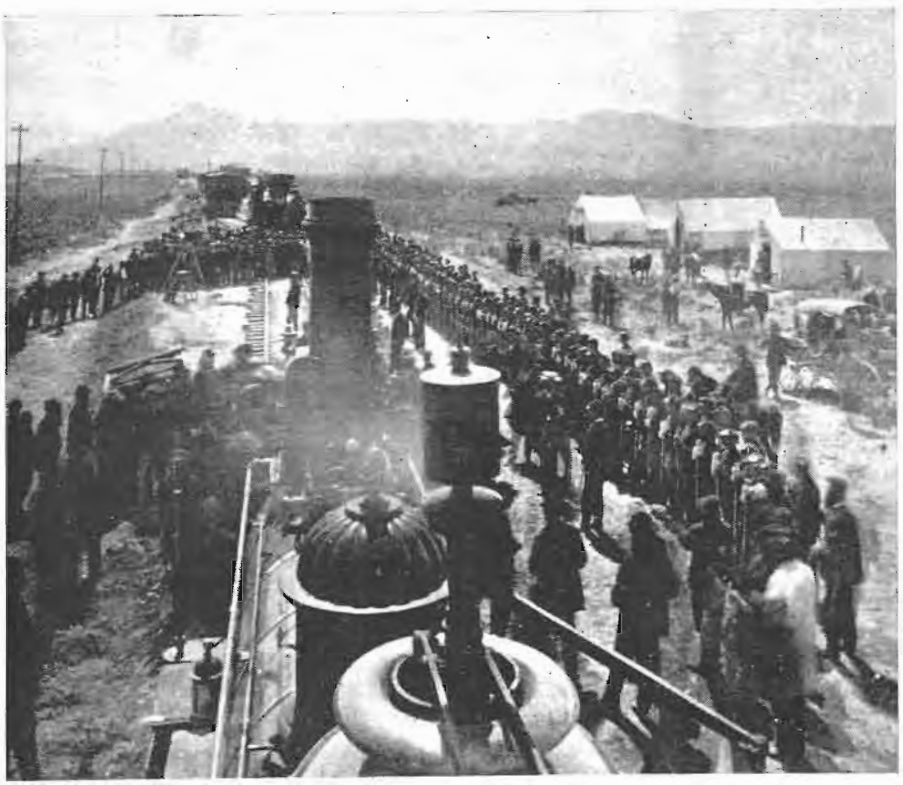
The stars of the performance, however, were near-replicas of the Union Pacific's No. 119 and the Central Pacific's Jupiter which met nose-to-nose that day. Because of their age, the locomotives could not be fired up, but their bells rang and whistles blew, and applause flowed from the crowd as Boy Scouts pushed the cowcatchers together.

The ceremony on the desert 50 miles northwest of Ogden was filled with oratory, flag waving and the recording of the spectacle for television. Secretary Volpe gave the keynote speech, and Thomas M. Goodfellow, president of the Association of American Railroads and chairman of the Golden Spike Centennial Commission, was master of ceremonies.

The Mormon Tabernacle Choir was in full voice, and music was furnished by the Box Elder High School band, a band from Salt Lake City, and the 21st Infantry Band attached to Sixth Army headquarters in San Francisco. The Army band, representing the regiment that was present at the original spike-driving, wore authentic 1869 gold-braided black uniforms made by a Hollywood costumer from a picture furnished by the Utah State Historical Society.

Hollywood was represented, too, in the person of veteran Western actor John Wayne, who had arrived in Salt Lake City on a steam-powered train for the premier of his latest film epic, "True Grit," and stayed on for the show.

During the ceremonies, Promontory was dedicated as a historic site, and a $420,000 Visitors Center just completed by the National Park Service was opened. The visitors' center contains a library, a museum, and a theater for showing a 20-minute film depicting the building of the



"The Rival Monarch"—a picture taken from the cab of the Union Pacific engine a few minutes before the Golden Spike ceremonies were begun at Promontory, Utah, on May 10, 1869.

transcontinental line. Starting June 1, two vintage locomotives will provide a daily re-enactment of "the wedding of the rails."

After the pageant, Secretary Volpe, Union Pacific President Edd H. Bailey, and President Benjamin F. Biaggini of the Southern Pacific (of which the Central Pacific is now a part) took turns in re-enacting the spike-driving again for the benefit of photographers.

Special Train Carries 1,000

For "The Pilgrimage to Promontory" the UP ran a special train which brought 1,000 people from Salt Lake City to Ogden, where they transferred to buses for the remainder of the trip. The 20-car train was pulled by the UP's new 6,600 horsepower Centennial diesel, the most powerful in the world.

Thousands of the spectators took their places three hours before the noon ceremonies, arriving by shuttle bus, private car, a few by helicopter and several on horseback. In the assemblage were dignitaries from Washington, railroad executives, historians, descendants of pioneer track workers, and rail buffs. Gov. Calvin L. Rampton of Utah, who delivered the welcoming address, noted that the turnout was about 12 times the size of the crowd which watched the real thing in 1869.

Secretary Volpe, in paying homage to the past, called the spanning of the continent "a great epic of human will and determination." Reviewing its far-reaching effect on the growth and prosperity of the nation, he used the occasion to point out that the spike-driving ceremony "symbolizes more than a link with history. That spike points the way to the great strides in technology, as well as management and financial expertise that are fast becoming hallmarks of the railroad industry.

"Just as the spike of 100 years ago made it clear to the world that we are a nation of builders, so today's spike makes it clear that the first 100 years were just a start."

Recounting some of the advances made in recent years, he noted that piggyback now accounts for four per cent of total carloadings and could very well double in the next 6 years; that railroads, with multi-level cars, now carry more than half of all new automobiles to market; that five years after its appearance the unit train carries one-third of all rail-borne coal. Even in the passenger business, the outlook is more favorable than many people imagine, he said.

Commenting on the future, he added, "My Departmental experts now forecast that by 1975 a trillion ton-miles of freight will be transported by rail in this country —up 25 per cent in nine years in spite of extremely vigorous competition. With system-wide innovation, consolidation and integration, this figure could prove conservative. So in honoring the pioneers of the past, we also acknowledge the promise of tomorrow. The railroads are just beginning to roll!"

• APPOINTMENTS •

Office of President

Effective Apr. 16, 1969:

L. E. Long is appointed staff assistant to president, succeeding W. W. Rogers.

Engineering Department

Effective Apr. 1, 1969:

C. V. Lund is appointed special assistant to vice president-chief engineer . . . **N. E. Smith** is appointed assistant chief engineer-structures . . . **F. P. Drew** is appointed bridge engineer.

Purchases and Material Department

Effective Apr. 1, 1969:

L. B. Rees is appointed assistant to general manager of purchases and material, with headquarters in Chicago . . . **L. E. Bacon** is appointed assistant to general manager of purchases and material, with headquarters in Seattle.

Sales and Service Department

Effective Apr. 1, 1969:

H. K. Smith is appointed sales representative, Des Moines, Ia.

Effective Apr. 16, 1969:

R. N. Miller is appointed sales representative, Chicago . . . **W. H. Stiyer** is appointed sales representative, Milwaukee.

Effective May 1, 1969:

R. M. Mortenson is appointed district manager-sales, Duluth . . . **D. W. Carpenter** is appointed staff assistant, Chicago . . . **F. K. Cox** is appointed sales representative, Kansas City . . . **V. L. Hartzell** is appointed sales representative, Dallas, Tex.

A HORSE NAMED TRIGGER AND A PAIR OF RODEO QUEENS

Patricia and Pamela were only romper room age when their parents were persuaded to buy them a horse, which they promptly dubbed Trigger. That's what started the whole thing, according to the Walter Rays of Aberdeen, S. D., where Walter is on the engineers' roster and Ida is a stenographer in the division office. Although Trigger has long seen his best years, he still rates ace high with

Pamela Ray

the sisters, today queens in rodeo and horse show circles.

Patricia, the older of the Rays' daughters, reigned last year as Miss Rodeo South Dakota, a title she earned in 1967 at the 48th annual round-up in Belle Fourche. She also participated in the 1967 Miss Rodeo of America contest at Las Vegas, where she spent a fun-filled expense paid week representing her state.

Before that, Pat had won several other queen titles. In 1965 she was queen of a local riding club, and also Lobo Days Rodeo Queen of Northern State College in Aberdeen. The year following, when she transferred to the University of South Dakota, she was chosen University Rodeo Queen. At both schools she served as secretary of the National College Rodeo Association.

Pat graduated from the University last year with a degree in history and Spanish, which entailed a semester of international language studies in Mexico, and then spent the summer on a 10,000-mile tour of personal appearances as Miss Rodeo South Dakota. Presently, she is working in California for an airline.

Pamela, a junior in pre-law at the University of Colorado, has also competed successfully in numerous performance classes and horse shows. More than the other members of the family, Pam is responsible for training their horses, and has raised one special Arabian that tags along on her out-of-town summer job as a relief agent on the railroad.

Both of the girls have represented the Center of the Nation Appaloosa Horse Club at the national Appaloosa shows, Pat in 1967 at Walla Walla, Wash., and Pam last year at Oklahoma City, Okla., where she was chosen from 39 girls as Miss Personality and Appearance. In addition, Pam has reigned as Miss C.O.N. of the National Appaloosa Club and queen of the Hub City Riders Club.

Performing in the show ring has been fun for the Ray sisters, but not to the neglect of other ambitions or interests. When they attended Central High School in Aberdeen, both were National Honor Society students, as well as members of language clubs, the concert band, class plays, and other school-connected activities. For Pat, these included singing with the all-state chorus and accompanying vocal groups, while Pam was on the newspaper staff and assistant editor of the year book. As university students, they have been active in sororities, Pat in Alpha Gama Delta and Pam in Alpha Delta Pi.

Horse and Girls Learn Together

But going back to Trigger, Pat was five and Pam three when they were introduced to the yearling pinto. To mount him, they had to climb on his neck when he was grazing and slide back when he lifted his head. But Trigger was patient, and the horse and the girls learned together.

As the years went by, other horses were acquired. Pam bought a perfect match for Trigger, and the two were trained for "pair class." Mrs. Ray made Indian and Western costumes for the girls, and soon they were bringing home blue ribbons for this class and for other classes with their various mounts. Today they own 10 horses—registered Arabians, Appaloosas and pintos, including colts.

Traveling to the shows required buying transportation for the horses, first a Diamond T truck and eventually a four-horse trailer. Since Mr. Ray was often on the road on show dates, the girls and Mrs. Ray organized a team to load, unload and handle the horses, change gear and tack, and keep track of the various events. All of this has involved a lot of work, but to the Rays, the girls' accomplishments have been a source of pride that made it well worth while.

Patricia Ray

New Piggyback Record

Railroad piggyback traffic set a new annual record in 1968 with revenue loadings of 1,337,149 cars, the Association of American Railroads reported. The total was 10.8 per cent above the record 1,207,242 cars loaded in 1967. Piggyback comprised 4.7 per cent of total carloadings for the year.

Smithsonian Enshrines 'Last Of Steam' Model

A three-foot model of the last steam locomotive built in the United States, switch engine No. 244 of the Norfolk & Western, has been accepted for permanent display in the Smithsonian Institution's Museum of History and Technology in Washington, D.C. The prototype rolled new from the N&W shops in 1953 and was retired in 1958. The display model was built on a scale of one-half inch to the foot by Clarkson & Son of York, England.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

Janet Whatmore

Janet Whatmore, daughter of Freight Claim Agent Harold and Mrs. Whatmore, has been accepted as a participant in the People to People High School Student Ambassador Program to Europe. The program emphasizes the "people to people" relationship rather than "government to government." Janet, 17, attends Ingraham High School in Seattle, where she has been secretary of the Student Association. The trip to Europe will commence shortly after schools close for the summer and for Janet will begin with a flight to Washington, D. C., where the participants will be briefed on attitudes, adjustments to situations, and responsibilities they must assume. Following this, they will visit the State Department for further briefings on subjects such as national policy, be addressed by a representative of the U.S. Information Agency on understanding people of other countries, and tour points of interest in Washington.

Cities they will visit in Europe include Glasgow, Edinburgh, Copenhagen, Stockholm, Helsinki, Leningrad, Kiev, Moscow, Berlin (West and East), Amsterdam, Paris and London. Much of the overnight accommodations will be in the homes of people living in the cities visited, as the phrase "people to people" implies. The trip will cover approximately six weeks.

DISTRICT MANAGER-SALES: Fred Swanson, sales representative, was married Apr. 12 to Sandra Grewell in the Woodland Park Methodist Church. A reception following the service was held at the Swedish Club. The couple honeymooned in the beautiful foothills of the Olympic Mountains on the Peninsula . . . Jack Werner, assistant district manager-sales, returned from Chicago Apr. 1 after six weeks of strenuous study in the management training course.

LOCAL FREIGHT OFFICE: Word was received recently of the passing of Blanche Leech on Apr. 4. She had been an employe in the local freight office for 22 years . . . Mary Webb is doing fine following surgery at Providence Hospital in April . . . Noble McDonough's wife toured Australia for two months, returning home in March . . . Ollive Stiles and husband Ed spent February in Hawaii, returning with beautiful tans . . . Maurene Gibbs and her husband made a hurried trip to Texas recently on account of the sudden death of her brother . . . Ruth Cooke, zone clerk, who underwent surgery in January, is still recuperating at this writing but reported doing very well . . . New employes added to the office force recently include Mary Anne Stone, Margaret Treglown and Barbara Goodwin . . . Barbara and her husband are the proud owners of a 57-pound bouncing St. Bernard; name, Thumper . . . Irene Carleton's young son Mark is again busy winning trophies and medals in competitive swimming. We are real proud of Mark and feel sure he is potential Olympic material . . . Alice Bahl, daughter of Waterfront Checker George and Mrs. Bahl, who will graduate from Tyee High School in June, was the proud recipient of the Girls Club Scholarship and a bouquet of American Beauty roses at the school's recent mother-daughter tea. Alice has been president of the Girls Club the past year.

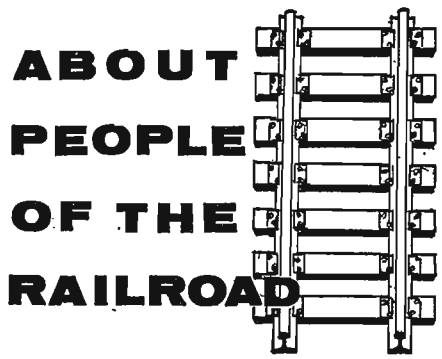
REGIONAL DATA OFFICE: Nancy McIntyre has been welcomed to the department as the new keypunch operator, and Sharon Sarvis is the new comptometer operator . . . Joan Sacco took an early spring vacation with her mother in Reno . . . Lola Thomson vacationed in Hawaii in April but was taken ill and spent some time in a hospital there. As she is not yet able to return to work, Diane Olson is filling her position.

REGIONAL MANAGER-SALES: Sympathy was extended to O. R. Anderson, retired regional manager-sales, upon the death of his brother, a retired C&NW engineer, in Eau Claire, Wis., on Apr. 26. Mr. Anderson flew to the Midwest for the funeral.

SEATTLE YARD OFFICE: Mike Hermann, chief yard clerk, and wife flew to Alaska for the wedding Apr. 5 of their son Larry, former clerk in the yard office here . . . At this writing, Mike and his brother Ted are having check-ups in Providence Hospital.

ASSISTANT TREASURER'S OFFICE: Catherine Hutch, secretary in this office, had a delightful trip in Feb-

Razors are out and whiskers are in at Perry, Ia., in preparation for the areawide observance of the city's centennial June 30 through July 4. Milwaukee Road men who are complying with the "no shaving" edict include (from left) Operator Clare Behlings, Relief Wire Chief Bill Kelley, Dispatcher Phil McKee, Electronics Maintainer Gary Adametz, General Clerk Pete Guinn and Time Revisor Ron Tolle. For more about the centennial, see the Iowa Division news.



Wishes for a happy retirement are extended to Adolph Carufel, chief clerk to the agent at Spokane, Wash. (center), by Assistant Superintendent E. J. Lynam (left) and Agent-Yardmaster L. J. Setchell. Carufel retired with 49 years of service. For details see the Coast Division news.

Chicago Employes Honored by Scottish Rite Bodies

G. E. Stickler

K. E. McClain

Geoffrey E. Stickler, assistant to comptroller in Chicago, was elected Thrice Potent Master, VanRensselaer Lodge of Perfection, Ancient Accepted Scottish Rite of Freemasonry, Valley of Chicago, on May 1, to serve for a two-year term. The Valley of Chicago is comprised of approximately 19,000 32nd Degree Masons.

Mr. Stickler is a member of Ottumwa Lodge No. 16 AF&AM and Clinton Chapter No. 9 RAM—both of Ottumwa, Ia.; Legion Chapter No. 860 OES, and Medinah Temple, AAONMS, Chicago.

Keith E. McClain, of the vice president-operation staff in Chicago and a member of Medinah Temple also, was honored by the Illinois Council of Deliberation of Scottish Rite Bodies on June 6 with the Meritorious Service Award, or Red Hat of Scottish Rite.

Mr. McClain has been a member of the Valley of Chicago since 1950 and is a member and Past Master of D. C. Cregier Lodge No. 643 AF&AM. His organization work includes serving on the Reception and Hospital Committee at Scottish Rite, as treasurer of the Scottish Rite Bowling League, on the Pageant Committee of Medinah Temple, and as Master of Ceremonies in Gourgas Chapter of Rose Croix, AASR, Chicago.

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ruary and March touring the continent of Africa, where, she reports, dairy products are "just out of this world" and meal prices are very reasonable, more so than in this country. The tour took her also to Greece, France and Italy before returning home.

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Company bowling enthusiasts turned out in great numbers Saturday evening, Apr. 12, when the Coast Singles Bowling Party for both the men's and women's divisions was held at the Hillside Lanes in Auburn, Wash. The Doctor DePree men's trophy was won by A. J. "600" Lewark, Seattle switchman, while the Doctor DePree trophy for the ladies was won by Juanita Modglin, secretary in the trainmaster's office in Tacoma. Employes of the general freight office in Seattle who won prizes included Russ Herth, Harold Emel, and Mary Jones, wife of Clark Jones, general freight agent. Other prizes were picked up by the bowlers from Tacoma, according to Dan Cartwright, who again directed this highly successful annual event.

The recent retirement of Adoph Carufel, chief clerk to the agent at Spokane, was marked by his co-workers and other friends with a coffee hour in his honor and the presentation of a cash gift. Mr. Carufel had served the Milwaukee 49 years, starting as a trainmaster's clerk at St. Maries. Subsequently he became steno to freight agent and later a car steno working out of Tacoma. He also served at Miles City, Mont., before 1942 when he was appointed chief clerk in the Spokane office.

The Milwaukee Railroad Retired Employees Club held its Mar. 11 meeting at the Chamber of Commerce Building in Seattle. Your Magazine correspondent was invited to be a guest at this luncheon meeting, at which the members heard an interesting talk on "safety" by Mrs. John Solon, chairman of the Home Division of the King County Safety Department. The meeting was conducted by O. D. Wolke, vice president, in the absence of the president, George Gunderson, who was nursing injuries received in an automobile accident.

Twin City Terminals

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Mark Taylor

John Linner

A record of 50 years of service with the Milwaukee Road at age 63 is the boast of John H. Linner, wire chief in the "C" telegraph office at Minneapolis, who celebrated his 50th on May 12. John started at Minneapolis as a telegraph messenger on May 12, 1919. He next worked as station agent helper at Ridgeway, Ia., and then put in a short stint as second trick operator at Cresco, Ia. He started as a telegraph operator between LaCrosse and Minneapolis on Nov. 1, 1921 and was appointed chief operator in "C" office at Minneapolis in October 1963. His many friends and fellow workers joined in wishing him a happy anniversary.

Mark Taylor, son of this Magazine correspondent and wife Mary, has been awarded a Chick Evans Scholarship by the Western Golf Association at Golf, Ill., and the Minnesota Golf Association. The scholarship is for four years of undergraduate study at the University of Minnesota, and requires that he reside at the Evans Scholars House on the campus. He will enter the University this fall.

Mark was graduated from Benilde High School in St. Louis Park, Minn., on May 31, ranking in the upper fifth of his class, and as a permanent member of the National Honor Society. He had been on the honor roll all four years, besides taking part in various extra-curricular activities. The Chick Evans Scholarship was awarded to him in recognition of an excellent rating as a caddy at the Minikahda Golf Club in Minneapolis. Mark is very interested in golf.

The oldest of the Taylors' three sons, Father James Taylor, O.M.I., received a Master's degree in Education at St. Louis University, St. Louis, Mo., on May 30.

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

We have survived another flood of the Mississippi River. Possibly we learned from the same experience in 1965, but the transfer of our operations again to Minneapolis was carried out smoothly. We are back to normal at St. Paul, and hope it will be a long time before another flood.

Carman Welder Art Anderson retired from active duty in Minneapolis on Apr. 25. Mr. Anderson has been in poor health, and we wish him improved health and many years of happy retirement after 33 years of service with the railroad.

Retired Carman Robert H. Myrtvedt passed away on Mar. 8. Burial was in Lakewood Cemetery in Minneapolis.

Sympathy was extended to the family of Retired Car Inspector Michael Metrick, who passed away in April. Interment was in Resurrection Cemetery, St. Paul.

Welcome to Carol Quick, who has taken the position of stenographer in the materials division. Carol was formerly with regional sales and service in Minneapolis.

Little Mary, five-year-old daughter of Local Storekeeper Stan Kyrk, had surgery for removal of a tumor from the brain. The operation was successful, and we hope she will soon be back to the happy youngster she always has been.

Terre Haute Division

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

The closing of the basketball season climaxed the high school careers of two boys whose parents are associated with the Milwaukee, Gary Williams and Ray Verdeyen. Gary is the son of Ray Williams, our car distributor. Of course, Ray Verdeyen is my son.

Gary is quite an athlete. He stands about 6' 2" and weighs around 220 pounds. His agility, rebounding and the ability to score placed him on the

MECHANICAL APPRENTICESHIP GRADUATE. Harold Peth, a recent graduate of the machinist apprenticeship course at Tomah Shops, is presented his diploma with the congratulations of Shop Superintendent F. J. Reese. The diploma certifies to his successful completion of both our company's on-the-job training program and instructional classroom units at the Vocational School in La Crosse, Wis.

TEENAGERS OF THE THIRTIES is how J. A. Maloney, switchman at Portage Yard (left), and his wife, Toby, are billed for musical engagements, having performed in the field more than 30 years. They double on various instruments, Joe usually on trumpet, drums and trombone, and Toby on the piano solo-vox and vocals. The occasion pictured was a St. Patrick Day party at Madison, Wis., honoring "Roundy" Coughlin of the Wisconsin State Journal editorial staff, for which they furnished the music. With them are Governor Warren E. Knowles (next to Joe) and Wisconsin Supreme Court Justice Harold Hallows.

SILVER SERVICE. P. D. (Pete) Lencioni, bureau head of the rate department in the auditor of freight settlements office in Chicago, right, receives a Silver Pass for having completed 45 years of service. Congratulating him is W. T. Kures, auditor of freight settlements.

◀ **EXCHANGING SILVER FOR GOLD.** R. J. (Ray) Boland, car distributor in the Chicago transportation department, is presented a Gold Pass in return for his Silver Pass in appreciation of 50 yeors of service. Congratulating him is Q. W. Torpin, general superintendent of transportation. Starting as a clerk at Western Avenue Yard in Chicago, Boland has held positions at the Bensenville and Galewood yards, and in the transportation office since 1942.

IF IT ISN'T "LONESOME GEORGE." A group of Milwaukee Road men shown at a chance meeting with George Gobel, who had just finished an engagement at the Auditorium in Sioux Falls, S. D. From left are Car Foreman Ed LeMay, District Sales Manager Ray Kolhoff and Freight Agent John McGuire, all of Sioux City, and Agent Lau Fiorello, Sioux Falls.

SAFETY ENGINEER HONORED. C. O. (Red) Post, district safety engineer headquartered at Austin, Minn., left, is presented a Silver Pass for 45 years of service by P. L. Dempsey, assistant superintendent of safety. Starting in 1924 in the B&B department, Post later was in train service and also worked in the capacity of chief carpenter. He was appointed to his present position in 1958.

Western Indiana Conference team. Gary played for Clinton High.

Ray, who played for Schulte of Terre Haute, is 6′ 2″ and was tenacious in his playing. Still, he was the co-recipient of the Knights of Columbus sportsman award. (Takes after his mother.)

Congratulations and wishes for many years of happiness on the marriages of K. Austin Jr., fireman; W. W. Jordan Jr., fireman; and Shirley McMullen, secretary to Mr. Chamberlain, now Mrs. Shirley Hoke.

Every two years, employes are required to be re-examined on the book of operating rules. This is the year. The examination was quite different. We had about an hour of written examination, and then Mr. Chamberlain and Mr. Finley spoke on the rules for an hour. They brought out a subject that I'll reiterate. While we stress safety first on the railroad, do not fail to practice it at home. With spring house cleaning, check those ladders. I did, and found a step rung damaged.

Talked with several retired employes, namely, R. T. Davis, retired conductor and yardmaster. R.T. is quite a man. He was yardmaster in the days when numerous trains were operating in and out of St. Bernice. I think I would be safe in saying it was the biggest little yard in the country. Yet, he never lost his cool.

Walter Scott stopped in to say hello. You must get Walter to recite the ditty about a person asking for work. Jimmy Ogden, retired dispatcher and safety engineer, was telling about a hobby of his. It is quite interesting. Jimmy has promised some minutes on this hobby. I'll cue you, in the future.

Our sympathies to Marie Rubasam, retired secretary to the roadmaster, on the death of her husband. Also, to the family of Harry Kneeland, retired billing clerk. Harry was active in Masonry. He was a great man in a kindly way.

Chicago Terminals

GALEWOOD

Judy Parsons, Correspondent

S. J. Boyle

Stanley F. Boyle, general clerk in the freight office, was recently elected mayor of the Village of River Grove for his second consecutive four-year term. Mr. Boyle, a 34-year veteran of the Milwaukee Road, is a long-time resident of River Grove. He served as a trustee of the village from 1947 to 1961, when he was elected justice of the peace. In 1963 he was appointed magistrate of the Circuit Court of Cook County. In April 1965 he was elected mayor of the village, and due to his outstanding record of the previous four years, he was reelected on Apr. 15 with no opposition. During this time, he served 24 years as a Republican precinct captain, and is a member of the Regular Republican Organization of Leyden Township, having served the past 10 years as a director, 2 years as vice president, and 2 years as president. He has also spent much time in many other civic and community affairs of the village.

March 31 marked the retirement of Ann Oldorff, clerk in the regional data office. J. F. Millard, regional data manager, presented Ann with a hand-tooled wallet filled with donations from her co-workers and friends. Ann had worked for the Milwaukee Road 34 years when she retired.

Mrs. Mary Giertz, mother of Irene Giertz, per diem clerk, and mother-in-law of Stanley Boyle, general clerk, passed away on Apr. 5 after a long illness. Sympathy was extended to their families.

Sorry to report that Josephine Piconere, clerk, and J. B. White, car record supervisor, are both on sick leave at this writing. We hope to see them back soon.

Welcome back, Kay Broda. Glad to see you after your sick leave and looking good as ever. Also Ray Bishop, chief clerk of the freight office, and Frank Cyzio, timekeeper at the freight house, from your Florida vacations.

Some new faces around the office are Henry (Butch) Balcer, Olive A. Zahn, Vehra Waller, Pamela Roach and Richard Potter, who came to us from W. J. Hamann's office. Also Jennifer Heyne and Terry O'Brien in the regional data office.

Janice Gray, wife of Wayne Gray, per diem clerk, and a clerk in the regional data office, is on a maternity leave to await the arrival of their first child in July.

Fred Wendland Sr., father of Fred Jr., caller at the freight house, passed away May 2.

Trainman Alan F. Marschall Killed on Duty in Vietnam

Sp/4 Alan Marschall

Sp/4 Alan F. Marschall, 21, a brakeman on the Chicago - Elgin suburban line of the Milwaukee Road, was killed in Vietnam on Mar. 21 when the helicopter in which he was a crewman was hit by enemy fire while landing near Saigon.

Marschall, a 1966 graduate of Fenton High School, Bensenville, Ill., completed his Army training at Fort Polk, La., last spring and had been on duty in Vietnam since mid-summer. In recent letters, he told of having "adopted" an eight-year-old Vietnamese orphan, whom he was feeding and teaching English.

He was the son of Mr. and Mrs. Leonard Marschall of Bensenville and the fiance of Nyla Mosser, a teletype operator in the Chicago communications relay office. Besides his parents, he is survived by two sisters, Debbie, 16, and Donna, 13.

Services were held at the Peace United Church of Christ in Bensenville, with interment in Mt. Emblem Cemetery, Elmhurst, Ill. More than 800 people paid their respects at the mortuary, including co-workers of his father, a pressman for the Chicago Tribune.

Aberdeen Division

EAST END

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

After 44 years with the signal department, mostly at Milbank, S. D., Ernie Hanson decided to try the retirement life. His friends and co-workers feted him at a party at the Lantern Inn at Milbank on Apr. 12, gave him a gift, toasted his health, and said nice things about him. The Hansons will continue to make their home at Milbank.

Agent Virgil Parker announced, via cigars, that Teresa Margaret arrived at his house, with the spring . . . Mar. 19. That makes three for Muggs and Virgil.

Switchman Kenneth Tostenson, who came to the Milwaukee in 1957, has gone into business for himself, having purchased a road construction company—a farm with a gravel pit on it—and so he will no longer be swinging his lantern in Montevideo Yard. Besides all this, Ken is also a member of the Montevideo school board.

Retired Conductor Tom Monroe passed away in March at Minneapolis. He was a passenger conductor at the time of his retirement in 1957. Engineer Kenneth Iverson of Minneapolis died on Apr. 13, at the age of 58. He last worked in 1965, and had been ill with a heart condition since that time.

Retired Engineer Lyle Sweeney, 79, died in Minneapolis in March.

We welcome back to the division the new division engineer at Aberdeen, Frank Pawlak. Several years ago he was the assistant there. The assistant now is Glen Hayen, who came to Aberdeen from Tacoma.

After a winter of record snowfall, and then a spring of record-breaking floods, the Aberdeen Division is getting back to normal. "Normal" is almost a forgotten word after almost five months of sheer frustration.

Conductor Wally Natzel wears his new title proudly . . . it's "grandpa." Conductor Clyde Adamson, too, is experiencing the same situation. Both young 'uns are boys.

A NIGHT TO REMEMBER. This "don't miss" occasion was the 10th annual reunion of active and former comptometer operators who have worked together at one time or another in what was our central computing bureau in Chicago. Attending the get-together in the Germania Club on Apr. 15 are, seated from left, Bernice Thiel, Elsie Hoffman, Harriet Lorenzewski, Mary Ujcik, Elvira Ahlberg, Frances Schmugge, Grace Larsen, Ruth Nelson, Lillian Scarbeck, Juanita Chambers and Pearl Nelson. Standing, from left, Nettie Felbinger, Bodelle Huss, Rosebud Wittwer, Mildred Kolstedt, Evelyn Gunnell, Betty Luman, Hazel Trophenbaum, Mary Kelly, Linnea Ringdell, Sophie Walker, Charlotte Wood, Naomi Johnson, Stella Murphy, Violet Nordhaus, June Mathisen, Jackie Elichy, Hazel Dillon, Dorothy Rozek, Betty Montgomery, Ruth Anderson (rear) and Gertrude Walsh.

Rocky Mountain Division

EAST END

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

Retired Roundhouse Foreman Hobart M. Aggers was honored recently with a gold citation and diamond pin certifying his life membership in the International Association of Machinists. He has been a member for 50 years.

Conductor E. R. Martin was returned to the city council by the voters of ward four. He is starting his 10th year as councilman in Miles City. Don Gunther, son of Brakeman and Mrs. A. L. Gunther, has also been returned to the council and is the other councilman for ward four. This is Don's second term.

Alvera Preston, wife of Brakeman K. C. Preston, was tops with 1631 pins for the Scratch-All Events in the 1969 Miles City Women's Association bowling tournament.

Charles Beauchot, a former brakeman and son of Conductor and Mrs. R. E. Beauchot, is now a Miles City police officer, and has recently returned from a law enforcement photography school where a course was given in the use of photography in collecting and processing evidence.

Among the students elected to the National Honor Society at the Custer County High School were Bev McDowell, daughter of Brakeman and Mrs. Donald McDowell, and Don Guidice, son of Engineer and Mrs. Charles Guidice. Brenda Richards, granddaughter of deceased Dispatcher and Mrs. C. H. Richards, has been named salutatorian at Custer.

Gene Prahl, son of Wire Chief and

"ALL SAFE" TERMINALS RECORD. Chicago Terminals Pilot J. T. (Jim) Carlson, shown displaying his Silver Pass, is congratulated by Trainmaster Thomas Curley on the fact that his 45 years of service have been completely free from involvement in a reportable injury. All of Carlson's service has been in the terminals, starting as a messenger and later as a yard clerk and transit clerk at Galewood. He became a switchman in 1937 and has served on the pilot's position since 1963.

GIFTED. Division Engineer Harry Walter expresses his thanks for a set of golf clubs presented him as a farewell gift at a dinner in Aberdeen, S. D., which marked his recent transfer to the general office in Chicago. Seated, from left, are Mrs. R. L. Martin, wife of Superintendent Martin, Mrs. Walter, and Stan Voas, solicitor far North and South Dakota, who was master of ceremonies.

COUNCIL BLUFFS VETERAN RETIRES. Laurence E. Underwood, engine foreman at the Council Bluffs yards, receives the good wishes of Assistant Trainmaster Dale H. Burke for a long, happy retirement. Starting as a yard clerk in 1919, Underwood became a switchman in 1923, and upon retiring had 49 years of service. He and Switchman Ted Rice, who also retired recently, were honored at a party held in the Council Bluffs freight house.

here's how we're doing

	First Quarter Ending March 31 1969	1968
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc.	$65,939,371	$66,520,237
PAID OUT IN WAGES	31,810,731	28,188,145
PER DOLLAR RECEIVED (cents)	48.2	42.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,497,715	3,123,525
PER DOLLAR RECEIVED (cents)	5.3	4.7
ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest	37,024,804	34,568,487
PER DOLLAR RECEIVED (cents)	56.1	52.0
Ordinary Income or (Loss)	(6,393,879)	640,080
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS: Number of cars	255,413	264,524
Decrease 1969 under 1968	—9,111	

Mrs. Carl Prahl, received the top award at the 18th annual awards and recognition ceremony for VA Hospital volunteers. Gene received a pin in recognition of 2500 hours of service. He has been on a regular volunteer assignment since December 1966.

Mary Haughawout, whose father was a B&B foreman and one of her brothers a retired brakeman, was chosen Secretary of the Year during the VA Hospital observances of National Secretaries Week.

Dr. William Elbert of Anaconda was elected president of the Montana Chiropractic Association for the coming year. Doctor Elbert is the son-in-law of Yard Clerk Leland Richey.

Switch Foreman E. Z. Babcock has learned that his nephew, Lynn D. Baker of Miles City, now a graduate student in Latin American history at the University of the Americas in Mexico City, has been placed on the high dean's list for academic excellence for the second consecutive quarter. In addition, he has been selected for membership in the international Latin American Studies Association, the only graduate student so chosen this year. Baker is the 10th LASA member in the history of the University, and ranks in the top five per cent of all North American graduate students.

Train and enginemen working between Miles City and Marmarth received a very nice "thank-you" from Mrs. Sadie Mayo of Terry, Mont., for their gift to her. Mrs. Mayo for years has waved to the men on the trains passing her home. However, this past winter she suffered a broken hip and has just recently been released from the hospital. It is hoped she will be up and about soon.

The Miles City chapter of the Milwaukee Women's Club had an interesting program on dolls for its March meeting. Mrs. W. E. Siewert gave a talk on dolls as a hobby, showing her collection. Mrs. Theodore Dudley showed her collection, including dolls from many countries, all in their native dress. Mrs. L. G. McDonald showed some very old dolls she has, including one that survived the Chicago fire. Mrs. Mae Welch and Mrs. McDonald were hostesses.

The bowling team sponsored by the club served a salad bar luncheon for the April meeting, at which time Mrs. Theodore Dudley showed her pictures of the Holy Land.

April 26 was the date for another dinner served by the Milwaukee Service Club to active and retired employes and their families. An excellent dinner was prepared by Chef Bill Norton and crew, with bingo and dancing following the meal.

Our sincere sympathy is extended to the following persons: Harold Baker for the loss of his father . . . Charles L. Hawkins for the loss of his wife . . . Everett Iholts for the loss of his wife . . . . Mrs. Kermit Slater for the loss of her sister . . . to the family of Mrs. Clyde Mowery . . . and to the family of Art Lynam. Art had been on our yardmen's seniority list, but unable to work in that capacity for a number of years. He passed away at the age of 47 in South St. Paul.

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Warfield Munce, a retired substation operator at Two Dot, Mont., and mayor of Harlowton, has been elected again as mayor. He has always done an exceedingly good job at any of his work.

Louis Siqveland, 90, retired transfer worker, passed away at Harlowton. He had been in ill health only a short time. He came to the United States in 1906, and took the stage to Two Dot, where he first worked as a ranch hand on the Haymaker ranch. He and his wife, whom he married in 1909, homesteaded at Oluf in 1911. They later owned a ranch nearer Harlowton, and engaged in dairying until 1941, after which time he worked on the transfer. Retirement was in 1954.

Fred Hanzlik, carman, retired after 27 years of service at Harlowton. He was the first baby born in Harlowton, and his folks were the first settlers in Harlowton. He was also a long-time member of the Harlowton fire department, from which job he retired at the same time as from the railroad.

V. W. (Tige) Sedgwick, locomotive engineer on the old TM division, underwent surgery in Billings.

Herman Murch, switchman, suffered a broken back in an auto accident when his car skidded on black ice near Ryegate, Mont. He is now up and around, but in a body cast. Others in the car were unhurt.

Barney Grinnvoll, shop laborer, received word that his daughter, Gudne, who is an electro-encephalography technician at the Mason Clinic in Seattle, has been named the outstanding employee of the clinic for 1968.

We again extend congratulations to sons and daughters of our railroad people for being on high and junior high honor rolls. They are Dorothy Lopach, Jan Girard, Atha Griffith, Linda Massing, Peg Stewart, Linda Tronnes, James Knudson, Colleen Murphy, Marilyn Peccia, Carol Daggett, Bill Duncan, Kathy Winsky, John Daggett, Bob Duncan, Steve Irion, Nancy Mahoney and Michael Murphy. And on the MSU honor roll, Robert Thompson and Marvin Rasmussen.

The talk about tough winters in the future will be about January, 1969, for official weather bureau records prove it was the coldest in 76 years of keeping statistics. More snow than usual, too. However, March came like a lamb and went out like a little curly critter, too.

Gail Corson, daughter of Foreman George Corson of Lewistown, became the bride of Dale Kurns, also of Lewistown, in a ceremony performed in the Sapphire Room of the Yogo Inn Feb. 22. This was the first complete wedding in the Sapphire Room, which once

Mr. and Mrs. Dale Kurns

was the old waiting room of the Milwaukee Road depot in Lewistown. The depot has been transformed into the large and beautiful Yogo Inn. The bride, given in marriage by her father, wore a street length sheath of white slipper satin with long lace sleeves, a coat of matching lace, and carried a bouquet of yellow rosebuds and white carnations. Her brother, George Jr., machinist apprentice at Harlowton, served as best man. Mr. and Mrs. Kurns will reside in Billings, where she is a secretary with Northwest Surgical Supply and he a bricklayer.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

The Montana chapter of the Morse Telegraph Club held its annual banquet at Landons Cafe in Deer Lodge on Apr. 26. The Milwaukee was represented by Mr. and Mrs. Bill Hall, Mr. and Mrs. Mike Beckert and Mr. and Mrs. George Hamblin, all from Deer Lodge, and by Barney Buzdikian of Three Forks. Janice Hall is vice president, and George Hamblin is historian.

Harlen Johnson, chief clerk to the superintendent, has been off for about three weeks at this writing, while recuperating from an operation.

There is a new baby boy, Stephen James, at the Jim Satake home.

Iowa Division

MIDDLE AND WEST

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

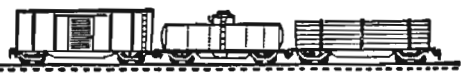
Sandra Buck

Mr. and Mrs. Claude A. Buck Jr. of Perry announced the engagement of their daughter, Sandra Sue, a senior at Perry Community High School, to Ronald LeRoy Harrod, son of Traveling Car Agent and Mrs. Glen P. Harrod of Perry. Ronald, a graduate of the Ottumwa high school, is employed at the Woodward State Hospital and School, Woodward, Ia.

True to the edicts of the centennial committee, some of the Brothers of the Brush for Perry's centennial celebration who work in the division offices and are available at one time are pictured in this issue of the Magazine with their beard growth. Bill Kelley is shown in full attire, Phil McKee displays a colorful striped vest and sleeve garters, and he and Clare Behlings are wearing the "Perry Centennial" string ties. These costumes are too elaborate for every day wear at work, but really brighten the day when they appear. The girls so far are sporting "Belle" buttons and waiting for the dressing in fancy styles.

Retired Engineer O. V. Robinson

Carloadings



JANUARY-MAY 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	FIVE MONTHS 1969	FIVE MONTHS 1968	INCREASE 1969 over 1968	INCREASE % of increase
6.2%	All other paper or allied products	30,213	29,582	+ 631	+ 2.1%
3.7	Coal	38,048	36,540	+ 1,508	+ 4.1
3.6	All other wood products (incl. plywood)	12,224	11,651	+ 573	+ 4.9
3.5	All other chemicals or allied products	15,614	15,161	+ 453	+ 3.0
2.8	Canned fruits, vegetables and sea foods	10,622	10,095	+ 527	+ 5.2
2.3	Pulp or pulp mill products	7,047	6,568	+ 479	+ 7.3
2.3	All other primary metal products	7,968	6,918	+ 1,050	+ 15.2
1.9	Nonmetallic minerals; except fuels	15,472	15,381	+ 91	+ .6
1.3	Malt liquors	9,486	7,658	+ 1,828	+ 23.9
1.3	Electrical machinery or equipment	7,031	6,025	+ 1,006	+ 16.7
.7	Beverages; except malt liquors	4,492	4,107	+ 385	+ 9.4
.5	Soybeans	3,198	2,808	+ 390	+ 13.9
.5	Potatoes, other than sweet	2,803	2,542	+ 261	+ 10.3
.4	Fresh fruits and vegetables	2,939	2,342	+ 597	+ 25.5
.3	All other farm products (incl. sugar beets)	5,924	3,203	+ 2,721	+ 85.0
.1	Small packaged freight shipments (LCL Mdse.)	129	112	+ 17	+ 15.2
10.9	All other carload traffic	32,454	31,966	+ 488	+ 1.5
42.3%		205,664	192,659	+ 13,005	+ 6.8%

	loading of these commodities **DECREASED** in 1969 under 1968	FIVE MONTHS 1969	FIVE MONTHS 1968	DECREASE 1969 under 1968	DECREASE % of decrease
9.2%	Lumber or dimension stock	22,540	24,383	— 1,843	— 7.6%
9.0	Grain	27,322	27,849	— 527	— 1.9
4.6	Motor vehicles	8,733	10,091	— 1,358	— 13.5
3.7	Meat, fresh, chilled or frozen	14,923	16,937	— 2,014	— 11.9
3.4	Primary iron or steel products	13,435	18,232	— 4,797	— 26.3
3.2	Grain mill products	21,388	23,370	— 1,982	— 8.5
2.9	Stone, clay, or glass products	15,635	16,079	— 444	— 2.8
2.8	Industrial chemicals	7,919	8,810	— 891	— 10.1
2.8	All other transportation equipment	12,514	15,000	— 2,486	— 16.6
2.6	All other food products (incl. sugar)	11,223	11,300	— 77	— .7
2.2	Freight Forwarder and Shipper Assn. traffic	9,708	10,155	— 447	— 4.4
1.8	Fabricated metal products	6,100	7,285	— 1,185	— 16.3
1.8	Waste or scrap materials	10,666	10,679	— 13	— .1
1.6	Primary forest products	17,492	19,763	— 2,271	— 11.5
1.3	Petroleum, natural gas or gasoline	7,924	8,622	— 698	— 8.1
1.3	Farm machinery or equipment	6,045	6,977	— 932	— 13.4
1.3	All other machinery; except electrical	3,715	3,741	— 26	— .7
1.0	Dairy products	4,771	5,377	— 606	— 11.3
.5	Metallic ores	1,223	2,637	— 1,414	— 53.6
.5	Coke oven or blast furnace products	3,401	3,476	— 75	— 2.2
.2	Livestock	790	1,032	— 242	— 23.4
57.7%		227,467	251,795	— 24,328	— 9.7%
100.0%		433,131	444,454	— 11,323	— 2.5%

AMONG OUR BOWLERS. Larry Harvey, relief dispatcher at Perry, Ia., displays his trophy as one of four state champions of the bowling tournament held at the recent Moose conference in Marshalltown. Harvey, a son of Retired Agent Fred Harvey, Bayard, Ia., is a past governor of the Moose Lodge. Like many Perry citizens these days, he is cultivating a beard for the city's upcoming centennial celebration.

passed away Mar. 19 at the Lutheran Home in Perry, where he had resided about 11 years. He is survived by one son, Merle Jean Robinson, a former Milwaukee Road employe, and four grandchildren.

Assistant Roadmaster and Mrs. Glenn Miskimins welcomed a baby girl into their family Mar. 29.

April 7 was the wedding day for Patricia Shearer, daughter of Traveling Engineer and Mrs. Kenneth Shearer Sr. of Sioux Falls, S. D., to Lt. Robert Gene Berlin. She is a junior student of nursing at the University of Wisconsin and her husband, a 1967 graduate of the University, is stationed at Lockbourne Air Force Base, Columbus, Ohio. The Shearers resided at Perry until 1964.

Mrs. H. C. Lewandowski, who was in the local hospital for several weeks following a fall in her kitchen, has returned home to her family, three teen-age boys and an active one-and-a-half year old daughter. Roadmaster Lewandowski's mother came from Wisconsin to take charge while his wife was in the hospital.

Alice McGuire, former clerk in the division offices at Marion, and at Perry from 1957 until she retired several years ago, has moved to the Crest View Nursing Home in Marion.

Mr. and Mrs. William D. Donahue of Maryville, Mo., have announced the engagement of their daugher, Connie Sue, to Micheale Alan Frease, son of Dispatcher and Mrs. Glenn Frease of Perry. Miss Donahue was graduated this spring from the Maryville RII School, and her fiance is being graduated from Northwest Missouri State College. A summer wedding is planned.

Retired Conductor John McCurdy, 79, passed away Apr. 20 in Dallas County Hospital in Perry. Burial was in Rockford, Ill.

Superintendent and Mrs. R. H. Love's son, Lt. Thomas R. Love, was a member of the special Aerospace Rescue and Recovery Service task force strategically located around the world to support the Apollo 9 space mission. Lieutenant Love is a rescue pilot at Kindley Air Force Base, Bermuda. He received a B.B.A. degree from the University of Notre Dame in 1966 and was commissioned there through the Air Force Reserve Officers Training Corps program. His wife, Kathy, is the daughter of Mr. and Mrs. Samuel E. Patrick, Lubbock, Tex.

Mr. and Mrs. Ronald Porter of Perry are the parents of a girl born Mar. 26. Grandparents are Caller and Mrs. Donald Porter.

Retired Engineer W. A. Callahan, 77, of Perry passed away Mar. 3 at the Methodist Hospital in Des Moines, where he had been a patient since Feb. 13. He retired in 1959 after 47 years with the Milwaukee Road. Surviving are his wife, a daughter, two grandsons, three step-grandchildren, two great-grandchildren and two sisters.

Retired Conductor Noah DeVere Richards, 52, passed away Mar. 4 at Duarte, Calif. Funeral services were held in Woodward, Ia.

A former Milwaukee Road employe, Kenneth Reigle of Portland, Ore., passed away in that city in March. He had been an engineer for the SP&SR Railroad.

Funeral services were held in Perry Apr. 2 for Mrs. Fred Peterson, widow of Engineer Peterson and mother of Conductor Robert Peterson.

Chief Dispatcher and Mrs. John D. Galiher proudly announced the arrival of the first grandchild to carry the family name when their son Richard and his wife, Karen, became the parents of a boy Apr. 7. Carman Charles and Mrs. Susich are the other new grandparents of this Milwaukee Road baby. Dick works as a relief agent during summer vacations.

La Crosse Division

LA CROSSE AND WEST

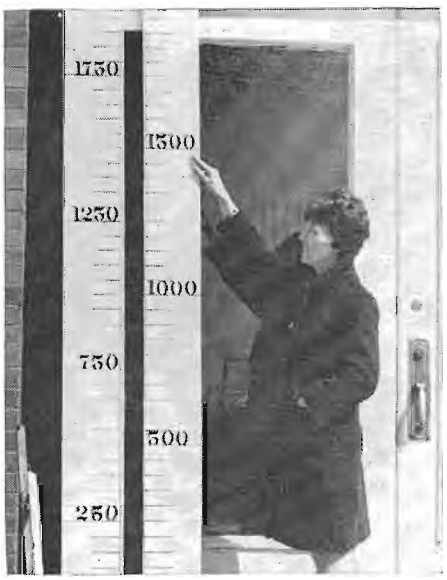
Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Leo Belke retired on Feb. 28 after working as a crew caller at La Crosse for a number of years. Mr. and Mrs. Belke made their home at Sparta, Wis., where he worked as a baggage handler before coming to La Crosse.

Sympathy was extended to the Hart family when their mother, Rose, 91, passed away on Mar. 6. Three of her sons are employes, all at La Crosse: Clifford, a car man; James, car foreman; and Charles, crew caller. Another son, John, and a daughter, Mrs. Blanche Wittenberg, both of La Crosse, survive, as do a sister, Mrs. Anne Rutledge of Ivor, Va., 12 grandchildren and 23 great-grandchildren. Burial was in the Catholic Cemetery at La Crosse.

A letter from Retired Engineer S. J. Malkowski, formerly of Minneapolis, informed us that he now makes his home in Mosinee, Wis. Malkowski will be remembered by our readers as the engineer on the La Crosse-Minneapolis run of train No. 55, including its last steam-powered trip behind locomotive No. 261 on Sept. 28, 1954. He retired in September 1962.

La Crosse recently experienced the second highest flood crest in its history. Much was learned from the 1965 flood, and La Crosse was very well prepared for the rising flood waters, with earthen dikes erected in advance and sandbagging and plastic covering used in many locations. As a result, the city was spared much expense and inconvenience. Everything went along quite well, and the Road continued to operate one passenger train each way daily east of La Crosse during the entire time. It was a happy community when on Apr. 20 the crest was reached at 15'7", which was one foot lower than the expected crest. We experienced some anxious moments when the south wind, gusting at 35 mph, caused four-foot waves in the Brice Prairie area just north of the city, and later turned to the northwest to strike at homes on the west side of La Crosse when the



READING THE $$$ REPORT. Checking progress on the Foreign Festival which raised more than $1,600 this year for projects supported by the Perry (Ia.) Council of Churches is Mrs. Marvin Harmann, wife of Conductor Harmann, who was financial chairman. More than 1,000 persons visited the festival and hundreds of interested people contributed time, effort and money to support the group's projects, which include a two-way student exchange and scholarships to trade schools. (Perry Daily Chief photo)

The Drake

denly on May 6 following emergency surgery. He had been ill only a day or so. A requiem Mass was said in St. Joseph's Church, Seattle, and burial was in that city. Surviving are his wife, Margaret; sons Richard and John in Chicago; a daughter, Mrs. Russell Vandenberg, and son James in Seattle; and seven grandchildren.

Doug was born in Michigan City, N. D., and started with the railroad in 1925 as a stenographer in the car department on the Rocky Mountain Division. In 1936 he went to Seattle as secretary to the general manager, from which position he was promoted to assistant car distributor in the transportation department there. Later he served as the Seattle representative of the mail, baggage and express department, and as chief clerk of the Chicago office since 1959.

TRAFFIC DEPARTMENT

Sharon L. Penington, Correspondent

Janet Kelly

Janet Kelly, daughter of Jim Kelly, the railroad's geologist, was graduated Cum Laude from Carroll College at Waukesha, Wis., on May 18 with a B.S. degree in pre-medicine. She has been accepted at the University of Illinois Medical School starting this fall. As a matter of general interest, Commencent at Carroll College included the presentation of an Honorary Doctor of Humane Letters degree to Lynn Fontanne, the distinguished actress, who with her husband Alfred Lunt lives in the country near Genesee Depot, Wis.

Another happening in the agricultural and mineral development department. Gabriel Zawadzki, agricultural agent for this area, was married on May 3 to Mrs. Margaret Peters in Toledo, Ohio. They are making their home in Elgin.

A hearty welcome back was extended to Bob Maraccini, who returned to us after spending two years with Uncle Sam. We're glad to have you back with us, Bob.

The welcome mat was extended on Apr. 24 to June Dopp. June came to our company from the CB&Q. She is a resident of Chicago.

The Milwaukee Road bowling team captained by W. R. Hayghe, assistant to vice president-sales and service, won first place in the suburban league of Elgin, Ill. The members were, in addition to Mr. Hayghe, K. G. Hosfield, assistant general manager freight sales; Bruce Jensen, agent for the EJ&E at Spaulding, Ill. (on loan from the Milwaukee Road); and Frank George and Dan Parks, local businessmen in the Elgin area.

Going into the last night of bowling on April 21, it was a three-way horse race, with the Milwaukee Road team leading by one point. The pressure was on, since they had to win 2 of the remaining 4 points to clinch the title. However, they came through with flying colors and took all three games, thus winning the 4 points and the race by three lengths.

Cannonball Conductor Feted at End of the Line

Conductor W. P. Clark punches the ticket of Miss Rita Gebel, one of his passengers from Oconomowoc, Wis. (Milwaukee Journal photo)

"Bill's kind of a special guy," said one of his friends at the retirement party held in Watertown, Wis., for Conductor William P. Clark. "Otherwise do you think the wife and I would drive all the way down from Green Bay?"

Altogether, more than 100 railroad people, passengers on Clark's run, and other friends turned out for the Saturday night party Mar. 22 at Plattdeutscher Hall. Among those from the Milwaukee were Division Superintendent F. H. Ryan, and General Superintendent R. R. Brown, who was master of ceremonies.

Clark's faithful passengers were members of the Cannonball Regulars—people living along the line between Watertown and Milwaukee who work in the city. For nine years, morning and evening, Clark had punched their tickets, held the train when he saw them running for it, and otherwise earned their friendship and esteem. Five years ago, when he turned 65, they held a party for him aboard the train and presented him with a birthday cake.

One of his passengers who lives near Oconomowoc mimeographed the invitations for the retirement party, which were passed out on the train. As master of ceremonies, Mr. Brown told how Clark joined the railroad as a brakeman in 1918, quit the following year, and came back for good in 1920. He had been a conductor since 1929. At one time he was on the Oconomowoc-Watertown switch run, at another he operated between Milwaukee and Portage, but of his various jobs, that which distinguished him was the final one on the Cannonball. On his last trip, some of the regulars who ordinarily get off at intermediate stops rode with him all the way to the end of the line.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

Best wishes are being extended to Andrea Dembski, secretary to manager, rates and tariffs, and Michael Carmean, who announced their engagement on Mar. 1. Mr. Carmean, who is a native of Dunkirk, Ohio, is an engineer at Automatic Electric Company, Northlake, Ill. A Nov. 15 wedding is planned with a honeymoon in New Orleans.

We all miss Donald J. Kinsfather, director of maintenance, who moved his headquarters from the Chicago general office to the Bensenville Piggyback Park. Mr. and Mrs. Kinsfather are justifiably proud of their son, Donald P., who was recently elected to membership in Omicron Kappa Upsilon, XI Chapter, Honor Dental Society. This is an honor bestowed only on those students who have high scholastic standards and excellent character for the entire four years they have attended dental school. Don, who graduated from Marquette University School of Dentistry May 25, maintained the highest average record in his class for three years. (This year's results have not been published as yet.) Don has accepted an appointment with the Public Health Service and will be stationed in Baltimore, Md.

BURGLARS BEWARE—there are sharpshooters in the E. A. Solvie (manager piggyback-container services) family. At an indoor archery tournament held on Mar. 22 for Schaumburg, Ill., young people, approximately 30 contestants entered. The three children of Mr. and Mrs. Solvie each won the contest for their age division. Each contestant fired ten rounds of five arrows with a possible point accumulation of 250 for all bullseyes. The scores of the young Solvies were as follows: Craig (age 7) 177; Suzie (age 10) 188—she shot four bullseyes; and Scott

(age 14) 217.

Loretta and Graziano Bertini welcomed a baby boy, Darien Joseph, on Apr. 8. They are also parents of Kellie Ann (age 1). Until her marriage, Loretta was secretary to Jean Poer, MMTC controller.

We're happy to report that Betty Ziegler, formerly secretary to MMTC director of maintenance, is recovering after back surgery. Betty, an avid golfer, was initially told by her doctor not to expect to play golf after this operation. However, the revised word is more cheerful; he told her not to throw away her golf clubs, so we all expect to hear that Betty will soon be out on the golf course.

Mrs. Roy Miskimins, wife of retired MMTC assistant vice president, is recovering from a fall in her home.

THIS IS THE LIFE. Down in Florida, a group of retired Milwaukee Road men are shown at the 25th annual meeting of the No Work No Worry Club held in Clearwater Mar. 13. Front are (from left with former titles) E. R. Singleton, TF&PA, Baltimore; W. A. Stauffer, general agent, Buffalo; H. K. Williams, general agent, New Orleans. Standing are former Chicago employes W. C. Anderson, perishable freight agent (from left): G. F. Sunagel, traveling freight agent; W. Wallace, general passenger traffic manager; and F. K. Beem, assistant traffic manager.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

After 45 years with the company, Harry M. Trickett was presented with his Silver Pass. Also, a gift from friends and fellow workers at an office party to celebrate the anniversary.

Welcome to James Pokryfke, who has returned to work after three years in military service, part of which was spent in Viet Nam.

Congratulations to Judee and Ken Selesky on the birth of Lance Robert on Feb. 23.

Nancy Zajicek, who has been recuperating from surgery, returned to work May 1.

Maybelle Frankenstein is on sick leave following recent surgery. We understand she is getting along nicely, and extend our best wishes for her speedy recovery.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Emmett Moran's daughter, Mary, won an Illinois State scholarship and will attend Loyola University. She is now attending Alvernia High School. Mary plans a teaching career.

Thomas Wisniewski, son of Hilary Wisniewski, will be a contestant on the TV show "IT'S ACADEMIC" on June 21 for the Gordon Technical High School.

Doreen Stasiak, a freshman at Northwestern University and daughter of Irene Stasiak of the general stats bureau, had a two-week dancing engagement with the Jimmy Durante Show in the Empire Room. She was the "Viennese Memento" of Jimmy's "Around the World Travels" in the show.

Recent visitors to the office were Ann Kennedy, retired clerk, and her daughter, Shirley Kline, chief warrant officer stationed at McClellan Air Force Base in Texas. They were on their way to spend a three-week vacation touring England, Scotland and Ireland, having left their Siamese cats in the care of Ann (Richards) Prentiss at her home in Hendersonville, N. C.

Ann Prentiss and her husband Ed are having a home built in Deltona, Fla., which is about 23 miles from Daytona Beach.

It was quite a surprise when Isabel DeGrazio retired from the general stats bureau with over 35 years of service. Her friends and co-workers presented her with a gift of money.

Jean Hendzel and Greg Sromek became "Mr. and Mrs." at St. Stanislaus Church, Lublin, Wis., on Apr. 26. A reception was held after the ceremony in Thorpe, Wis. They spent their honeymoon in Miami Beach, Fla.

Sincere sympathy to Al and Rose Elwart on the loss of their twin son, and to the son of Margaret Bretl, who worked in the auditor of expenditures office before her retirement.

ENGINEERING DEPARTMENT

Alfred H. Saether, assistant B&B engineer in the Chicago general office who retired last August, died suddenly at his home in Chicago on Apr. 29. He is survived by his wife, Katherine. Al was born in Norway and graduated from the Norwegian Technological University at Trondheim specializing in the construction of bridges, docks and harbors. He came to the United States in 1929 and worked for the Burlington before transferring to the Milwaukee. He retired with a total of 32 years of service with the two companies.

Elmer J. Muckerheide, retired assistant engineer of communications who made his home in Milwaukee, passed away unexpectedly on Feb. 6 in San Diego, Calif. He became ill while he and his wife, Colette, were visiting their daughter in that city and died in Grossmont Hospital. Funeral and burial services were in San Diego. Mr. Muckerheide had been an employe of the Milwaukee 35 years when he retired on Jan. 1, 1955.

The engineering department was notified of the death of R. H. Smith, which occurred April 21 at the Monte Vista Retirement Home, Lemon Grove, Calif. Mr. Smith, born in 1884, started work for the railroad in 1906 and retired in 1950. His service on western lines included positions as division engineer at Spokane, Seattle and Mobridge. From March 1933 to July 1939 he was assistant engineer in the Chicago general office. Mrs. Smith, who will continue to live at the Retirement Home (2211 Massachusetts Ave.), has advised that she would like to hear from her husband's old friends.

Milwaukee Division

SECOND DISTRICT

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

We are sorry to report the following deaths:

Leland W. (Lee) Hugunin, 70, died on Mar. 6 in a local hospital after a short illness. He was a conductor until his retirement in 1951. Survivors include his wife, two sons and one daughter.

Clement E. Vincent, 81, passed away at his home after a long illness. He worked as a locomotive engineer for 50 years before retiring in 1957. After his retirement he worked as a custodian and head mechanic at the National Railroad Museum of Green Bay until 1965. He is survived by his wife, two sons and three daughters. Mr. Vincent died on Apr. 14.

Mrs. Camille Duquette died on Apr. 22. She is survived by her husband, a retired section foreman; three sons, including Jack, assistant roadmaster at Green Bay; and seven daughters, including Mrs. Daniel Bronoel. Dan is rate clerk in the freight office at Green Bay.

Dave W. Scott Jr. passed away Apr. 24 in a local hospital following a short illness. He was an engineer at the time of his death. He is survived by his wife, one son and one daughter.

William J. Hetherington Sr. passed away Apr. 24. He started as a brakeman in 1919, became an operator in 1920, after which he worked at many stations on the Milwaukee Division, re-

tiring in 1966 as agent at Iron Mountain, Mich. Among his survivors is a son, William Jr., agent at Appleton, Wis.

Jerry Leeman, son of Car Foreman G. R. Leeman of Channing, Mich., has been selected to attend Boys State at Lansing, Mich., this summer. Jerry is an honor student in high school, plays on the basketball team and is 17 years old.

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

J E. Boeshaar Correspondent
Superintendent's Office, Milwaukee

Father Knoebel

Father Tom Knoebel, son of Conductor C. J. (Chuck) and Mrs. Knoebel, was ordained a priest at St. John's Cathedral in Milwaukee on May 24 by Archbishop William E. Cousins. He celebrated his first Mass on June 1 at St. Joseph's Catholic Church in Waukesha, Wis., where he had attended grade school. He completed his study for the priesthood at St. Francis Minor and Major Seminary in Milwaukee.

Chuck's other son, John, was graduated from the University of Wisconsin-Madison on June 9 with a B.A. degree in comparative literature. He has intentions of going on to graduate school to earn his master's degree. Retired Chief Time Revisor Louie R. Knoebel is the grandfather of these two boys.

Len Curtis, engineer on trains Nos. 1 and 2, took the pension Apr. 30 after 52 years in engine service. He was promoted to engineer on Mar. 17, 1943. His future plans involve his summer cottage near Tomahawk, where he reports good fishing.

Mrs. Curly Forrestal, wife of Retired Conductor Forrestal, was injured and her car demolished while driving along highway 52 east of Wausau on April 2. According to county authorities, the right front wheel of the car struck a drain curb, whereupon the car flipped end over end and rolled twice before coming to rest on its wheels. Mrs. Forrestal sustained cuts on her leg and knee, a bruised rib, and possible back injuries.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Gerald F. Stollenwerk, son of Anthony Stollenwerk, inbound rate reviser, has accepted the position of data processing manager for Regal Ware Inc., the Kewaskum cookware firm. Gerald is a graduate of Marquette U, where he earned a Bachelor of Science degree in accounting and philosophy. After serving in the Army for two years, he joined the Ladish Co., Cudahy, Wis., in 1958. He has over 10 years of technical and supervisory experience in the data processing field and has been an instructor and developed data processing educational sessions for management personnel. He assumed his new position on April 21 and with Mrs. Stollenwerk and their four children, plans to reside in Kewaskum.

Retired Cashier Milton P. Straka passed away April 11 at age 75. He was a member of the Order of the White Shrine of Jerusalem; Ella S. Washburn Chapter 245 O.E.S. (past patron); Milwaukee Senior Citizens; Milwaukee Road Veteran Employees Association; and the B.R.C. Milton was a frequent visitor at retirement gatherings, dispensing bits of serious and humorous poetry. His presence will be missed by many. He is survived by sons Richard of Milwaukee and Gerald of Newark, Del., two grandchildren, a brother and two sisters. Burial was from Pentecost Lutheran Church and interment at Valhalla.

Assistant Manager Alice Sobczak spent her post-Easter vacation on a cruise of the Caribbean, returning with a nice tan. June Stanlee, outbound rate clerk, put her traveling shoes on for the first time and headed for Las Vegas. Rick Franco and his wife, Dorothy, motored with friends through the South and enjoyed a wonderful vacation in Florida.

Bridget Gatzke, wife of inbound revising clerk, Ray Gatzke, was first place winner at the Chicago seminar of the National Association of Investment Clubs. Bridget is a member of the Marketeers Club of Milwaukee. Her prize was $500.

April 11 was the arrival date for Jacqueline Maria at the Jerry Voights. Mother, Barbara, is employed in the IBM department.

During May your correspondent vacationed in the West, visiting son Richard and family at Houston, Tex., attending a convention of the National Association of Railway Business Women at Tucson, and touring Arizona and the Grand Canyon.

Russell J. Fons, son of Yardmaster Jerry Fons, was recently named public relations account executive for the

SIOUX CITY TRANSPORTATION CLUB OFFICERS shown at the club's annual election meeting in the Sioux City Country Club Apr. 8. Seated from left: R. A. Kolhoff, district manager-sales for the Milwaukee Road, first vice president; Chet Wickstrom, president; "Heinie" Ruether, retiring president; Brig Young, secretary-treasurer. Standing, from left: Toastmaster Dean Daniels; City Manager Buford Watson; Cal Johnson of the American Trucking Association, featured speoker; Paul Beck, his sponsor; Mayor Earl Grueskin; and Jerry Meisner, second vice president.

45-YEAR VETERAN Marvin Brick, internol auditor in the Chicago finance and accounting department, shown (center) as he was presented recently with his Silver Pass. Celebrating the occasion at o dinner given for him are (left to right) Internal Auditors W. F. Wilkinson and G. P. Thibodeau, G. W. Corbett, director of internal audit, and Internal Auditor M. W. Witowski.

Patton Agency, Phoenix advertising and public relations firm. Russell himself worked as a switchman in the Milwaukee Terminals from 1963 to 1967. He was graduated from the University of Wisconsin-Milwaukee in 1966, and attended graduate school at Marquette University during 1967-68. Prior to joining the Phoenix firm, he was trade publications supervisor for the Miller Brewing Company.

AGENCY

David Nowicki, son of Claim Clerk Edward Nowicki, participated in the science fair at Greendale High School. His entry, "Thermal Absorption," was judged a third place winner in physics. Over 225 projects were entered. A number of them will be entered in the Marquette science fair.

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

The "Muskego Yard Coffee Club" members and friends held their annual dinner party at the Eagles Club, Milwaukee. Lester Carlson, North Avenue clerk, was in charge of arrangements, and "Keeper of the Keys" Joseph A. J. Wuerl handled the on-the-scene activities for the evening, Saturday, Apr. 26. Cocktails were served at 6:30 and buffet supper at 7:30. Much gaiety prevailed, with music for dancing being provided by Jan Draeger, from North Avenue, on the accordion, and Mike Calliari playing electric guitar. The club builds up a fund for their annual party by making their own coffee every day and purchasing same for 5 cents a cup—who said there isn't any more five cent coffee.

Retired Switchman (yard conductor) Fred Grieb and his wife celebrated Fred's 84th birthday with a dinner party at their home at 3754 N. 27th Street. Friends and relatives numbering 15 were on hand with good wishes and gifts.

Retired Switchman Roland Rathke and his wife, Alice, celebrated their 50th wedding anniversary on Feb. 5, with a party being given at the home of their daughter Helen, wife of Benny Stemler.

Congratulations to C. Conrad, IBM troubleshooter, and his wife on the birth of a baby boy Mar. 31.

Blood donors are needed for the Milwaukee Road blood bank as the blood supply is now depleted. This is an urgent appeal for donors, as for example we are faced with a need in the very near future for 40 pints of blood for Switchman Louis Mane's little nine-year-old daughter, who will have heart surgery in June. At one time the blood donors were plentiful and the Milwaukee Road Donors Club had a good supply of blood on deposit at the blood bank. The blood center is located at N. 18th St. and W. Wells, and you may call there by phone and make arrangements, or get a group together and stop in at the center and donate.

RETIRING FROM SERVICE AT GALEWOOD, Harry E. Greenberg is honored at an office get-together and presented by Agent J. P. Kalasmiki with his co-workers' gift of a hand-tooled wallet filled with "spending money." Hank started railroading with the Erie as a typist-clerk, and after transferring to the Milwaukee held the position of comptometer operator at the Chicago freight office. He retired with a total of 49 years of service.

Phone number at the center is 933-5000.

Wedding bells have been ringing the past few weeks, and congratulations are in order for Jesse Hodel, married on Apr. 5. Jesse is the son of Switchman Merlin Hodel and grandson of the late Claude Huebschen.

Congratulations to Switchman Fred Yerke, who also was married recently.

Sincere sympathy is extended to Hugo Luethy, reservation clerk in our passenger department, whose mother passed away at Deaconess Hospital after a short illness.

Frank A. Dougherty, 73, retired switchtender, passed away on March 30. Services were held in South Milwaukee, with interment in Forest Hill Memorial Park. Surviving are his wife, Ruth; three daughters; five grandchildren and a sister. Mr. Dougherty retired in 1961, following 36 of years of service.

Switchman Erv Szarapata's son Jeffrey was awarded two trophies as the "most valuable" football and basketball player at East Troy High School. He also received honorable mention for all performances in the Southern Lakes Conference.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Two long-time employes of the IM&D Division retired as of May 1. S. B. (Red) McGinn, agent at Farmington, pulled the pin. Red started as a clerk in 1918, transferring to the agent-operator rolls in 1923. He worked as agent at many stations on the first district of the IM&D, ending his career at Farmington.

Red is the brother of Vice President-Operation F. G. McGinn and Conductor John, who works out of St. Paul on the IM&D.

R. E. (Bob) Morgan also signed up for the extended vacation on May 1. Bob has worked on the IM&D as a brakeman, starting in 1920. He was promoted to conductor in 1927. Bob makes his home in the Twin Cities area.

Ed Gudgel, formerly bill clerk in the regional data office at Austin, has returned to his old position as secretary to the chief clerk in this office.

C. D. (Duffy) Nunley is our new trainmaster, replacing R. F. Fairfield, who was transferred to St. Paul.

C. E. (Charlie) Kemp, retired roadmaster, passed away May 4 in a Fort Dodge nursing home at age 91. Burial was from St. Joseph's Church in Mason City. Surviving are his wife, Marie, Bethany, Okla.; two sons, Robert of Fort Dodge and Willis of Davenport; two daughters, Mrs. Harvey Hess, Mason City, and Mrs. Robert Barr, Colorado Springs; 25 grandchildren; 44 great-grandchildren; and 4 great-great-grandchildren. Mr. Kemp entered railroad service in 1896 on the Rock Island. He came to the Milwaukee in 1900 as a section man at Gillett Grove. In 1902 he advanced to foreman, and in 1920 was appointed roadmaster, serving as such at Sioux Falls and Yankton, and at Mason City from 1935 until he retired on Nov. 1, 1948.

SIOUX CITY AREA

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

Mrs. Bill Jacobs

Tim Casey

Best wishes were extended to William (Bill) Jacobs, Sioux City yard clerk, on his marriage to Mary Kay Wickers, daughter of Mr. and Mrs. William Wickers of Chicago. The wedding took place Apr. 26 in Chicago at St. Symphorosa Church. Bill's mother, Mrs. Georgia Jacobs of Sioux City, held open house on Sunday, May 11, in honor of the couple.

Tim Casey, son of Diesel House Foreman K. S. and Mrs. Casey of Sioux City, is the winner of a $100 scholarship grant from the KMNS Sportcaster Club, Sioux City. In accordance with the terms of the Iowa High School Athletic Association, the scholarship can

be applied to tuition at any university or college in Iowa, Nebraska or South Dakota. Tim, a senior at Riverside High School, landed one of the five positions on the Class A all-city basketball team. A rangy 6-3, he scored 125 points for the Cavaliers and was the only Riverside player named in the starting lineup for all season games.

Ross M. Isaacson, son of Operator and Mrs. E. M. (Ike) Isaacson, Sioux City, Ia., received orders to report to Pensacola, Fla., June 17 for jet flight training with the Marines.

Congratulations are in order for R. J. (Bobby) Graen, agent at Parker, S. D., upon being re-elected to the city council for a third term.

Also to Ray A. Kolhoff, district manager-sales, upon being elected first vice president of the Transportation Club of Sioux City, and to R. D. Wood, sales representative at Sioux City, on his election to the club's board of directors.

Lewis T. Deurmeier, 70, retired conductor, passed away in Sioux City recently after an illness of one week. Survivors include the widow, a brother and three sisters.

Announcement was made of the engagement of Carman Gary D. Roehrick to Mary Antoinette Pirogowicz, Sioux City, Ia. A July wedding at Blessed Sacrament Catholic Church is planned. Gary attended Wayne (Neb.) State College and now is majoring in history and business administration at Briar Cliff College, Sioux City. Mary was graduated from Creighton University, Omaha, and at present teaches at Woodrow Wilson Junior High School, Council Bluffs.

Sympathy was extended to Don Casey, storekeeper, and Ken Casey, diesel house foreman, Sioux City, on the death of their mother, Mrs. J. F. Casey, at Sioux City in March, after a long illness.

Henry Miller, section foreman, Yankton, S. D., retired recently after 61 years of service.

Our best wishes to Conductor R. F. Leahy on his marriage to Sophia H. McKnight on Mar. 14. On their return from a Western trip they are at home in Sioux City, Ia.

Word was received that Herman B. Olsen, 86, retired Lake Andes agent, died Jan. 15 of a heart attack. He had been ill for many weeks and undergone surgery. Mr. Olsen was with the Milwaukee almost 50 years when he retired in 1947, since which time he and his wife, Mabel, had made their home at Pine Haven, Ark., near Clarksville. Services were conducted by the pastor of the First Methodist Church of Clarksville, and Masonic services at Mt. Airy Cemetery. Surviving, in addition to Mrs. Olsen, are a daughter, Evelyn Barr, and four brothers.

Congratulations to Walter Brounko, agent at Sanborn, who made a hole-in-one while golfing May 4 at Sheldon, Ia. It happened on the No. 1 hole, par 3 for 134 yards. Walter reports he sure was thrilled.

Kitten Sitters at the Roundhouse

by Marjorie Kurtenbach
Roundhouse Clerk, Mitchell, South Dakota

And this is how the kittens were found clinging to the engine; Marjorie Kurtenbach demonstrating.

Like many other railroad roundhouses, the Milwaukee's at Mitchell, S. D., had a cat, and it was evident this spring that she was expecting. What's so unusual about that? Nothing really, except:

In the wee hours of the morning on Apr. 23, when engine 523 was brought in for routine inspection, the night foreman heard kittens crying. Tracing the cries, he found two newly-born kittens high up under the steps. It was very cold that night, and the mother cat was nowhere around.

As near as could be figured out, the mother had crawled aboard the engine and had the kittens somewhere between Mitchell and Canton on run No. 98. Apparently she then got off along the line, taking some of them with her, for she wasn't aboard when the train arrived in Mitchell and the engineer was unaware of his passengers.

No one at the roundhouse had the heart to put the little orphans to sleep, so for a few days they were fed with an eye dropper. Then a doll-size bottle was found to feed them.

But the regular crew at the roundhouse has much more to do than feed kittens, so everyone has been very cooperative, coming back on their own time off, including kind hearted firemen and engineers awaiting their calls and making sure the kittens are taken care of. How are they doing? Just fine.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Dennis Nolan, son of Supervisor-Signals and Communications J. L. Nolan, Savanna, has been elected assistant vice president for research and appeals of the Voluntary Defenders, organized to provide free legal counsel to indigent persons accused of crimes. Dennis is attending Harvard College, Cambridge, Mass., and also is a graduate student of Georgetown University, Washington, D. C.

Christopher S. Moen, grandson of Mrs. Alta Elder of Savanna, received the 1968-1969 freshman award in chemistry at Southern Methodist University in Dallas, Tex. Christopher is the son of Mrs. Paul W. Moen of Moline, the former Janet Elder who worked in the superintendent's office at Savanna, when her dad was superintendent of the D&I.

Cadet Robert Powers, son of Electronics Supervisor and Mrs. B. F. Powers, Savanna, a plebe at the U. S. Military Academy, West Point, N. Y., had the honor of being selected regimental commander for the Plebe-Parent weekend held at the Academy during March. Mr. and Mrs. Powers attended the event, and also visited with their other son at the Academy, a cadet fourth classman (freshman).

Steven E. Winkler, son of Engineer and Mrs. J. E. Winkler, Savanna, received a bachelor of arts degree in philosophy. He was among 247 upper classmen at Beloit College, Beloit, Wis., who received degrees at the college's commencement exercises Apr. 21.

Robert K. Myers Jr., son of Engineer and Mrs. Robert Myers Sr., Savanna, graduated from the Army Engineers officer's candidate school at Fort Belvoir, Va., and has been commissioned as a second lieutenant in military intelligence.

Arleta J. Wilt, daughter of Mr. and Mrs. Paul K. Wilt, Savanna car department, became the bride of Lawrence Vian on Mar. 4 in the York Baptist Church, Thomson, Ill. A reception followed in the church parlors. The young couple will make their first home in San Francisco, where he is stationed with the Navy.

Robert Dunk, son of June Dunk of the Savanna superintendent's office, graduated Feb. 8 from the Institute of Drafting and Technology, Morrison, Ill., with an associate of science degree in structural drafting.

Mrs. Jack H. Mulder, widow of the

chief clerk to DMM at Savanna for many years, passed away in Condell Memorial Hospital, Libertyville, Ill., Apr. 9. Funeral services were in St. Peter's Lutheran Church, Savanna, with burial in Wanderer's Rest Cemetery, Milwaukee. Surviving are a son, Jack, of Libertyville, two daughters, Jean Doty of Oswego and Grace Jenson of Williamsville, N. Y., and nine grandchildren.

Mrs. John Cravatta Sr., mother of Mike Cravatta, chief yard clerk, Savanna, passed away in her home at Savanna, Mar. 9. Funeral services were held in the Catholic Church at Savanna with burial in St. John's Cemetery. Surviving are seven sons and two daughters. Mrs. Cravatta was also the mother of Paul Didato, and grandmother of Steve Didato.

Horace Rinard, Iowa Division engineer, passed away in the Savanna city hospital Mar. 3. Funeral services were held in Savanna, with burial in Savanna Township Cemetery. Mr. Rinard's career in engine service spanned 45 years. Surviving are the widow, mother, brother and a sister.

Mrs. Hattie (Boyd) Latham, widow of engineer Boyd Latham, Savanna, passed away in the North Rockford Convalescent Home, Rockford, Feb. 17. Funeral services were in Savanna, with burial in the Savanna Township Cemetery. Surviving are one son, Elmer Lundeen, Rockford; a grandson and a sister.

Allen W. Hammerstein, son of deceased Electrician George Hammerstein, Savanna roundhouse, and also an electrician at Savanna for a few years, passed away in his home in Salt Lake City Feb. 14 following a heart seizure. Surviving are his widow, one daughter, two brothers and a sister.

Mrs. Frances Wickler, wife of Retired Agent S. B. Wickler, Davis Junction, passed away at her home Feb. 4. Mrs. Wickler worked as relief agent-operator for a number of years on the First District during the Second World War. Surviving are the husband and two sons, Conductor L. F. Wickler and Conductor P. B. Wickler.

Merle Haring, of the Savanna store department, suffered a double loss in his family during April, when his mother and mother-in-law passed away within a couple of days of each other. Joint funeral services were held in the Community United Church of Christ, Savanna, with burial in the Savanna Township Cemetery.

Joseph D. Myers, retired First District engineer, passed away in the Savanna city hospital Feb. 4. Surviving are the widow, one son and one daughter, and two grandchildren. Funeral services were held in Savanna, with burial in the Savanna Township Cemetery.

Joseph Brennan, retired trainman, Davenport, Ia., passed away in Davenport on Feb. 2 at the age of 82. Services were held in St. Paul's Catholic Church, Davenport, with burial in St. John's Cemetery at Savanna. Surviving are one sister and three brothers, Retired Iowa Division Conductor Harry Brennan, Savanna, being one of the brothers.

Mrs. John Coffman, Billings, Mont., formerly of Savanna and sister of Retired Assistant to Labor Relations Officer William E. Smith, passed away in that city in April. Surviving are one son, one daughter, two brothers and one sister.

Ralph Light, Hampton, Ill., passed away in his home on Apr. 23. Surviving are his widow, son, three grandchildren, a great-grandchild and a sister. Mr. Light began railroading at Hampton in 1917 as a section laborer and transferred to the freight house at East Moline as a trucker, where he continued in service, filling the positions of warehouse foreman and rate clerk until he retired in 1968 after 51 years of service.

The annual spring luncheon of Savanna Chapter of the Women's Club was held May 12 at Gordon's Sea Food Inn, with 60 members and two guests in attendance. Following the luncheon, the president, Mrs. L. H. Walleen, introduced the guest speaker, Mrs. Ralph Vannella, secretary-general of the system chapters.

The important work of the chapter this year was the membership drive, which in its accomplishment was a nice showing, sending Savanna "over the top." A donation of $5 was made to the Cancer Fund, and arrangements made to furnish food and volunteer workers for flood distress, if contacted. The luncheon was followed by a social period in the Knights of Columbus Hall.

Chicago TOFC-Piggyback Association Officers

Serving as officers of the TOFC-Piggyback Association of Chicago for 1969 are (from left) D. J. Miller, assistant manager of rail-highway sales for the Milwaukee Road, president; J. H. Schuetter, assistant general manager-TOFC on the Rock Island Railroad, secretary-treasurer; and J. E. Urschel, sales manager-TOFC for the Norfolk and Western, vice president. Mr. Miller previously held the offices of vice president and secretary-treasurer. The Association, consisting of traffic and operating personnel from railroads participating in piggyback transportation and from motor carriers performing piggyback cartage, extended its membership this year to include representatives of steamship companies.

R Work with care and patience. Concentrate on the job at hand . . . and don't create a hazard for others.

AAR SAFETY SECTION • ASSOCIATION OF AMERICAN RAILROADS

SETTLEMENT HOUSE FUND RAISERS. President Curtiss E. Crippen, who is heading the Transportation Section of Chicogo's 1969 United Settlement Appeal, discusses the fund raising program with Clarence Boebel, executive director of the Chicogo Federation of Settlements (center), and R. W. Richards, director of purchases and materials for the Burlington Lines (right), co-chairman of the transportation division. Ben W. Heineman, board chairman of Northwest Industries, Inc., is general chairman of the campaign, which helps to support 51 settlement houses and neighborhood centers that serve the needs of families in poorer communities. Solicitation is done by volunteer workers enlisted through trade, industry, professional and labor committees. The goal far 1969 is $400,000.

NINE IN A ROW. W. R. Jones, manager of sleeping, dining, mail, baggage and express services (left), accepts for the Milwaukee Road the special citation of the Department af Health, Education and Welfare for sanitation in dining car services throughout 1968—the ninth consecutive commendotion of the Milwaukee's operation. Presenting the plaque is F. Gene Headley, regional interstate travel consultant at Chicago for the U. S. Public Health Service at a ceremany on May 13 attended by representatives of the dining car department. From left are O. W. Jackson, parlor car porter; John Galloway, dining car inspectar; Robert Holmes, chef; J. R. Valentine, buffet attendant; M. C. Lofton, waiter, and Steward N. E. Frank.

AT THE INTERNATIONAL TRADE FAIR IN TOKYO, George F. Flynn, director of sales for the Milwaukee Road in Japan, mans the joint Milwaukee-Great Northern-Northern Pacific booth in the Washingtan State Internationa1 Trade Fair Pavilion. Studying the displays are K. Kawaguchi, deputy executive manager of Yuasa Battery Co., Ltd., and a class of schaal girls—of the more than 2 million visitars April 17-May 6, thousands were students. The exhibit included a slide showing with dialogue that projected the proximity of the Pacific Northwest Coast and Japan as the shartest trade route between that country and the United States, and the capability of the three roads for handling import-export traffic moving through Pacific North Coast parts.

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New Union Station Building for Chicago

Artist's rendering of the 35-story Gateway Center office building to be constructed on air rights over the concourse of the Chicago Union Station (inset). The facilities of the concourse have been located temporarily in the arcade and main waiting room of the station and demolition work began May 4. The new concourse area will be on three levels and provide completely modern facilities, including escalators, air conditioning, and additional shops and services. The office building will cost about $55 million. It is the third to be erected on air rights over Union Station property since 1967 as part of the $200 million Gateway Center complex being developed on the west bank of the Chicago River by Tishman Realty & Construction Company. The 35-story structure will be the focal point of the complex. *(photo courtesy Tishman Realty & Construction Co.)*