

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

november
•
december
1969



MARIE HOTTON
Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

contents

New Auto-Marshaling Complex Dedicated at Kent	4
Merged Northern Lines Will Face Vigorous Competition, Road Tells Supreme Court	8
Broker's Day at Schaumburg Industrial Park Via Train-Bus-Air	9
G. A. Kellow Elected Vice President-Management Services	10
Common Goals Cited for Upgrading Mass Transportation in the Chicago Area	11
Joshua Green, First Citizen of Seattle, Begins His Second Century of Birthdays	13
Retirements	16
Retirement-Reunion in Sioux City ..	17
Your Milwaukee Road Magazine Correspondent	18
About People of the Railroad	19



To My Fellow Employees:

As the Christmas-New Year holiday season approaches, I extend to each of you and to your families sincere good wishes for your health and happiness during this joyful season and throughout the coming year.

The approach of the new year signals a time of renewal—renewal of spirit, renewal of old promises made to oneself, renewal of goals to be achieved, renewal of determination to do better, and renewal of good will and appreciation of our fellow men.

Goals which we had set for the prevention of accidents and injury during 1969 did not come up to our hopes and expectations. With renewed determination we must set new goals for 1970—goals which will provide safe employment for you and me and our fellow workers. Our success will depend in large measure upon the dedication, the determination and the sincere effort of each of us to achieve that goal.

If I could shake the hand of each of you before the arrival of the new year, my wish would be that you will be kept safe from accident and injury during 1970. Each of you has performed well in the past and you rightfully feel a pride in this accomplishment. We are going to do the job even better and more safely during 1970.

My thanks for your loyalty and devotion during the past year, and my very best wishes for your health and safety in the New Year.

THE COVER

Our cover features a scene at Kent, Wash., on Oct. 1 as the big automobile marshaling complex built there by the Milwaukee Road was about to be dedicated before the railroad's guests who had made the 18-mile trip from Seattle aboard a special train. Shown on the observation platform are Daniel B. Ward, director of the Washington State Department of Commerce and Economic Development (from left); Joshua Green, honorary chairman of the Peoples National Bank of Washington and western director of the Milwaukee Road; Byron E. Lutterman, the railroad's vice president and western counsel; and President Curtiss E. Crippen. The mini-skirted assistants are Miss Transport Storage & Distributing Company (left) and Miss Convoy Company, so-named for the highway transport carriers who operate the two marshaling yards in the complex. For details, see the article starting on page 4.

F. H. Miller Is Appointed Assistant Comptroller

F. H. Miller, special assistant to vice president-finance and accounting, was appointed assistant comptroller with headquarters in Chicago effective Dec. 1.



F. H. Miller

Mr. Miller, a native of Wykoff, Minn., began his railroad career in 1939 in the district accounting office at Minneapolis. In 1940 he transferred to the accounting department in Chicago, where he held various positions in the auditor of expenditure and comptroller's offices, and subsequently in the data processing department. In 1962 he was appointed auditor of expenditure, which position he held until Jan. 1, 1969, when he was appointed special assistant to vice president in the finance and accounting department. In the latter capacity, he was assigned to the Milwaukee-North Western General Merger Committee.

Franzwa Heads Rail Traffic Association of Houston

Richard J. Franzwa, district manager of sales for southern Texas with headquarters in Houston, has been elected president of the Rail Traffic Association of Houston for 1969-70.



R. J. Franzwa

Mr. Franzwa, a native of Terre Haute, Ind., joined the railroad there in 1936, starting in the stores department. He transferred to the traffic department in 1951 and served at Terre Haute until 1955, when he was promoted to city freight and passenger agent at Denver, Colo. He was transferred to the same position at Indianapolis in 1961, and appointed general agent at Houston in 1966, this title later being changed to district manager-sales.

Western Rail Associations To Consolidate in January

Various railroad associations, traffic committees and bureaus in western territory will be consolidated into a new organization known as the Western Railroad Association, effective Jan. 1, 1970.

The action was taken by chief executives in western territory who are members of the Executive Committee of the Association of Western Railways at a meeting in Chicago on Nov. 14.

The principle organizations involved are the Association of Western Railways, the Executive Committee-Western Railroad Traffic Association, the Western Weighing and Inspection Bureau, and a number of freight bureaus and committees.

Clair M. Roddewig, president of the Association of Western Railways, will serve as chairman of the new organization, and James M. Souby Jr., chairman and counsel of the Executive Committee-Western Railroad Traffic Association, will serve as president and chief executive officer. Mr. Souby will continue in his present capacity as chairman of the Executive Committee-Western Railroad Traffic Association.

Commenting on the new organization, Mr. Roddewig stated that it would establish more clearly defined lines of authority and responsibility than presently exist among the various organizations in western territory.

"It should also result in a more ef-

fective and economical operation and in the elimination of duplicating activities," he said. "In addition, it will bring all railroad association and committee activities in western territory under the executive and administrative direction of one organization."

NEW SHIPPERS BOARD PRESIDENT.

Allen K. Pentilla of Des Plaines, Ill., director of traffic and transportation for Evans Products Company, has been elected president of the 16,500-member National Association of Shippers Advisory Boards. He succeeded Lee K. Matthews of St. Louis, Mo., general traffic manager of the Missouri Portland Cement Company.

ICC REORGANIZATION. Under President Nixon's plan for reorganizing the Interstate Commerce Commission, he will appoint a chairman to take office Jan. 1, 1970. The new chairman will have broader powers than under the former system, which rotated the chairmanship on a year-to-year basis.

SELEY AWARD WINNER.

The Transportation Association of America has announced that Malcolm P. McLean, president of McLean Industries and chairman of its subsidiary, Sea-Land Services, Inc., has been selected to receive the 1969 Seley Transportation Awards. Mr. McLean is known as "The father of the containership." The awards consist of a gold medalion and a \$5,000 grant to a university chosen by the winner.



"This is how it looked before I shipped it!"



President Curtiss E. Crippen, speaking from the observation platform of the Kent Dedication Special, explains the function of the auto marshaling complex.

New Auto-Marshaling Complex Dedicated

THE HUGE AUTOMOBILE MARSHALING COMPLEX constructed recently by our railroad at Kent, Wash., was dedicated on Oct. 1 in style befitting the largest and most modern facility of its kind in the Pacific Northwest.

As an occasion of significance to the business community, the events were featured on radio and television and headlined in the press.

The vast complex, located about 18 miles south of downtown Seattle on the joint Milwaukee Road-Union Pacific main line, is regarded as one of the most important new developments on the railroad in many years. Expectations are that it will handle at least 75,000 new motor vehicles annually, from assembly plants throughout the country.

The formal unveiling was an occasion for general celebration, starting with the

departure from Seattle at 2 P.M. of a five-car "Kent Dedication Special." Aboard the train, led by President Curtiss E. Crippen, were guests of the railroad invited to the ceremony. The group consisted of automobile and truck manufacturers from the East, together with civic and industrial leaders from the area and railroad officials who had worked closely with the project, many accompanied by their wives.

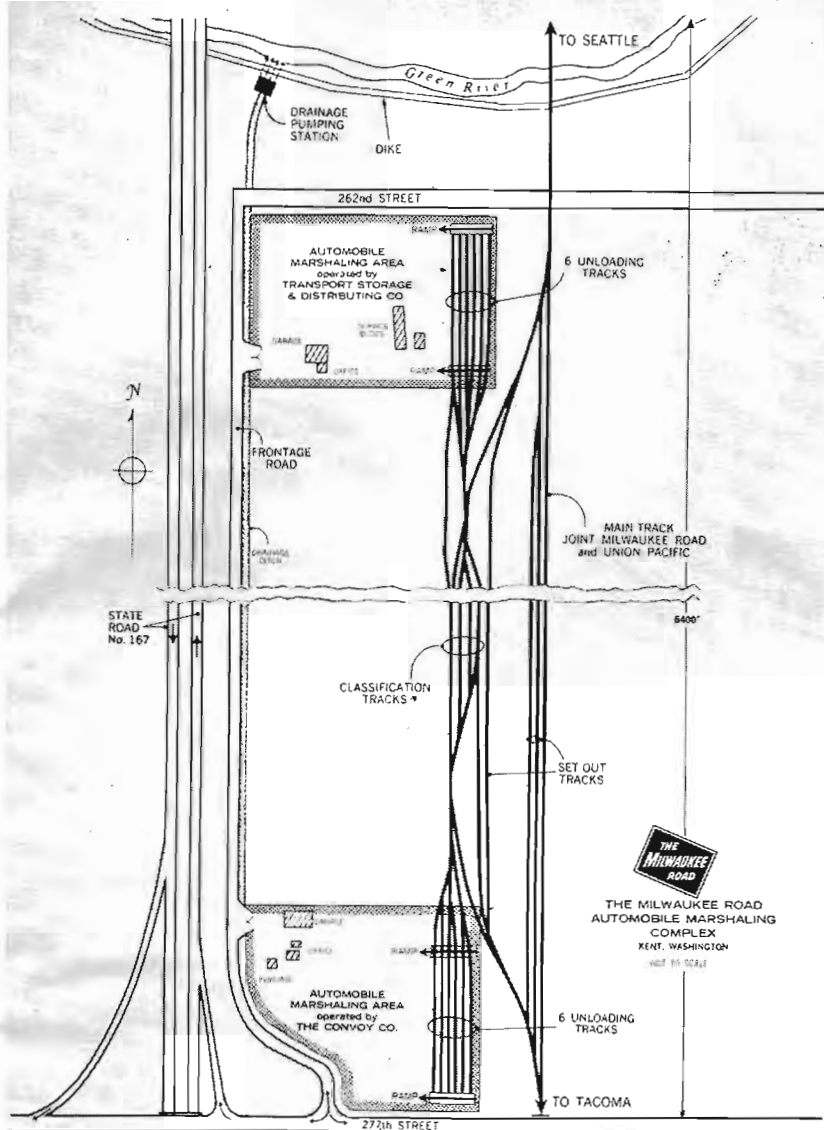
At Kent, where a canopy had been erected for the spectators, they were welcomed by Byron E. Lutterman, vice president and western counsel, serving as master of ceremonies. Mr. Lutterman left no doubt about the railroad's pride in the facility as he introduced Mr. Crippen, who explained the function of the complex.

Highlighting the program were pretty

hostesses in railroading costumes, a Dixieland band, speeches by the dignitaries, and then the symbolic ribbon cutting.

The ceremony was staged on the observation platform of a business car attached to the Kent Special, with the honor accorded to Daniel B. Ward, director of the Washington State Department of Commerce and Economic Development. Lending a hand as the ribbon parted were Mr. Crippen and John C. Kenefick, executive vice president of the Union Pacific, together with Joshua Green, honorary chairman of the Peoples National Bank of Washington and western director of the Milwaukee.

On cue, a gondola car-full of balloons bubbled out and soared skyward in a massive multi-colored cloud. Simultaneously the area resounded with a cacophony



Map of the Kent, Wash., complex showing the track layout and location of the marshaling area facilities.

trial requirements of the Pacific Northwest as a strong, meaningful competitor."

A banquet at the Olympic Hotel climaxed the celebration. Mr. Lutterman was master of ceremonies for these festivities also, which included a brief address by Mr. Crippen and musical entertainment. The program proved to be a perfect ending to the event-packed day.

From a layout standpoint, the Kent complex is ideally suited to a vehicle handling operation, being situated principally on land used formerly as an airport for small planes. The site is a 133-acre tract approximately one mile in length and 1,000 feet wide, extending from 262nd to 277th Street.

The long, narrow shape enabled the railroad to plan a yard operation of exceptional efficiency and at the same time to accommodate the highway transport carriers with separate marshaling areas. Rail access is provided by the Milwaukee-Union Pacific line running between Seattle and Tacoma, which forms the eastern boundary, and fast outbound movement is available via State Highway 167, a freeway connecting with other expressways and highways in the area. A frontage road and ramps lead to the expressway.

The yard provides a facility for the transfer of automobiles and trucks from railroad cars to highway transports for distribution throughout a major part of the Pacific Northwest. The area served

at Kent

President and Mrs. Curtiss E. Crippen and their daughter, Mrs. John I. Marshall, visit with G. T. Kuhn (right) and V. C. Mundy of General Motors.

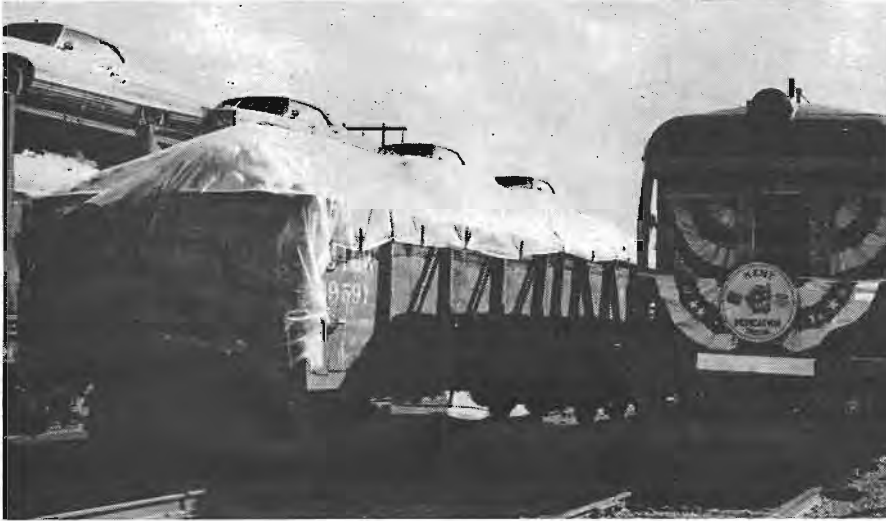
phony of diesel horns, while the band struck up—what else but—"I've Been Working on the Railroad."

The scene shifted next to a tour of the marshaling areas, where automobiles of a variety of makes and models were unloaded from multi-level rack cars and rolled aboard highway transports in a special demonstration for the guests.

Four-Million Dollar Facility

The band also enlivened the train ride back to Seattle, in the course of which comments of various principals in the ceremonies were taped for radio broadcasts that evening. In his remarks, Mr. Crippen cited the \$4 million facility as "concrete evidence of our confidence in the growth and development of this area . . . and additional proof that the railroads can and will serve the indus-





The gondola carload of multi-colored balloons waiting to be released to the wind on cue with the ribbon-cutting.



Touring the marshaling areas, guests of the railroad inspect the building of the Transport Storage & Distributing Company where new automobiles are ready for outbound movement on highway transports.

Employees of the car department, outfitted in white coveralls, enjoy the show as officers of the railroad and their guests watch new automobiles being unloaded from multi-level freight cars.



A demonstration of new automobiles and trucks being unloaded from tri-level automobile rack cars in the marshaling area operated by the Convoy Company.

Joshua Green, western director of the railroad, saluting photographers as he joins President Curtiss E. Crippen for the trip to Kent, Wash.





Guests of the Milwaukee Road gathered beneath the spectators' canopy to witness the dedication ceremony.

extends north to Canada, east to Ellensburg, Wash., and south to the vicinity of Chehalis, Wash.

The formal opening was less than a year from the date on which the railroad purchased the site and carried out the construction. Under the terms of a long-standing agreement with the Union Pacific relating to joint ownership of the line at Kent, the UP has since exercised an option to purchase a half interest in the improvements built into the project and part of the land embraced by it. Consequently, the yard is operated by both railroads on an equal basis.

At a staff luncheon preceding the dedication ceremonies, Mr. Crippen noted that the creation of the complex had involved a team effort on the part of many employees, notably those of the industrial development, traffic, engineering and operating departments. Cited as the team leaders were E. J. Stoll, vice president-real estate and industrial development; B. J. Worley, vice president-chief engineer; J. M. Fortman, manager of automotive and implement sales; and L. V. Anderson, assistant vice president and general manager; also Principal Assistant Engineer B. E. Daniels, who supervised the construction, and Architect K. E. Hornung, the coordinator of phases handled by contractors and engineering consultants.

The railroad had set a timetable for the project. Work was begun in mid-

April and, to accommodate the needs of automobile and truck manufacturers, was rushed to completion. By early August the facility was ready to receive the new 1970 models, and by Labor Day was in full operation.

Trackage Occupies Nine Acres

Of the 133 acres embraced by the complex, 49 have been improved for the present volume of business. Nine of the improved acres are occupied by set-out, classification and unloading tracks. The remaining 40 are divided into two 20-acre parcels, one at the south end and the other at the north end of the mile-long layout. These areas have been paved and are used for unloading, park-

ing and reloading motor vehicles onto highway transports.

The Convoy Company, of Portland, Ore., operates the area at the south end, handling all automobiles and truck models manufactured by the Chrysler Corporation, International Harvester Company, Kaiser-Jeep Corporation, and the General Motors Truck and Coach Division.

Transport Storage & Distributing Company of Renton, Wash., operates the area at the north end, handling the products of all divisions of General Motors except the Truck and Coach Division.

Together, the marshaling areas have a storage capacity of 2,450 automobiles
(Continued on page 8)

E. J. Stoll, vice president-real estate and industrial development, addresses officers of the railroad and their guests at a luncheon preceding the dedication of the automobile marshaling complex.



(Continued from page 7)

and trucks, although the plan of operation contemplates prompt movement to dealers.

Each marshaling area has six unloading tracks. A total of four 55-foot self-propelled automobile unloading ramps are employed, one being located at either end of each set of tracks. These ramps are the longest in use at any such facility, because of today's longer, lower cars. In addition, the south area is equipped with a traveling A-frame monorail crane for unloading saddleback trucks.

The unloading tracks can hold 6 multi-level freight cars each, for a total of 72 cars. In addition, four classification tracks hold a total of 71 freight cars, and three set-out tracks have a capacity of 124 cars, bringing the total freight car capacity of the facility to approximately 270 cars.

Altogether, about seven miles of trackage were laid in the yard. Most of the track was pre-built in 39-foot sections and swung into position with cranes.

Around-the-clock-operation of the complex is made possible by perimeter lighting, using high intensity mercury vapor lamps set atop 95-foot wooden poles.

Plans for Expansion

The expanse of land lying to the west of the yard trackage and between the two marshaling areas provides ample room for expansion by both Convoy and TSD, as well as for automobile pre-servicing facilities already in the plan stage. Here automobiles would be given a complete mechanical inspection, undercoated, washed, waxed and made ready for delivery to the customer.

Each marshaling area will be equipped with facilities for servicing the highway trailer equipment of the two transport firms. These include garages for repair work, washing installations, fuel storage, and facilities for lubricating and fueling the rigs. Water will be provided by means of an 8,930-foot line extended from the city of Kent.

The development of the complex was perhaps the most significant Milwaukee Road undertaking in the Pacific Northwest since the extension of the line to Puget Sound 60 years ago. Commenting on the potential of the facility, Mr. Crippen said it is expected to provide a faster, cleaner, more efficient method of handling new automobiles and trucks to their ultimate destination than has ever been available anywhere in the region.

Merged Northern Lines Will Face Vigorous Competition, Road Tells Supreme Court



R. K. Merrill

In connection with the Northern Lines merger involving the Great Northern, Northern Pacific, Burlington, and the Spokane, Portland and Seattle railroads, the United States Supreme Court heard three hours of oral argument on Oct. 22.

The Milwaukee Road, which is supporting the merger of the four roads, was represented at the hearing by General Solicitor R. K. Merrill.

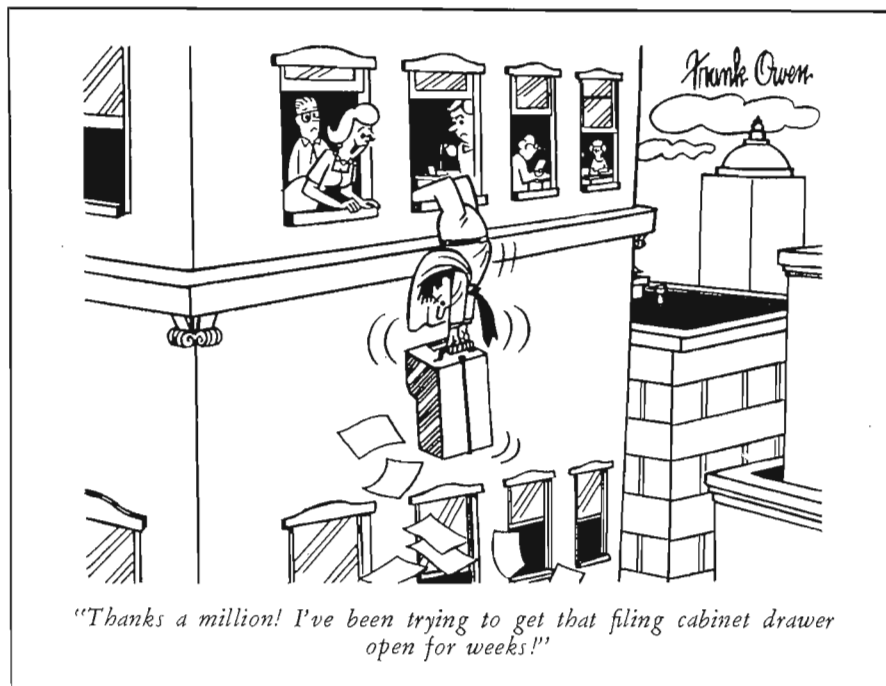
The court had agreed in February to hear the U. S. Justice Department's appeal for a delay in the merger, which was approved by the Interstate Commerce Commission in November, 1967 and upheld by the District Court in Washington, D. C., in November, 1968.

The Justice Department opposed the

merger on grounds that it would hurt competition for traffic in the Northwest. The railroads, however, have refuted that argument and the ICC has pointed out that the aspect of competition is only one of many things the Commission must consider in merger cases.

The Milwaukee supports the Commission's approval, subject to six conditions imposed in its favor. Conditions that would be implemented to protect the Milwaukee include the opening of 11 new gateways for traffic interchange between the Milwaukee and the merged Northern Lines system; a north-south service route between Canada and California via entry into Portland, Ore., and trackage rights between Renton-Snohomish and Everett-Bellingham, Wash.; and entrance to Billings, Mont., which the Milwaukee has not served heretofore, through trackage rights over the merged system.

Mr. Merrill told the court that, under these conditions, the Milwaukee expects to be an aggressive competitor of the Northern Lines. In outlining the railroad's position, he said, "We reaffirm the promise we made to the lower federal court; that the Milwaukee, with its hands finally untied, will supply more active and vigorous competition for the merged company, and for the Union Pacific and Canadian Pacific—who have long profited from our competitive handicaps—than they may have bargained for."



"Thanks a million! I've been trying to get that filing cabinet drawer open for weeks!"



Chicago industrial real estate brokers assembled at Union Station to board the Bennett & Kahnweiler Express. Accompanying them are officers of the Milwaukee Road's traffic and industrial development departments.

Broker's Day at Schaumburg Industrial Park Via Train-Bus-Air *Centex Moves West in the Chicago Suburban Area*

Development is slated for a multi-million dollar industrial park in the Chicago suburb of Schaumburg, on a 610-acre site purchased from the Milwaukee Road.

The land, which the railroad put together and had zoned for industrial uses, is adjacent to the main line between Chicago and Omaha at a point just west of the Village of Roselle.

The development of what will be known as Centex-Schaumburg Industrial Air Park is a joint enterprise of the Centex Corporation of Dallas, Tex., Bennett & Kahnweiler Associates and the

Pritzker family of Chicago, the partnership which developed Centex Industrial Park in Elk Grove Village.

Bennett & Kahnweiler, the sales and leasing agents, introduced the property recently to Chicago industrial real estate brokers with a dash of creative transportation. "Broker's Day" started at 10:45 A.M. when a party of more than 125 brokers, together with officers of the railroad's traffic and industrial development departments, boarded a special four-car Milwaukee Road train at Union Station for a trip to Roselle 25 miles west.

From Roselle, the guests were taken by bus to Schaumburg, where they toured the property aboard four rented helicopters. Roads, facilities and property boundaries were outlined in lime to make them visible from the air. Afterwards, Schaumburg Mayor Bob Atcher and B&K officials made a slide presentation in the helicopter hangar of sites scheduled for early improvement.

The brokers were then bused back to the train and served lunch on the return trip, arriving in downtown Chicago by 2 P.M. As a creative marketing method, it

(Continued on page 10)



Louis S. Kahnweiler (left), partner in B&K, talks over the new industrial park with real estate brokers on the train trip to Roselle, Ill.

Charles R. Rabb, B&K vice president at Denver, Walton F. Ehren of Baird and Warner, and Marshall Bennett, partner in B&K (left to right), discuss the industrial park after an aerial tour via helicopter.



served the purpose of providing transportation for a large group of prospective customers, while demonstrating the point that the site is easily accessible by rail, highway and air.

The 610-acre park is located on Illinois Route 19 and bisected by the proposed route of the Elgin-O'Hare Expressway. It embraces an area bounded by Wise Road on the north, the Du Page-Cook County line on the east, Irving Park Road to the south, and Rodenburg Road on the west. In addition to offering Milwaukee Road main line freight service, commuter service is available at Roselle, a scheduled stop for suburban trains. Centex has also purchased the Roselle Airport, and O'Hare International Airport is less than 20 minutes away.

According to plans announced by Bennett & Kahnweiler, the park will be developed in four stages over an eight to ten-year period, at an estimated cost of \$200 million. Phase one will be 133 acres on the north side of the property bordering Wise Road. Construction for the initial stage is estimated at approximately \$50 million. Coinciding with "Broker's Day," the firm announced the sale of nine sites in the area.

Vernon L. Green

Vernon L. Green, 62, assistant mechanical engineer-car equipment headquartered at Milwaukee Shops, died of a heart attack on Aug. 25. Services were held at Blessed Sacrament Church in Milwaukee, with burial there in Mount Olivet Cemetery. He is survived by his wife, Katherine, a son, Robert W., and a grandson.

Mr. Green, a native of Bosworth, Mo., was employed by the Milwaukee Road in 1927 following his graduation from the University of Missouri with a degree in mechanical engineering. Later he attended the University of Wisconsin for special training in vibration and design. He held numerous patents for railroad car trucks and was the author of several technical papers on car design.

Mr. Green was a member of the American Society of Mechanical Engineers, Society for Experimental Stress Analysis, the Special Car Equipment Committee of the Association of American Railroads, and a past chairman of the Coupler and Draft Gear Committee of the AAR. In recent years he had served as a consultant for industries in the field of railroad mechanical design.

G. A. Kellow Elected Vice President-Management Services, Including Market Research



Gaylord A. Kellow

Gaylord A. Kellow was elected vice president-management services, effective Nov. 1.

He had been director of management services since Nov. 1, 1965, when the department was formed as a corporate study and planning group, with responsibility for all computer operations. As

vice president, he will also supervise the railroad's market research activities.

Mr. Kellow, a native of Cresco, Ia., joined the Milwaukee in 1935, following graduation from the University of Iowa with a degree in civil engineering. He was assigned for a period of time to the engineering department, and later served in the operating department as assistant to general manager and to vice president-operation. A large part of his career has been devoted to special studies and related management functions.

In 1959 he was appointed data processing manager in the finance and accounting department, advancing to director of data processing in 1962. He received a master of business administration degree from the University of Chicago in 1965, shortly before being promoted to director of management services.

Road Salutes Alert Dad Who Spotted Bad Order Car

Two little boys at Bangor, Wis., are holders of \$100 U. S. Savings Bonds because their father's alertness prevented an accident to a Milwaukee Road train.

David Kramer, 3, and his brother, Dennis, 2, received the bonds with a letter from President Curtiss E. Crippen in which he told them of their father's action. In conclusion, Mr. Crippen said:



David Kramer (left) and his brother, Dennis, are pretty proud of their Dad for preventing a train wreck and also of their \$100 Savings Bonds. (La Crosse Tribune photo)

"It is our hope upon maturity of these bonds that you will not only find use for them, but be reminded that they were made available to you by reason of the service extended by your father."

The incident occurred recently when Daniel L. Kramer, village marshal at West Salem, Wis., was sitting in his squad car shortly after midnight and spotted a bad order car on a train headed for La Crosse. He noticed that a farm combine had listed and was protruding from the flat car in a way that could foul the opposite track.

Kramer called the county traffic police, who got word to the railroad, with the result that the train was stopped, as well as another train heading out of La Crosse.

Kramer, a graduate of La Crosse Central High School, was in the Navy from 1960 to 1963 and has been village marshal for the past year and a half.

HAWAII'S NEW RAILROAD

When the Lahaina-Kaanapali & Pacific Railroad in Hawaii makes its debut run on Maui in January 1970, passengers will ride a replica of the 36-inch narrow gauge railroad that hauled sugar cane on the Kaanapali coast from 1890 to 1910. A Victorian-era steam locomotive will pull three coaches and a caboose carrying 200 passengers.

The Milwaukee Road Magazine

Common Goals Cited for Upgrading Mass Transportation in the Chicago Area



Discussing questions raised by George Krambles, superintendent of research and planning for the Chicago Transit Authority (center), in his address to the Western Conference of Railway Counsel are Thomas H. Ploss, general attorney for the Milwaukee Road (right), and George Mariner, attorney for the Rock Island Lines. Mr. Krambles' talk was illustrated with a slide projection of the new Chicago rapid transit lines and equipment.

Ideas for upgrading commuter transportation in the Chicago metropolitan area without incurring burdensome costs sparked the Oct. 21 luncheon meeting of the Western Conference of Railway Counsel.

The ways and means were outlined by George Krambles, superintendent of research and planning for the Chicago Transit Authority, whose appearance as the speaker at the biweekly meeting of the lawyers' group in the Chicago Club was sponsored by the Milwaukee Road.

Of the million persons who pour into downtown Chicago every working day, about three fourths—mostly Chicago residents—travel on CTA electrified elevated and subway trains or buses. The rest, mostly suburbanites or residents of outlying towns, ride the commuter trains of six railroads fanning out north, south and west of the city.

Serving the commuters are the Milwaukee Road, the North Western, the Burlington, the Illinois Central, the Rock Island and the South Shore. The CTA service, which is coordinated with the railroads' in a number of ways, includes shuttle bus service between rail terminals and the working district timed to the arrival and departure of suburban trains.

Mr. Krambles, who was introduced

by the Milwaukee's General Attorney Thomas H. Ploss, was instrumental in obtaining from the Federal government the multimillion dollar subsidy which has helped to finance improvements in the city-owned and operated transportation system. Under the government's Urban Mass Transportation programs, the CTA has upgraded its operations with new cars, established bus transfer facilities in outlying areas, and built 15 miles of rapid transit lines through the median strip of the Dan Ryan and Kennedy expressways.

In his address, Mr. Krambles discussed the increasing opportunities for suburban railroads and the CTA to cooperate in establishing common transfer or perhaps through-ticketing facilities. The idea held interest for his audience, some of whom had been working on the formation of mass transportation districts along their lines or studying such a possibility.

These districts, a coalition of communities bound together for the purpose of obtaining government financing, are based on the Urban Mass Transportation Act of 1964, which made funds available to public agencies for transit projects. As public corporations, they are eligible for grants unavailable to private companies, such as railroads.

Under one plan, equipment is purchased by the districts and rented or leased to the operating railroads at a nominal cost. While the tax-burdened railroads have traditionally shunned federal aid, the plan is receiving attention in areas where improvements are needed as an equitable way to reduce suburban passenger traffic deficits.

APPOINTMENTS

Purchases and Material Department

Effective Oct. 1, 1969:

L. B. Rees is appointed purchasing agent with headquarters in Chicago, following the retirement of C. W. Anderson.

Operating Department

Effective Oct. 1, 1969:

J. P. McMullin is appointed trainmaster of the Chicago Terminal-Tele Haute Division with headquarters at Bensenville, Ill. . . . **R. F. Shive** is appointed assistant trainmaster of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

Mechanical Department

Effective Oct. 1, 1969:

L. W. Stuebner is appointed assistant superintendent of the car department with headquarters in Milwaukee . . .

J. F. Wilbur is appointed general car inspector with headquarters in Milwaukee . . . **W. C. Mauer** is appointed district general car foreman with headquarters at Bensenville, Ill. . . . **A. J. Hamre** is appointed district general car foreman with headquarters at Tacoma, Wash.

Management Services Department

Effective Oct. 1, 1969:

J. J. Janusz is appointed assistant manager of computer operations . . . **R. J. Bake** and **H. E. Bilger** are appointed senior systems analysts.

Effective Oct. 1, all activities handled in the marketing and research department are transferred to the management services department. This section of the management services department will function in a staff capacity to assist all departments by undertaking studies and evaluations needed to retain and expand the company's share of the transportation market.

All personnel presently assigned to the marketing and research department will report to the director of management services.

Superintendent Novak Ends Long Career



Mr. and Mrs. Anthony C. Novak, and their daughter, Julia Claire, shown as they were honored at the retirement luncheon in Chicago. Presiding is F. G. McGinn, vice president-operation.

A. C. "Tony" Novak, superintendent of road and suburban passenger service and personnel, retired on Oct. 31 after more than 46 years with the company.

The occasion was marked by his co-workers and friends at a luncheon in the Chicago Union Station Canterbury Room on Oct. 17 sponsored by Vice President-Operation F. G. McGinn. Honored with him were his wife, Clarice, and their daughter, Julia Claire.

Mr. Novak retired as the senior superintendent on the railroad in length of tenure on that position. At the luncheon, Mr. McGinn noted that in the course of achieving that distinction, he had served on many positions at various

locations. "Tony has done a great job for the Milwaukee," he said, "and well deserves to enjoy his retirement."

Mr. Novak, a native of Eden Valley, Minn., started his career in the operating department at Joliet, Ill., on Mar. 5, 1923. Following various advancements, he became special assistant to general manager at Chicago, and for a period of time served as a trainmaster and assistant superintendent.

In 1949 he was appointed superintendent of the Milwaukee-Kansas City Southern Joint Agency at Kansas City, Mo., and in 1955 became superintendent at Sioux City, Ia. Subsequently, he was superintendent with headquarters at

Miles City, Mont., later serving in that capacity at Savanna, Ill., and at Perry, Ia. He was appointed superintendent of road and suburban passenger service and personnel in 1966, since which time he had been headquartered in Chicago. He retired with a record of never having lost a day of work because of illness or injury.

Mr. and Mrs. Novak intend to reside in Savanna, which has been home base for them throughout most of his railroading years and where they will be near their daughter. Julia Claire is majoring in music at the University of Iowa at Ames, planning to become a concert pianist.

Dilley and Jones Head Passenger Traffic and Dining Car Officer Groups



C. C. Dilley



W. R. Jones

C. C. Dilley, general manager of passenger services, has been elected president of the American Association of Passenger Traffic Officers. The action was taken Oct. 22 at the association's 106th annual convention in Atlanta, Ga.

W. R. Jones, superintendent of sleeping, dining, mail, baggage and express services, was elected to the same office in the Association of American Railroad Dining Car Officers on Oct. 13 at the organization's 60th annual meeting in Chicago.

Others elected to office in the passenger traffic association were P. G. Edwards, system manager of passenger sales for the Canadian National, vice president; and Ralph C. Buckingham, assistant to president of The Pullman Company, secretary-treasurer. W. L. Millar, director of passenger sales for the Penn Central, was made chairman of the executive committee.

In the railroad dining car officers association, Warren T. Reed, manager of food and coach services for the Illinois Central, was elected vice president, and Harold F. Murray, assistant general manager of passenger services for the Canadian National, became chairman of the executive committee.

How to Make Your Poinsettia Bloom Again Next Year

That poinsettia plant you receive for Christmas can be kept in excellent condition during the holidays by following a few simple rules, and with a little care, can be made to flower again next year.

Place the plant near a sunny window in a room where the temperature remains constant at 65 to 75 degrees. Avoid chilling the plant, as this will cause the leaves to become yellow and drop. Be sure to give it an abundance of water and light while it is blooming.

Water the plant normally until half the leaves have dropped; then gradually reduce the watering until the soil is completely dry. Store it then in a place where the temperature is about 60 degrees.

In April or May, cut the plant down to six inches and repot in new soil, using a mixture of three parts loam, one

part leafmold, one part sand and one-and-a-half parts well decomposed manure. Resume watering until new shoots begin to develop, and after they sprout cut off all but one main shoot on each stem. When the weather is settled and warm, remove the plant to a sunny outdoor location and set the pot in soil up to the rim. Turn the pot every week to prevent the roots from growing into the soil.

In the fall bring the plant indoors to a south window for maximum light, and water it lightly until it has become acclimated to indoor conditions. It is essential during this period, for two or three weeks until the plant buds, that it receives at least 12 hours of uninterrupted darkness every day. If necessary, place a cardboard carton over it at night. Normally, your plant should bloom again in December or early January.

Joshua Green, First Citizen of Seattle, Begins His Second Century of Birthdays



Joshua Green cuts the cake at the birthday luncheon given by his fellow Rotarians. (Seattle Post-Intelligencer photo by Cary Tolman)

October 16 was officially Joshua Green Sr. Day throughout the state of Washington in tribute to the western director of the Milwaukee Road, who was celebrating his 100th birthday.

The proclamation by Governor Daniel J. Evans—one of many honors conferred on Mr. Green as the anniversary neared—cited "his many services and contributions . . . to the development of the City of Seattle and Washington State."

Mayor Floyd Miller named him "First Citizen of Seattle," in recognition of Mr. Green's lifetime of civic leadership and career as a pioneer Puget Sound shipping operator, industrialist, railroad owner and banker—enterprises intertwined with the growth of the Seattle area since he came to it from his native Mississippi before the turn of the century.

A hunter since boyhood, Mr. Green had gone pheasant hunting in the Columbia Basin the week end before his birthday, but packed up and returned for two days of celebrations in his honor. A special guest at the festivities was James Cash Penney, founder and former board chairman of the J. C. Penney Company, who had flown from New York City to congratulate him.

The meeting of the two business

leaders was the partial fulfillment of a pledge made 16 years ago by Penney, 94, Mr. Green, and their mutual friend O. D. Fisher, founder of the Fisher Flouring Mills. Mr. Fisher, who died in 1967 at age 91, had arranged through correspondence for the three to celebrate each other's century mark.

Mr. Green, in the sprightly manner that belies his years, set a rapid pace. Leading off the salutes on Oct. 15, a wail of fire sirens announced his arrival at the Olympic Hotel—riding jauntily on a fire department rig—for a luncheon given by Rotarians. There he was presented with a huge birthday cake, the first of three he received that day.

The others were gigantic sculptures of cake and icing at the downtown office of People's National Bank, where Mr. Green, honorary chairman of the board, puts in an eight-hour shift daily. The occasion was a public reception attended by the bank's customers and employees in its 48 branches across the state.

One cake portrayed him hunting pheasant and bear, and on safari in Africa. The other, a multi-sided affair, bore some of the philosophical sayings for which he is known, such as "There is a lot of good in most everyone," "Meet the other fellow a little more

than half way," "It's a pretty good old world," and "Gaudeamus Igitur" (Let us be joyful while we are young).

Earlier, when Mr. Green greeted Mr. and Mrs. Penney at the airport, he was presented by United Air Lines with his Million Mile plaque and card. A UAL spokesman observed that he had more than earned them on trips to Chicago for board meetings of the railroad.

The beginning of his second century of birthdays was observed the next evening with a private dinner party attended by the Green family, the Penneys, and the children of O. D. Fisher. Mr. Penney termed the occasion "a long dream fulfilled," and announced that he hopes to reciprocate six years hence.

Still to come two days later was the annual Waterfront Reunion of old timers sponsored by the Puget Sound Maritime Historical Society. Mr. Green was made an honorary member of Local 6, Masters, Mates & Pilots, and offered a job on a tugboat.

Back in March 1968, Mr. Green had written the head of the Puget Sound Tug & Barge Co. that when he turned 100 he'd like to get out of the banking business and return to the waterfront. "I'm a little old, so I'll be glad to get any job you have," he said in the application.

He added that he had a license, No. 35681, as a master, mate and pilot, and 40 years of experience as a crew member and steamship owner before deciding to change professions.

At the reunion he was told to get his duffel bag packed. "A combination job as cook and deckhand will be turning up any time, so be ready."



MAY HAVE ITS PLACE, BUT
NOT IN FREIGHT CARS

Recording Train And Railroad History With A Camera



Wade Stevenson, on the job in the Othello, Wash., roundhouse, tests crankcase oil and engine cooling water.

Railroading has played a key role in the life of Wade J. Stevenson ever since his boyhood years in Indiana. Warrenton, where he was born and raised, is served by three railroads, and when his mother gave him a box camera, *that* was the day.

The result is a unique collection of pictures and slides recording 30 years of train and railroad history. A large part of it depicts activities around Othello, Wash., where Stevenson is a machinist helper in the Milwaukee Road shops.

He estimates his collection at anywhere from 10,000 to 15,000 black and white prints, with railroading the primary subject. In addition, he has about 10,000 color slides on the same subject, and hundreds of feet of movie film.

Many of Stevenson's pictures have appeared in railroad publications, including "Trains" and "Railroad Magazine." He was also a contributor to the book "Western Trains" published several years ago by Richard Steinheimer and Donald Sims, his contemporaries in railfan photography. The book features mainline railroading in the far west following World War II.

Stevenson sends his film out for processing—he has the equipment, but his photo files crowd him for working space. Now and then he receives requests for pictures to illustrate books or

calendars. "I could sell more of my work if I could get quality finishing," he says.

Stevenson grew up within sight of the main line of the Baltimore & Ohio Railroad, on which his father was a section foreman. After graduating from high school in 1954, he signed on for a job with the Santa Fe at Winslow, Ariz., and later with the Union Pacific, before joining the shop force at Othello in 1946.

Working at Othello has provided Stevenson with opportunities to get some excellent shots of the various types of equipment used by the Milwaukee in that area, and they are well documented in his files. Most of his pictures showing operations on other railroads have been taken on vacation trips and railfan ex-

cursions. On them he also covers logging lines and electric traction, plus any colorful local events he can work into the schedule.

Wherever he goes, Stevenson generally totes a camera. "The Northwest is full of fascinating material," he says. "Each year I try to take in the Spokane Lilac Parade and the Wenatchee Apple Blossom Festival, as well as the hydroplane races in Seattle. I also love photographing children, flowers, fairs, circuses—anything colorful, unusual or dramatic."

But railroading-photography is still his favorite hobby. With boyish enthusiasm, he describes it as an exciting, rewarding experience. His hope is some day to publish a book, using the best of his pictures.



Winter in the Cascades photographed in 1949 as an oil-fired rotary was clearing track at Hyak, Wash. Stevenson's records show "Cold Water" Miller at the throttle.

Sauk River Lumber Company's No. 2, an oil-burning Shay built in 1920 by Lima, rusts on a siding at Darrington, Wash., after serving her time in the woods; a picture taken by Stevenson in 1953.



Outstanding Young Dairy Couples and Future Farmers of America Compete



L. B. Horton, commissioner of agricultural and mineral development (center), visits the farm of Mr. and Mrs. Ronald Aves, shown with their son, Kevin. Other judges of the Outstanding Young Dairy Couple contest are Ewing Row, associate editor of *Hoard's Dairyman* (right), and George Beerling, retired supervisor of the Public Milk Association field service staff.

At the invitation of the Pure Milk Association, L. B. Horton, commissioner of agricultural and mineral development, served as a judge for the organization's 1969 "Outstanding Young Dairy Couple" contest held recently in Chicago.

Eighteen couples—one from each of the 18 PMA districts in Wisconsin, Illinois and Indiana—were interviewed. The contest is designed to encourage leadership among young members of the dairy cooperative, which has much to do with stabilizing milk prices in the three-state area.

Following the get-acquainted session in Chicago, the judges visited the four top couples at their farms. Winners of the contest were Mr. and Mrs. Philip Peterson, Rt. 1, Oregon, Wis. The picture shown here was taken while visiting Ronald and Judith Aves, the runner-up couple, at their farm near Belvidere, Ill.

Mr. Aves is a recipient of a State Farmer degree from the Future Farmers of America Foundation, the national organization for sponsoring outstanding students of vocational agriculture, in cooperation with the U. S. Department of Health, Education and Welfare. He operates a 450-acre farm and milks 65 cows in a herd of 90 Holsteins and Jerseys. In 1965-66, his Jersey herd placed second for butterfat production in Illinois.

Besides serving as secretary-treasurer of the local PMA, Mr. Aves is president of the Boone County Dairy Herd Improvement Association, superintendent of the corn, grain, forages, fruits and vegetables department at the County Fair, a member of the county farm bureau, and of the county Agricultural Extension 4-H Committee. He is active also in the Illinois Jersey Cattle Club, and director of the Boone County Soil Conservation District.

Mrs. Aves has been a consistent blue ribbon winner on garden vegetables and bakery goods at the County Fair, and is secretary of the Boone County Saddle Club, of which both she and her husband are members.

Mr. Horton, as the Milwaukee's representative in matters concerning its support of Future Farmers of America programs, served also on the committee which chose the recipient of this year's national FFA award for outstanding achievement in natural resources development. About 500 business and industrial concerns, organizations and individuals make annual contributions to the Foundation to provide funds for awards in 13 areas of study.

The winner, announced at the national FFA convention in Kansas City Oct. 14-17, was Timothy Titsworth, 17, of Cameron, Tex. With his father, a vo-

cational agriculture teacher, he operates a 153-acre farm used mainly for wildlife production, including fish for the domestic market.

As part of his vocational program, young Titsworth has carried out various land conservation projects. In addition to the wildlife produced on the farm, he raises cattle and swine, and is an experienced dog breeder, trainer and kennelman. He has won the State Star Greenhand award, State Star Chapter Farmer award, and is an applicant for the State Lone Star Farmer award.

Allen A. Ische

Allen A. Ische, 67, retired assistant general adjuster, died at his home in New Berlin, Wis., on Nov. 14.

Mr. Ische was assistant general adjuster with headquarters in Chicago from 1956 until the time of his retirement in 1964. He had been with the company more than 44 years, serving on positions in the claims department at Milwaukee prior transferring to Chicago.

He was an honorary member of the General Claims Division of the Association of American Railroads and a member of the Masonic Lodge.

Services were held in Wauwatosa, Wis., with burial in Wisconsin Memorial Park. He is survived by his wife, Hazel; two daughters, Mrs. Arnold Strelow and Mrs. Donald Berger, both of Milwaukee; and a brother, Gordon, also of Milwaukee.

John K. Pain

John K. Pain, 66, retired manager of passenger services, died Oct. 9 at St. Joseph's Hospital in Chicago, following a heart seizure.

Mr. Pain, a native of Astoria, Ore., had been with the Milwaukee Road more than 50 years when he retired on July 31, 1968. He joined the passenger traffic department in 1918 at Seattle, and held various positions there and also in Spokane and Portland, Ore., prior to 1953, when he transferred to Chicago as assistant to general passenger agent. He was appointed manager of passenger services in 1961.

He is survived by his wife, Sarah Rae; two sons, George K. of Auburn, Wash., and John Jr., Renton, Wash.; two sisters and 10 grandchildren.

Services were held at St. Thomas of Canterbury Church in Chicago, with interment in Holyrood Cemetery, Seattle.

RETIREMENT

The following employees' applications for retirement were reported during September-October 1969

General Office & System Employees

Brown, C. E. Check Clerk.. Chicago, Ill.
Brydges, Edith M. Clerk.. " "
Clark, F. L. Chief Clerk.. " "
Dupuis, A. G. Pub. Rel. Officer.. " "
Erwin, Rose C. Librarian.. " "
Heins, Pearl E. Typist.. " "
Leali, K. A. Waiter.. " "
Lucas, H. F. Asst. Engineer.. " "
Mendonsa, Helen .. Key Punch Clerk.. " "
Moore, G. F. Buffet Attendant.. " "
Perry, T. C. Clerk.. " "
Sherman, Jos. Special Acctg.. " "
Stewart, M. E. Dist. Safety Engr.. " "
Walker, Adele J. Comp. Operator.. " "
Weinstein, M. H. Bureau Head.. " "
Woodson, E. C. Waiter.. " "

Chicago Terminals

Baxman, E. E. Asst. Coach Yard Foreman.. Chicago, Ill.
Dentino, D. C. Bridge Tender.. " "
Lewis, M. H. Asst. Engineer.. " "
Mahnke, L. A. Signal Maintainer.. " "
Milz, E. W. Boilermaker.. " "
Nummer, E. Loco. Engineer.. Bensenville, "
Ranallo, Ben .. Section Foreman.. Chicago, "
Rettie, R. V. Loco. Engineer.. Bensenville, "
Russell, C. W. Switchman.. Chicago, "
Schroeder, E. H. Crane Operator.. " "
Tallian, J. R. Car Inspector.. " "
Velasquez, F. Machinist Helper.. Bensenville, "

Coast Division

Atkinson, B. F. Yard Clerk.. Othello, Wash.
Donlon, James .. Conductor.. St. Maries, Ida.
Fetters, Mildred .. Cashier.. Seattle, Wash.
Harvey, T. C. Conductor.. Tacoma, "
Hough, James F. Lt. of Police.. Spokane, "
Mason, C. P. Section Foreman.. Newport, "
Miesuk, W. Janitor.. Seattle, "
Perry, A. A. Section Foreman.. Hyak, "
Radtke, O. T. Electrician.. Renton, "
Sullivan, T. R. Lt. of Police.. Tacoma, "
Utanis, P. B. Janitor-Section Man.. Seattle, "

Dubuque & Illinois Division

Baldwin, W. L. Loco. Engr.. Chicago, Ill.
Hoover, Floyd .. Loco. Engineer.. " "
Sowder, E. C. B&B Carpenter.. Chillicothe, Mo.
Staircar, A. J. Chief Clerk.. Davenport, Ia.

Iowa Division

Currier, W. Telegrapher.. Council Bluffs, Ia.
Hollander, H. M. Sec. Foreman.. Charter Oak, "

Koehn, A. W. Sec. Foreman.. Guttenburg, Ia.
Miller, R. H. Asst. Foreman.. Delmar, "
Neel, W. W. Carman.. Perry, "
Smallwood, W. J. Engineer.. Ottumwa, "
Smock, R. H. Laborer.. Greeley, "
Springer, C. H. Laborer.. Perry, "
Wignall, J. H. Trainman.. Marion, "

Iowa, Minnesota & Dakota Division

Beatty, Violet L. Cashier.. Austin, Minn.
Brown, D. L. Brakeman.. " "
Evans, M. R. Bill & Expense Clk.. Sioux City, Ia.
Isaacson, E. M. Operator.. " "
Kuhrt, W. J. Sec. Foreman.. Austin, Minn.
Mau, C. G. Section Laborer.. Fulda, "
Pettit, L. M. Sec. Foreman.. Winnebago, "
Sanneman, L. F. Cashier.. Northfield, "
Schumacher, C. H. Sec. Laborer.. Jackson, "
Seeman, L. R. Diesel Watchman.. Austin, "

La Crosse Division

Chartier, D. L. Loco. Fireman.. Wausau, Wis.
Fleming, E. M. Train Baggage Man.. Milwaukee, "
Hager, H. V. Sec. Laborer.. Janesville, "
Kennebeck, B. T. Carpenter.. Lacrosse, "
Kuehnemann, R. C. Sec. Foreman.. Poynette, "
Purvis, A. O. Towerman.. Winona, Minn.
Sweeney, G. S. Conductor.. Minneapolis, "
Troia, Joseph .. Machinist Helper.. Madison, Wis.

Milwaukee Division

Bronoel, D. E. Rate Clerk.. Green Bay, Wis.
Brown, J. L. Demurrage Clerk.. " "
Kolaske, H. C. Machine Operator.. Milwaukee, "
Munoz, T. Section Foreman.. So. Beloit, Ill.
Myers, R. C. Yardmaster.. Milwaukee, Wis.
Noskey, A. C. Conductor.. Iron Mountain, Mich.
O'Claire, J. G. Conductor.. Milwaukee, Wis.
Pranke, H. G. Section Laborer.. Racine, "
Reeves, E. S. Signal Maintainer.. Green Bay, "
Roeder, G. T. Switchman.. Milwaukee, "

Milwaukee Terminals & Shops

Ausprung, A. J. Chauffeur.. Milwaukee, Wis.
Baehr, G. A. Perishable Frt. Insp.. " "
Baumann, E. W. Yardmaster.. " "
Blauw, J. J. Agt.-Teleg.. Avalon, "
Carlson, Iver .. Steamfitter.. Milwaukee, "
Czech, E. L. Machinist.. " "
Eagleburger, F. D. Mach. Helper.. " "
Kettner, O. G. Check Clerk.. " "
Lannet, S. W. Clerk.. Channing, Mich.
Marxen, H. R. Dist. Material Mgr.. Milwaukee, Wis.

Schomisch, E. J. Car Cleaner.. Hilbert, Wis.
Spalding, H. F. Store Helper.. Milwaukee, "
Tarnow, E. A. Sec. Stockman.. " "
Ulrich, G. N. Boilermaker.. " "
Wolter, E. M. Sergeant of Police.. " "
Zych, Jos E. Carman.. " "

Rocky Mountain Division

Marking, C. A. Sec. Foreman.. Roundup, Mont.
Meehan, Mary J. Steno. Clerk.. Deer Lodge, "

Twin City Terminals

Born, C. A. Yard Clerk.. St. Paul, Minn.
Costello, J. G. Engineer.. Minneapolis, "
Harrison, J. H. Carman.. St. Paul, "
Jones, Paul T. Car Inspector.. " "
Marrone, F. Carman.. " "
Petros, Mike .. Coach Cleaner.. Minneapolis, "
Thysell, G. E. Machinist.. St. Paul, "

R. J. Marony, Retired Vice President-Finance, Dies

Robert J. Marony, 88, a retired financial vice president and fiscal officer of the Milwaukee, died Oct. 9 in New York City. Following his retirement in 1950, he served as a director of the company until 1956.

Mr. Marony was a native of Philadelphia educated at the College of the City of New York. His entire railroad career was spent in the New York office, starting in the financial department in 1906. From 1912 to 1925 he was assistant secretary and assistant treasurer, in addition to serving as vice president in 1921-25. During the two decades of corporate reorganization that followed he continued as New York representative, and was elected vice president and fiscal officer in 1945.

Mr. Marony was a director of several other corporations, and a leading Roman Catholic layman, being a Knight of Malta and a director of St. Patrick's Cathedral in New York. A pontifical requiem mass was offered for him at St. Patrick's. Surviving are a sister, a grandson, and two great-grandchildren.

MOVING?



Clip out and mail

TO CHANGE YOUR ADDRESS
When you move, please notify
CIRCULATION DEPARTMENT
THE MILWAUKEE ROAD
MAGAZINE
824 UNION STATION BUILDING
CHICAGO, ILLINOIS 60606

PLEASE PRINT OR TYPEWRITE

MILWAUKEE ROAD MAGAZINE: Please change the address to which The Milwaukee Road Magazine is sent to me as follows:

SIGNATURE

DATE

SOCIAL SECURITY
ACCOUNT NUMBER

INITIALS
1 2

LAST NAME

STREET ADDRESS

CITY

STATE

ZIP CODE

☐ ACTIVE EMPLOYEE

☐ RETIRED EMPLOYEE



Toastmaster Elmer Weiland opens the after dinner program.

Retirement-Reunion In Sioux City

The Eagles Lodge in Sioux City, Ia., was again the gathering place for the annual send-off to employees on the former Sioux City-Dakota division of the railroad who retired this year. Rain and foggy weather the Sunday of Oct. 5 had little effect on the attendance, for about 200 Milwaukee Road people took part in the testimonial.

The "All for one and one for all" party, the seventh at Sioux City, featured a fine dinner, lots of entertainment, and tributes to the guests of honor. Again Engineer Elmer Weiland served as toastmaster, Conductor and Mrs. Kenneth Knoernschild provided the music, and the local Music Maids performed their popular comedy skit.

Pictured are some of the highlights of the program, "a wonderful party—the best ever," according to those who were there.

Conductor and Mrs. Kenneth H. Knoernschild, well known to Sioux City audiences, furnish the music.



RIGHT ABOVE: the Music Maids entertain with their specialty. "Playing" the washboard and skillet is Mrs. C. F. Willett, wife of Engineer Willett.

RIGHT: Retired employees honored at the banquet display "gold" spikes engraved with their name presented to them as mementos. From left are Assistant Section Foreman A. O. Gunnerson, Sioux City; Section Foreman H. J. Miller, Yankton, S. D.; Section Foreman H. M. Hollander, Charter Oak, Ia.; Cashier Laura Sievert, Sioux Falls, S. D.; Master Mechanic W. B. Gage, Mitchell, S. D.; Sectionman E. D. Hoover, Canton, S. D.; and Switchman H. E. Persinger, Sioux City.



Your Milwaukee Road Magazine Correspondent

AS A READY REFERENCE for readers of this magazine, grouped below are the names of the Milwaukee Road employes whose reporting efforts form the basis of the "About People of the Railroad" section. Many also contribute information that enables the Magazine to develop feature articles. If you have news to report, these are the people to contact.

Horace Greeley, the famous journalist, always maintained that "news" is plural. It is said that one time he wired a reporter "Any news?" and received the reply, "Not a new!" But regardless of the distinction, if it concerns Milwaukee Road People, please let your correspondent know. What may be common knowledge in one area may be news in another.

In a survey made by the Magazine some years ago to check readership preferences, one of the major findings was the collective vote favoring so-called "personals." The survey showed that practically everyone reads the news of their own division, and that a large number read much of the section. A letter received recently at the Magazine office seemed to express the general at-

titude. This came from the wife of a brakeman:

"We always look forward to each issue, but since the correspondent here retired, we do not get any news about people on our part of the railroad. We really miss it. I have talked to others and I know that many feel the same, so please see that this gets some attention."

As a rule, the Magazine is pressed for space to publish all the personal news submitted, and certain items sometimes are crowded out in favor of more newsworthy ones. If or when this happens, it should be kept in mind that your friendly local correspondent may not be responsible for the omission.

Moreover, a correspondent has deadlines to meet, the usual deadline for news being approximately six weeks prior to the date on which a Magazine comes off the press (news in this issue, for instance, had to reach the Magazine by Nov. 3). Rest assured, however, that correspondents welcome contributions, and in fact, need them if they are to do their best as news gatherers. — *Editor*

General Offices - Chicago

Ruth Brauneis Auditor of Expenditure's Office
Marion Frank Auditor of Capital Expenditure's Office
Shirley James Purchases & Material Department
Janice Little Signals & Communications Department
Sharon Penington Traffic Department
Marian Petersen Milwaukee Motor Transportation Co.
Rose Printz Auditor of Passenger Accounts' Office
Agnes Touhey Auditor of Equipment Accounts' Office
Ruth Schurhke Freight Accounts and Freight Settlements
Ashley Wilhite Office of Vice President-Operation
Ervin Zielke Freight Claim Department

Aberdeen Division

Ray F. Huger Operator, Aberdeen
Martha Moehring Assistant Superintendent's Office, Montevideo

Chicago Terminals

Delores Barton Superintendent's Office, Bensenville Yard
Judy Parsons Galewood Freight Office

Coast Division

Elisabeth Crawford Agent's Office, Tacoma
Laura Schaub Regional Sales Office, Seattle

Dubuque & Illinois Division

Eunice Stevens Superintendent's Office, Savanna

Iowa Division

Halcyon Kistler c/o Agent, Perry

Iowa, Minnesota & Dakota Division

Sophia McKillip District Sales Office, Sioux City

R. D. True Superintendent's Office, Austin

La Crosse Division

Corinne Bauer c/o Superintendent, La Crosse
Natalie Brunt Assistant Superintendent's Office, Portage
Mildred Conklin Trainmaster's Office, Wausau
J. W. Loftin c/o Agent, Janesville

Milwaukee Division

J. E. Boeshaar Superintendent's Office, Milwaukee

Milwaukee Shops

H. J. Montgomery Mechanical Engineering Department
Carol Rader Locomotive Department
Eileen Schneider Office of Shop Superintendent

Milwaukee Terminals

Pearl Freund Regional Data and Agency Offices
Grace Johnson General Superintendent's Office

Rocky Mountain Division

E. H. Mielke Roundhouse Foreman, Harlowton
James Ranney Boardman, Three Forks
Ellen Roberts c/o Trainmaster, Miles City

Terre Haute Division

Maurice Verdeyen Yardmaster, Terre Haute

Twin City Terminals

Edna Bowers c/o District General Car Foreman, St. Paul
Bonnie Clotter Local Freight Office, Minneapolis
J. J. Taylor Stationmaster, Minneapolis

Aberdeen Division

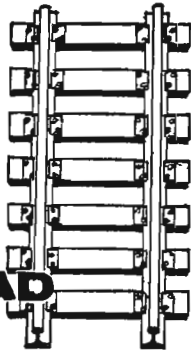
EAST END

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

Retired Conductor Marnel Golie and his wife, Gladys, had themselves a very fine 40th anniversary on Oct. 19. All the guests received a nice little folder containing a picture of the honored couple.

Brakeman Roger Funk, who now has his army career behind him, is back working on the Aberdeen Division. Somewhere along the line he picked up a moustache. (Of course, it doesn't compare with the handlebar that Engineer Earl Dufresne cultivated this summer.)

ABOUT PEOPLE OF THE RAILROAD



Ross Ketchpaw, formerly connected with the paymaster's office and retired since 1962, stopped to "hello" on the way to South Dakota pheasant hunting. He now has an insurance business in Wauwatosa, Wis. Ross also has a moustache.

The wife of Retired Conductor D. P. Ryan passed away Oct. 22 after a long illness. Conductor Elmer Hanson passed away at the age of 62 in Minneapolis after an illness of over a month. He had been on passenger the greater share of his railroad employment. Jack Steele, former manager of the Lakeville Creamery, died at his home in Lakeville in October. The east end rails will remember Jack well. Martin Tickner, formerly a passenger man, passed away in Eden Prairie recently. He had retired in 1956. Retired Conductor George Daniels passed away in Montevideo on Oct. 19. George retired in 1962.

Chief Clerk Jack Seiler of the Aberdeen engineering department was clobbered by a hit and run artist recently. After some plain and fancy stitching on his face, Jack returned to work in a day or so. Mrs. Seiler received a broken leg and the sister-in-law a broken arm. Everybody is mending now.

The new little girl at the home of Brakeman Ken Cordingley has been given the name of Tracy Lynn.

Jack Huben of Milbank and his good wife celebrated their 50th anniversary with an open house at St. Lawrence Catholic Church on Oct. 5. Jack retired in 1956 after 50 years of railroading, mostly around Milbank.



Long-time associates in the sleeping and dining car department share their reminiscences at a coffee party held recently in the office of W. R. Jones, superintendent of sleeping, dining, mail, baggage and express services, in honor of employees who retired over the last several months (see the Chicago Terminals news). From left are W. Sommer, assistant superintendent of sleeping and dining cars; Albert Height, retired cook; Mr. Jones; K. A. Leali, retired waiter; and A. J. Corbett, chief dining car inspector.

The engineering office at Aberdeen has licked the problems connected with its annual Christmas party: like snow storms, everybody too busy, somebody sick, etc. They blew all their accumulated savings on a mountain of food, and everybody went out to Margaret Crocker's lake cottage one nice day in September—on a week end, that is—and there they swam, took rides in John Collings' houseboat and the Crocker boat, and had a whing-ding of a time. The only casualties were those resulting when an army of chiggers invaded the horse-shoe court and busted up an otherwise peaceful game. There were 66 present.

Engineer Warren Sanford still talks about all the food they consumed when he and his wife visited her kinfolk in Norway this summer. One day there were eight smörgasbords on the agenda, and so they just nibbled away. Over in Norway, he tells us, the trains run on coffee, almost. Every diesel has a plug-in so you can slurp coffee around the clock, if you want to.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Carl D. Busick, retired agent, passed away at Livingston Manor, Chillicothe, Mo., where he had resided since July 1969. Mr. Busick had a varied career, having helped to incorporate the town of Osgood and become its first mayor. He also founded the Osgood Tribune and printed the newspaper in the railway depot. His railroading career covered 61 years, starting as night operator in 1903 at Liberty, then holding various agencies, and retiring from the

Chillicothe agency in December 1964. Surviving are a daughter, seven grandchildren and 10 great-grandchildren.

Agnes Staircar, chief clerk at the Davenport freight house, retired Oct. 3. Agnes' railroading career began in the freight office at East Moline in 1937, transferring to the Davenport freight office and working on various clerical positions before advancing to the position of chief clerk to the agent. On her last day of service the Davenport office force feted her with a coffee-cake party and presented her with a miniature suitcase filled with currency, with the best wishes of her co-workers and other friends in the Tri-Cities. Marcella Fabricius, secretary to the assistant superintendent at Davenport, is now presiding as chief clerk in the freight office.

Retired Engineer Emil B. Lantz passed away Oct. 29 in Northwestern Hospital, Chicago, at the age of 81. Mr. Lantz began his railroading career Mar. 24, 1908 as a fireman and was promoted to engineer Sept. 17, 1912. He was elected general chairman of the Brotherhood of Locomotive Engineers in January 1948 and vice president of the same organization Sept. 1, 1950, retiring from railroad service in December 1961. He is survived by his widow and three sons.

First District Conductor V. C. Lace passed away in Elgin, Ill., Oct. 16. Mr. Lace began his career as a brakeman Aug. 31, 1947, was promoted to a conductor Dec. 16, 1951 and was in active service until Sept. 26, 1969 as a passenger brakeman. Funeral services were held in Rochelle, Ill. Surviving are six daughters, one son, his mother and a brother.

Donald C. Bolton, retired Savanna freight service inspector, was confined

to the hospital in Savanna during October for a leg amputation. He is recuperating at his home, 625 Chestnut St., Savanna, Ill. 61074. During his illness he was visited by some retired Milwaukee Road friends from Canton, S. D., Mr. and Mrs. Charles Reichardt. Mr. Reichardt was formerly a pump repairer on the I&D Division.

William T. McNamara, retired roadmaster, passed away in the City hospital at Savanna Sept. 22, shortly after admittance. Services were held in St. John's Catholic Church, with burial in the Catholic Cemetery at Savanna. Survivors include his sister, Mrs. Norman F. Kelsey, Savanna, with whom he had made his home since retirement.

Mr. and Mrs. Donald Goss (Savanna car department) celebrated their silver wedding anniversary Oct. 7. They are the parents of eight children.

Their daughter Barbara Ann became the bride of Richard W. Collins, son of Mr. and Mrs. John Collins of the City Ice Co., at a ceremony in the home of the bridegroom's parents Oct. 9, with a reception following.

Retired Engineer and Mrs. Harry Casselberry of Savanna celebrated their 59th wedding anniversary Oct. 12 with a family dinner at Handel's Steak House. They are the parents of three sons and a daughter and have nine grandchildren and nine great-grandchildren.

Engineer and Mrs. Robert K. Myers of Savanna observed their silver wedding anniversary Sept. 13. They are the parents of three sons, Lieutenant Robert, stationed at Fort Bragg, N. C., and William and James at Illinois State University.

St. John's Catholic Church in Savanna was the setting for the wedding Oct. 18 of Virginia Kay Blair and Jerry L. Ferris. Virginia is the daughter of Mrs. Josephine Blair, extra clerk on the D&I, and the late Robert Blair, switchman at Savanna. She was attended by her sister as matron of honor. A reception was held in the Moose Club following the ceremony. The couple's first home will be in Savanna.

Chicago General Offices

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

Welcome to Michael Foy, who came to our office recently after two years in military service, mostly at Ft. Riley, Kans. And to Stephen Michael, who has returned after three years' service. Steve spent most of 1967-68 in Augsburg, Germany, and 1969 at Saigon Aviation Depot (Army) Tan Son Nhut Air Force Base, South Vietnam.

Clara Raupp has returned to the TOFC mileage bureau, having been out with a broken wrist since early September. Arlene Veach returned from sick leave Sept. 6.

Best wishes to Donna Friend of the

statistical bureau and Ed Wolff of Data Processing, who became Mr. and Mrs. on Oct. 18. Donna received many gifts at an office party in her honor.

Darlene Laduzinsky became Mrs. Joseph Kochansky on Nov. 1. She, too, was presented with some lovely gifts.

James Pokrykfe, who had been with us since he returned from military service in April, resigned in September to attend school at the Chicago Circle.

David Holahan is now working for Uncle Sam, having been inducted on Sept. 15.

Arline Roggow underwent surgery on Oct. 28, and is progressing satisfactorily at this writing.

Elaine Irlweg has taken a leave of absence to await the arrival of her first child. Christine Davis also took a maternity leave Oct. 31.

Genevieve Rembac of the TOFC bureau celebrated 50 years with the Road on Oct. 27. She was presented with the railroad's Gold Pass and a gift from her co-workers and friends.

TRAFFIC DEPARTMENT

Sharon L. Penington, Correspondent

It was a happy event when, on Sept. 20, Peter Oberhaus took Diane Reed of our GFD to be his bride. Following the ceremony at St. Alexis Church in Bensenville, a reception was held at the Knights of Columbus Hall in Elmhurst. The couple honeymooned in Wisconsin and have taken up residence in Melrose Park.

On Oct. 21, a farewell luncheon was held at Dorothy's on Adams Street for Eileen Naughton and June Dopp, both of the GFD. Eileen is now working at Sinclair Oil and June has transferred to the purchasing department.

Congratulations to Carol Meyer and Mary Alice Dorgan upon receiving their driver's license.

PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

June Dopp and Anthony Dagen were welcomed to the department as new employees. June, who transferred from the traffic department, is working as a stenographer, and Anthony as a price clerk.

Our best wishes to Susan Smith, who is engaged to Dane E. Isenmann. They will be married Feb. 21, 1970. Also to Anthony Dagen, who is engaged to Sheryl Scrutchions.

Our congratulations to Dorrell Thelander, manager of the office, who recently received his Silver Pass for 45 years' service. With the exception of about three years, all of his service has been in this department.

Betty Cunningham is a very ambitious gal, and is attending night classes at Bogan Junior College. She hopes to become a teacher.

Elmer Eldridge retired recently after many years of service. He was a congenial co-worker, and was remembered in November with "happy birthday" cards.

ENGINEERING DEPARTMENT



Doctor Madvig

Dr. Donald H. Madvig, son of Harold J. Madvig, retired assistant engineer in the Chicago office, has accepted the position of associate professor of New Testament at North Park Theological Sem-

inary in Chicago. Doctor Madvig, a graduate of Bethel College in St. Paul, earned a Th.M. degree in New Testament at Fuller Theological Seminary. In 1961 he received his M.A. degree from Brandeis University, and a Ph.D. in the Department of Mediterranean Studies at the same university in 1961. He has served pastorates in Minnesota, Nebraska and Massachusetts. He has contributed articles to the revised edition of the International Standard Bible Encyclopedia and is currently translating Edward Schweizer's "Commentary on the Gospel of Mark" for publication by John Knox Press.

We deeply regret to report the death of Mrs. Burt O. Johnson, wife of retired office engineer, on Sept. 28 in Tucson, Ariz. A memorial service was held in Tucson, at the Catalina United Methodist Church. Mr. Johnson, who retired in 1963 after 45 years of service with the Milwaukee, now makes his home at 732 Avenida Feliz, Tucson 85705.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Rose Printz, Correspondent

Upon completing 44 years of loyal and faithful service, Maurice H. Weinstein, bureau head of the miscellaneous bureau, decided to retire on Oct. 17. He started in the office of the ticket auditor on Sept. 8, 1925, later held various clerical positions, and was appointed head of the miscellaneous bureau of this office on Mar. 1, 1966. Well-wishers presented him with a cake and a gift of money. "Mo" and his wife will take up permanent residence at Alhambra, Calif.

Congratulations to J. W. Brandenburger, recently appointed to the position of assistant manager-work operations, and to F. M. Dittmann, appointed bureau head of the miscellaneous bureau.

Maryellen Barone, formerly of the auditor of equipment accounts office, has joined our force as miscellaneous clerk.

Ray Hackell, assistant bureau head of the interline bureau, and his wife, Lill, have returned from a trip to Spain, Portugal and Morocco. Of Morocco, Ray says, "It's a nice place to visit, but I wouldn't want to live there."

A word of warning: Mary Bernice Haley is participating at this writing
(Continued on page 22)

The Milwaukee Road Magazine



LINKS NEWS.

Sharing the lead in the quarter-final play-off of the Perry, Ia., Tuesday Night Men's Handicap Golf League are Time Revisor Ralph Jackovich (above left) and Claim Adjuster George

Keenan. Engineer Orville Salzgeber (left) walked off with individual honors with a net 35.0. Orville is the son of Retired Engineer and Mrs. Percy Salzgeber. (Perry Daily Chief photos)



FIVE GENERATIONS IN SOUTH SIOUX CITY. Retired Switchman Harold E. Persinger (right) represents the second generation in this family group of South Sioux Cityans. At left is his mother, Mrs. P. I. Persinger; in the center his daughter, Mrs. Joe Gatewood; behind Mrs. Gatewood her daughter, Mrs. Dennis Nelson, and son, Tom Graves holding his son Michael; and up front Mrs. Nelson's sons, Steve and Jeff. Mrs. Persinger, a spry 83, has 12 living children, 77 grandchildren, 96 great-grandchildren and three great-great-grandchildren.

FORTY-FIVE YEARS OF SERVICE are recognized with the presentation of a Silver Pass to B. L. Lapinski, assistant cashier in the Chicago regional data office (center), by Regional Data Manager J. F. Millard, as Assistant Manager M. S. Gilbert looks on. All of Mr. Lapinski's service has been in the Chicago Terminals freight offices, on positions at Union Street, Kinzie Street and Galewood, and in the regional data office since 1960.



ON THE SILVER PASS LIST. R. F. Hannes, who holds the position of chief clerk at Fand du Lac, Wis. (left), is presented a Silver Pass by Trainmaster W. F. Wieland in recognition of 45 years of continuous service. His date on the service roster is Apr. 10, 1922.

JOINING THE RETIRED RANKS Twin Cities co-workers of James Costello, engineer on the La Crosse Division, extend their best wishes for a happy retirement. In the group are (front, left to right) Switchman J. Link, Sectionman M. Junjak, Carman R. Hammerat, (second row from left) Switchman L. Sventak, Costello, Fireman T. Quinn and Conductor J. Crockett. Costello joined the retired ranks after 52 years of service.



LAST WORKING DAY for Yard Conductor Russell Myers (left) after 40 years and 7 months of service was Oct. 24. Wishing him well is A. E. Eirschele, agent at North Milwaukee. Myers, who makes his home in Wauwatosa, Wis., enjoys traveling and plans to visit the Southwest and Hawaii. His hobby is woodworking.

(Continued from page 20)

in a student driver's training course, and in the not too distant future will be maneuvering a car sans dual controls. Be on the alert!

On Oct. 2, Harry Simon announced with pride the arrival of his granddaughter Stacy. Robyn Beth now has a sister.

Sympathy was expressed to Cele Koob, a recent retiree, on the death of her cousin, Jennie Sprengel, following a long illness. Jennie and Cele shared the same household.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

There were wedding bells for Linda L. Livas of Roselle and Stephan Sands of Glenview, Ill., on Sept. 13 at St. Walter's Church. Both are students of journalism at the University of Illinois Circle Campus in Chicago, and are continuing their education. Stephan is editor of the school paper. Linda is the daughter of Ted Livas, contract assistant in the office of the general manager.

G. J. (Gil) Boerner, manager of data input in the transportation department, was installed as Cubmaster at the September meeting of Cub Scout Pack 412 in the Methodist Church at Roselle, Ill.

Mr. and Mrs. Ronald J. Skalski are the parents of a boy named Robert Eugene, born Oct. 3 at St. Elizabeth's Hospital. Ronald is statistical clerk in the office of the general manager.

John W. Greene, who has been employed in the office of Secretary J. T. Taussig, was recently promoted to secretary to Assistant General Manager D. O. Burke.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

I am happy to report that W. C. Wilson, auditor of expenditure, is back after his recent illness, looking "fit as a fiddle."

Marie Gomez of the paymaster's office and David Marcheschi, brother of Joseph Marcheschi, have announced their engagement. David attends De Paul University, majoring in marketing, and upon graduating will become associated with the Jewel Tea Company.

Congratulations to Carol Garsee of the timekeeping bureau and her husband, Joseph, on the recent birth of a baby girl, Laura Ann, and to Thomasine Shannon and husband on the birth of their second child, a boy, on Oct. 25. Also to Jual (Schmidt) Henikman, formerly of Timekeeping, and husband Richard on the birth of their second son, Gary Alan, on Oct. 24. He is the second grandson for Viola Schmidt, who worked for many years in the accounts receivable bureau prior to her retirement.

Best wishes for a long and happy wedded life to Nancy Brennen of the

Brakeman Kampas Receives the Army's Bronze Medal With "V" For Heroism in Vietnam

The Department of the Army has announced the awarding of the Bronze Star Medal with "V" Device to Brake-man George L. Kampas of the Dubuque & Illinois Division, now serving in Vietnam. He is the son of Engineer and Mrs. Steve Kampas, Savanna, Ill.

Kampas, a private first class in the 27th Infantry, distinguished himself when his outfit, Company B of the 2d Battalion, became pinned down by intense enemy fire. The citation noted that he immediately maneuvered to a strategic position and began a devastating counter attack. It read:

"With complete disregard for his own safety, Private Kampas exposed himself to the barrage of enemy weaponry as he joined his comrades in an assault of the hostile positions. His valorous actions contributed immeasurably to the success of the mission and the defeat of the hostile force.

"Private Kampas' bravery, aggressiveness and devotion to duty are in keeping with the highest traditions of the military service and reflect great credit upon himself, his unit, and the United States Army."

miscellaneous bureau and Michael Yunker, who were married at St. Alphonsus Church on Oct. 18. A reception was held at Antoine's Banquet Hall. Nancy and Michael motored to California on their honeymoon.

I regret to report that Georgia Perry, retired employee of the AFE bureau, was seriously injured when struck by an automobile while walking with friends in downtown Minneapolis. Georgia sustained breaks of both legs.

Recent visitors to the office were Walter Getz, Russ Risberg, John Ritter and Bill Stegman, all looking well; also Mary Oehm, who came to help the committee of the National Association of Railway Business Woman pack candy.

FREIGHT CLAIM DEPARTMENT

Ervin Ziefke, Correspondent

Jeanette Rugen, daughter of Lloyd Rugen, our chief clerk, was awarded the National Merit Honor Society Certificate while attending Glenwood North High School. In addition, Jeanette earned an Illinois State Scholarship and is now attending Trinity College in Deerfield, Ill.

Assistant Freight Claim Agent D. R. Devitt and his wife, Sally, announced the arrival of David Joseph recently. Adjuster Tom Kelly and his wife,

Mary Sue, received their bundle from the stork on Oct. 29. Tom Junior will have to share his toys now with his sister, Megan Lee.

Freight Claim Agent R. M. Levey and his wife, Doris, received a surprise telephone call recently. Their son Mark called from Vietnam.

Wedding bells rang for Adjuster Dean Bianucci on September 27 and also for Adjuster Dennis Japczyk, Dean Bianucci on September 27 and mooned in Canada, while Dennis and his wife, Rosemary, absorbed the sun rays in Nassau.

Dictaphone Operator Helen Braun and OS&D Clerk Virginia Kuhrt celebrated their 25th year with the freight claim department.

Maria Karpa resigned from her secretarial duties and moved to San Diego, Cal., to be married. Secretary Doris Opegard and Clerk Georgia Aird flew down to visit Maria for a weekend.

Promoted recently to adjuster positions were John Latoza, Jim Blessing, Dennis Japczyk and Mead Gifford.

Retired Dictaphone Operator Florence Swanson came up to Chicago from her home in Arkansas for a visit. Time only permitted her to contact some of her friends by phone, to let them know that retirement is just fine. Retired Bureau Head Fred Brodhagen visited with us recently and said that the leisure life agrees with him also.

Dictaphone Operator Lillian Synwolt is recuperating from a cataract operation at this writing. Adjuster Ralph Burton called recently to say hello, and that he is doing fine. Ralph has been on leave due to a respiratory ailment.

New employees welcomed to the department recently were Jane Killian, Georgia Aird, Kathleen Neuworth, Larry McGill, Bob Sperlazzo and John Kloster.

OFFICE OF AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Contributed by Ruth Schurhke

Josephine White of the overcharge claim bureau left Aug. 31 to await the stork. She was given a farewell party by her co-workers, and all I have to say is that the baby is going to be the best dressed in town, with all the beautiful gifts she received.

Sympathy was expressed to Fred Brink on the death of his brother, and to Frank Herner, whose father passed away.

Welcomed to the department were Teresa Jones, formerly of the auditor of expenditure's office; Dennis Lovick, formerly of the assistant auditor of expenditure's office; Richard Bohrer and Michael Foy, formerly of the auditor of equipment accounts' office, who are now claim investigators; and Philip Carlson of Waybill Filing.

"Get well" wishes are extended to Milt Croasdale, who is confined to McHenry Hospital at this writing.

Congratulations to Marion Lynch of

(Continued on page 24)

The Milwaukee Road Magazine



CHICAGO TERMINALS RETIREMENT. Orville H. Friend, engineer at Western Avenue Yard, Chicago, shown as he retired on Oct. 31 with good wishes from Yardmaster J. D. Cowart. He had 45 years of service with the Milwaukee. The Friends plan to remain in Chicago. Their son, David, is traveling engineer-trainmaster at Davenport, Ia.



CLOSING THE BOOK. E. L. Kibby, stockman at Savanna, Ill., closes the book on 32 years of service in the purchases and material department. Upon retiring recently, he and Mrs. Kibby returned to their home in Perry, Ia., where Mrs. Kibby had a number of hobbies and jobs lined up for E. L. after 13 years' absence from the old home place.



November-December, 1969

RETIREMENT RUN.

Engineer Walter L. Baldwin, making his last trip between Chicago and Elgin, Ill., Sept. 30, poses with members of his crew. From left are Brake-man L. D. Taylor, Baldwin, Conductor H. A. Boaz and Fireman Maynard Decker. Baldwin retired with almost 47 years of service, starting as a switchman in the Chicago Terminals and in freight service between Bensenville and Savanna, Ill., before going on the commuter run. He and his wife, Nettie, will maintain their home in Elgin for the present, while taking trips to such places as Arkansas, Mexico and the west coast. They have two married daughters and six grandchildren.



HOMECOMING QUEEN of the Perry, Ia., High School was Debbie Gordner, daughter of Conductor and Mrs. Robert Gardner. She is shown at her crowning for the homecoming ceremonies. (Perry Daily Chief photo)



SIGNING OUT. Emmett M. Wolter (right), finishing his last tour of duty as desk sergeant on the third shift at Milwaukee Shops, is congratulated by Capt. M. V. Cunningham, who presented him with a miniature "retired" police badge and a gift from his co-workers. Members of the department met at the plant protection office for a coffee and doughnut party in his honor. Sergeant Wolter retired with almost 40 years of service on the police force in the shop and Milwaukee Terminals area.

WEDDING PORTRAIT of Barbara Bachelor and Cornelius J. Quill, who were married recently at Bensenville, Ill. They honeymooned in Wisconsin and Michigan and are now at home in Rolling Meadows. Barbara works for the district general car foreman at Bensenville, and her husband is a police officer on the force of the Cook County sheriff.



HONORED AT RETIREMENT. John Carlson, engineer on the switch engine at Racine, Wis., shown at a cake and coffee send-off held by his co-workers and friends. Carlson began his service with the railroad in 1927 and retired on Oct. 31 with a record free of personal injury. He and his wife are planning to visit the Southwest and take a trip to Sweden next summer.

the traffic statistical bureau, who celebrated 50 years of service with the Milwaukee Road on Sept. 26.

Hazel Hettinger, of the local and interline balance bureau, and her husband, Willard, of the statistical bureau in the Union Station, celebrated their silver wedding anniversary on Oct. 21.

Best wishes to Pat Lenz, special statement clerk in the record room, and Bill Schmidt, of the auditor of freight settlements office, on their marriage, which took place Oct. 17.

Elaine Schuble, secretary to R. P. Heinan, and A. V. Gallagher left this office on Nov. 14. Elaine will be working in the treasurer's office in the Union Station.

Just as I was finishing the column, we received word that Josephine White gave birth to a baby girl, Joan Marie, Oct. 29. Congratulations to Jo and her husband.

OFFICE OF AUDITOR OF FREIGHT SETTLEMENTS

Kitty McKenzie of the review bureau recently celebrated 50 years of service with the Milwaukee Road.

Congratulations to Karl Kemnitz, who became a grandpa for the first time. At this writing, Karl is down in Florida baby-sitting for the little girl, Brittany Rae.

Bill and Carol Bretz welcomed a baby girl, Nicole Ann, Oct. 7.

Mr. and Mrs. Robert Gregori are the proud parents of a baby girl, Monica, born Oct. 19. She is their second child.

George Richardson was welcomed recently to the interline bureau, coming from the auditor of passenger accounts office. Welcomed also were Bonnie Fleming and Janis Schoenberg, waybill filers; Jolaine Panka, messenger; and Stephanie Hargus, from the auditor of expenditure office.

Anyone needing a lock or key, just see Robert Myzia of the rate department. Bob recently got a real live locksmith certificate.

Ted Dobisch of the interline bureau, who was on a leave of absence, was welcomed back to work Oct. 13.

Best wishes to Adell Walker, comptometer operator in the intermediate bureau, for a long and happy retirement. Adell retired Oct. 17, at which time she was honored at an office party. She will make her home in Springfield, Ill.

AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

Best wishes to Pat Kiesler, who became Mrs. Gregory Burns on Oct. 4. The happy couple honeymooned in Northern Illinois and now have made their home in Prospect Heights. Gregory and Pat were married at the Prospect Heights Community Church.

We are glad to have Kathy Futch with our group as our new comptometer operator.

Behind every successful man stands a surprised mother-in-law.



The occasion here is the last day of work for Jim Hart, car foreman at La Crosse, Wis., center, after 44 years of service—42 years in the mechanical department. On hand for a retirement party in his honor are F. A. Barton, superintendent of the La Crosse Division, right, and District General Car Foreman J. V. Sands (see the La Crosse Division news).

La Crosse Division

MADISON AREA



Myron Ison



Murray Ison

Myron A. Ison, son of Switchman and Mrs. Kermit Ison of Madison, graduated in June from the University of Southern California with a D.D.S. degree. Doctor Ison, wife Barbara and sons David and Christopher spent two months with his parents before moving to Ellsworth Air Force Base, Rapid City, S. D., where he has been commissioned a captain.

The Isons' son Murray, who received a Gillick Scholarship from the railroad, with his wife, Nancy, and sons Bruce and Brian, has moved to Houston, Tex. Murray is general sales manager at station WTKR-TV. They formerly lived in Olympia Fields, Ill., while he was employed by the John Blair Company in downtown Chicago.

Proud grandparents of Kimberly Ann, born Sept. 9, are Engineer and Mrs. Sam Varese. Kimberly has an older sister, Dena.

Sara Heynen has joined the Milwaukee Road as steno-clerk to General Agent R. K. Hurlbut in the freight office.

The co-workers and many friends of Rate Clerk Patrick Baldwin, who is on the sick list, wish him a speedy recovery and hope he will soon be able to return to the regional data office.

Cashier and Mrs. Orville C. Tanner survived two weddings within a month, on Aug. 9, their daughter, Martha, became Mrs. Edward Osborn, and on Sept. 6 their son, Kenneth, claimed Diane Marie Venden as his bride. Martha and Edward exchanged marriage vows in St. John's Lutheran Church at Richland Center, where they are making their home. The wedding of Diane and Kenneth took place in the First Lutheran Church at Stoughton, on Route 1, Milton Junction will be the address. The new Mrs. Tanner is a sophomore at Wisconsin State University, Whitewater, and her husband is a junior at Milton College.

Condolences to Ticket Clerk Charles Tomlinson on the recent death of his mother; also to the family of William P. McCann, 81, retired switchman who passed away Oct. 19 following a short illness. Mr. McCann's retirement in 1957 ended a 50-year career with the Milwaukee Road.

The La Crosse Division recently suffered the loss of two agents due to an expected death. Wm. J. McDonnell, 75, second trick operator at Madison since 1960, passed away suddenly at a Madison hospital Oct. 15. McDonnell hired out as a telegrapher in 1917 and worked in that capacity until 1939 when he was appointed train dispatcher. In 1948 he received the appointment as second trick dispatcher at Madison and Beloit, and held the position until coming to Madison. Funeral services were conducted from St. Raphael's Cathedral, with burial at Edmund, Wis. He is survived by one sister, Mercedes, and his brother Glenn, both of Spring Green, his wife having preceded him in death.

At one time, the agent's seniority roster included the names of Bill Glenn, and their father, William P. McDonnell. Together, they shared 157 years of railroading. William P. was agent at Spring Green for 28 years, until his retirement in 1937, when Glenn succeeded him. Glenn held the agency for 30 years until his own retirement in 1967.

H. J. Ripp, 46, agent at Brodhead died unexpectedly of an apparent heart attack at his home on Nov. 1. He made his date on the agent's roster in 1944 and had been the Brodhead agent since 1949. We extend our sympathy to his wife, Jean, their daughters Mary Jane and Martha Jo, and sons Stephan and Charles; also to his brother and sister who survive him.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

Cake and coffee were served at the car department office in La Crosse when Car Foreman Jim Hart retired on Oct. 31. He started with the Road as a call boy in 1925, transferring to the car department at La Crosse in 1927. In 1943 he transferred to the department at Portage, and was made assistant car foreman at La Crosse in 1956, advancing to car foreman

The Milwaukee Road Magazine

1957. Two of his brothers are also Milwaukee Road employees, Clifford, a car inspector, and Charles, baggage-man at La Crosse. Mr. and Mrs. Hart will reside at Portage, where he will indulge in his favorite hobby, wood-working.

Retired River Division Engineer Lester Glenn Losie, 63, passed away in St. Paul on Nov. 1. He had worked for the Road for 47 years. He is survived by his widow, Ethel; two daughters, Mrs. Douglas Zimmerman and Mrs. Lois McNamara, both of St. Paul; two sons, Lester of Inver Grove Heights, Minn., and Roger, St. Paul; 12 grandchildren, two great-grandchildren and three sisters. Burial was in Burns Cemetery, Bangor, Wis.

Jack R. Ammerman, 37, night roundhouse foreman at La Crosse, passed away suddenly on Sept. 7. He is survived by his widow, Barbara, and seven children, Vicki, Susan, Sally, Jeffery, Gregory, Michael and Paul; also by his mother, Mrs. Leo Ammerman Sr., three brothers and seven sisters. Burial was in Oak Grove Cemetery at La Crosse.

Joe Marco, formerly car foreman at Portage, was appointed car foreman with headquarters at La Crosse effective Nov. 1.

Ray Seufert, night ticket agent at La Crosse, was awarded the position of assistant time reviser at La Crosse effective Oct. 6.

WISCONSIN VALLEY

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

The fall/winter activities of Wausau Chapter of the Women's Club began Oct. 26 with the 10th annual get-together of Valley Division families and guests. Held at the American Legion Clubhouse in Wausau, a social hour preceded an excellent dinner. H. A. Obermowe, trainmaster, was the master of ceremonies, and Mrs. Katherine Loomis, club president, was in charge. Honorable mention was made of G. E. Carpenter and Del Chartier, who retired in the past year.

Several skits were presented by club members. Dressed in Indian costumes, Mrs. Maurice Nelson and Mrs. Harold Prostrom gave "An American Version of Indian Folklore." The Valley Division pageant featured the Mesdames Bob Loper as Miss Minocqua, Al Kasten as Miss Merrill, Ralph Chamberlain as Miss Wausau, Ray Schulz as Miss Wisconsin Rapids, and James Hack as Miss Port Edwards. Mrs. Norman Krueger, as Miss Tomahawk, was crowned queen.

Mr. Obermowe called on retired employees present, who responded with brief remarks. Lewis Wilcox, the oldest retiree present, will soon celebrate his 85th birthday. He and Mrs. Wilcox have been enjoying a very pleasant, active, retirement, of which he has had 13 years. Engineer Norman Krueger brought a picture taken at a dinner

(Continued on page 26)

Lucas and Clark Retire From Service In the Engineering Department



Assistant Engineer H. F. Lucas (second from left) and F. L. Clark, chief clerk to vice president-chief engineer (second from right) shown with Mrs. Lucas and Mrs. Clark at the office gathering in honor of the two couples. With the retirees are N. E. Smith, assistant chief engineer-structures, and C. V. Lund, special assistant to vice president-chief engineer (left and right).

Henry F. Lucas, assistant engineer in the Chicago office, and Francis L. (Champ) Clark, chief clerk to vice president-chief engineer, received a rousing send-off on Sept. 30, their last day of service with the company. More than 400 of their friends, including many who have retired, expressed good wishes at a cake and coffee party in their honor.

Mr. Lucas retired after a career of more than 41 years with the railroad. He started in the maintenance of way department at Madison, S. D., transferred later to the operating department at Austin, Minn., and had worked in the engineering department since 1929, holding positions in Minneapolis, Aberdeen, S. D., and Chicago. He was appointed assistant engineer in 1953, serving meantime with the Army's railroad battalion during World War II as a lieutenant in the European Theater.

Mr. Lucas is a life member of the American Railway Bridge and Building Association and the Maintenance of Way Club of Chicago, and headed the railroad division of the National Scale Men's Association as its first chairman in 1964. In 1966 he was honored by the association with the Mark Pickell "Outstanding Scale Man" award, and in 1968 with the Casey Jones award for "Railroad Scaleman of the Year." He

and his wife have three daughters, a son and seven grandchildren. For the present, they plan to continue making their home in suburban Bensenville.

Mr. Clark is a veteran of 46 years' service, starting in the stores department at Tomah, Wis., after graduating from the Tomah High School. He later worked in the mechanical department and also held various clerical positions at Tomah prior to 1931, when he accepted a clerical position in the work equipment and welding office of the engineering department in Chicago.

While at Tomah, Mr. Clark continued his education through correspondence courses, and in Chicago attended Northwestern School of Commerce. In 1944 he was advanced to engineering accountant, and in 1946 to chief clerk, in which capacity he had worked for five chief engineers of the railroad.

He and his wife, Jo, expect to remain at their home in Elmwood Park and spend some of the winter months in Hot Springs, Ark. They will also be visiting their daughter and son-in-law, Mr. and Mrs. Mike Murphy, and their three grandchildren in Fairfax, Va. Their son-in-law, a lieutenant colonel in the Air Force, is stationed at the Pentagon after a tour of duty in Vietnam.



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

Train Baggage E. L. Fleming retired Oct. 1 after 44 years service.

Section Foreman R. C. Kuehnemann also retired, on Oct. 6, after 31 years service.

Brakeman J. C. Spicciati, 65, passed away Sept. 14. He is survived by his wife, two daughters and three sons; also seven grandchildren.

Retired Engineer Clay M. Zeitz, 86, died Oct. 4 at University Hospital, Madison, following a short illness. Mr. Zeitz is survived by a son, two daughters and ten grandchildren.

On Oct. 24, Retired Conductor James E. Thurber, 75, passed away. He is survived by his wife, Renata, and son, Rev. William Thurber; also three grandchildren.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT
—CAR DEPARTMENT

Eileen M. Schneider, Correspondent



Edward Czech, machinist in the passenger car shop at Milwaukee, shown as he retired recently after 51 years of service. Wishing him well is General Passenger Foreman G. A. Wendt.

A happy retirement to Joseph Zych, who retired Aug. 29 after 45 years of service as a carman in the freight shop.

Congratulations to Mr. and Mrs. Anthony Beitzinger, who celebrated their 50th wedding anniversary Oct. 28 with a family reunion and dinner at Hardwicks-Gobbler in Johnson's Creek. Among those present, along with nine grandchildren, was their son Ralph, assistant air brake foreman in the passenger shop. Mr. Beitzinger retired from the Milwaukee Road in 1953 after 46 years as an airbrakeman in the passenger shop.

Walter H. Zirbel, retired airbrakeman in the passenger shop, passed away Nov. 2 at the age of 72. He was a veteran of 50 years' service, retiring on July 8, 1966. Interment was in Wanderer's Rest. Surviving are his wife, Clara; a son, Lester, and daughter, Dolores; two brothers, Erwin and Henry; and four grandchildren. Mr.

The Milwaukee Road Magazine

Third Quarter		Nine Months	
Ending September 30		Ending September 30	
1969	1968	1969	1968
RECEIVED FROM CUSTOMERS			
for hauling freight, passengers, mail, etc.			
\$71,876,308	\$68,435,844	\$206,345,626	\$203,267,529
PAID OUT IN WAGES ... 33,524,483			
PER DOLLAR RECEIVED			
(cents) ... 46.6	47.5	46.9	44.2
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act ... 3,716,431			
PER DOLLAR RECEIVED			
(cents) ... 5.2	5.3	5.2	5.0
ALL OTHER PAYMENTS			
for operating expenses, taxes, rents and interest... 37,559,501			
PER DOLLAR RECEIVED			
(cents) ... 52.3	52.8	54.3	51.6
ORDINARY INCOME (OR LOSS)			
(2,924,107)	(3,831,410)	(13,316,780)	(1,431,417)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:			
Number of cars ... 274,125			
Increase 1969 over 1968.. 7,419			
Decrease 1969 under 1968 —			

honoring Assistant Superintendent Hoehn when he retired in 1937. It proved very interesting to all, reminiscing and trying to identify the officials and employees who had been present at that gathering. As the crowd dispersed, the expression from all was, "A wonderful party—be sure to have another next year".

Conductor and Mrs. Ray Myszka have returned from their wedding trip, which took them to Canada. They will reside in their newly purchased home in Wausau. The bride is the former Josephine Machalik.

Rollie Haff, agent at Minocqua, again participated in the fall championship two-session bridge tournament held yearly at the Minocqua Country Club. Rollie is a director of the Minocqua Duplicate Bridge Club.

Bachelorhood lost its charm for Engineer Eddie Zabrockas, New Lisbon, when he met "the" girl from Milwaukee, who is now Mrs. Zabrockas.

Jeffrey James, their first son, was born to Engineer and Mrs. Jerome Kolberg on Oct. 15.

Mrs. Jay Campbell, 79, the widow of Engineer Campbell and mother of Kenneth Campbell, assistant foreman of the Wausau roundhouse, passed away Sept. 27. She was a charter member of Wausau Chapter of the Women's Club.

Retired Conductor Archie McDonald

passed away Sept. 1. Funeral services and burial were in Wausau. Pallbearers, all active or retired railroad associates of Mr. McDonald, were Frank Wisniewski, Alvin Kasten, Donald Streeter, James Hack, Frank Nyholm and Oscar Larson.

Gustav J. Johnson, retired conductor, 67, died Sept. 9 after a brief illness. Funeral services were held in Wausau, the Rev. Mr. Kot of Bethlehem Lutheran Church officiating, and burial was in Restlawn Memorial Park, Wausau. Survivors include two brothers and three sisters.

Charles A. Conklin, retired engineer, passed away Oct. 12. Prior to retiring in 1963, he was local chairman and legislative representative for the local chapter of the B of LF&E for many years. Surviving are his wife, two sons and a daughter.

Of a railroad family, Mr. Conklin's father, the late Charles H., was chief clerk in the superintendent's office at Wausau. One son, Charles E., is assistant foreman at the Wausau roundhouse; his son Donald is a carman at Wausau; his grandson, James, a laborer at the roundhouse; his brother Kenneth is an engineer; and his sister, Mildred, the stenographer in the trainmaster/roadmaster's office at Wausau. Funeral services were held at St. James Catholic Church and burial was in St. Joseph's Cemetery, Wausau.

Zirbel was a member of the Capitol Drive Lutheran Church.

Fred F. Koop, 85, retired assistant shop superintendent of the locomotive department, passed away Nov. 11. He made his home in Wauwatosa with his great niece, Mrs. Jake (Nancy) Hansen, and her husband, retired shop superintendent of the car department. Survivors include five nieces and three great nieces. Funeral services were held under the auspices of Excelsior Lodge No. 175 F. and A.M., with interment in Union Cemetery.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Mike Biedrzycki, machinist helper at the St. Paul roundhouse, entered the Army and is presently stationed at Ft. Bragg, N. C.

Ward Hisman transferred to Milwaukee as district master mechanic. J. H. Kervin came to St. Paul from Bensenville as master mechanic.

Julia, daughter of Machinist Helper Henry Taube, was awarded a State Scholarship and is majoring in occupational therapy at the University of Minnesota. She recently attended the OTS Convention in Dallas, Tex.

Paul Kronebusch, chief caller in the Minneapolis roundhouse, underwent open heart surgery in Minneapolis at St. Mary's Hospital. At this writing reports are that the surgery went well and he is resting comfortably.

Materials Division Steno Carol Quick reports she has her first grandchild. Carol flew to California to visit her son and daughter-in-law and get acquainted with the new baby girl.

Her 90th birthday was celebrated recently by Mrs. Anna Sullivan, mother of Roundhouse Foreman Pat Sullivan. Pat says she enjoys good health and is very alert.

Time for a change of pace, so two of our employees in the locomotive department decided retirement looked pretty good. Gustav Thysell, machinist at St. Paul, took his pension with a service record dating back to 1930. John McGraw, laborer in Minneapolis, started in 1927 and retired in November.

A. J. Hamre, car foreman at St. Paul, was promoted to district general car foreman at Tacoma. A. L. Parsons was promoted to car foreman and replaced Mr. Hamre at St. Paul.

Terre Haute Division

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

There have been a lot of celebrations on the Terre Haute Division in recent months.

One was the birth of Marcy Gail Jones on Aug. 18. She is the daughter of Mr. and Mrs. Ira Jones of Dana, Ind. Her dad is the first trick yard clerk at Hulman Street yard office.

Carloadings



JANUARY-NOVEMBER 1969 COMPARED WITH SAME PERIOD IN 1968

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities	ELEVEN MONTHS			
		INCREASED		DECREASE	
		1969	1968	1969 over 1968	% of increase
9.0%	Grain	71,575	64,054	+ 7,521	+ 11.7%
6.3	All other paper or allied products	65,686	64,428	+ 1,258	+ 2.0
3.3	Coal	75,654	74,089	+ 1,565	+ 2.1
3.1	All other chemicals or allied products	28,895	28,861	+ 34	+ .1
2.4	All other primary metal products	16,283	14,590	+ 1,693	+ 11.6
2.3	Pulp or pulp mill products..	14,575	14,093	+ 482	+ 3.4
2.2	Nonmetallic minerals; except fuels	52,547	42,940	+ 9,607	+ 22.4
1.6	Waste or scrap materials...	23,178	20,944	+ 2,234	+ 10.7
1.4	Electrical machinery or equipment	14,063	13,926	+ 137	+ 1.0
1.4	Malt liquors	19,632	18,952	+ 680	+ 3.6
.7	Soybeans	11,439	8,320	+ 3,119	+ 37.5
.7	Potatoes, other than sweet..	6,268	6,185	+ 83	+ 1.3
.7	Beverages; except malt liquors	9,793	9,180	+ 613	+ 6.7
.6	Fresh fruits and vegetables..	8,604	8,525	+ 79	+ .9
.4	All other farm products (incl. sugarbeets).....	14,305	12,296	+ 2,009	+ 16.3
.1	Small packaged freight shipments (LCL Mdse.)..	318	230	+ 88	+ 38.3
36.2%		432,815	401,613	+31,202	+ 7.8%
% of Total Revenue obtained from commodities shown	loading of these commodities	ELEVEN MONTHS			
		DECREASED		DECREASE	
		1969	1968	1969 under 1968	% of decrease
9.1%	Lumber or dimension stock..	48,746	53,658	— 4,912	— 9.2%
4.2	Motor vehicles	19,077	19,869	— 792	— 4.0
3.6	Meat, fresh, chilled or frozen	32,135	37,127	— 4,992	— 13.4
3.5	All other wood products (incl. plywood).....	26,761	27,235	— 474	— 1.7
3.5	Stone, clay, or glass products	37,638	42,398	— 4,760	— 11.2
3.1	Primary iron or steel products	29,353	34,146	— 4,793	— 14.0
3.0	Grain mill products	49,352	49,495	— 143	— .3
2.9	Canned fruits, vegetables and seafoods	21,847	23,501	— 1,654	— 7.0
2.6	All other food products (incl. sugar)	23,509	24,498	— 989	— 4.0
2.5	Industrial chemicals	14,591	15,454	— 863	— 5.6
2.5	All other transportation equipment	25,628	29,977	— 4,349	— 14.5
2.4	Freight Forwarder & Shipper Assn. traffic	24,069	24,653	— 584	— 2.4
1.8	Primary forest products ...	48,631	49,806	— 1,175	— 2.4
1.7	Fabricated metal products ..	13,911	14,571	— 660	— 4.5
1.5	Petroleum, natural gas or gasoline	18,073	19,926	— 1,853	— 9.3
1.2	All other machinery; except electrical	7,688	7,884	— 196	— 2.5
1.0	Farm machinery or equipment	10,917	12,545	— 1,628	— 13.0
.9	Dairy products	10,174	11,412	— 1,238	— 10.8
.5	Coke oven or blast furnace products	6,626	7,539	— 913	— 12.1
.4	Livestock	3,765	5,002	— 1,237	— 24.7
.3	Metallic ores	2,391	3,950	— 1,559	— 39.5
11.6	All other carload traffic....	73,372	73,706	— 334	— .5
63.8%		548,254	588,352	—40,098	— 6.8%
100.0%		981,069	989,965	— 8,896	— .9%

Marcy Gail also has a sister and brother.

On Aug. 23, Earl Good, revising clerk in the freight house, was married to Carol Lynn Elledge of Paris, Ill. The double ring ceremony was performed in St. Joseph Catholic Church of Universal, Ind.

On Sept. 5, Doug Stevenson, yard clerk at Bedford, Ind., exchanged nuptial vows with Jenny Crane. She was a classmate of Doug's when he attended Shakamak High School. Their honeymoon was cut short by Doug's induction into the Army.

The Armed Forces also claimed Mike Bedwell, yard clerk at Latta. He began his tour of duty in October.

Vacation days are happy days, so say Ray Williams, car distributor, Norman Mosier, engineer, C. I. Stout, yard conductor, and Fred Cash, yard conductor. The four took a fishing trip to Minnesota. While they haven't boasted of their boat collapsing with fish, all enjoyed the trip, especially Mosier's cooking.

It is with adverse feeling that I must report an accident that happened to one of our retired conductors, L.S. Hunter. While putting up storm windows, he dropped one on his big toe. Although you cannot claim it as a lost time accident, it was serious enough to cancel a golf date.

We extend our sympathies to the families of Cecil Deal and Richard (Dick) Baumgartner, who passed away in October. The Retired Railroadmen's Association conducted memorial services for Cecil prior to burial in Highland Lawn Cemetery.

Dick Baumgartner, who was only 40 years old, died in Robert Long Hospital in Indianapolis. He is survived by his widow and five children. He was conductor and yardmaster in Latta yards.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

C. W. Reichardt, retired P&B carpenter now living at Canton, S.D., advises that Retired PFI Don C. Bolton, who formerly worked at Mason City, Ia., underwent surgery on Oct. 10, having his right leg amputated above the knee. Don is getting along fine, but am sure he would appreciate hearing from his railroad acquaintances. He now lives in Savanna, Ill.

There are two new stenos in the division headquarters at Austin, Lois Cummings and Mrs. Barbara Baker. Lois is steno for the roadmasters and the signal supervisor, and Barbara works for Chief Clerk Babe Swank.

Babe recently had both his sons home together for the first time in about nine years when his oldest, Dick, a master sergeant in the Marine Corps, returned from duty in Vietnam, and his youngest, Fred, was on leave from the Army at St. Louis. Both have now returned to their posts of duty.

SIoux CITY AREA

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



Ellis F. Miller

Ellis F. Miller, retired baggage-man of Sanborn and Arnolds Park, Ia., was reunited after more than 45 years with his World War I buddy, William R. "Bill" Lewis of Roscoe, Ill. The reunion, at the Millers' Arnolds Park residence on Lake Minnewashta, was the subject of a recent article in the Sioux City Journal.

The two "dough boys" relived the days when they entered the armed services in 1918 and their many experiences together. Although Miller and Lewis hadn't seen each other in nearly a half-century, they kept in touch by correspondence.

Best wishes to Lt. D. Fred Bailey, Sioux City, upon his transfer to Perry, Ia. His friends in Sioux City presented him with farewell gifts. Lt. Steve Bear was welcomed as his replacement, coming from Ottumwa, Ia.

Operator and Mrs. R. R. Doering, Mitchell, S. D., announced the birth of their first child, David Allan, at Mitchell on Oct. 29.

Congratulations to Mr. and Mrs. Harry Hoskins on their 60th wedding anniversary, celebrated on Nov. 23 in Long Beach, Calif. Harry was chief dispatcher at Sioux City before his retirement. The Hoskines make their home at 322 Hermosa Ave., Apt. B, Long Beach.

Sympathy was expressed to the families of the following employees:

Clement E. Donovan, retired machinist, Sioux City, who died following a brief illness. Mr. Donovan was born in Dubuque, Ia., and came to Sioux City in 1921. He was a member of Sacred Heart Catholic Church, Brotherhood of American R. R. Employees, International Association of Machinists and the Eagles Lodge. He is survived by his widow, two daughters and seven grandchildren.

Andrew Jennings, 82, retired Sioux City employe, passed away in a Sioux City nursing home, where he had lived the last three years. Survivors include a daughter and sister.

Donald R. Smothers, 54, operator at Sioux City, died unexpectedly in Sioux City. He had been employed as an operator since 1942. Survivors include three sons, two sisters and three grandchildren.

Charles W. Hickey, 76, retired dispatcher, died in Mason City. Funeral services were held at Holy Family Catholic Church with burial in Prairie du Chien, Wis.

Henry Troening, 83, died in Mason City. He was a retired carman. Surviving are his wife, two sisters and a brother.

Iowa Division

MIDDLE AND WEST

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

Word was received in Perry Sept. 23 of the death of Mrs. Pete (Adda) Griffith of Des Moines, Ia. She and her husband lived in Perry while he was employed as an engineer on the Des Moines Division.

Mr. and Mrs. Tim Moser of Maryville, Mo., are the parents of a son born Sept. 24. Grandparents are Conductor and Mrs. Robert Gilbertson of Perry. Mr. Moser worked as an extra brakeman for the Milwaukee Road, and is attending college.

Mr. and Mrs. Jerry D. Bills of Cedar Rapids, Ia., are the proud parents of a son by adoption, born Oct. 10 and adopted Oct. 29. Grandparents are Baggage-man and Mrs. Earle Bills of Perry.

October 24 marked the happy occasion of the birth of a daughter to Conductor and Mrs. Marvis Harmann of Perry.

Pfc DeWayne C. Lewis Jr. reported to Ft. Lewis, Wash., for duty in Vietnam after a 21-day leave with his wife and parents, Sectionman and Mrs. DeWayne Lewis.

A baby girl was welcomed into the family of Relay Operator and Mrs. Larry Fister on Oct. 30.

Air Force Captain and Mrs. Tom Love became the parents of a baby daughter Oct. 30. They are stationed in Bermuda. This baby is the first grandchild for Division Superintendent and Mrs. Roy H. Love.

Carman William Neal retired Sept. 30, after 43 years service to the Milwaukee Road, first on the section

SERVICE PASSES AWARDED

Gold 50-Year Passes

Davis, L. J., machinist helper....St. Paul, Minn.
Kelly, J. L., cashier.....Cedar Rapids, Ia.
Lonseth, L. O., chief revising clerk-Sioux City, Ia.
Lynch, M. J., clerk.....Chicago, Ill.
Nicholson, H. F., conductor.....Ottumwa, Ia.
Peterson, W. M., switchtender.....Bensenville, Ill.
Rembac, G. J., clerk.....Chicago, Ill.
Simdars, Erwin W., ticket clerk...La Crosse, Wis.
Smallwood, W. J., ret'd. engr.Ottumwa, Ia.
Spencer, A. J., switchmanSioux Falls, S. D.
Sunter, W. D.,
ret'd. V.P., rates and division...Skokie, Ill.
Todd, C. K., chief operatorAberdeen, S. D.

Silver 45-Year Passes

Bailey, J. W., time reviserAustin, Minn.
Bodovinac, M. M., carman welder-Milwaukee, Wis.
Christiansen, R. L., car distributor-Wood Dale, Ill.
Cronin, L. G.,
dist. material mgr....Elmwood Park, Ill.
Dalton, W. E., clerk.....Chicago, Ill.
Fetters, Mildred, ret'd. cashier...Seattle, Wash.
Hamann, W. J., gen. car supvr....Franklin Park, Ill.
Koser, O., conductor.....Savanna, Ill.
Kowal, J. A., car distributor.....Bartlett, Ill.
Lapinski, B., asst. cashier.....Chicago, Ill.
Lepinski, E. R., agent.....Fond du Lac, Wis.
Macht, J. A., office manager....Milwaukee, Wis.
Marking, C. A., sec. foreman....Roundup, Mont.
Martin, H. L., chf. trn. dispatcher-Milwaukee, Wis.
Thompson, C. R., ret'd. engr.Milwaukee, Wis.

The Milwaukee Road Magazine

forces and then in the car department. Mr. and Mrs. Neal plan to travel and maintain their interest in riding horses.

Assistant Roadmaster L. S. Pauli of Manilla, Ia., retired Oct. 31. Mr. and Mrs. Pauli plan to travel, especially to visit their children in Texas and Florida. A retirement party was held in the Legion Hall in Manilla, with many people attending from different areas on the Milwaukee system who had worked with Mr. Pauli through the years.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

POLICE DEPARTMENT: James F. Hough, lieutenant of police at Spokane, retired recently on a disability. Jim began his career in our police department at La Crosse, Wis., Sept. 1, 1939, and spent the last 13 years on western lines. He is presently relaxing at home.

LOCAL FREIGHT OFFICE: Margaret Shaw left the Seattle switching desk the end of October to take over the job of cashier in Spokane starting Nov. 3.

ASSISTANT SUPERINTENDENT'S OFFICE: N. E. (Nick) Westover, perishable freight inspector at Seattle for many years, retired recently. He had worked at many stations, including Milwaukee and Aberdeen, S. D., before coming to Seattle, where he completed more than 43 years of service. At a luncheon in his honor at the Beach Broiler, Nick was presented with a cash purse by his fellow workers. He and Mrs. Westover plan to move to California to be near their son, Dick, and his family. Their daughter, Elaine, lives in Lynnwood, Wash. . . . P. B. (Gordon) Utanis, maintenance of way employe at Seattle the past 16 years, retired Sept. 23. Mr. and Mrs. Utanis and family will continue to make their home in Sumner, Wash. A get-together honoring Gordon was held in the Seattle section office, where coffee and cake were served, and his fellow workers presented him with a gift.

RETIRED EMPLOYEES CLUB: O. D. Wolke, vice president, reports that the members will meet in the future at The Barb Restaurant in the Northgate Shopping Center on the second Thursday of odd number months.

Fellow employes and former associates of John K. Pain when he worked in Seattle were saddened to hear of his death on Oct. 9 in Chicago, where he recently retired as manager of passenger services. Funeral services were held there, but burial rites were conducted at Holyrood Cemetery in Seattle.

MILWAUKEE LAND COMPANY: A month's vacation in Scandinavia began on Aug. 30 when R. G. Sackerson, general manager of the Milwaukee Land Co., and Mrs. Sackerson left on an SAS flight for Copenhagen and an American Express tour of Norway, Sweden

Master Mechanic Wheeler Gage Retires



Mr. and Mrs. Wheeler B. Gage at the retirement party in their honor. Present for the occasion are their daughter-in-law, Mrs. William C. Gage (left), their son Keith, roundhouse foreman at Savanna, Ill., and Keith's wife.

Wheeler B. Gage, master mechanic on the Iowa, Minnesota & Dakota Division headquartered at Mitchell, S. D., was honored Oct. 6 by 70 fellow employes and their wives at a party in the Austin (Minn.) Country Club marking his retirement. The gathering included mechanical department supervisors from other locations with whom he had worked during his long career. He was presented a matched set of aluminum shaft golf clubs.

Mr. Gage, a native of Chillicothe, Mo., was raised in a Milwaukee Road family, his father having been an engineer on what was formerly the Kansas City Division. His own career dated from 1920, starting as a machinist apprentice at Ottumwa, Ia. Three years

later he was transferred to Milwaukee, where he met his wife, Carolyn, who was teaching school. They were married in 1925.

Following various promotions, Mr. Gage was appointed assistant master mechanic of the La Crosse Division, and later master mechanic with headquarters in St. Paul. He had served continuously at Mitchell since 1958.

The Gages have two sons, Keith and William, both of whom have followed in their father's footsteps. Keith holds the position of roundhouse foreman at Savanna, Ill., and William, who was formerly with the motive power department at Milwaukee Shops, is chief mechanical officer for the Long Island Railroad.

and Denmark. In Denmark, who should they meet but Mrs. and Mr. O. R. Anderson, retired traffic manager from Seattle, which all goes to prove again it's a small, small world! In Sweden, Mr. Sackerson met for the first time his 80-year-old uncle and a first cousin, but conversation was carried on through an interpreter, since they couldn't speak each other's language.

REGIONAL DATA OFFICE: Ida Zehnder underwent surgery in September and then took the balance of her vacation recuperating . . . Daughters were born to former employes in September. Joyce Goldie Ask welcomed Julie Arleen on Sept. 23, and Astri Juul Dominick chose the name Lisa

Christine for her little girl who arrived on Sept. 29 . . . Barbara King, a former employe, was welcomed back on Oct. 16 . . . Cora Guthridge vacationed the month of October in the Orient, touring Manila, Bali, Singapore, Bangkok, Anchor Wat, Hong Kong, Taipei, Kyoto and Tokyo.

Funeral services were held on Nov. 12 in Seattle for Myrtle J. Browne, who retired as bookkeeper for the Milwaukee Land Company in 1965 after more than 40 years of service. Myrtle continued to make her home in Seattle, and her friends and former associates were saddened to hear of her sudden death.

William J. Thomas, retired locomotive engineer, died Sept. 9 in a Spo-

kane hospital. Mr. Thomas, born in Cardiff, Wales, moved to Spokane in 1929. He was a member of the Masonic lodge in Othello, the Veterans of Foreign Wars, the B. of L.E., the Welsh St. David Society and the Inland Empire. Surviving are his wife, Luetta; two sons, William of Spokane and Robert, Oakland, Calif.; two sisters in Wales and three grandchildren.

Retired Conductor Ray Baxter Douglas, 78, passed away Sept. 4 in Tacoma, where he had lived since 1959, coming from Mobridge. He was a veteran of 47 years of service. Survivors include his wife, Alma, five daughters, three brothers, three sisters, 18 grandchildren and 12 great-grandchildren.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent



Mr. and Mrs. Daniel Grueneich

Robin Hall, steno-clerk to the assistant superintendent at Bensenville, was married on Sept. 13 at Hoffman Estates to Daniel Grueneich, also of Hoffman Estates. A reception was held at the Salt Creek Country Club. Robin, who has worked for the railroad since Mar. 1, 1967, is the daughter of Tom Hall, general foreman at the Bensenville roundhouse. Her grandfather is retired from the mechanical department at Terre Haute.

Sympathy was extended to the family of Carl Laue, who passed away Nov. 2 at his home in Northbrook. Mr. Laue was a retired operator from Tower A-2.

The Ralph Bilodeaus are in Canada for their vacation at this writing. While Ralph is enjoying fishing and hunting, Mrs. Bilodeau is visiting relatives.

Yard Clerk Tom C. Perry retired Sept. 30 after 26 years and 7 months of service. He was presented with a monetary gift by his fellow employees.

Congratulations to Richard and Nancy Simmons, whose daughter was born Oct. 24: name, Jennifer. Rich is a junior engineer in the engineering department at Bensenville. The couple have a son.

Sherry Struck of the division engineer's office left the railroad to become

Leonard A. Mahnke, signal maintainer at Western Avenue in Chicago, receives a new bronze oil can at a retirement party in his honor (see the Chicago Terminals news). Sharing the joke with him are Mrs. Mahnke, Signal Supervisor W. J. Withans (left), and Signal Engineer G. M. Hill.



a secretary for a law firm in Mt. Prospect.

Division Engineer Ted Striebel and wife are back from Montana after returning their youngest daughter to the University of Montana, where she is a sophomore.

Sympathy was extended to the family of Skinny Thurnau, who passed away recently. "Skinny" was wrecking foreman in the car department before his retirement.

There were many friends to wish Leonard (Skip) Mahnke farewell and a happy retirement at Nielsen's Village in Elmwood Park on Sept. 12. Mr. Mahnke retired from the position of signal maintainer at Tower A-2, Western Avenue, after more than 45 years of service.

Joe Rockett, son of Bensenville Janitor Joe Rockett, was presented recently by the Rotary Club of Kankakee with a trophy for the most valuable football player at Kankakee Westview High School. In addition, he was presented with the Outstanding Young Citizen award by the Kankakee Police Department. Both presentations were made at the football banquet.

Jean Rockett, Joe's daughter, was recently selected as the Homecoming queen at Kankakee Westview.

WESTERN AVENUE

K. A. Leali and Albert Height, who retired recently from the sleeping and dining car department, attended the social gathering held Oct. 30 in the office of W. R. Jones, superintendent of sleeping, dining, mail, baggage and express services, in honor of the department's employees who had retired in recent months.

Mr. Leali was well known to the public, having joined the company as a waiter in 1926. His first assignment was on the old Southwest Limited to Kansas City, and subsequently on trains between Chicago, Milwaukee and Portage. In 1946 he was promoted to waiter in charge, assigned to the Pioneer, the Afternoon Hiawatha, and the Midwest Hiawatha and Valley run, Minocqua to New Lisbon. His last assignment was on trains 2 and 3, from 1963 until his retirement. He and his wife plan to do some traveling in our

United States, after which he might take a part-time job.

Mr. Height had been with the railroad since 1943, working as a cook on many name trains. His service included assignments on the Columbian, trains 17 and 18, the Midwest and Afternoon Hiawathas, the City of San Francisco, and the last several years on trains 103 and 104. Mr. Height is an ardent ball fan, and although disappointed in the Cubs' showing this year, feels that next year will be a different story. He has not been feeling up to par lately, but is planning a trip to New Orleans as soon as his health permits.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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



E. R. Lepinski

E. R. Lepinski, our agent at Fond du Lac, Wis., recently received his Silver Pass for 45 years of service. After working for a brief period as an operator on the old Superior Division, Lepinski made his service date on the Northern District on July 1, 1923. He has been located at Fond du Lac since 1956.

Retired Conductor Irv Rohde passed away at Prescott, Ariz., on Oct. 13.

J. J. Blauw, agent at Avalon, has retired after completing 43 years of service.

Julius W. Blank, 77, retired road engineer with 48 years of service, passed away Oct. 9 in Milwaukee Lutheran Hospital following a period of failing health. Funeral services were conducted at St. John's Lutheran Church in Wauwatosa. Mr. Blank was a member of the American Legion, 21st Engineers society, the Association of Veteran Retired Railroad Employees and B. of L.E. Division 66. He is survived by his wife, the former Betty Schwantes, retired switchboard opera-

tor from the Milwaukee depot; two stepdaughters, Corinne Wegner and Faith Kanter; a stepson, Eugene Schwantes; and seven grandchildren.

At the time of Mr. Blank's death, his wife was stricken with a heart attack, and was confined to Milwaukee Lutheran Hospital. She was convalescing at this writing, and expected to go home in a few weeks.



Michael A. Godding, C&M brakeman who took a leave in March to enlist in the Marines as an infantryman, is seeing action with a mortar company in Vietnam. Mike, the son of C&M Conductor H. J. God-

ding, entered the service of the company in June of 1967.

Five retired men were honored recently by Iron Mountain Chapter of the Women's Club at a dinner in the Immaculate Conception Hall marking the chapter's 35th anniversary. The guests were Anton, William and Michael Noskey, James Costley and Adolph Johnson. A minute of silence was observed for the late James Kuzara and Joseph Ashenbrenner, who had retired during the past year. Special recognition was accorded to Mrs. Herbert McDonald Sr., 94, a charter member of the club.

On the program, Mrs. Robert Fitzgibbon and Mrs. August Caruso gave readings, Mrs. Anthony Ambrosia delivered a report on the organization of the club, and gifts were presented to the retirees. Cards and bunco were played during the evening.

Sectionman Irv Schomisch was honored by his co-workers and friends with a gift of cash and a billfold upon retiring Sept. 15. Mr. Schomisch had more than 30 years of service with the Milwaukee, as an engine watchman, extra gang foreman, relief section foreman, assistant extra gang foreman, machine operator, and last but not least, as car cleaner at Hilbert, Wis.

Milwaukee Terminals

AGENCY

Pearl Freund, Correspondent

Michael K. Stelzel, son of Yard Clerk Kenneth Stelzel, Humboldt Control Center, enlisted in the Marine Corps and underwent boot training at the recruit depot in San Diego, Cal. One of his aims is to be a helicopter pilot. Kenneth and his wife, Carolyn, were in San Diego Nov. 25 to see him graduate. Ken is a former Marine, having served in World War II.

Mike Calliari, who was employed as a train clerk at Muskego Yard and most recently as a C&O clerk at the North Avenue agency, has left the service of the Road.

John Brower, reconsigning clerk,



OPERATORS' REUNION. Four retired teletype operators shown as they met recently at the Chicago Union Station relay office to join their active co-workers, Betty Neenan and Ann Harvey (left and right), for one of those good dinners at the Berghoff. In the group are Eleanor Sargent (from left), Ann Kerwin, Mary Hermanek and Ruby Drenan. Eleanor now makes her home in Minneapolis and Ruby in Little Rock, Ark.

CITED BY DELTA NU ALPHA. J. C. McCaw of the agent's force at Davenport, Ia., and president of Illowa Chapter 140 of the Delta Nu Alpha Transportation Fraternity (left), is congratulated by Agent Bob Coleman on its selection as "Outstanding Achievement Chapter" of the year. Illowa, with almost 100 members, is one of the fraternity's largest chapters. Activities for which it was cited included sponsoring a program for students of transportation. McCaw has served as an officer the last five years.



RETIRING AT SIOUX CITY, Marlowe R. Evans, bill and expense clerk in the regional data office, is shown at a coffee party in his honor as Regional Data Manager L. J. Fossum presents him with a pair of binoculars from his co-workers. Evans retired after 25 years of service on various positions at Mason City, Ia., Sioux City and Canton, S. D., and in the regional data department since 1960.



RETIRING FROM THE POLICE DEPARTMENT, T. R. (Tom) Sullivan, lieutenant at Tacoma, is presented a miniature "retired" police star by Captain F. J. Bushey. The occasion was a dinner in his honor at the Poodle Dog. The Sullivans' immediate plans include visiting friends in Los Angeles and Sun City. Tom started his career in 1937 as a special officer at Minneapolis, and had served at Tacoma since 1953.



SIoux CITY HOMECOMING. Attending the seventh annual retirement-reunion held Oct. 5 at the Eagles Lodge in Sioux City, Ia., are (left to right) Frank L. Anderson, retired passenger trainman; A. O. (Tony) Gunnerson, retired assistant section foreman; Matt L. Medinger, retired Minneapolis district safety engineer; and D. J. (Joe) Isbach, retired locomotive engineer. Anderson and Gunnerson were recipients of "happy birthday" wishes, for Anderson's 84th and Gunnerson's 66th.

and his wife have been vacationing in New Orleans.

REGIONAL DATA OFFICE

Rita Ann Nowicki, daughter of Walter J. Nowicki, Carload Billing, was married to Enis Usbug Sept. 13 in Blessed Sacrament Church. A reception followed at the Milwaukee Athletic Club. The couple met while both were attending the University of Wisconsin at Madison. Enis graduated as a geologist in 1968, and Rita graduated in 1969. Rita majored in Communications and received a master's degree in Letters and Science. The young people spent the first part of their honeymoon in beautiful Door County and then went to New York for a few days. From there they flew to Madrid, thence to Barcelona, and spent a few days on the island of Majorca. The final trip was to Tripoli, Libya, where they will make their home. Mr. Usbug's home was in Turkey. After his graduation he worked for Mobil Oil in New York, then was assigned to Tripoli, where he works on the desert researching for oil. Rita will be employed there by IBM—Service Bureau Corp.

Walter's son, James, a graduate of University of Wisconsin School of Engineering in Madison, has been employed by the Falk Corporation, and was recently appointed sales and marketing representative in the Portland, Ore., area.

Barbara McPhee, payroll clerk, Mary Ann Neuman, comptometer clerk, and Judy Kerr, steno-timekeeper, were hostesses at a bridal shower for Carolyn Dombrowski, whose marriage to David Alouis Cartwright took place Nov. 29 at St. Catherine's Catholic Church. A wedding reception was held at Le Carousel Supper Club, Menomonee Falls, Wis.

Katherine Bullock, outbound revising clerk, ventured on a motor trip at the outset of her vacation, destination unknown, and wound up eventually in



New Mexico. The 3,600 mile trip took her through the Ozarks and Texas and Arizona points, and to the Grand Canyon. She relates it was quite an experience.

Shirley Schmidt, multilith operator, joined the ranks of the young marrieds in October, after becoming Mrs. Norman Carlson. Her co-workers presented her with a chafing dish and arranged a coffee and cake event in her honor.

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

SP 5 John W. Martin, son of District Adjuster and Mrs. John Martin, was reunited with his wife, Candi, and his parents on Aug. 29, after serving a year in Vietnam with the 101st Airborne Division as an artillery ballistic meteorologist. He served in the Phu Bai area from Oct. 1, 1968 to Feb. 28, 1969. He received the Bronze Star Medal, the Army Commendation Medal and the First Oak Leaf Cluster to the Army Commendation Medal for meritorious achievement as meteorology chief during "Operation Massachusetts Striker and Apache Snow" in support of Hill 937 in the A Shau Valley. He has now received an assignment as assistant instructor in meteorology at Fort Sill, Okla.

The Martins' younger son, SP 4 Richard T., arrived home on Sept. 10 for a 25-day leave before reporting to Fort Dix, N. J., for reassignment in Germany.

Henry (Red) Norwick, 68, retired Muskego Yard train clerk who had been living in Spooner, Wis., died Sept. 26 in Spooner Hospital. He is survived by his wife, Agnes. Services were held at St. Francis de Sales Catholic Church.

Felicitations to the Lloyd Christians on the marriage of their daughter, Karen, on Aug. 30 at Our Savior's Lutheran Church in Milwaukee. A

lovely reception followed at the Boulevard Inn. The lucky bridegroom is William B. Watson.

Sympathy of fellow employees was extended to Yardmaster Kenneth O. Crane, whose wife passed away on Oct. 10.

News of the death of Retired Switchman Ed Coyer has been reported, and sympathy extended to the family. Ed died on Sept. 2.

Congratulations are in order on the recent marriages of Switchmen Robin Krause and Tom Zimmerman, and Steve Wosinski, clerk.

Best wishes for happy retirement years for Ed Bauman, No. 1 man on the yardmasters' seniority list. Ed retired on Sept. 1. Switchman George Roeder also retired on Sept. 1, with a service date of 1928.

A party was held on Oct. 17 at Cassidy's Hall for Stationmaster Edward R. Gromacki, whose retirement was official on Oct. 31. A buffet supper was served to a hundred and some employees and guests, with Milwaukee brew refreshments, music and dancing. Among gifts presented to Eddie was a purse containing provisions for a good start to enjoy retirement.

Congratulating are in order for C&M Conductor Ralph Analla, who was married Oct. 25.

We have a new caller on the second shift at Muskego—Leslie Seerick.

Switchman Robert Exharhos has entered military service.

Caller Henry Windward is in Houston Methodist Hospital, Houston, Tex., at this writing, for possible heart surgery.

Switchman and Mrs. Jack Hintz announced the arrival of a son, James Thomas, on Oct. 12.

J. J. (Jack) Moore, mail and baggage agent at the depot, who was hospitalized recently for a heart condition, is recuperating at home at this writing. His friends can reach him at 5273 N. 51st Boulevard, Milwaukee 53218.



Claiming his retirement, Edward R. Gromacki, stationmaster at Milwaukee, is shown in his office. The photographer was Assistant Division Engineer Chester Lapinski. For more about this, see the Milwaukee Terminals news.

The Milwaukee Road Magazine

The Joseph A. J. Wuerls proudly announced the birth of twins—Barbara Ann and Donald Edward—on Nov. 9 in St. Joseph's Hospital. Joe is head car record clerk at Muskego Yard.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Lee Burrington, brakeman at Harlowton, took Miss Chere Fields of Columbus, Mont., as his bride in a very pretty ceremony in Community Congregational Church in Columbus. The bride was attired in a short gown of ivory peau de soie with sleeves and a mantilla fashioned of candlelight chantilly lace. Her only jewelry was a silver cross, a gift of the groom. She carried a bouquet of ivory rosebuds surrounding a pale green orchid. Close relatives attending from Harlowton were Engineer and Mrs. Dan Burrington and Retired Engineer Alex Cox.



Mr. and Mrs. Lee Burrington

Lee makes a third generation of railroad men in the family. (Schmeling Studio photo)

Lawrence Wren, trainman between Harlo and Three Forks, won the 1969 golf title with 211 strokes. Walter Scotson, carman at Harlo, won second with 224 strokes. Yardmaster Tick Thompson and Materials Manager Jim Scotson won first and second in the second flight. Electrician Mason Colby was winner in the third flight.

Pipefitter and Mrs. Bill Crews motored to Palo Alto, Calif., for the wedding of their daughter, Alma, to Barry Schwartz. The wedding took place Oct. 3. Both Alma and Barry are in medical research at Stanford University.

Retired Laborer James Gibson passed away at Harlowton. He was 77. He was born in Springfield, Mo., came to Melstone, Mont., in 1920 to homestead, hired out with the Milwaukee in 1926, and retired in 1959.

Andrew "Bud" Pederson, 66, retired laborer, passed away at Harlowton. Military services were conducted at



THIS IS THE LIFE. Chicago Terminals Engineer Leslie W. Knowles, who retired on October 31 after 50 years of service, shown taking life easy at home in Mokense, Ill. Operating his miniature train is just one of several hobbies. The locomotive, a coal-burner, carries 125 pounds of steam and weighs 2,200 pounds. Full steam ahead, it pulls five cars. Knowles also has his own greenhouse for his hobby of growing potted plants.

Harlo Cemetery. He was born at Britt, Ia., came with his parents to a ranch 15 miles south of Harlo when 15, served in WW II, and worked for the Milwaukee Road in Harlowton.

Harry Poulos, carman at Harlo, retired because of physical disability. The family has moved to Spokane, Wash.

Lenna Sue Morse, daughter of former carman Clarence Morse and Mrs. A.W. Martin, was united in marriage to Joseph Wester of Harlo. The ceremony was in First Lutheran Church in Helena.

Heavy snows in the mountains cut the big game hunting season short for the out-of-staters. However, the local hunters will take advantage of tracking snows, and many have already taken elk and deer.

EAST END

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

Retired Conductor and Mrs. J. J. McGuire observed their 50th wedding anniversary this fall with a reception at the Elks Club. They have one son, who was here with his family for the celebration. Mr. and Mrs. McGuire were married Oct. 5, 1919 in Vananda, Mont., and have made their home in Miles City ever since. Jack started with the Milwaukee as a callboy and retired as a conductor after 47 years of service.

Congratulations to the following young couples: Mr. and Mrs. Dennis Guidice—Dennis, son of Engineer and Mrs. C. E. Guidice, married Carol Hanel on Aug. 30. They will make their home in Miles City . . . Mr. and Mrs. Michael W. Kransky—Mike, the

son of Engineer and Mrs. H. E. Kransky, married Janet Simpson of Moore on Sept. 20. Mike was a brakeman on the Aberdeen Division for a short time this summer. The young couple will make their home in Missoula, where Mike will continue his schooling at the University . . . Mr. and Mrs. C. R. Harris Jr.—Beverly McDowell, daughter of Conductor and Mrs. D. McDowell, became the bride of Mr. Harris on Sept. 13. The couple will reside in Billings, where both will attend Eastern Montana College . . . Mr. and Mrs. Tom Maxwell—Linda Minkoff, daughter of Conductor M. F. Minkoff of Harlowton and Mrs. Delores Minkoff of Miles City, became the bride of Tom Maxwell of Melstone. They are residing in Miles City.

The local Eagles organization presented pins to members of long standing at a recent meeting. Among those receiving them were Retired Carman Henry Schepper—50 year pin—Retired Boilermaker Ed Crooks—45 year pin—and Car Foreman H. J. Sweeney—40 year pin.

Retired Storehelper Sam Leo had his picture in the local paper this fall displaying a couple of large freakish carrots he raised in his garden. Sam has a real "green thumb," as anyone can attest who has seen his place during the summer . . . Also known for his gardening, or his wife's gardening, is Yardmaster J. A. McElroy. The couple apparently have a secret formula for raising cantaloupe. This year their garden produced a 17-pound cantaloupe which was pictured on the front page of the local paper alongside a bowling ball, dwarfing the ball.

The Milwaukee Women's Club held its "Over-the-Top" dinner on Oct. 6.



TAKING THE GRAND TOUR. Having seen a large part of the United States before retiring recently at Perry, Ia., Mrs. Carmen Jones (left) was off and away for a whirlwind tour of Europe. Her itinerary covered 10 countries by plane, boat and bus. Here she is in Lucerne as the tour party relaxed over dinner at the Stadt Keller restaurant following a day of sightseeing and gift-buying. The trip was sponsored by the National Federation of Business and Professional Women, which Carmen has served as president of the unit at Perry. Upon returning, she visited briefly in Amherst, Mass., and then was off again to spend the winter in Florida.

Retired Yard Foreman W. J. Norton was chef, serving his usual excellent dinner to 74 members and their husbands. Cards followed the dinner.

We have many hunting enthusiasts among the employees at Miles City. Signal Supervisor M. S. Lester and son, Mike, were among the successful ones, each bagging a deer within the first four hours of the opening of the season.

Potpourri: Retired Conductor and Mrs. Alec Caudel have sold their home in Miles City and returned to Salem, Ore., to make their home . . . Dr. Gary Jensen, a former Gillick Scholarship winner, and family have moved to St. Louis, Mo., where Gary will be doing research. He has taken a year's leave of absence from Carnegie-Mellon University to go to St. Louis on an Office of Naval Research grant. Under the grant he will also be teaching one course each semester . . . Conductor and Mrs. L. V. Hinrichs spent their three-week vacation traveling 2,300 miles without leaving the State of Montana. They visited mostly in the western end of the state . . . Former Carman Helper Paul L. Hazelton, son-in-law of Carman Leonard Liedholt, completed Montana Highway Patrol recruit training school at Helena on Oct. 15 . . . Carman Douglas E. Smith, now Private First Class Smith, has been assigned to the 4th Infantry Division in Vietnam as a rifleman . . . Seaman G. G. Bundy, son of Engineer and Mrs. C. C. Bundy, has departed for 24 months active duty. He has been attached to the Naval Reserve Unit in Miles City . . . Joan Sweeney, daugh-

ter of Car Foreman and Mrs. H. J. Sweeney, has started on a new job as assistant manager of the West Coast bureau of CBS Television News. Her area includes all the area west of the Mississippi . . . Debby Taylor, granddaughter of Retired Brakeman and Mrs. Knute Peterson, was named Go-Western Day Queen of the local high school Go-Western Day activities . . . In the local Punt, Pass and Kick competition, Jeff Stuckey, son of Agent and Mrs. G. A. Stuckey, was third in his age group. Mark Lester, son of Sig-

nal Supervisor and Mrs. M. S. Lester, won first in his age group. Mark went on to the division competition in Glendive. In the western end of the State, Jim Elbert, grandson of Yard Clerk L. S. Richey, tied for second in his age group in competition at Great Falls . . . Miles City may not have a Grandma Moses but we do have a Grandma Rose, as Mrs. Rose Hand, widow of retired captain of police, has taken up painting, and with very good results. Mrs. Hand, now 78, used to draw as a child, but did no painting until about a year ago, when she was encouraged by a friend. Her picture appeared in the local paper recently surrounded by a number of her paintings. Aside from this hobby, Mrs. Hand cooks all the meals for the priests at the Sacred Heart rectory.

Congratulations to Brakeman and Mrs. Ralph Gallo on the birth of a son Sept. 20 . . . to Conductor and Mrs. O. G. Haynes on the arrival of their first grandson Sept. 26 . . . and to Conductor and Mrs. L. V. Hinrichs on the arrival of their first granddaughter.

Sympathy is extended to the following families: The Aaron B. Danielsons—Mr. Danielson passed away Sept. 5 at his home. He was stockyards custodian at the time of his retirement in 1958 . . . The Edgar B. Haughawout family—Mr. Haughawout passed away Oct. 1 at his home in Mildred, Mont. He had spent 44 years working for the Milwaukee Road as a B&B foreman and a brakeman, retiring in 1962 . . . The Edna C. Ayers family—Mrs. Ayers passed away Sept. 30 in Miles City. She was the widow of Retired Agent Frank Ayers, who had the agency at Mildred, Mont., years ago . . . The Maroe Hanrahan family—Mrs. Hanrahan was the widow of Retired Conductor M. E. (Mickey) Hanrahan. She passed away at her home in Concord, Calif., on Nov. 1. Burial was in the family lot of Calvary Cemetery in Miles City.

Attention—Milwaukee Road Bowlers! Schedule For the 1970 Hiawatha Tournament at Portage

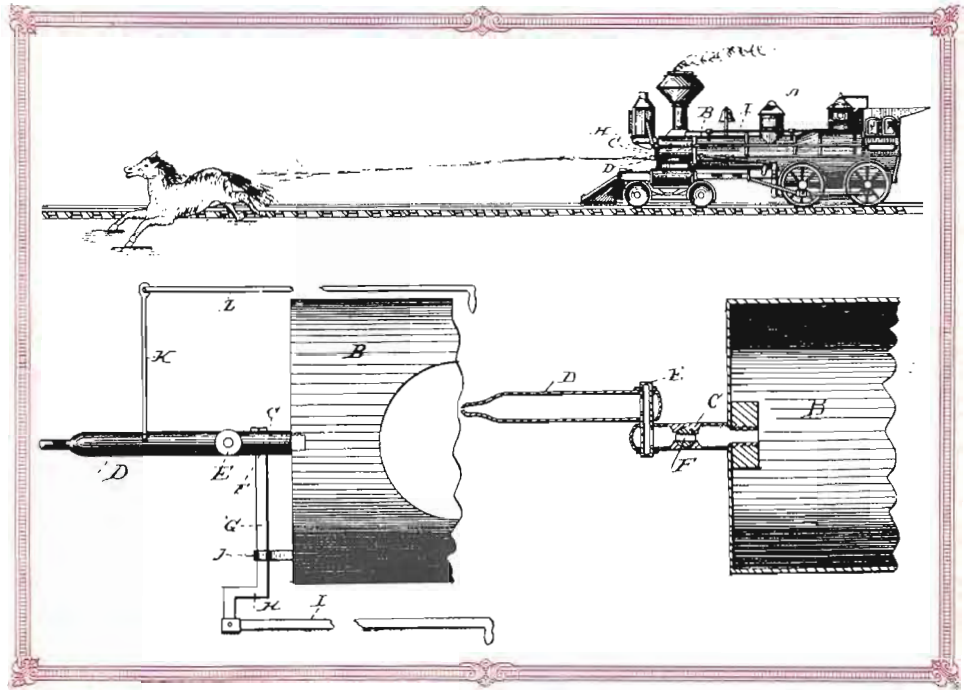
THIS is your notice that reservations are now in order for the 27th annual Hiawatha Bowling Tournament to be held next year at Portage, Wis., the week end of Apr. 4-5. The host committee has announced that the all-employee tournament will be conducted at the Portage Sport Bowl on North Highway 51. Single, double and team events on a handicap basis are scheduled for both days.

The program will include a dinner dance on Saturday evening, Apr. 4, at the VFW clubhouse, adjacent to the Sport Bowl. Bowlers from other cities will be provided with transportation between the Milwaukee Road depot, the Sport Bowl, the VFW club, and their motels or hotels.

Entries close on Feb. 1, 1970. For your entry form, write to M. E. Byers, Tournament Secretary, 410 E. Pleasant Street., Portage, Wis. 53901.

GIT ALONG LITTLE DOGIE

"This invention relates to an attachment for locomotives to be used for frightening horses and cattle off the tracks" reads patent No. 292,504 issued in 1884 to a Louisiana inventor named Lafayette Wilson Page. To take care of that annoyance, the device employed a live jet of steam. The working arrangement shown at right is explained in the assembly detail drawing. The steam jet was piped directly from the locomotive boiler, and the laterally projecting arm allowed the engineer to aim the nozzle so as to get proper trajectory on the hapless livestock that strayed into its path. History does not record that the missile was ever used, railroads seeming to have preferred cowcatchers.



LINED UP WITH SMOKEY THE BEAR, the Washington railroads have joined forces to help him remind citizens of their responsibility toward preventing forest fires in the Evergreen State. Smokey is an interested onlooker here as Dale Greenwood, director of the Washington Railroad Association (center), and Ed Loners, director of the Keep Washington Green Association, place a KWG bumper sticker on a hy-rail inspection car. The railroads are using the bumper strips, as well as KWG decals, litter bags and dashboard stickers, on highway vehicles, and have made them available for employee-owned cars. Roads promoting Smokey's cause include the Milwaukee, Great Northern, Northern Pacific, Union Pacific, and the Spokane, Portland & Seattle.



THE PIGGYBACK-FLATCAR METHOD was used by Allis-Chalmers to ship this high capacity pump to California via the Milwaukee Road gateway at Council Bluffs, Ia. A depressed center rail car carried the spiral casing, while one piggyback type car accommodated two trailer loads of parts. An additional piggyback trailer (not shown) was required for the shipment. The pump was bound for the Buena Vista pumping station, one of several such installations along the route of the California aqueduct being built by Allis-Chalmers.



November-December, 1969



**Use Christmas Seals.
It's a matter
of life and breath.**



Fight emphysema,
tuberculosis, air pollution.



MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

516 W. Jackson Blvd. • Chicago, Illinois 60606

RETURN REQUESTED

Bulk Rate
U. S. POSTAGE

PAID

MILWAUKEE, WIS.
Permit No. 2784



EXHIBIT
712 SOUTH 3RD ST
J. KROLL
MILWAUKEE
0126-01-104
SERIES 53215



THE MILWAUKEE ROAD ON CAMERA

A camera crew of Iwanami Productions, Inc., Tokyo, Japan, shoots scenes of container handling methods at Piggyback Park, the Milwaukee Road trailer-on-flatcar facility at Bensenville, Ill., for a documentary film produced recently by the "K" Line (Kawasaki Kisen Kaisha, Ltd.). The film, intended mainly for showing to Japanese shippers, demonstrates the container concept of moving import-export cargo between the Far East and the United States. Scenes depicting equipment and techniques employed by railroads and at United States ports were filmed in Los Angeles, San Francisco, Chicago, Kansas City and New York.