

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

september

•
october

1969



THE MILWAUKEE ROAD MAGAZINE

Vol. 57 September-October No. 4

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Editor

PUBLIC RELATIONS
DEPARTMENT

Union Station—Chicago

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

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Transportation Briefs

SEA-LAND BOOSTS FLEET

Sea-Land Service has placed a five-ship \$160 million order in Europe—the costliest ever without U.S. aid. The vessels will be the largest (980 feet) and fastest (33 knots) van ships in the world. Each will stow 1,052 containers of the 35-foot and 40-foot size.

EXPO '70 RAILROAD

Preparations for Expo '70 in Osaka, Japan, include construction of the "Daidarasaurus," a large-scale rail network resembling a roller coaster, which will extend for 5.1 miles through the area. Seven unique cars will handle 5,000 visitors an hour, traveling at a maximum speed of 49.6 m.p.h. The name was coined from the first half of Daidarabocchi, name of a Japanese legendary giant, and "saurus" from saur, meaning "lizard," as in dinosaur.

ATC GOES "INTERNATIONAL"

By unanimous vote, delegates to the 46th annual Educational Congress of the Associated Traffic Clubs, at a session in Milwaukee Sept. 16, approved changing the name of the organization to "Traffic Clubs International." Roger W. Gerling, executive vice president-general freight of the Spector Freight System, was elected president of the new organization.

PORT OF SEATTLE-JAPAN LINES CONTAINERSHIP PACT

Officials of the Port of Seattle and of the six major Japanese containership lines have sign an agreement whereby Seattle's new Terminal 18 container facility will become the Pacific Northwest load center for Japanese trans-Pacific

van service. The service will begin in mid-1970 with three new containerships now under construction in Japan. The Port has invested approximately \$13 million in the 3-berth terminal, a 54-acre complex equipped with two Hitachi high-speed container cranes.

DELTA NU ALPHA'S MAN

Bruce J. Riggs, general traffic manager of the Coated Abrasive and Tape Division of the Norton Co., was selected as "Transportation Man of the Year" by Delta Nu Alpha Transportation Fraternity, and presented with the formal award at the organization's 29th annual meeting in Louisville, Ky., Oct. 2-4. Since 1961, Riggs has traveled and lectured widely on the science of modern physical distribution management.

HALL OF FAME NOMINEE

John Frank Stevens, consultant on the construction of a number of American and Canadian railways and chief engineer on the design of the Panama Canal, has been recommended by the Association of American Railroads for election to the Hall of Fame for Great Americans at New York University as one of the outstanding transportation engineers of all time. Stevens, who died in 1943, was named by President Woodrow Wilson to be chairman of the U.S. Railway Mission to Russia in 1917, and later supervised the rehabilitation of the Siberian Railway.

ALASKAN TRANSPORT SURVEY

Secretary of Transportation John A. Volpe has approved a \$3 million engineering feasibility survey of a rail-highway corridor to serve north

THE COVER

Members of the Milwaukee Road's loss and damage committee are shown here at Bensenville Yard west of Chicago watching cars pass through the master retarder. From left are R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service; F. J. Kuklinski, assistant to assistant general manager; D. D. Fisher, superintendent of the car department; and K. D. French, general freight claim agent. The emblems on their coveralls call attention to the safe coupling rule—"Never Over 4 m.p.h." For details, see story starting on page 4.



and northwestern Alaska. Volpe pointed out that projections indicate the nation's mineral requirements alone will double by the year 2000, "therefore, development and utilization of Alaska's abundant resources of oil, copper, uranium and other critical metals is vital . . . but without a basic, well-planned surface transportation system, we will never reach this goal."

J. W. Burcham Named Public Relations Representative

James W. Burcham was appointed public relations representative with headquarters in Chicago effective Sept. 1. He was formerly chief clerk in the public relations and advertising department in Chicago.



J. W. Burcham

Burcham, a native of Decatur, Ill., attended Browns Business College there and Northwestern University. He joined the Milwaukee Road in 1963, as chief clerk in the Atlanta traffic office. Prior to this, he had railroad service with both the Santa Fe and Illinois Central and was associated with the American City Bureau, a public relations and fund-raising firm. He was transferred from the Atlanta traffic office to his former position in Chicago in 1964.

Retired Agent Joe Ziebarth Collects Own Life Insurance

Even in these days of increasing life expectancy few men live to collect their own insurance policies, as has Joseph A. Ziebarth, 96, our company's retired Waterloo, Wis., agent. Mr. Ziebarth, now a resident of Madison, Wis., recently collected the proceeds from two policies underwritten by the Washington National Insurance Co.

The policies were purchased about the time the company was founded and were paid out when they matured at the end of the mortality table. The company's general agent in Madison informed Mr. Ziebarth that they had matured and presented the check to him.

Mr. Ziebarth, sometimes referred to as "the grand old iron man of the railroad," retired in December 1965 after 73 years and 7 months of service—the record for any living person in the industry—and without a single day lost because of illness.

Schirra Emcees TV-Radio Ad Programs

Captain Walter M. Schirra Jr., the only astronaut to fly all three of the manned flight phases of the space program, was selected to serve as the spokesman of the railroad industry's current television and radio advertising campaign.

"Having Captain Schirra associated with our program helps give the industry a space-age identity consistent with the modernity and progressiveness which characterize railroad operations today," the Association of American Railroads announced.

The Association's new fall campaign includes magazine advertising as well as TV and radio. It relates the importance of rail transportation to the welfare and development of the country, and to each individual's personal needs and wants. Emphasis is placed on the role railroads play in holding down consumer prices. The theme is, "America's railroads. Who needs them? You do."

Captain Schirra, who retired from the Navy and the space program last July, was one of the seven original astronauts chosen by NASA in 1959. He flew a six-orbit mission on the fourth manned Mercury flight.

On Dec. 15, 1965, he and astronaut Tom Stafford made space history by man-

euvering their two-man Gemini 6 spacecraft within a foot of Gemini 7, which had been launched 11 days earlier with astronauts Frank Borman and James Lovell aboard. It was the first rendezvous by two manned spacecraft.

He flew the 162-orbit Apollo 7 flight of November 1968 with Walter Cunningham and Donn Eisele—the first American mission with television pictures from space.

The rail industry's fall ad program will include television spots on 14 NCAA and NFL football games and on such programs as the Huntley-Brinkley and Walter Cronkite news shows, the Ed Sullivan Show, The Virginian and nighttime movies.

Radio spots will be heard on NBC's News On the Hour, with 21 commercials a week during the last four months of the year. The industry will also participate in NBC's radio coverage of the Apollo XII moon flight scheduled for November.

Magazine advertisements will be seen in Life, Newsweek, Time, and U. S. News & World Report, as well as in traffic, transportation and press publications, with a total circulation of almost 17 million.

We're Ready to Fill Those Orders For MILWAUKEE ROAD PLAYING CARDS



We're all set to fill those orders for our personalized Milwaukee Road playing cards that begin to build up during the fall and reach their peak just before Christmas. Card players will be glad to know that, regardless of increases in the cost of living, they're still the same price—50 cents a deck. This is just about cost, and a real buy for those of the Redi-Slip plastic coated type.

The cards come in both bridge and pinochle decks—bridge decks have two jokers—and in a choice of blue or maroon backs decorated with the Running Indian emblem associated with our railroad's streamliner passenger trains. They are available to the general public, as well as to employees of our company and members of Milwaukee Road families. Orders should specify which type and color is wanted, and be accompanied by a check or money order payable to The Milwaukee Road. Address them to G. W. Hyett, District Manager-Passenger Sales, Room 275 Union Station Building, Chicago, Ill. 60606.



F. J. Kuklinski, assistant to assistant general manager and also chairman of the road's loss and damage committee, addresses supervisors of the Iowa Division at the "Never Over 4" meeting held at Perry, Ia., Aug. 26. At his right is Superintendent R. H. Love.

NEVER OVER FOUR MILES PER HOUR

Careful Car Handling Comes in for Special Attention

In purposeful language, the reminder has gone out to all Milwaukee Road employes involved in coupling freight cars—"Never over 4 miles per hour."

Posters, lapel buttons and desk top signs imprinted in red are emphasizing the caution over the entire system as part of an intensified effort to impress men who are moving cars with the need to handle them carefully. Tied in with the theme, members of the loss and damage committee, freight service inspectors and trainmasters at terminal points, have taken to wearing white coveralls and hard hats backed with large "Never Over 4 m.p.h." emblems.

The message, while a constant watchword, has come in for major attention owing to a substantial increase this year in the costs of claims received for loss and damage to ladings. Not all of this can be charged to excessive coupling

speeds—factors such as improper packaging and stowing deficiencies account for a good share—but on the Milwaukee, as in the industry at large, more than half of all loss and damage claims result from overspeed impacts to cars.

The situation was described by R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service, as a "very serious" drain on our revenues and ability to retain the good will of customers. "We, personally, are very aware of it," he said, "we're dealing with shippers. Although our claim prevention staff has been making a strong effort to curb damage, the problem is getting ahead of our preventive methods.

"Taking into consideration the value of commodities being handled today and the fragile nature of certain shipments, plus the constantly rising cost of car repairs, damage is over four times more

costly than it was 20 years ago. That's where the problem lies, and like all problems that keep growing, it must have a stopping point."

Start "Never Over 4" Meetings

The remarks were addressed to supervisors of the Chicago Terminals Division at the first of a series of "Never Over 4" meetings conducted by the loss and damage committee at the headquarters of all divisions of the railroad during the period of Aug. 18 through Sept. 9. The committee, functioning under Vice President-Operation F. G. McGinn, consists of Mr. Kemp; D. O. Burke, assistant general manager; F. J. Kuklinski, assistant to assistant general manager; K. D. French, general freight claim agent; and D. D. Fisher, superintendent of the car department.

Present for the Perry, Ia., meeting are Lieutenant of Police J. T. Tracy (from left); Freight Service Inspector E. H. Houston; Trainmaster-Traveling Engineer J. F. Kiley; Assistant Superintendent R. D. Richter; General Agent M. W. VanSickle; Agents H. G. Geu, B. DeVoe and W. W. Ellsworth; F. E. Devlin, general manager-Des Moines Union Railway; and R. R. McConahay, supervisor signals and communications.



Attending the Iowa Division meeting: R. W. Ivey, supervisor signals and communications (from left): Roadmasters J. P. Weiland and W. E. Behnke; Assistant Division Engineer J. V. Hartman; Division Engineer R. M. Low; Car Foreman J. F. Bell; Trainmaster D. H. Burke; Chief Carpenter G. D. Doherty; Captain of Police R. C. Emerson; and Roadmaster H. C. Lewandowski; in the background Trainmaster-Traveling Engineer D. R. Friend (left) and Roadmaster L. W. Wohlers.



Overspeed impact, as the major problem in the loss and damage picture, came under special scrutiny. Said Mr. Kemp, "Generally speaking, any commodity can be coupled safely at 4 miles per hour—our men have checked it with radar. But we must hold the line at 4 to get this bill down."

Discussions at the meetings centered on the importance of total involvement in the loss and damage situation and suggestions from those present for coping with it. Personnel who attended included superintendents and assistant superintendents, division engineers, freight

service inspectors, trainmaster-traveling engineers, agents, chief dispatchers, and supervisors of the B&B, maintenance of way and car department forces.

Form Separate L&D Committees

As aids in carrying out the stepped-up program, they were provided with a brochure which pinpoints the various causes of loss and damage, the commodities affected and the respective claim costs, results of impact recorder tests on each division, and educational material for people to be contacted. In addition,

a separate loss and damage committee was formed on each division, composed of an operating man, a freight service inspector, a car department man and the division engineer, to personally contact all employees handling rail cars.

Speaking at the various meetings, Mr. Kuklinski stressed the educational aspect of the program, with emphasis on the training and supervision of men who are handling cars. "It's not that our people don't know how to do the job," he said, "but when it gets to be a routine thing, the caution to hold coupling speed within the range of four miles per hour can get

M. T. Sevedge, superintendent of the Coast Division (at rostrum), addresses supervisors attending the "Never Over 4" meeting held Sept. 9 at Tacoma, Wash.





J. W. Stuckey, superintendent of the Chicago Terminals - Terre Haute Division (sixth from left), delivers the closing remarks at the "Never Over 4" meeting in Bensenville, Ill., Aug. 18.

just a little stale.

"I think most employees have a good attitude toward claim prevention, but we've got to get this message across forcefully to every last person who is responsible for handling cars or lading entrusted to our care."

Reminder Devices Introduced

Mr. Kuklinski noted that at a point the message tends to lose meaning, it's time to introduce new methods, "and that's the idea behind these 'Never Over 4' reminders—to keep our people continually aware of their obligation to handle freight so it won't be damaged. Speaking for the committee, I can say that we're encouraged by the enthusiasm shown for this campaign, and with the cooperation we're getting from all departments, I think it should be effective."

The use of the campaign devices was explained by Mr. Kemp: "Each man contacted will receive a 'Never Over 4' button, and each supervisor will have a mounted sign on his desk to remind him of his part in the program.

"Our freight service inspectors will help by checking problem areas with radar sets—they'll wear white coveralls for the job—and large reflectorized signs will be hung on buildings in all of our automatic retardation yards. This is just for the start—later we'll be developing new ideas and devices along these lines."

Mr. Kemp allowed that white coveralls will probably come in for some candid comments in freight yards, "but that's the general idea; to attract attention to what we're doing and set people thinking about it."

Mr. Fisher's contribution to the meetings included a color slide showing of damage to cars resulting from derail-

ments, improper loading and mishandling in terminals.

"When I first got on the loss and damage committee," he said, "I wondered what a car department man could do. Well, my message is that you can't talk lading damage without talking equipment damage. We're faced with the repairs, and the costs so far this year are seriously affecting our maintenance budgets."

A statement in the campaign brochure from F. A. Upton, chief mechanical officer, showed the extent to which overspeed impacts are responsible for derailments: that they generate stress that may result in hot boxes and burned off jour-

nals as cars move over the railroad at a consistent speed; that they can overstress components such as coupler shanks, bolsters and center sills—damage not always discernable through ordinary inspection and which asserts itself only at the point of failure; and that excessive coupling speeds may loosen the securements of open top loads, although again failure will not occur until the loads are traveling at high speed in a road train.

Commenting on the damage shown in various slides, Mr. Fisher analyzed the cause in terms of preventing it in the future. Some of it involved special equipment. "These cost a lot of money," he noted, "and when equipment like this

Attending the meeting in Bensenville, Ill., are Trainmaster E. J. Huat (from left), A. F. Dombrowski, chief merchandise supervisor, and L. R. Guthrie, supervisor perishable service.



At the meeting for Chicago Terminals personnel: R. E. Melzer, assistant to manager-CPR&MS (from left); Freight Service Inspector F. K. Dorgan; F. R. Houston, manager - CPR&MS; and Freight Service Inspector A. Abraham.





Assistant General Manager D. O. Burke cites the need for total involvement in the claim prevention effort.

is smashed, it's not hard to see how the bills add up."

Mr. French put it still another way. Citing claim costs for the first six months of the year compared with the same period in 1968, he said, "The question is—what is the cause of the increase and what can be done not only to curb it, but to start a downward trend.

"The only way, as I see it, is for everyone coming in contact directly or indirectly with freight handling to do his job as it should be done—nothing more—but nothing less.

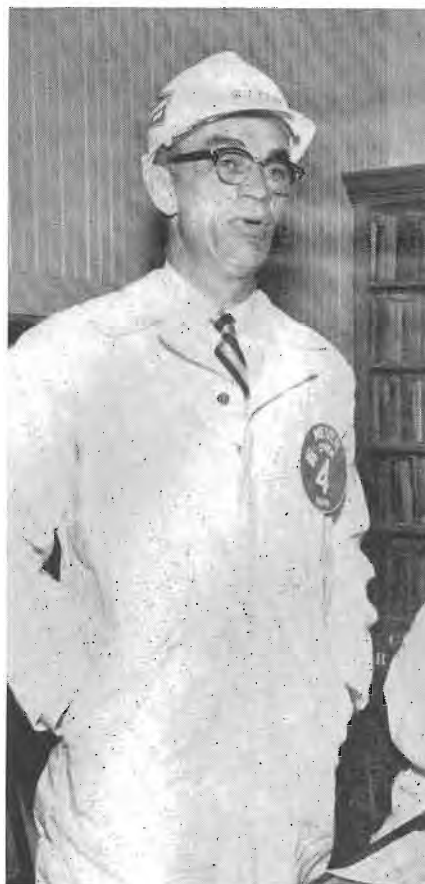
An Obligation for Everyone

"If everyone made this problem a personal one of seeing that freight is packed right, marked right, stowed right, and handled carefully without delay—and if those who supervise the men performing this work make a concerted effort to help them understand the seriousness of this problem, I am sure we will accomplish what we are seeking.

"No matter how you look at it, '4' is our number—never couple cars over 4 miles per hour. Handle freight—

- (1) *with right packing*
- (2) *with right marking*
- (3) *with right stowing*
- (4) *carefully without delay*

"It is summed up in a four-letter word—'CARE'—and we must see that it is preached and practiced by every man or woman involved so as to assure good customer service, which is, after all, our main job."



R. J. Kemp, assistant to vice president-claim prevention, refrigerator and merchandise service, explains the uses of the various "Never Over 4" reminders.



K. D. French, general freight claim agent: "No matter how you look at it, '4' is our number."



D. D. Fisher, superintendent of the car department, presents a slide showing of equipment damage. Seated is W. J. Hamann, general car supervisor of the Chicago Terminals.

Dupuis Ends 46-Year Railroad Career

Albert G. Dupuis, dean of the road's public relations officers, retired on Aug. 31, after a career of more than 46 years with the company. His associates bade him an affectionate good-bye at a luncheon in the Chicago Union Station Canterbury Room.

Mr. Dupuis, a native Chicagoan with a railroading heritage, started his career in the Chicago office of the freight traffic department. His father, the late George F. Dupuis, was a Milwaukee Road veteran of 55 years' service, in the beginning as an operator at Hickory Grove, Ill., and as agent at the Mont Clare station in Chicago from 1899 until his retirement in 1944.

Al, as his friends call him, left the traffic department in 1929 to assume the position of advertising manager and assistant editor of *The Milwaukee Road Magazine*, at that time a monthly publication. When the public relations department was created in 1939 he was appointed assistant public relations officer, while maintaining his association with the Magazine.

In May 1964, he became public relations officer, in which capacity he continued to supervise the company's activities such as the scholarship program, the employees' combined fund raising plan for Chicago's Metropolitan Crusade of Mercy, the sponsorship of Junior Achievement companies, the system-wide U. S.



A. G. Dupuis

Savings Bond campaigns, and numerous other related activities.

His organization affiliations within the industry include membership in the Railroad Public Relations Association of the Association of American Railroads, American Railway Editors, Western Railway Club, Public Relations Clinic and the Executives Club of Chicago.

Mr. Dupuis and his wife, Cele, plan to remain for the present at their home in suburban Northbrook. Their son, Randall, and his wife, together with their daughter, Mrs. Denise Gibson and granddaughter Laura Anne Gibson, also live in the north suburban area.

For an interesting sidelight on personal history, the Dupuis name is identified with the early history of Savanna, Ill., headquarters of the road's Dubuque

& Illinois Division. Al's grandfather, Joseph Albert Dupuis, and Joseph's brother, Medar, set up in Savanna the first sawmill on the Mississippi River. The family hailed from Quebec, and had engaged in lumbering activities across the state of Wisconsin before locating in Savanna. One of Medar's sons later moved on to Oregon and expanded the family lumber business. Al Dupuis' grandfather and grandmother, together with his mother and father, are all buried in the Savanna Cemetery along with numerous other members of the relationship.

River Cruise Beats Sunday Driving for Family Outing

(From Mrs. E. R. Kulasik, Norridge, Ill.)

"Last Sunday (June 29) our family of five took part in your Mississippi River Cruise one-day tour. Although individually the \$15.95 price was quite reasonable, we wondered if the total amount would be worthwhile for us to spend in one day in terms of enjoyment.

"We would like to assure you that we had a marvelous experience, and must commend you on the fine treatment we received throughout the day. It was the nicest, longest Sunday family outing, and we hope we can take a similar trip next year, if not sooner.

"As my husband remarked, it beats driving. Thank you from all the Kulasiks, parents and teenagers."

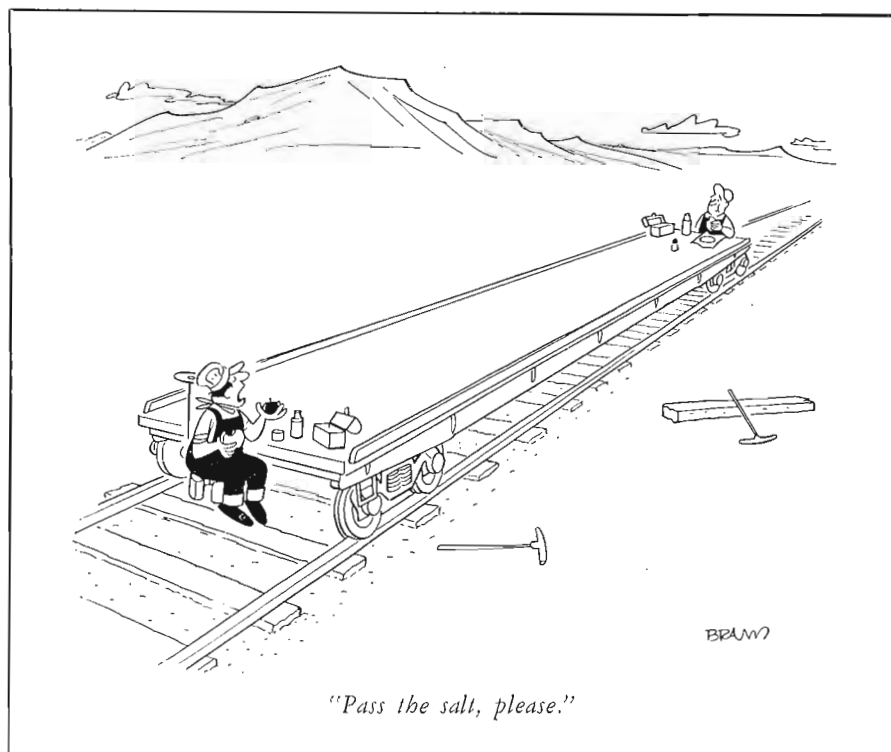
Thanks to Watch and Ward

Our thanks and a tip of the hat to safety-minded police officers who make a practice of inspecting passing trains.

This happened recently on a night run of No. 263 about three miles east of La Crosse, Wis. Everything seemed to be operating smoothly when the crew learned via radio that the train was in trouble. The dispatcher said a passerby had detected a shifting load.

The trouble spot was found near the rear end, where a load of farm machinery had listed badly and was fouling the main line track. Had the train proceeded to Grand Crossing, the car would have derailed at the bridge.

In this case, the good turn was traced to Daniel L. Kramer, village marshal at West Salem. Thanks to his alertness and prompt action, our railroad was spared a serious accident.





Scene of the activity as 1970 model automobiles pour into Kent Yard.

New Kent Auto Marshaling Complex in Full Operation

A special train was about to make a short, but very important run on Oct. 1 as this issue of the Milwaukee Road Magazine was going to press.

Leaving Seattle, it was scheduled to carry approximately 150 civic and government leaders, auto and truck manufacturers from the East, and railroad officials on a round trip to Kent, Wash., for the formal opening of the mile-long automobile marshaling complex recently constructed there by our company.

The facility, located on trackage jointly owned with the Union Pacific and operated by both railroads on an equal basis, is about 18 miles south of downtown Seattle and approximately midway between Seattle and Tacoma.

A detailed account of the dedication will appear in the next issue of the Magazine. In brief, however, Daniel B. Ward, director of the Washington State Department of Commerce and Economic Development, was to join President Curtiss E. Crippen and other dignitaries in the speaking program and ribbon cutting. After the ceremony the railroad's guests were to tour the two 20-acre paved marshaling areas and watch a special demonstration of automobiles being unloaded from multi-level freight cars and rolled

aboard highway transports for movement to dealers.

The 133-acre yard is the largest and most modern of its kind in the Pacific Northwest. Together, the two marshal-

ing areas have a storage capacity of 2,450 vehicles, although the plan of operation contemplates prompt movement to their ultimate destinations. In each area there

(Continued on page 10)



Aerial view looking south. In the foreground are 262nd Street and the marshaling area operated by Transport Storage & Distributing Company. Main line and yard trackage are at left, and State Highway 167 at right.

are movable automobile unloading ramps—one at each end of the groups of unloading tracks—for a total of four that can be operated simultaneously. In addition, the area at the south end is equipped with a traveling "A-frame" crane for saddleback truck shipments.

Our company estimates that the complex will handle at least 75,000 vehicles of virtually all makes annually.

As the completed yard stands today, Convoy Company of Portland, Ore., operates the area at the south end, while Transport Storage & Distributing Company of Renton, Wash., operates the one at the north, each with a group of six unloading tracks. Between these areas are long stretches of set-out and classification trackage for incoming and outgoing multi-level automobile cars.

Wickler and Dunn Promoted to District Safety Engineers



L. F. Wickler



W. E. Dunn

The safety department announced the appointment of L. F. Wickler as district safety engineer for the Dubuque & Illinois and Iowa divisions, with headquarters at Savanna, Ill., effective Aug. 1. He succeeds C. J. Delin, who has retired.

W. E. Dunn was appointed district safety engineer for the Chicago Terminals-Terre Haute Division with headquarters at Bensenville, Ill., on Sept. 1, to succeed M. E. Stewart, who also retired.

Mr. Wickler, born at Davis Junction, Ill., began his service with the railroad in 1935 in the maintenance of way department in Chicago. In 1939 he transferred to the signals and communications department and in 1940 to the operating department, since which time he has been in train service on the D&I Division.

Mr. Dunn, a native of Chicago, joined in 1949, starting in the purchases and material division at Chicago. During World War II he served in the Marine Corps as a deck engineer. He returned to the railroad in 1946 as a switchman in Chicago, which position he held until his present appointment.

Tietz Elected MMTC Vice President; Solvie, Heath and Josh Promoted



L. H. Tietz



E. A. Solvie



D. A. Josh



G. M. Heath

The election of Lawrence H. Tietz as vice president of the Milwaukee Motor Transportation Company, the motor trucking subsidiary of the railroad, was announced on Aug. 11. He succeeds P. L. Cowling, who resigned from the company.

Announced also was the promotion of Eugene A. Solvie to assistant vice president of the MMTC, succeeding Mr. Tietz, and the appointment of Glen M. Heath to Mr. Solvie's former position as manager of piggyback and container services.

Daniel A. Josh Jr. was promoted to controller of the motor trucking subsidiary on Aug. 11, following the retirement of J. A. Poer.

All will continue to be headquartered in Chicago.

Mr. Tietz, born in Livingston, Mont., attended Rocky Mountain College in Billings, Mont., and was a member of the Marine Corps in World War II. He started with the Milwaukee Motor Transportation Company at Billings in 1961, having previously worked for Northern Pacific Transport of that city. He then served in the MMTC maintenance department at Rapid City, S. D., prior to becoming supervisor of maintenance-system at Chicago in 1963. He was promoted to assistant vice president in 1966.

Mr. Solvie, a native of Minneapolis, joined the Milwaukee Road there in 1952, holding various positions in the traffic department before transferring in 1956 to the Cleveland office. In 1963 he was made assistant district representative-rail highway sales in Chicago and the year following became assistant to the general superintendent of transportation. He was appointed manager of piggyback services for the MMTC in 1965, this title later being changed to manager of piggyback and container services.

Mr. Heath, born in Toronto, Ont.,

Canada, began his service with the railroad in the traffic office in that city, following previous employment with the Canadian National Railways. He transferred to Chicago in 1959 as secretary to vice president-traffic and advanced through the positions of city freight agent and secretary in the president's office to that of chief clerk to the MMTC vice president in 1966. He held that position until 1968, since which time he had been assistant manager of piggyback and container services.

Mr. Josh, a native of Chicago, joined the Milwaukee Motor Transportation Company in 1963 as an accountant, after receiving a B.B.A. degree from Loyola University. He later completed graduate work for an M.B.A. degree. He was promoted to chief accountant in 1964, holding this position until his present appointment.

C. Darrell Emerson

C. Darrell Emerson, 50, assistant superintendent of transportation, died July 30 at his home in Medinah, Ill., as the result of falling from the roof, where he was working. Funeral services were conducted in Roselle, Ill., with burial at Martelle, Ia.

Mr. Emerson, a native of Martelle, had been with the railroad since 1937. Starting as an operator on the Iowa Division, he advanced to dispatcher, and was chief dispatcher at Perry from September 1950 to October 1960, when he became special representative to general manager in Chicago. He was appointed assistant superintendent of transportation on Jan. 1, 1962.

He is survived by his wife, Naomi; sons Michael and Richard; two sisters, Mrs. Edith Denmar of Miami, Fla., and Mrs. Polly Banwell, St. Cloud, Minn.; and a brother, Robert, the Milwaukee Road agent at Crane, Ind.



"... That may be it! It's a long fly ball deep into center field ..."



"Well, folks—that wraps up the ball game."

Railroads—The Safest Means of Transportation

Official Figures Bring the Picture Into True Focus

A recent rash of scare headlines concerning train accidents has created a number of false impressions about railroad safety which should be corrected in the interest of accuracy and fairness, the Association of American Railroads has announced.

In refuting the reports, it cited an important factor that was completely overlooked or ignored in them—the basic truth that railroads are by far the safest means of public transportation. Noting that recent publicity told only one side of the story, the AAR has released official government figures to make sure the facts are known and understood. Here are some of the highlights:

Figures for the last 10 years show that the safest way to travel in the United States is to park the family car and take a train. Americans traveling by train last year were 24 times as safe as they were in automobiles, three times as safe as in airplanes, and more than twice as safe as they were in buses.

In actual numbers, 13 railroad passengers met accidental death in 1968, the same number as in 1967. The 1968 fatality rate was .10 per million passenger miles, the yardstick for measuring safety. On the highways, more than 36,000 motorists were killed—a fatality rate of 2.4—and scheduled domestic airlines reported a .30 rate for 1968, when 258 died in crashes. Intercity bus figures are not yet available, but for 1967, the bus

lines reported 130 deaths—a .20 fatality rate.

Last year was the seventh in the past 10 years that the passenger fatality rate on U.S. railroads was .10 or lower. The AAR noted that the record was almost three times better than it was 10 years ago, when 62 passengers died—a fatality rate of .27. The fact that more passenger trains were running then does not affect the comparison.

Counting not only passengers but all persons killed, including railroad employees, the AAR reported that in 1968 fatalities in train accidents declined for the second year in a row and reached the lowest level in more than a decade. The number was 142, compared with 170 in 1967 and 214 in 1966.

In all types of accidents involving railroads, deaths last year totaled 2,359 or five per cent less than the 1967 total. About 65 per cent—1,547 to be exact—occurred at railway-highway grade crossings, according to the recently released report of the Secretary of Transportation's Task Force on Railroad Safety. Many of the others—568 last year—were classified in official reporting terms as trespassers on railroad property; for example, persons walking along tracks or hopping freight trains.

After a thorough study in 1964, the Interstate Commerce Commission concluded that most grade crossing accidents are the fault of motorists. In fact, in-

stead of trains hitting cars, the latest figures show cars running into trains in at least a third of the instances. Recognizing the problem, the Task Force has called for an expanded public program to minimize grade crossing hazards.

The only category which showed an increase in 1968 over 1967 was train accidents, defined as those involving at least \$750 damage to railroad property. From 7,294 in 1967, the number rose to 8,028, but only about 5 per cent resulted in injuries.

The AAR mentioned, not as an excuse but as a fact, that this category is influenced by inflation; that since 1957, when the \$750 rule was adopted, industry wage rates and material costs have risen 42 per cent, and with the introduction of more sophisticated equipment, net investment per freight car has more than doubled. The result is that a mere incident of 12 years ago—a rough coupling of boxcars in freight yards, for instance—is now often a reportable accident.

Altogether, the 1968 frequency rate for work injuries among the almost 600,000 railroad employees in the United States was 12.5 per million man-hours. The AAR noted that the railroad rate is traditionally lower than in comparable industries—even though railroad employees are considered injured if their ability to work is limited, to any degree, for 24 hours or more.

But so long as a single accident occurs,

railroads do not question the need for improvement, the AAR stated, and cited some of the things being done about it. Mentioned in the summary were:

- Spending almost \$2 billion this year, despite financial problems, to improve and maintain roadway facilities and structures—about \$100 million more than in 1968. Capital outlay for roadway and structures is expected to reach \$450 million, compared with \$368 million last year. In view of the size and speed of modern equipment, these expenditures have special safety significance.

- Working with the Secretary of Transportation's Task Force, which includes representatives of management, labor and government, on legislation that would call for continuing cooperative efforts coupled with new safety regulations.

- Pursuing new industry-wide safety programs through the Safety Division created this year within the AAR.

- Bringing new approaches under study in the AAR's Research Department.

- Expanding employe safety programs and efforts to inform the public regarding grade crossing dangers.

Misunderstanding—or misuse—of statistics was cited by the AAR as being largely responsible for the current fault-finding with railroad safety. "There is little to be gained by distorting the picture out of its true dimension," it stated in conclusion. "Progress will come from solid answers, and we are more anxious than anyone else to find those answers."

Retire From Engineering Department

John S. Jordan and Frank J. Wilson, assistant engineers in the office of assistant chief engineer-maintenance, shown (left and right) as they retired on July 31. With them is B. J. Worley, vice president-chief engineer.



Frank J. Wilson and John S. Jordan, assistant engineers in the assistant chief engineer-maintenance department, were honored by their close associates in the Chicago office at a luncheon marking their retirement on July 31.

Mr. Wilson, a native Chicagoan, had been with the Milwaukee since 1924. He started in the office of the vice president-operation, from which he transferred to the engineering department in 1933. Advancing through various positions, he was appointed assistant engineer in 1954. He and his wife, Margaret, plan to stay on at their home in suburban Forest Park. They have a married son and daughter and five grandchildren, all living in Chicago.

Mr. Jordan, born in Terre Haute, Ind., attended Rose Polytechnical Institute in that city and subsequently was employed in private industry. His railroad service, dating from 1941, included engineering positions with both the Pere Marquette district of the Chesapeake & Ohio and the Great Western before joining the Milwaukee Road in 1952. Starting as an instrumentman, he was promoted to assistant engineer the year following. He and his wife, Rosella, will continue to live at their home in Riverdale, Ill.

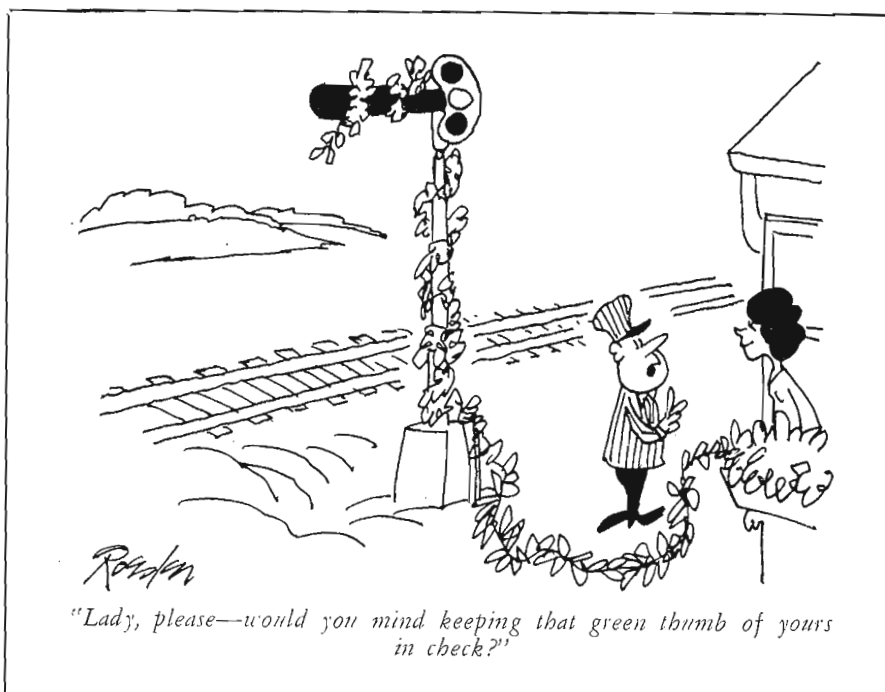
NEW CONTAINER FACILITY

Preparation of another facility for the continuously growing container operations on the Seattle waterfront has been announced by the Port of Seattle. The work involves development of about 6.7 acres on the southern portion of the west end of Duwamish Terminal No. 2 for interim use as a container storage yard.

FLYING SCOTSMAN TOUR

The British steam locomotive Flying Scotsman will pull a nine-car train from Boston, Mass., to Houston, Tex., between Oct. 8 and Nov. 14 on a trip aimed at both exhibiting the engine and plugging British export trade. The train will include an Edwardian observation car, two Royal Pullman coaches, and several coaches containing industrial exhibits, together with more than \$1 million worth of special issue English stamps. The 100-ton locomotive, which made the non-stop London-Edinburgh run from 1923 to 1963, was destined for scrapping until rescued by a British businessman, who is sponsoring the tour.

The Milwaukee Road Magazine





SP4 Kenneth Malczewski installs journal bearing on diesel locomotive axle as SFC George Brusewitz explains the operation to (left) Brig. Gen. W. R. Allen, commander of the 425th Transportation Command and assistant to president of the Burlington Lines, and Brig. Gen. L. V. Anderson, commander of the Third Transportation Railway Command and assistant vice president and general manager of the Milwaukee Road. Watching fourth from left is Lt. Col. R. D. Andrews,

BELOW: Brig. Gen. L. V. Anderson welcomes Mac E. Rogers, director of the Bureau of Railway Safety, to Fort Eustis.

The 757th Reserves Report for Annual Active Duty Training

Men of the 757th Transportation Battalion, the Army Reserve railway shop unit affiliated with the Milwaukee Road, were back in uniform over the period of Aug. 17-31 for their annual active duty training at Fort Eustis, Va.

It was back in uniform also for Brig. Gen. L. V. Anderson, commander of the Third Transportation Railway Command from St. Louis, Mo., in civilian life assistant vice president and general manager of the Milwaukee.

The 757th, a supporting unit of the Third Command, is composed largely of men from the Milwaukee area whose year-round assemblies include training in technical skills at Milwaukee Shops. It is under the command of Lt. Col. R. D. Andrews, who holds the position of chief clerk to shop superintendent. Shown in these Army photos from Fort Eustis are members of the 1151st company, who do diesel repair work. The 1150th and 1152nd handle car repairs.



SFC George Brusewitz, machinist in the wheel shop at Milwaukee Shops, points out to Brig. Gen. Anderson repairs made to the drop pit table in the diesel house at Fort Eustis. Front and clockwise are SP4 George Corson, machinist apprentice in the wheel shop at Milwaukee Shops; SP5 James Frankfurth, former machinist at Milwaukee; SP4 Roger Rasmussen, electrician helper in the diesel house at Milwaukee Shops; and SP4 Robert Ausprung.



General Anderson escorts Generals Lee and Parks of the Korean Army on a tour of the railway shop facilities.



September-October, 1969

Mrs. Hodgin Celebrates Her 102nd Birthday



Mrs. Lena Hodgin (center) celebrates her 102nd birthday with her sisters, Mrs. Wiley Phillips (left) and Mrs. Henry Penrose. Presenting flowers sent by President Curtiss E. Crippen is Miss Jan Brandmill, public relations assistant at St. Luke's hospital.

A telegram from President Richard Nixon and a bouquet of flowers with congratulations from President Curtiss E. Crippen were highlights of the 102nd birthday party for Mrs. Lena Hodgin of Cedar Rapids, Ia., widow of a one-time Milwaukee Road employee. Among her many gifts and cards on Sept. 17 were messages also from Gov. Robert Ray, Congressman John Culver, Acting Mayor Stewart Shank and Senators Jack Miller and Harold Hughes.

The celebration was held in the extended care unit of St. Luke's Methodist Hospital in Cedar Rapids, where Mrs.

Hodgin is staying as the result of an attack of arthritis. For the party, she was dressed smartly in a bright melon colored knit dress accented at the neckline with a matching print scarf. Able to spend the happy occasion with her were her two sisters ages 96 and 91, Mrs. Wiley Phillips and Mrs. Henry Penrose of Maquoketa, Ia., and a niece and grandniece from Knoxville, Tenn. Her only child, a daughter, passed away two years ago, leaving Mr. Hodgin with five grandchildren and one great grandchild.

Mrs. Hodgin has limitless recollections of her 102 years and enjoys talking

about them. Andrew Johnson was president when she was born Lena Tubbs in 1867. Her parents came from the East and settled near Maquoketa, where her father was a miller and carpenter.

Lena and C. F. Hodgin, a Milwaukee Road baggageman and postal clerk operating out of Maquoketa, were married in 1893. Their first wedding anniversary was spent at the World's Columbian Exposition in Chicago. Ten years later Mr. Hodgin was fatally injured when a trunk containing props for a theatrical troupe fell on him.

For a while Mrs. Hodgin clerked in Maquoketa, but found the going hard. In 1911 she moved to Cedar Rapids, where she was employed in a department store and then in a millinery shop. Later she went into the custom corset business. The business prospered and, planning for retirement, she invested in common stocks. In 1929 her savings were wiped out in the market crash, and at age 62 she had to start all over again. But she kept on going, and was successful in building another nest egg and maintaining her independence.

Mrs. Hodgin is beginning to get around a little, and while staying in the hospital keeps sharp at her favorite pastime, bridge. At age 101 she played tournament bridge at Iowa City, and the next day scored two master bridge points in Cedar Rapids in one day—in the morning at the YWCA and in the afternoon at St. Regis High School. Joining in the birthday celebration were five tables of her Cedar Rapids bridge companions and a number of fellow patients at St. Luke's.

Act As If You Own the Place

SOMEONE ONCE ASKED a successful man the secret of his success.

"I'll tell you," he replied. "It was a small trick I played on myself. I pretended that I owned the business. No matter where I worked, I pretended that I owned the place—lock, stock and barrel!"

You could hardly find a more positive approach. If everyone who received a pay check from a company—any company—took as much interest in the business as the owner did, that company would have few of the internal problems which often plague businesses.

Many employees of our company are owners of the business in the strictest sense. They own shares of stock and therefore are partners in the business. They have invested their money for the right of participation in hopes of reaping a profit.

But the rest, those employees who do not own

a single share of stock in the company, are owners as well in a broader sense. They have invested their time, energies, efforts and creative talents to help make this business successful. They have an investment of themselves.

Too often we tend to think of "the company" as an abstract, impersonal thing. We forget that the company is a corporation, a body of people with the common goals of service and profit. We, the employees, are members of that body. Each of us has an important place in making the company successful. It is a matter of fact that each position in the company is essential. Otherwise the position would not exist.

It follows that the ultimate success or failure of the business depends on how well each employee accepts the responsibilities associated with his position. To make it more personal, how well you do your job determines the success of your business. (STANRAY NEWS, April 1969, published by Stanray Corporation)



District Safety Engineer W. C. Grandstaff is interviewed by "Casey (Roger Awsumb) Jones" on the subject of railroad safety. At right, Awsumb takes his wife and children, Bobby, Nancy, Amy and John, on a "Casey to the Dells" tour. Their escort is F. H. Magnusson, passenger sales representative in

Minneapolis. The tour was one of four originating in the Twin Cities this summer on which the television personality entertained the excursionists and staged a show at the Wisconsin Dells.

Story Hour and Television Feature "The Right Track" to Safety

The wide-eyed character at the right is "Casey Jones," engineer of the Cudahy Cannonball, the miniature locomotive that got a big play this summer at the Cudahy



(Wis.) Public Library. During the school vacation the library featured a "Cudahy Cannonball" story hour based on U. S. railroads. About 300 children between the ages of 4 and 12 were enrolled, calling themselves the "Cudahy Cannonball Reading Club."

One of the story hours was devoted to the story of railroad safety, as told by District Safety Engineers C. J. Winters and J. A. Pitel, who are headquartered in Milwaukee. This activity is part of the safety department's program of working with community organizations and school authorities to teach children that railroad property is off limits as a playground. The message was illustrated with a showing of "The Right Track," the color movie produced by the Association of American Railroads to assist member roads in efforts to protect children from their own careless acts and reduce vandalism caused by juvenile trespassers. The actors are grade school age, this being the group which most often is at-

tracted to railroad property.

In a letter to Winters and Pitel, Mrs. Marianne Molleson, director of the library, expressed her thanks for the presentation: "Your visit to the story hour was much appreciated. The film and your talks were very instructional, and were enjoyed by both the children and their parents in the audience. Some very good comments were made by the parents."

The safety story was told this summer also by television's "Casey Jones," Roger Awsumb, whose "Lunch With Casey" program is broadcast daily except Saturday throughout the Minneapolis-St. Paul area over WTCN channel 11. It opens with a title film showing "Casey" arriving at a roundhouse on a steam locomotive and then entering the studio, where he puts on a show directed to a young audience. The program is the highest rated on Twin Cities television, with an estimated 400,000 viewers within a 100-mile radius.

On this particular broadcast "Casey's" guest was W. C. Grandstaff, district safety engineer for the Twin Cities area. The program featured a showing of "The Right Track" and a talk by Grandstaff aimed at impressing children with a regard for their own safety and the safety of others who might be injured through their carelessness. Judging by "Casey's" fan mail, the lesson was taken to heart. Here is one letter:



Mrs. Thomas Roench, reading instructor at the Cudahy Public Library, and "Casey Jones" tell a railroad story to reading club members Connie (front), Karen and Timmy Engel.

"We—myself and three boys aged 5, 4 and 2½—want to thank you for the special film on railroad safety. The kids love trains, and I think the film was excellent for teaching them the dangers involved and some rules. The oldest asked me to write and 'tell Casey to have the train movie again.' It's certainly worth repeating.

"'Lunch With Casey' has been standard procedure at our house for about three years, and I am grateful to you and 'Roundhouse' for the time and effort you must put forth to give the kids the variety of humor and so many educational experiences via TV."

• APPOINTMENTS •

Milwaukee Motor Transportation Company

Effective Aug. 11, 1969:

L. H. Tietz is elected vice president of the company, succeeding **P. L. Cowling** . . . **E. A. Solvie** is appointed assistant vice president, succeeding **Mr. Tietz** . . . **G. M. Heath** is appointed manager-piggyback and container services, succeeding **Mr. Solvie**.

Effective Aug. 16, 1969:

D. A. Josh is appointed controller, following the retirement of **J. A. Poer**.

Safety Department

Effective Aug. 1, 1969:

L. F. Wickler is appointed district safety engineer of Dubuque & Illinois and Iowa Division territory with headquarters at Savanna, Ill., following the retirement of **C. J. Delin**.

Effective Sept. 1, 1969:

W. E. Dunn is appointed district safety engineer of the Chicago Terminals-Terre Haute Division territory with headquarters at Bensenville, Ill., following the retirement of **M. E. Stewart**.

Public Relations and Advertising

Effective Sept. 1, 1969:

J. W. Burcham is appointed public relations representative with headquarters in Chicago.

Operating Department

Effective Aug. 1, 1969:

J. F. Kiley is appointed trainmaster-traveling engineer of the Iowa Division with headquarters at Cedar Rapids, Ia., succeeding **P. C. Slater**.

Miss Ruby Eckman

Miss Ruby Eckman, 84, a charter correspondent for The Milwaukee Road Magazine and former writer for *The Perry (Ia.) Daily Chief*, died Aug. 3 at the Spring Valley Manor Nursing Home in Perry. Funeral services were held in that city, with burial in Violet Hill Cemetery.

Miss Eckman was a daughter of **Eli Eckman**, one of the first locomotive engineers on the Iowa Division. She was born in Cedar Rapids but had lived in Perry since the age of eight, graduating from high school in 1902. She started with the railroad in 1908 as the trainmaster's clerk at Perry, was promoted in 1912 to chief dispatcher's clerk, and later to general clerk to division superintendent. When she retired on Mar. 14, 1960, her 51 years of service was a record for women employed on the Iowa Division.

Her volunteer service to The Mil-

waukee Road Magazine as a contributor of so-called personal news for 47 years—from the first issue in 1913 until she retired—was also a record among correspondents for railroad magazines.

Prior to working for the railroad Miss Eckman was employed by the *Perry Daily Chief*, first as a linotype operator and then as a news reporter. In 1903 she began her column devoted to happenings within the Perry railroad family which had been published in that paper several times weekly until recent years.

She was a member of The Milwaukee Road Women's Club, the National Association of Retired and Veteran Railway Employees, the Brotherhood of Railway Clerks, a charter member of the American Legion Auxiliary, serving as its first president, the Order of the Eastern Star and Perry's First Church of Christ Scientist.

Mechanical Department

Effective Sept. 1, 1969:

H. W. Reinold is appointed superintendent of motive power-system with headquarters at Milwaukee Shops, succeeding **W. C. Gage**.

Finance and Accounting Department

Effective Aug. 1, 1969:

J. G. Kirchen is appointed auditor of capital expenditure, following the retirement of **E. H. Nank** . . . **M. W. Bonnom** is appointed assistant auditor of capital expenditure, succeeding **Mr. Kirchen** . . . **D. C. Young** is appointed

assistant auditor of expenditure in charge of joint facility and bills. The positions of assistant to comptroller and assistant auditor-valuation are discontinued.

Sales and Service Department

Effective Sept. 1, 1969:

J. R. Stallsmith is appointed sales representative in Chicago . . . **Gordon Neumiller** is appointed sales representative, Chicago . . . **R. N. Miller** is appointed sales representative, Minneapolis.

This country is raising a whole generation of children who believe that when a woman grows older she turns blonde.

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
<input type="checkbox"/> ACTIVE EMPLOYEE		<input type="checkbox"/> RETIRED EMPLOYEE	

RETIREMENTS

The following employees' applications for retirement were reported during July-August 1969

General Office & System Employees

Anderson, C. W. . . . Purchasing Agt. . . Chicago, Ill.
Eldridge, E. O. . . . Freight Clerk. " "
Feeley, D. F. . . . Rate Clerk. " "
Gorry, Catherine A. . . Key Punch Opr. " "
Jordan, John S. . . . Asst. Engineer. " "
Koob, Cecelia E. . . . Typist. " "
Nank, E. H. . . . Auditor. " "
Stickler, G. E. . . . Asst. to Compt. " "
Wiley, I. V. . . . Asst. Engineer. " "
Wilson, F. J. . . . Asst. Engineer. " "
Woelfler, C. R. . . . Acctg. Clerk. " "

Aberdeen Division

Hanson, E. S. . . . Sig. Maintainer. . . Aberdeen, S. D.
Kietzman, P. H. . . . Sect. Foreman. . . Stewart, Minn.
Kuhrt, W. J. . . . Section Foreman. . . Murdo, S. D.
Rueb, Tobias . . . Machine Opr. . . Warner, " "
Rushford, R. C. . . . Loc. Engineer. . . Marmarth, N. D.
Wolf, Roy . . . Sect. Foreman. . . Ipswich S. D.

Chicago Terminals

Blair, E. W. . . . Loc. Storekeeper. . . Chicago, Ill.
Ewart, Paul A. . . . Machinist. . . Bensenville, "
Gross, E. P. . . . Engineer. . . Chicago, "
Kurtzer, F. J. . . . Frt. Checker. . . Galewood, "
McCabe, B. . . . Laborer. . . Chicago, "
Mulligan, J. J. . . . Loco. Engineer. . . " "
Reaves, Leroy . . . Carman Helper. . . " "
Sawyer, Fred . . . Check Clerk. . . " "
Schaefer, L. A. . . . Frt. Handler. . . " "
Schaffer, L. A. . . . Check Clerk. . . Galewood, "
Schultz, E. A. . . . Loc. Engineer. . . Bensenville, "
Snyder, F. J. . . . Loco. Foreman. . . Chicago, "
Thome, L. N. . . . Carpenter. . . " "
Wolkowec, P. . . . Coach Cleaner. . . " "

Coast Division

Brusgatis, H. L. . . . Crane Operator. . . Seattle, Wash.
Henderson, P. H. . . . Pipefitter. . . Tacoma, "
Mann, I. M. . . . P.E.X. Operator. . . " "
Matson, Eric . . . Agt.-Operator. . . Newport, "
Peterson, C. V. . . . Safety Eng. . . Tacoma, "
Robinson, C. . . . Cashier. . . Bellingham, "
Shattuck, S. R. . . . Sect. Foreman. . . Fernwood, Ida.
Shirley, F. D. . . . Laborer. . . Everett, Wash.
Vanalstine, B. E. . . . Substation Opr. . . Cedar Falls, "
Wilder, F. W. . . . Brakeman. . . Tacoma, "

Dubuque & Illinois Division

Ackerman, C. S. . . . Brakeman. . . Savanna, Ill.
Delin, C. J. . . . Safety Engineer. . . " "
Mason, C. J. . . . Yardmaster. . . Marquette, Ia.
McGarvey, E. L. . . . Conductor. . . Savanna, Ill.
McLaughlin, J. H. . . . Loco. Engineer. . . Kansas City, Mo.
Smith, C. C. . . . Train Dispatcher. . . Savanna, Ill.
Valadez, M. M. . . . Sect. Laborer. . . Elgin, "

Iowa Division

Coe, Will M. . . . Sig. Maintainer. . . Tama, Ia.
Cox, W. E. . . . Locomotive Engineer. . . Perry, "
Fulton, B. H. . . . Conductor. . . Marion, "
Glenn, F. L. . . . Conductor. . . Perry, "
Holbridge, D. M. . . . Sect. Foreman. . . Greeley, "
Johnson, Wade . . . Conductor. . . Ottumwa, "
Miller, A. L. . . . Sect. Foreman. . . Sabula, "
Reel, R. A. . . . Conductor. . . Perry, "
Tarr, Russell . . . Operator. . . Green Island, "
Wheeler, T. R. . . . Sect. Laborer. . . Greeley, "

Iowa, Minnesota & Dakota Division

Anderson, C. M. . . . Cashier. . . Rapid City, S. D.
Fokken, H. A. . . . Sect. Laborer. . . Spring Valley, Minn.
Kurth, W. J. . . . Sect. Foreman. . . Murdo, S. D.
McGarvey, E. L. . . . Conductor. . . Mason City, Ia.
Schulz, Alfonz . . . Sect. Laborer. . . Freeman, S. D.

La Crosse Division

Broderick, E. E. . . . Agent. . . Sauk City, Wis.
Ellington, C. A. . . . Transit Clerk. . . Red Wing, Minn.
Ray, Duane . . . Frt. Inspector. . . Madison, Wis.
Schultz, G. A. . . . Machinist. . . Tomah, "
Sokolik, P. J. . . . Baggageman. . . La Crosse, "
Vandervort, O. W. . . . Mach. Helper. . . Tomah, "

Milwaukee Division

Belanger, R. F. . . . B&B Carpenter. . . Green Bay, Wis.

Debaeker, Gust . . . Conductor. . . Channing, Mich.
Hill, Harry W. . . . Brakeman. . . Fox Lake, Ill.
Maciolek, C. R. . . . Revising Clerk. . . Milwaukee, Wis.
Magraf, R. P. . . . Welder. . . Green Bay, "
Marien, F. . . . Signalman. . . Iron Mountain, Mich.
McLean, E. D. . . . Station Agt. . . Glenview, Ill.
Munoz, Thomas . . . Section Foreman. . . Beloit, Wis.
Thompson, C. R. . . . Engineer. . . Milwaukee, "
Wolf, A. N. . . . Agent. . . New Holstein, "

Milwaukee Terminals & Shops

Brown, L. R. . . . Machinist. . . Milwaukee, Wis.
Hackney, L. M. . . . Welding Instructor. . . " "
Hawkins, E. S. . . . Tinsmith. . . " "
Meister, G. F. . . . Switchman. . . " "
Johnson, O. M. . . . Yard Conductor. . . " "
Kannenberg, W. K. . . . Carman. . . " "
Kestelik, J. F. . . . Machinist. . . " "
Lahm, F. J. . . . Clerk. . . " "
Neary, G. M. . . . Blacksmith. . . " "
Rischman, T. L. . . . Carman. . . " "
Rooney, P. E. . . . Yardmaster. . . " "
Splittgerber, E. M. . . . Hammer Opr. . . " "
Thompson, R. . . . Janitor. . . " "
Thorson, Sigurd . . . Welder. . . " "
Warzala, E. G. . . . Diesel Maintainer. . . " "

Rocky Mountain Division

Allen, R. A. . . . Loco. Engineer. . . Three Forks, Mont.

Belden, E. A. . . . Trackman. . . Miles City, Mont.
Howard, M. H. . . . Laborer. . . Ryegate, "
Phalen, F. W. . . . Loco. Engineer. . . Harlowton, "
Schulz, Alfons . . . Section Laborer. . . Freeman, S. D.
Tibbetts, O. M. . . . Sect. Laborer. . . Haugen, Mont.
Tisdall, J. M. . . . Brakeman. . . Mobridge, S. D.

Terre Haute Division

Ingram, H. H. . . . Conductor. . . Terre Haute, Ind.
Swayze, J. D. . . . Pump Repairman. . . " "
Withers, A. H. . . . Switchman. . . " "

Twin City Terminals

Dunbar, H. D. . . . Frt. Foreman. . . Minneapolis, Minn.
Gomez, J. L. . . . M. B. Handler. . . " "
Kulisheck, J. A. . . . Asst. Cashier. . . St. Paul, "

RESTAURANT ADDS A TRAIN

Three 60-year-old coaches, plus a yard engine and a caboose have been added to Station Restaurant, Ithaca, N. Y. The coaches were refurbished to resemble the decor of the early 1900s, in red velvet with green and gold motifs, and accommodate 94 diners. Glassed-in platforms serve as display areas for railroad artifacts. Station Restaurant has won several major awards in the food service field.



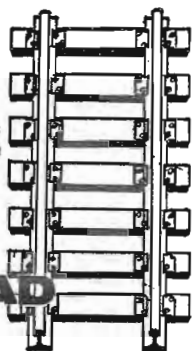
If Memory Serves You Well

Back in 1937, the then car foreman at Milwaukee Shops, C. F. "Charlie" Prust (seated), was commended for completing 40 years of service with an outstanding safety record. His associates presented him with a plaque "in appreciation of mutually pleasant and profitable results . . . and the wish for many more years together, in which we know you will continue to set a fine example for us."

If memory serves you well, his associates at that time included, from left, Blacksmith Foreman C. Klug; Draftsman S. Berg; Freight Foreman T. Garsombke; H. A. Grothe, superintendent of the freight car shop; G. J. Bilty, schedule supervisor; Machine Shop Foreman A. M. Guschl; Freight Foreman G. Lewitzke; Welding Supervisor A. Kornfehl; Freight Foreman A. Kania; Blacksmith Foreman C. Tacke; and A. C. Schroeder, assistant shop superintendent.

Foreman Prust continued to set a fine example for the next 10 years and on his 50th anniversary was honored at a banquet at which he received another testimonial plaque. In spite of his half century of service, he was still short of retirement age, and went on to build a few more Milwaukee Road freight cars before devoting his time to fishing.

ABOUT PEOPLE OF THE RAILROAD



Chicago General Offices

AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

Congratulations to J. G. Kirchen on his appointment as auditor of capital expenditure to succeed E. H. Nank, who retired June 30. Also to M. W. Bonnom on his promotion to assistant auditor of capital expenditure.

Welcomed as new employees to our office were AnnaMarie Corsello, Lana Sommers, Pat Kiesler and Martin Cyn-gar.

Marion Frank and Clem Boehler were each awarded a "gold" ruler in appreciation for their efforts as Junior Achievement advisers during 1968-69.

Dwight Johnson has finished his Army service and will join our office again.

Robert Fish and Howard Stevenson left Aug. 15 for other employment.

Best wishes to Gail Smith, the new secretary to the auditor of capital expenditure, and her husband, Darrell. They were married July 26 at Good Shepherd Lutheran Church, Washington, Ind.

Jean Fraser, daughter of Assistant Engineer Jack Fraser, and James Ratajczyk were married Aug. 23 in St. Anastasia Church, Waukegan, Ill., after which a reception was held at the Swedish Glee Club. They honeymooned through the New England states.

AUDITOR OF EXPENDITURES OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Ed Thinger of the timekeeping bureau and wife on the birth of their first child, Michael Joseph; Lena Carli Papucci, formerly of the paymaster's bureau, and husband on the birth of their first child, a boy who has been christened David Michael; and Jim Snider of the joint facility & bill bureau and wife on the birth of their fifth child and fourth boy, Charles Kenneth, who weighed in at 8 pounds 13 ounces.

Recent visitors to the office were Ellsworth Braun, Pete Diedrich and Al Hehl, all looking fine and dandy.

Emily McDyer of the bookkeeping bureau has received an award for 10 years of continuous service as a volunteer at the Veterans Administration Research Hospital.

Esther Golden, comptometer operator, is on maternity leave. She was honored with an office party on Aug. 15.

Sincere sympathy to Urban Budzien, retired assistant auditor of expenditure, on the death of his wife, Leone, after an illness of more than four years. Interment was at Clearwater, Fla., where the Budziens made their home when they retired. Mrs. Budzien worked formerly for the Chicago and North Western Railway.

Sincere sympathy to the family of Harold Rappe, former head of the material bureau, whose daughter, 22 years of age, passed away suddenly.

WE'RE SORRY: That was Pete Diedrich pictured attending the Veterans reunion on page 6 of the July-August Magazine, and not Retired Machinist George Franklin. "The gentleman to my left is evidently George Franklin," wrote Mr. Diedrich from his home at Lake Worth, Fla. The editor apologizes for the error.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

His many friends will be happy to know that G. A. (Jerry) Fell, assistant superintendent transportation-passenger, is recovering from his illness and is expected back to work before this appears in print.

Leo M. Walch, retired assistant to general manager-contracts, had a visit to the hospital for surgery in July. This has temporarily interrupted his golf game this season.

Among minor memos in our file is that George Harder, retired correspondent for this column living in Park Ridge, has acquired a power mower to cut the grass in his yard. He has retired his hand mower.

ELECTRONIC DATA PROCESSING

Contributed by Shirley Kutil

We will all miss Charles (Chuck) Duncan of the computer room, whose last day with the Milwaukee was Aug. 15. It will be up, up and way into the friendly skies for Chuck, as a pilot of the Gulf Oil Company's private planes. Besides the new vocation, Uncle Sam is arranging to have a new home for the Duncan family in Oklahoma, as Mrs. Duncan is an actual Indian princess and her husband has been adopted by her tribe.

Chuck was well known to his fellow employees as an Indian dancer. Among those who have seen him perform at the Wisconsin Dells, Navy Pier or the Field Museum, it is agreed that he is the outstanding leader of the group. Acting as master of ceremonies, he announces all the numbers and does solo specialty dances such as the fast Fire Dance.

The girls of the EDP department arranged a nice table for Chuck, and there were many gifts for him on his last day at the Milwaukee.

OFFICE OF DIRECTOR OF INTERNAL AUDIT

With deep sadness this department announced the sudden death of Marvin D. Brick on Aug. 25 at his home in Beloit, Wis. Funeral services and burial were in Rockford, Ill. Surviving is his wife, Mary.

Mr. Brick began his career with the company in 1924 as a general clerk in the Rockford freight office. The year following he transferred to the superintendent's office in Beloit and became chief timekeeper in 1927. He served in that capacity at Beloit and later in Milwaukee until 1948, when he was made a traveling time inspector, and participated in special studies for the Association of Western Railways and work in the road's labor relations office. He became an internal auditor when the department was formed in 1963 and at the time of his death held the supervisory position of senior internal auditor.

PUBLIC RELATIONS AND ADVERTISING

Dennis W. Preuter was appointed chief clerk of the public relations department on Sept. 1, following Jim Burcham's promotion to public relations representative in Chicago. Things have been happening thick and fast to Dennis. In addition to breaking in on a new job, he and his wife, Karen, became parents in August of a bouncing boy, Dennis Bryan, and in September they moved into their newly-built home in Schaumburg.

Walter J. (Wally) Miltimore has joined the department on Dennis' former position of PR clerk, coming from the Fansteel Corporation. Wally, who attended Northern Illinois University at De Kalb, makes his home in Waukegan. He and his wife, Pat, are the parents of 11-month-old Crissy.

Jan Ranallo, secretary to the director of publicity, is also a recent newcomer to the department. She, too, attended Northern Illinois at De Kalb, and prior to joining the railroad was employed by the U. S. government as a secretary at the Air Force defense base located at O'Hare Airport. Jan is a fourth generation Milwaukee Roader, a heritage which goes back to her great-grandfather, William J. Ranallo, who was a roadmaster and general foreman in the Chicago Terminals. Her grandfather, Ben Ranallo, is now general foreman-maintenance of way at Franklin Park, while her father, Bill Ranallo, holds the same position at Galewood.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Agnes Touhey, Correspondent

A hearty welcome back to our members who have been on sick leave, Maybelle Frankenstein after almost four months, Cynthia Knack after three months, and Dan Chabowski after two months' leave.

We have had three brides recently. Barbara Wierzbicki became Mrs. Rob-

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MILWAUKEE NEWLYWEDS. Larry Blintz, second trick chief clerk in the train clerk's office at Muskego Yard, and the former Linda Wick, who were married recently in St. John's Lutheran Church, Polar, Wis. A reception followed at the Polar Country Club.



CRUSADE OF MERCY ORIENTATION. Gabriel Zawadzki, agricultural agent headquartered in Chicago (right), and Jerry Hancock, public relations representative of Sears Roebuck, watch youngsters operate an abacus at Southeast School of the Chicago Association for Retarded Children, a day care center partially supported by the Crusade of Mercy. They are among 30 executives loaned by metropolitan business and industrial firms to assist with the 1969 Crusade, which raises funds for the Community Fund of Chicago, Mid-America Chapter of the Red Cross and the Suburban Community Chest Council. The two men toured Crusade supported agencies as part of their orientation program.



RECEIVES SILVER PASS. Frank Chrz, roundhouse foreman at St. Paul, receives a Silver Pass for 45 years of service with congratulations from Master Mechanic W. A. Hisman. All of his service has been in the locomotive department, starting at Austin, Minn., and then at Galewood prior to 1951, when he transferred to St. Paul.



◀CELEBRATE GOLDEN ANNIVERSARY.

William E. Broberg, retired auditor of capital expenditure, and his wife, Irene, marked their golden wedding anniversary July 27 at an open house in the home of their daughter and son-in-law, the Lester H. Nelsons of Batavia, Ill. Another daughter, Mrs. Robert E. Brown, was co-hostess. Eight grandchildren and three great-grandchildren complete the family circle. The Brobergs, now residents of Tucson, Ariz., were honored also at a reception held there June 7 by fellow members of the Mescedora Country Club. Mr. Broberg retired in 1960 after 31 years with the Milwaukee and 10 years prior service with the Railroad and Warehouse Commission of the State of Minnesota.



FIFTY-YEAR EMPLOYEE RETIRES.

Bill Kuhrt, section foreman on the Iowa, Minnesota & Dakota Division (center), receives his Gold Pass from Division Engineer Fred F. Hornig upon retiring after more than 50 years' service. Looking on is Roadmaster Rollie Engquist, from Mitchell. Kuhrt served as foreman at Murdo, S. D., for 42 years.



DOUBLE HEADER. A picture taken recently at Green Bay, Wis., when Yardmasters R. M. "Roly" Tracy (left) and O. E. "Ole" Peterson, both of whom have 45 years of service with the Milwaukee, were each presented a Silver Pass. Congratulating the veterans is Assistant Superintendent F. B. Cederholm.

ert Guy on July 12, Judith Schladweiler and Joseph P. Hefner were married on Aug. 9, and Anne Polvi became Mrs. Ayala Flores on Aug. 22. All were presented with lovely gifts from friends and co-workers.

Patricia Garsee, Shirley Campbell and Lennie Schmitt have resigned to become full time homemakers and mothers. Sharon Lee resigned Aug. 29 to return to school. She plans to study music at Evangel College in Springfield, Mo.

Our very best wishes to Elsie Vehlow, a retired member of this office, who became Mrs. W. Butters on Aug. 2.

OFFICE OF AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Contributed by Josephine White

Military duty is an annual requirement men in the Reserve forces must fulfill. Leroy Skwierczynski, claim investigator-overcharge bureau, put in his two weeks at Fort Carson, Colo. He is a member of A Battery 7th Battalion, 3rd Artillery Division. Jim Emperado fulfilled his two weeks at Camp McCoy, Wis. His unit is the 508th Medical Company. Camp McCoy was host also for two weeks to Mike Dorgan. The 12th Special Forces is Mike's unit.

Kathy Wicklander's visit to the office did us as much good as it did Kathy. The delicious homemade fudge that she brought indicates that she is progressing fine following her illness. We look forward to her return.

Grace Minor, secretary to the auditor of freight accounts, and Jeannie Marchini, claim investigator-overcharge bureau, have recovered from their illnesses and are back on the job.

Traveling was enjoyed by quite a number of our co-workers this summer. Barbara Moody, typist for auditor of freight accounts, and her husband, Bob, visited Mackinac Island for two weeks. . . . Elmer Berry, revisor of auditor of freight accounts, and his wife, Marie, journeyed to Alma, Mich., to visit with their son, Richard, and his wife, Janice, and see their granddaughter, Andrea. . . . Linda Kas, comptometer operator in the overcharge bureau, and her sister Betty set their course for Ft. Lauderdale, Fla., for a stay with friends and dips in the ocean and tanning on the beach. . . . Don Gruenburg, claim investigator-overcharge bureau, and his family spent their vacation in Grand Rapids, Minn., at Pearson's Lodge, which is owned by Don's uncle. . . . Frank Herner, claim investigator-suspense bureau, can tell you a lot about the French Quarter and jazz spots along Basin Street. He chose New Orleans for this year's vacation. . . . Hazel Hettinger, balance clerk in Local Interline, and her husband, Willard, of Union Station, settled on Hawaii and a three-week tour of the islands. . . . Pete Pacini and family chose Arizona, camping and fishing being the high spots of their trip.



With the Compliments of The Turtle Club

Hard hats are "in" with E. F. Steinmetz, storekeeper at Tomah Shops (right), being presented here with a new one by E. C. Fischbach, manager of materials at Tomah. The decal on it identifies him as a member of the Turtle Club, the organization of industrial workers whose safe working habits ward off the effects of accidents. The one in which he figured happened inside a gondola car as he was directing the unloading of scrap metal with a magnet crane and was struck in the head by a steel bar. Only the fact that he was wearing a hard hat saved him from being injured seriously.

Pat Bisig, balance clerk-station accounting, proudly announced the birth of a new daughter, Lynne Michelle, on Aug. 21 at Ravenswood Hospital. This makes two daughters for the Bisigs. . . . Carol Garsee, comptometer operator in the overcharge bureau, and her husband, Joseph, also have a new daughter, Laura, born July 24 at Ravenswood. Laura is their second daughter.

John Schibe, claim investigator-overcharge bureau, has resigned and taken a position in Niles, Ill.

The new faces you see in the auditor of freight accounts office are those of Dolly Scholtes, messenger, and Kathy Yunker, sorter in waybill filing. Both are new employees. Agnes Strong, balance clerk, came to us from the auditor of equipment accounts, as did Pattie Lenz, special statement clerk in the record room.

Late summer and fall vacations were planned by a number of our co-workers. Marilyn Mastro, special statement clerk, was packed at this writing for Los Angeles and all surrounding spots she could fit into two weeks. . . . Nins Clark, correction poster, was bound for Alaska and three exciting weeks at Glacier Lodge on Glacier Lake. . . . Camera and fishing tackle in hand, Nancy Walchulis, correction poster, and her husband, John, planned to pay Grand Marais, Minn., a visit. Their objective was to catch the biggest fish in Minnesota.

We would like to thank everyone from the combined freight offices for

their contributions to Ruth Williams, cashier in the Fullerton Avenue cafeteria. Her encounter with a robber on her pay day was replenished by generous donations from her friends to compensate her loss. Thanks for lending a hand to a lovely lady when it was needed.

National Junior Achievement, Inc., has taken in new volunteer advisers for its 1969-70 business year. We are happy to report that our office will be represented by Ruth Schuhrke, claim investigator-overcharge bureau, and Brenda Decker, balance clerk in Station Accounting.

OFFICE OF AUDITOR OF FREIGHT SETTLEMENTS

Cheryl Mascolo and her husband, Dennis, honeymooned in Las Vegas, Nev., following their lovely wedding and reception Aug. 9. Upon returning they settled in their new home in Park Ridge, which will be their permanent residence.

Carol Bretz and Bill at this writing are counting the weeks until their first child is due. They had a good head start for the new arrival, with a cradle, playpen and other gifts Carol received at a shower given by her co-workers on Aug. 16.

Kathie Neuwirth is back on her job in the interline bureau after making sure her new baby, Shannon, is settled with her mother-in-law during the day. Shannon is three months old at this writing and growing beautifully.

We had two retirees on Aug. 1, Chuck Woelffer and Dan Feeley. Chuck served 44 years with the Road. His last position was lead review clerk. We know he and his wife have plans for the future.

We will miss Dan Feeley, re-check clerk of the rate bureau, after 44 years of faithful service. Happy days ahead to Dan and his family.

Harry Wallace and his family jetted recently to Miami Beach, Fla., where they spent three weeks enjoying the attractions of the famous resort city. They were accompanied by their daughter Sharon and son-in-law, Tony, and two-year-old Tony Jr.

The two new sorters in the interline bureau are Bertha Albritton and Arlene Keeler, both new employees of the Road. Sharon Kutchinski is the new balance clerk in the interline bureau, coming from the auditor of equipment accounts office.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

On the occasion of the retirement of Casimir (Casey) Maciolek, revising clerk, a party was held in his honor at the Layton Place, where his friends and co-workers gathered to surprise him. A little friendly roasting was handed out by retired members Stanley Martin of the traffic department, Walter Geisinger, chief clerk in the

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TREASURY DEPARTMENT SEND-OFF. A gift from her co-workers is presented to Mrs. Edith M. Brydges, machine operator-clerk in the treasurer's office in Chicago, by C. L. Schiffer, treasurer of the company, at a cake and coffee party marking her retirement on Sept. 12. Edith, a widow, had 18 years of service, of which 17 were on positions in the treasurer's department. She makes her home in Waukegan, Ill., near her married son, an attorney, and three grandchildren.



SAFETY ENGINEER STEWART RETIRES. Supervisors of the Chicago Terminals-Terre Haute Division attending a staff meeting at Bensenville, Ill., pay tribute to District Safety Engineer M. E. Stewart, who retired on Aug. 31 after 44 years of service. Presenting him with a plaque from his friends in the area he served are Division Superintendent J. W. Stuckey (left) and G. J. Barry, superintendent of safety. Starting with the Road as a fireman, Stewart became an engineer, and in 1948 was appointed to the position of smoke abatement engineer. He had served as a district safety engineer since 1952.

CAR FOREMAN SALZER RETIRES. Paul D. Salzer, car foreman at Council Bluffs, Ia. (right), is shown receiving a Silver Pass from District General Car Foreman L. A. Lindemer prior to retiring recently after more than 46 years of service. He joined the railroad in his home town of Savanna, Ill., and had been a supervisor since 1944. His retirement was the occasion for a dinner party held in his honor at Club 64 by approximately 100 well wishers. The Salzners plan to remain in Council Bluffs for the present.



ALTAR BOUND. A miniature "marriage express" spells out the good wishes of their co-workers to Marcia Siers, secretary in the Chicago engineering department, and W. E. Fuhr, assistant chief engineer-maintenance, shown at an office gathering in their honor. Following their marriage Sept. 20 in Grace Lutheran Church, La Grange, Ill., they honeymooned in Hawaii.



SAFETY CITATION

awarded to the car department of the Rocky Mountain Division for working throughout 1968 without a reportable injury is displayed by C. C. Clinker, district safety engineer (from left), D. A. Rada-baugh, master mechanic, and Virgil Rask, car foreman at Harlowton, Mont. The award recognized the fine record of the more than 100 employees who inspect trains, repair cars and work at other occupations in the department.



DELLS VACATION. Mrs. Kenneth Schrutz, wife of claim investigator in the auditor of freight accounts and overcharge claims department in Chicago, and their sons Kevin and Kenneth Jr. pictured taking the cruise along the Wisconsin River at the Wisconsin Dells. The boat trip, famous for scenic natural beauty, was a highlight of the family's recent vacation at the popular resort located on the Milwaukee Road.



Casimir (Casey) Maciolek, revising clerk in the regional data department at Milwaukee, is presented a gift from his co-workers by Data Manager F. E. Groves at a dinner party marking his recent retirement. Standing by is Alice Sobczak, assistant data manager. For details, see the Milwaukee terminals-regional data office news.

Agency, and Bill Clerk Walter J. Nowicki, and Manager F. E. Groves performed as emcee. A gift of cash was presented, and everyone enjoyed a delicious hot buffet, refreshments and dancing. Mrs. Regina Maciolek was present with their daughter Norlene Reynosa and husband Rudy, and Mr. and Mrs. Robert Maciolek.

Sandy Groves, daughter of Manager F. E. Groves, had an emergency appendectomy at a St. Paul hospital while on a vacation visiting her grandparents. Dad promptly took off to be with the very sick young lady. Simultaneously, Tommy, the youngest, was confined at Milwaukee Children's Hospital with Mrs. Groves in charge of him. At this writing both are coming along fine.

Assistant Manager Alice Sobczak spent part of her vacation in Brooklyn, N.Y., attending the wedding of her nephew, Thomas Guskowski, to Karen Ann Sikorski at Good Shepherd Church. Tom did vacation relief work at the Agency during the summer, between semesters at Marquette U. He now has a law degree and is associated with the firm of Whyte, Hirschboeck, Minahan, Harding & Harland in Milwaukee. The young couple will reside here.

Ted Wojtasiak has again returned to work after recuperating from surgery. Mrs. Ruth Kerr is on the sick list but soon will be returning home from St. Joseph Hospital to convalesce. Mary Luebke has been on a leave of absence the past three months due to illness.

Mr. and Mrs. John J. Dombrowski announced the engagement of their daughter Carolyn Nancy to David Alouis Cartwright. Carolyn, a revising clerk, is the daughter of retired superintendent of terminals. David, whose home town is Sullivan, Wis., is employed as a chef at Goff's Restaurant in Waukesha. The young couple have selected a November date for their wedding.

Revising Clerk Joy Jones was maid of honor at her sister's wedding Aug. 30 at Eau Claire, Wis.

Carla Stanlee, daughter of June Stanlee, outbound rate clerk, was married Sept. 13 to Gilbert Percifield in St. Catherine's Catholic Church.

AGENCY

After 40 years of service, Frank Lahm decided to take his pension, retiring July 15. He started in 1929, spending all but 5 years as a yard clerk in the Chestnut Street district and Humboldt, the Reed Street fruit house, Meno Belt and Grand Avenue. He recalls mainly that the Schlitz Brewing Co. loaded 140 to 150 cars a day and the cars had to be carded on both sides. Frank has no immediate plans for the future due to the fact both he and Mrs. Lahm haven't been in too good health. They have a son, Roger, a commercial artist for the Kohler Co. at Sheboygan, who has two girls. A daughter, Joyce, lives in Milwaukee and has one boy and a baby girl. Cake and coffee were served on Frank's final day at the office and he was presented a monetary gift.

Fall is that time of the year when the John Browsers' children are really off to school. This year Mary will attend Concordia Teachers College at River Forest, Ill., Joanne will attend Milwaukee County Hospital Nursing School, and Carol will go to Stout College at Menominee, Wis.

The position formerly held by Frank Lahm in demurrage has been assigned to Jack Regan. The position held by Al Kaun, who recently passed away, will be handled by Mel Clendenning, also in demurrage. Mel's former position on the C&O rate desk was assigned to Mike Calliari, train clerk from Muskego Yard. Jan Draeger, clerk from Muskego Yard, will also be in the Agency assisting on the switching desk.

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

News of the patriotic Ray Thomas family (relief stationmaster at Milwaukee depot). Son Ray Jr., who was a baggageman at the depot, is now in Danang with the Marines, while son William, a former C&M brakeman, is in the Army.

La Crosse Division Brakeman Richard Klingbiel tells us that they have a new nine-pound nine-ounce boy at their house, born July 16.

Brakeman Pat O'Brien, who is the

son of Hans O'Brien, and his wife announced the birth of a baby girl in July.

Sympathy was extended to the family of Edwin Elsner, who passed away on July 9 at the age of 23 years. He suffered from a heart condition.

Clerk John Albin was injured in an auto accident the week end of Aug. 9-10 and at this writing is out of the hospital and recuperating nicely at home.

Congratulations to Switchman Dan Stubing and his bride, the former Faith Ann Baum, who were married June 30. Dan is now in military service.

Caller Virginia Christian and family have returned from a western vacation on which they took in the mountain scenery at Colorado Springs, Pike's Peak, Black Canyon and Rocky Mountain Canyon National Park.

Sympathy was offered to the family of Alfred Kaun, who died of a heart attack on Aug. 14 at age 51. Al was demurrage clerk at North Avenue for many years, and at the time of his death was third shift chief clerk at Muskego Yard.

Aberdeen Division

EAST END

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

What was planned to be a nice trip to Europe turned out differently. Retired Agent Art Gilhoi and his wife were all set to start out: suitcase packed, shots all taken, the usual perfect (?) photograph in each wallet, and then Art needed to see his doctor and the doctor put him in the hospital for surgery. So they haven't gone yet! But Art is coming along fine.

Summer Brakeman Mike Baker recently received his degree from the University of Minnesota. He's heading into the field of law. And Summer Brakeman Kent Nord is now a father. Kent is a member of the Montevideo school faculty. Roger Funk, at present in the Army but normally one of our brakemen, has a little daughter named Ginger. And that makes Conductor Charlie Funk a great-grandfather again.

Engineer Albert O. (Mons) Moe died of a cerebral hemorrhage on Aug. 1 at the age of 52, having been stricken shortly after arrival at Aberdeen on the completion of his run . . . Gene, the 18-year-old son of Engineer Fred Habegger, was the victim of a fatal drowning accident in Minneapolis on Aug. 2 while canoeing on Cedar Lake . . . Marrel (Babe) Bjorndahl, on furlough from the section force, died en route to Minneapolis where he was being ambulated for treatment. He was 62 . . . Mrs. Frank Schiff, wife of the retired section foreman at Fargo, passed away in July . . . Retired Engineer Royal Waltermeyer died in Minneapolis in July at the age of 84

(Continued on next page)

The Milwaukee Road Magazine



Installing one of the new power switches at trackside are Signalman L. J. Thompson (from left), Signal Foreman J. W. Peckham and Signalman J. L. Fredericks. RIGHT: Signal Su-

pervisor J. L. Frohmader flags a train past the tower while installation work is under way.

Signal Department Project -- Upgrading Tower A 20 at Techny

As part of the 1969 program to upgrade and modernize our signal facilities, interlocking tower A 20 at Techny, Ill., was converted this summer from a manual to an all-electrical operation. Six new power switches were installed, replacing mechanical switches, and a seventh switch was equipped with an electric lock. The installation includes an electrical generating plant and transfer switch for standby power, and a new metal relay house located about 200 feet west of the tower.

Shown here are some of the men who handled installation work. Signal Engineer G. M. Hill was in charge of the project, designs were prepared under the direction of Design Engineer E. R. Hubley, and Signal Inspector R. F. Hughes supervised the installation work in the field. Tower A 20 is one of the busiest interlockers on the railroad system. Approximately 70 trains move through this plant on weekdays, and about 55 on week ends.

E. R. Hubley, design engineer for the project, shown at the terminal board in the relay house. RIGHT: P. V. Mather, as-

sistant signal engineer, checks out the new control panel in tower A 20.



(Continued from page 22)
... Former Conductor Archie Bagauss passed away July 10 after a long illness... Former Passenger Brakeman Ellsworth (Brud) Hocum passed away in Long Beach, Calif., at the age of 49.

Retired Engineer Fred Happy and his wife, who have been living in Youngtown, Ariz., have sold their home and returned to Montevideo where they have purchased a house on South 6th Street.

Car Department Supervisor John Breen of Aberdeen has been transferred to Rapid City, S. D., and has

been succeeded by Larry Harris of Austin.

Yard Foreman Jim Vacek has been trying to live down a fishing incident. He was out one evening trying for something spectacular but all that nibbled was bullheads, and as he caught each one, he derisively tossed it over his shoulder back into the water. Came a walleye, and just from habit he tossed that back too, just when he realized it was not a bullhead. Nice two-and-one-half pounder too, by heck.

Edna Hostetter of Aberdeen Traffic became Mrs. Louis Borge back in July.

And bachelor Ivan Millin of the Aberdeen engineers married Mary Miller in July, too.

Promoted to conductors recently were Don Oswood, Bob Osum and Hollis Anderson. Hollis has been conducting the Fargo line this summer, and to make things look really authentic, Brakeman Bill McKeown, formerly a passenger man, has supplied Hollis with a hardly-used-at-all stiff conductor cap.

George Nicholas of the Aberdeen engineering department announces the arrival of Nancy, making deduction

Carloadings



JANUARY-SEPTEMBER 1969 compared with same period in 1968

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1969 over 1968	NINE MONTHS		INCREASE	
		1969	1968	1969 over 1968	% of increase
9.0%	Grain	59,329	50,353	+ 8,976	+ 17.8%
6.3	All other paper or allied products	53,476	52,377	+ 1,099	+ 2.1
3.3	Coal	61,524	60,569	+ 955	+ 1.6
3.1	All other chemicals or allied products	23,960	23,892	+ 68	+ .3
2.4	All other primary metal products	13,633	11,913	+ 1,720	+ 14.4
2.3	Pulp or pulp mill products ..	11,902	11,359	+ 543	+ 4.8
2.2	Nonmetallic minerals; except fuels	40,805	33,957	+ 6,848	+ 20.2
1.6	Waste or scrap materials	18,775	17,210	+ 1,565	+ 9.1
1.5	Malt liquors	16,112	15,513	+ 599	+ 3.9
1.4	Electrical machinery or equipment	12,007	11,293	+ 714	+ 6.3
.7	Potatoes, other than sweet ..	5,229	5,083	+ 146	+ 2.9
.7	Beverages; except malt liquors	8,099	7,514	+ 585	+ 7.8
.6	Soybeans	7,033	5,383	+ 1,650	+ 30.7
.6	Fresh fruits and vegetables	6,833	6,429	+ 404	+ 6.3
.3	All other farm products	8,860	5,462	+ 3,398	+ 62.2
.1	Small packaged freight shipments (LCL Mdse.) ..	241	179	+ 62	+ 34.6
11.8	All other carload traffic ...	59,274	58,840	+ 434	+ .7
47.9%		407,092	377,326	+29,766	+ 7.9%

	loading of these commodities DECREASED in 1969 under 1968	NINE MONTHS		DECREASE	
		1969	1968	1969 under 1968	% of decrease
9.2%	Lumber or dimension stock ..	39,963	44,198	— 4,235	— 9.6%
4.0	Motor vehicles	15,203	15,971	— 768	— 4.8
3.7	Meat, fresh, chilled or frozen	26,470	30,301	— 3,831	— 12.6
3.6	All other wood products (incl. plywood)	21,658	21,739	— 81	— .4
3.4	Stone, clay, or glass products	31,299	34,245	— 2,946	— 8.6
3.3	Primary iron or steel products	23,923	29,606	— 5,683	— 19.2
3.0	Grain mill products	39,938	40,722	— 784	— 1.9
2.8	Canned fruits, vegetables and seafood	17,678	18,366	— 688	— 3.7
2.6	All other food products (incl. sugar)	19,087	19,533	— 446	— 2.3
2.4	Industrial chemicals	12,239	13,135	— 896	— 6.8
2.4	All other transportation equipment	21,001	23,642	— 2,641	— 11.2
2.3	Freight Forwarder and Shipper Assn. traffic	19,056	19,297	— 241	— 1.2
1.8	Primary forest products	39,465	40,625	— 1,160	— 2.9
1.7	Fabricated metal products ..	11,317	12,350	— 1,033	— 8.4
1.5	Petroleum, natural gas or gasoline	14,605	16,557	— 1,952	— 11.8
1.2	All other machinery; except electrical	6,315	6,356	— 41	— .6
1.0	Dairy products	8,312	9,476	— 1,164	— 12.3
1.0	Farm machinery or equipment	9,155	10,762	— 1,607	— 14.9
.5	Coke oven or blast furnace products	5,543	6,293	— 750	— 11.9
.4	Metallic ores	2,010	3,468	— 1,458	— 42.0
.3	Livestock	1,902	2,647	— 745	— 28.1
52.1%		386,139	419,289	—33,150	— 7.9%
100.0%		793,231	796,615	— 3,384	— .4%

No. 7 at his house. Signal Inspector "Chip" Hall of Minneapolis reports a boy has arrived after 4 girls.

Section Foreman Russ Tangvold is the recipient of a 30-year Superior Service Award; "a perfect safety record of men supervised," it says on the card. Otto Kruggel, now retired, is a close second with 26 years, and Assistant Roadmaster Joe Eliason's card says "24 years."

The six Maloneys got together at Pat's lake "estate" recently for a reunion. The Maloneys have multiplied to the extent it was necessary to rent cabins, motels, lease lake fronts, etc. The attorney brother, says Pat, settled all arguments. The doctor brother and nurse sister took care of the stomach-aches, if any. The civil engineer was all set to build a bridge across the lake, had it been required. The insurance agent expert was all ready to figure out boating accidents, had there been any. And who figured out the cost of the reunion and how much each had to shell out? The brother who holds a PHD in math. It was a REUNION!

Fifty-six Rymans recently got together in Smith Park in Montevideo. They are the children, grandchildren and great-grandchildren of the late Engineer Harry Ryman and his wife. This was the first gathering since 1951. Present were George, Harry Jr., Robert and Richard, all sons of the former engineer, and son-in-law Glen Alstad. George's son, Steve, was voted the most outstanding teenage boy of Montevideo at a Teenarama sponsored by the business men of Montevideo. Voting was by ballot. Steve, who was busy with family affairs, wasn't even present at the Teenarama and received his "crown" in absentia.

H. M. Coon, former electrician in the Minneapolis coach yard, passed away Aug. 10 at the Veterans Hospital in St. Petersburg, Fla.

Agent Tom Fasching at Cologne has advised us of the arrival of Sharon Kay at his home, which makes 7 girls and 2 boys at their house. Plenty of future cooks, says Papa Fasching, who can't even cook water, he claims.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Mrs. L. H. Rabun, wife of retired mechanical department officer, passed away in the City Hospital at Savanna on Aug. 26. Funeral services were held in St. John's Catholic Church, with burial in the Catholic cemetery. Surviving are the husband; daughter Lou Ann (Mrs. William Hickey) of Minnetonka, Minn.; two sons, Thomas of Pasadena, Calif., and L. James of Santa Ana, Calif.; 12 grandchildren and 2 great-grandchildren.

Retired Conductor Charles Schwartzinger passed away Aug. 30 in Hot Springs, Ark., where he had resided 16 years, having retired from service in 1953. Services were held in St. John's Catholic Church, with inter-

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FOR OLD TIMES SAKE. A group of retired and active employees shown as they renewed acquaintanceships at a luncheon in Milwaukee's Silver Diner restaurant preceding the recent reunion of the Veteran Employees' Association in that city. The majority are retired veterans of the purchases and material division. Seated are (left to right) G. J. Bilty, H. Brushaber, R. J. Petrie, L. P.

Tarrance, A. M. Guschl and H. Nevitt. Standing, first row: N. Groth (from left), R. K. Baker, G. V. Ireland, R. Wittig, R. R. Metzfeld, W. J. Beckel, J. N. Wandell, H. A. Unmacht and L. V. Schwartz. Rear: H. R. Marxen (from left), W. C. Lummer, H. Hansen, R. Beier, H. T. Odegard, L. H. Voltz, W. Rogers and J. F. Johannes.

ment in the Catholic cemetery at Savanna. He is survived by a brother, Retired Conductor George Schwartzinger of Oregon, Ill.

F. Gleich, father of Richard Gleich of the electronics department in Savanna, passed away in a nursing home on Aug. 31. Funeral services were held in the Lutheran Church at Savanna, with burial in Lakeside Cemetery, Pekin, Ill. Surviving are the widow, son and three grandchildren.

Two of our co-workers in the Savanna office, Frances Hanson, chief time revisor, and June Dunk, secretary to assistant superintendent, after being mothers to "boys only," finally acquired a daughter apiece when their sons decided the family status should be changed. June's son Robert was married to Miss Karen Hoffman of Savanna, in the Catholic Church in this city on July 4. Following a honeymoon through the South, they are making their home in St. Charles, Mo., as Bob is employed by McDonald-Douglas Aircraft Corp. in St. Louis . . . Then on July 19, Frances' son Larry was married to Miss Mary Elizabeth Veith of Mt. Carroll in the Baptist Church there. They are living in Northlake, Ill., as Larry is employed in the signal department at Bensenville, and his wife is teaching special education for the neurologically impaired in Maywood.

C. J. Delin, district safety engineer for the D&I and Iowa divisions, retired on July 31 after a railroad career of more than 52 years. The occasion was marked by the safety department with a luncheon in his honor, held in Chicago at the Como Inn. Mr. Delin joined the Milwaukee in 1917, following a year of service with the Northern Pacific. He started in the locomotive de-

partment at Tacoma, but transferred shortly afterward to train service, and worked as a fireman and switchman at Tacoma from 1919 until 1957, when he was appointed district safety engineer with headquarters at that point. In 1962 he was transferred to Minneapolis in the same capacity, and to Savanna in October 1965. He and his wife, Emma, have returned to Tacoma to make their permanent home.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

DISTRICT MANAGER-SALES: Sympathy was extended to Gary Troske, sales representative, on the death of his mother on Sept. 3. Gary attended the funeral in Aberdeen, S. D.

LOCAL FREIGHT OFFICE: Bill Fogelstedt is "popping his buttons" these days over his second grandson. His oldest daughter, Julie, is the proud mother . . . Relieving Bill on his vacation, Irene Carleton acquired the title of "Miss Import." Barbara Goodwin, who took Irene's place, was "Miss Export" . . . Wishes for a speedy recovery go to Walter Miesuk, who is on sick leave at this writing . . . Robert Williams, who relieved on vacations this summer, left in September to join the Army.

REAL ESTATE & INDUSTRIAL DEVELOPMENT: A son, Eric Carl, joined the Carl Ohrn family on Aug. 9. Carl and Diana also have a daughter, Krista, who is almost three. Carl is assistant industrial engineer.

REGIONAL DATA OFFICE: Mildred Feters, cashier in the regional



Mildred Feters, cashier in the regional data office at Seattle, expresses her thanks for the gifts and good wishes that marked her recent retirement. For details, see the Coast Division news.

data office, retired on July 18 after completing 45 years of service on various positions both in Seattle and Tacoma. A luncheon at the Golden Door was attended by 40 of her co-workers and friends, at which she was presented a tote bag, some jewelry and cash. She was also honored at a dinner held at the Windjammer Restaurant. It was attended by many business associates, retired employees and friends, who presented Mildred with a money tree and best wishes for a long and happy retirement. Mildred left on Aug. 1 for an extended trip through the Midwest . . . Mr. and Mrs. W. M. Whalen, accompanied by two of their nieces, spent two weeks in Canada touring Banff, Lake Louise and Jasper



RETIREMENT SEND-OFF. G. W. Garrison, car foreman at Seattle who retired recently after 45 years of service, shown at a cake-and-coffee gathering in his honor. From left are Assistant Superintendent D. F. Gallipo, Garrison, District General Car Foreman W. C. Mauser, General Manager M. Garelick and Superintendent Sevedge.

Park . . . Nancy McIntyre and her husband and daughter vacationed in California . . . Esther Ray and her sister Betty enjoyed a short trip to Reno, accompanied by Sharon Sarvis, after which Esther spent the balance of her vacation at a Washington beach resort . . . M. G. Kutz, regional data manager, and Mrs. Kutz celebrated their 25th wedding anniversary on Aug. 26 with a dinner at our new Washington Plaza Hotel.

RETIRED EMPLOYEES CLUB: The annual picnic for retired employees was held at Lincoln Park on Aug. 14 with 116 members present. The oldest veteran who attended was 91 and received a prize . . . O. D. Wolke, vice president of the club, reports that R. C. Sanders, who has been hospitalized for several months, is getting along fine and is expected home soon . . . Roscoe Janes, good cheer chairman, reports that Mrs. Sorensen is in Ballard Convalescent Hospital and would enjoy visits from her friends.

C. W. Reynolds, assistant purchasing agent who retired in March, was hospitalized for several weeks this summer, but is now home and doing nicely.

O. R. Anderson, retired regional manager-sales, and Mrs. Anderson left Seattle by Scandinavian Airlines Sept. 3 for a three-week European tour. Their itinerary included Norway, Sweden, Denmark and Amsterdam, and a Europabus "Five Countries Tour" of Holland, Belgium, Luxembourg, Germany and Switzerland.

Speaking of travelers, your former Magazine correspondent, Agnes Horak, now retired from the general freight office, left again on Oct. 4 for a 58-day cruise around South America.

Clark Robinson, cashier at Bellingham, Wash., retired on July 31 after 49 years and two months of service, all of which have been at Bellingham. His last day with the railroad included a coffee-and-cake hour at the depot for his associates and friends. Robinson, a native of Wisconsin, grew up in eastern Washington and has made his home in Bellingham since joining the railroad in 1920. His plans for retirement center on "getting those things done around the house I've been putting off for 50 years."

The Turtle Club slogan, "Shell on head—we're not dead," has special meaning to Crane Operator John S. Chew of Seattle, who was recently presented with his membership certificate and Turtle hat by District Safety Engineer Finnegan. Chew earned them this spring while he was working with a crew at Boylston Tunnel. He had gotten off his machine to warn other employees that rocks had fallen from the roof when he himself was struck by a large rock. Only the fact that he was wearing a safety hat saved him from what very likely would have been a fatal accident. The hat itself, a mines type, was only scarred.

Mrs. Paul (Bernice Atkinson) Starkey retired as yard clerk at Othello, Wash., on Aug. 16, following her marriage to Mr. Starkey, a brother of Locomotive Engineer Gene Starkey of Rosalia. She had worked for the Road since October 1951, during which time she had also relieved Laura Berkey as roundhouse clerk during vacation periods. Bernice and her husband will make their home in Pine City, Wash. They plan to travel a lot. Bernice is active in the Mormon Church, and has a son, Reed, and six granddaughters living in California.



Mrs. Bernice Atkinson Starkey, retiring as yard clerk at Othello, Wash., is presented a gift from her co-workers by her successor, Mrs. Arnie Freeman. For details, see the Coast Division news.

Word has just been received that Retired Roundhouse Foreman Earl H. Walters and his wife passed away this summer. Earl retired from railroad service at Spokane, after having served at Avery and other points on the system. Mrs. Walters (May), who was the unofficial "doctor" at Avery during the 30's and 40's, and a good one, passed away June 26, followed by Earl on Aug. 16. They recently resided in the Long Beach, Cal., area, and are survived by their daughter Marion, now Mrs. Robert W. Liebner, P. O. Box 665, Encinitas, Cal. 92024.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

After many years of dedicated service to the railroad, Mrs. Ingrid Mann, Tacoma switchboard operator, retired as of Aug. 1. Many fellow workers and friends joined together at a dinner party held at Henning's Lakewood Restaurant in her honor. A retirement gift was presented in appreciation for all Ingrid has done for the Milwaukee Road.

Mrs. Mann has made a host of friends during her long service on the switchboard and our very best wishes and warm affection go with her in preparation for another cycle of life. She has a son and daughter, and no doubt much of her leisure will be the enjoyment of her grandchildren. And how we will miss those marvelous cookie Christmas festivals prepared by Ingrid.

We welcomed as Ingrid's successor Mrs. Linda Old.

La Crosse Division

EAST END

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

Mrs. Donald (Juanita) Barrick, 49, passed away recently at Mt. Sinai Hospital, Milwaukee, following an extended illness. She is survived by her husband and son Thomas. Mrs. Barrick was a member of the Order of the Eastern Star of New Lisbon. The Barricks formerly lived at Portage.

Retired Conductor Charles (Opie) Brannan, age 80, died on July 18. He is survived by his wife, two daughters, grandchildren and great-grandchildren.

On July 19, Sally Burns, daughter of Engineer and Mrs. Willis Burns Jr., and Brakeman D. A. Raimer, son of Footboard Yardmaster and Mrs. N. H. Raimer, were married at a noon ceremony in St. Mary's Catholic Church, Portage.

Thomas M. Anglim Jr. was born at Milwaukee on Aug. 26. He is the son of Brakeman and Mrs. T. M. Anglim.

Retired Engineer Oscar Helmann Sr. died at Portage on July 19. He is survived by his wife; a son, Conductor Oscar Jr.; a daughter, Lt. Col. Eleanor Helmann, Army Nurse Corps; a stepdaughter and seven grandchildren.

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LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse



Carl Ellingson, clerk at Red Wing, retired on July 31. He started with the Road on May 30, 1920 and worked as transit and demurrage clerk for many years. He was made road master's clerk on July 1,

1962 and held that position until his retirement. His entire railroad career was at Red Wing.

On July 25 Crane Operator Richard D. Schultz and Marie Brockan were married at St. Paul's Church in Wautoma, Wis. They will reside at Tomah, Wis.

Mrs. Barney (Cecilia) M. Neuens, 78, passed away recently in La Crosse. She was preceded in death by her husband. Burial was in Wanderers Rest Cemetery in Milwaukee.

Kurt P. Perner, 62, formerly a clerk in the roundhouse at La Crosse, passed away on July 18. Survivors include his widow, Lillian; a son, Richard of La Crosse; a brother, Dennis of Wausau; and four grandchildren. Burial was in the Catholic cemetery at La Crosse.

Three new babies were born recently to railroad families at La Crosse. On July 14 a daughter, Vicki Lee, to Train Dispatcher and Mrs. E. A. Knudtson; on July 25 a son, David Scott, to Mr. and Mrs. Gary Mentjes; and on Aug. 23 a son, Michael Francis, to Mr. and Mrs. Tim Ryan. Gary and Tim are engineering aides at La Crosse.

Train Dispatcher Robert and Mrs. Wittenberg of La Crosse observed their silver wedding anniversary on July 15 with an open house in the Knights of Columbus clubrooms. They have three children, Kathleen, Thomas and Joan, all of La Crosse.

MADISON AREA

The July retirement of Perishable Freight Inspector Duane Ray marked the end of over 40 years of service to the Milwaukee Road. Since beginning his railroad career in January 1929, Duane worked at various locations on the system, but Madison has been proud to claim him for the last 13 years. While he will be missed by his friends and co-workers, we all wish him a long and happy retirement.

Congratulations to Mechanic Helper E. W. Siekert and his wife, who celebrated their 35th wedding anniversary on July 5 . . . and to Fireman and Mrs. David Giddley, Janesville, on the birth of their daughter, Dawn Marie.

Retired Conductor Edward J. Kerl passed away July 12 at his home in Cross Plains. Kerl served the Milwaukee Road for over 45 years until his

(Continued on page 28)



Squadron Commander E. M. Isaacson (left) and Louis Rosenbaum, owner of the CAP camp, pictured beside Dakota Point Squadron's plane, an Aeronca Champion. (Sioux City Journal photo)

Aerospace Educator for Teenagers

The name of E. M. (Ike) Isaacson, agent at Hornick, Ia., figured in a recent article in *The Sioux City Sunday Journal* detailing the activities of the local Civil Air Patrol as an auxiliary of the U. S. Air Force.

The article called to attention that Isaacson recently received a Special Service award from South Dakota Wing Headquarters of the CAP for his work as commander of Dakota Point Squadron and also the Leadership Award with Silver Star from national headquarters at Maxwell Air Force Base, Montgomery, Ala.

Dakota Point is one of three squadrons in the Sioux City area. Isaacson, who lives in Sioux City, is active in both the aerospace education program for teenage members and search and rescue missions performed by the CAP. His squadron was involved in such a mission last winter and spring when it aided in the search for a missing plane carrying six Augustana College students and faculty members.

All three of the squadrons place heavy emphasis on the CAP cadet programs for members 13 to 18 years old. Each holds weekly meetings, a good part of which are devoted to training courses conducted by senior (adult) members. At the achievement level, cadets can win wing and national awards and attend orientation courses at various Air Force bases. Girls may earn training in nursing, and all cadets are eligible to earn college scholarships as well as credits upon enlisting in the Air Force.

Each year about 400 cadets are chosen nationally to attend a school contracted

by the Air Force for instruction toward obtaining a private pilot's license. However, few reach this level in flying. For the majority of those in Sioux City, the closest they get is the airplane rides they receive from licensed pilots during week end encampments. Two of the squadrons have their own planes, along with the use of planes owned or rented by members.

Their camp is situated on the Missouri River near Jefferson, S. D. Use of the site was given to the CAP free of charge by the owner, Louis Rosenbaum. For his aid to the squadrons, the national CAP has awarded Rosenbaum a life membership in the patrol and the honorary rank of lieutenant colonel.

The *Journal* article points out that the squadrons must rely on donations for their upkeep, since the CAP does not receive support from the government other than in the form of surplus Air Force material. This is often older equipment, however, and in need of repair. In addition, and contrary to common belief, the members do not receive a salary or retirement points in the Air Force—all work is volunteer and they are assessed yearly dues. Thus the squadrons engage in fund-raising activities such as television raffles, candy sales and so on. The money realized is tax-deductible for the donors.

The article noted that many former Air Force men are now members of the patrol, along with men like Isaacson who are interested in helping the cadet members or are interested in flying. Isaacson is a licensed pilot, although this is not a necessary qualification.

Smith, Leimbeck, Win Milwaukee-MMTC Golf Tourney

The fourth annual Milwaukee Road-Milwaukee Motor Transportation Company golf tournament held at the Ramsay Golf Course near Austin, Minn., the Sunday of Sept. 7 drew 75 participants. Included were golfers from Austin, Mason City, Marquette, Calmar, Charles City, Northfield, Farmington, Blooming Prairie, Caledonia, Minneapolis and St. Paul.

Buzzy Smith, Austin yard clerk, won the title with a sharp 72, and Dan Leimbeck's 78 was second. The 1967 champion, Walt Eau Claire of Mason City, and 1968 champ W. Geise of Marquette tied for third with 81's. Gene Smith, 1966 champ, fired an 82, and Noel McGuire, 1968 runner-up, had 83, followed by G. Groh, Northfield, and H. Rafferty, Austin, with 84's. The flight winners and runners-up were:

First flight—winner, A. Tesch, Austin; K. Riesner, Calmar, second.

Second flight—winner, M. Hylle; F. Bradash second, both of Austin.

Third flight—winner, D. Montang, Mason City; W. K. Peterson, Austin, second.

Fourth flight—winner, D. Peck; Gene Kelly second, both of Austin.

Fifth flight—winner, Chuck Riesdorf, Mason City; D. Anderson, Austin, second.

Sixth flight—winner, Dick Jahr, Austin; C. Buzicky, Mason City, second.

The Milwaukee wives had a nine-hole tourney, with 13 entered. Marg Rafferty of Austin was the winner, with Mary Young of St. Paul second, and Florence White, Mason City, third.

cluding a new boat, and will spend much of his time on the lakes and streams in northern Wisconsin. He will be honored in October at the annual get-together party for all active and retired employees sponsored by Wausau Chapter of the Women's Club, and again at the annual party of the B. of L.F.&E.

Roadmaster and Mrs. Harold Brostrom are now grandparents of nine grandchildren, the latest being a girl born to Mr. and Mrs. Larry Brostrom. Larry, who is now in the insurance business in Minneapolis, worked in the track department for several summers as laborer-machine operator-extra gang foreman.

Miss Sallie Robison and Allen Kluck were married Aug. 19 in St. James Church, Wausau. The bride is the daughter of Conductor and Mrs. Vic Robison. The bride's mother made the bridal gown of candle light satin. Following the ceremony, a dinner was held at Bill's Fine Foods, Wausau, and a dance at the Fish and Game Club. After a trip to the Black Hills of South Dakota the couple will live in Sheboygan, where the groom is a junior accountant for Graef and Van Der Jagt. Before and after the wedding, open house was a daily occurrence at the Robison home for relatives and friends who came to Wausau for the wedding and brief visits. Fortunately, Vic was on vacation and available to assist in entertaining.

Your Magazine correspondent attended the 52nd anniversary of the 1917 graduation class of Wausau Senior High School. To identify who was who, a coffee was held in the Wausau Club in the morning, and pictures taken from the high school annual were pinned to each to identify them. In the afternoon a tour was made of a new housing project in Wausau for older citizens. A social hour and dinner completed a very enjoyable day. Graduates from near and far attended. Plans were made to hold another—the 55th—in 1972!

WISCONSIN VALLEY

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



Mr. and Mrs. LaRue Frazier

LaRue and Mrs. Frazier celebrated their 50th wedding anniversary July 23 with a family reunion and dinner at Hinz's Cork and Dyne, Merrill. They are Merrill natives. LaRue, who began working at the age of 13, eventually entered railroading and served for a period of 43 years until his retirement in 1959, at which time he held the position of ticket-general clerk, Wausau, where they now make their home. In the 10 years since his retirement the couple have done considerable traveling, visiting their four children and 19 grandchildren in Illinois, North Carolina, and California.

Del Chartier retired Aug. 31, ending more than 41 years of service as fireman-engineer. He has purchased a new station wagon, planning a trip to California. An avid fisherman, he is well provided with fishing equipment, in-

Chicago Terminals

BESENVILLE

Delores Barton, Correspondent

July and August were busy months for retirements in the operating department for Chicago Terminal. Switchman Ernie Chiappetta retired after a long illness. Other retirees were engineers Elmer A. Schultz, Frank P. Gross, J. J. Mulligan, F. J. Snyder, E. A. Nummer, R. V. Rettie and Safety Engineer M. E. Stewart.

In honor of the retirement of E. A. "Happy" Nummer, the carmen, switchmen and engineers at the west end of Bensenville had a small celebration and presented Mr. Nummer with a gift. "Happy" had 55 years of service without an injury.

To all of these men we extend our best wishes for a happy and long retirement.

Richard C. Stark, assistant agent at

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retirement in 1967. He is survived by his wife, daughter, 6 grandchildren and 3 sisters.

Wayne Brandwein, son of Engineer and Mrs. Fred Brandwein, claimed Miss Janice Doner as his bride Aug. 9. The young couple will make their home in Highland Park, Ill., where he is a teacher in the elementary school system. The new Mrs. Brandwein is a physical education instructor at the Junior High School in Deerfield, Ill.

The marriage of Miss Janice Anne Rynes and Gregory Paul Robbins took place Aug. 30 in Blessed Sacrament Church, Madison. The bride, whose mother created the floral arrangements and bouquets and also composed the music for the occasion, is the daughter of Conductor and Mrs. Kenneth A. Rynes. She attended Whitewater State University and the University of Wisconsin, Madison, where her husband is a senior in anthropology.

Attending the University of Wisconsin this year are Tom Tierney, relief section laborer; Beth Mueller, relief agent-operator and daughter of Agent and Mrs. Albert Mueller, Beaver Dam; Barbara Lucey, daughter of Engineer and Mrs. B. J. Lucey; and Jo Ann and Bob Hubbs, daughter and son of Assistant Superintendent and Mrs. E. L. Hubbs. Alan Ray, son of Engineer and Mrs. H. J. Ray, will be the greatest distance from home, since he is a student at the University of Honolulu, Hilo Campus, while his sister, Debra, has returned to La Crosse State University, where she is a sophomore. Enrolled at Whitewater State University is Michelle Coyne, daughter of Engineer and Mrs. A. R. Coyne.

Jet planes are opening up a whole new world for travelers. Breakfast in New York, lunch in San Francisco—and baggage in Hong Kong.



FOR SUPERIOR SERVICE. J. W. Stuckey, superintendent of the Chicago Terminals-Terre Haute Division (center), presents Superior Service Award cards to C. D. Bass (left) and W. H. Meyer. The cords attest to the "no reportable injury" record of the men under their supervision during the two years Bass has been chief clerk to superintendent and Meyer's 13 years as chief clerk to assistant superintendent.



AWARD OF MERIT to car department employes on the Rocky Mountain Division is accepted by Car Foreman H. J. Sweeney on behalf of those at Miles City, Mont. The plaque attests to their record of operating throughout 1968 without a single reportable injury. Making the presentation is Master Mechanic D. A. Radabaugh. (Miles City Star photo)

WEDDING BELLS AND RICE greet James A. Hubbs and the former Carol Buege as they leave the Presbyterian Church at Appleton, Wis., following their marriage on Aug. 30. A dinner was held later in Appleton, where they are making their home. Jim is the older son of Assistant Superintendent and Mrs. E. L. Hubbs, La Crosse Division. Both he and Carol are employed by the Kimberly-Clark Corporation at Neenah, Wis., she in the claim department and he as superintendent of the absorbent department.



OBSERVING HIS FIFTIETH ANNIVERSARY of service with the Milwaukee, fellow employes of Erwin Simdars, ticket agent at La Crosse, Wis., honored him Aug. 1 at a cake-and-coffee gathering. Simdars started with the Road in the freight office at Watertown, Wis., and worked in the ticket office there and at St. Paul before transferring to La Crosse, where he has served as ticket agent since 1932.



LAST DAY ON THE JOB. The working years are over for Roy Wolf, section foreman at Ipswich, S. D., shown with his crew when he retired July 4 with 31 years of service. He was presented with an easy chair. Wolf and his family will continue to make their home in Ipswich.



SILVER PASS VETERAN. Conductor R. F. Welker, a veteran of 45 years of service, pictured with his crew on the Menasha (Wis.) patrol as he was presented a Silver Pass by F. B. Cederholm, assistant superintendent of the Milwaukee Division. From left are P. F. Conery, R. N. Delemeter, Welker, Cederholm, A. R. Anderson, R. P. Sitka, Agent Rouse.



LAST RUN. Engineer Floyd Hoover of the Dubuque & Illinois Division gets a send-off from Trainmaster-Travelling Engineer A. J. Cini on his last day of service over the Savanna-Bensenville run. His retirement on Aug. 31 concluded 44 years of service as a fireman and engineer. He and Mrs. Hoover are planning a trip to Hawaii.



LIKE FATHER, LIKE DAUGHTER. That's how it is with K. C. Skidmore, agent at Stoughton, Wis., and his daughter, Cynthia, who worked for the railroad this summer as relief agent-operator. She graduated in June from Stoughton High School with various awards for academic achievement, including a two-year scholarship from the Rotary Club, and is now attending the University of Wisconsin at Madison.



RETIRING WITH 48 YEARS OF SERVICE, John L. Brown, interchange clerk at Green Bay, Wis. (right), receives the good wishes of Agent W. W. Kopp. Brown's service included positions at Lena and Plymouth, Wis., before transferring to Green Bay.

E. Schrab presented Lenny with an alarm clock-radio from his co-workers and friends. He plans to devote all of his time to fishing, and his gift will be used to get him up on time to catch the "big ones". Lenny worked for the road 27 years.

On Sept. 1, the superintendent's office welcomed Bill Dunn, promoted to safety engineer of the Chicago Terminal-Terre Haute Division from the Western Avenue coach yard switchmen ranks.

On Sept. 15, Mr. and Mrs. Leo J. Denz celebrated their 55th wedding anniversary, attending an anniversary mass in the morning at Our Lady of Victory Church in Chicago and with a family gathering in the evening. Leo retired in 1954 as chief carpenter in the Chicago Terminals after more than 50 years' service in the B&B department. Mr. and Mrs. Denz have five married children — four sons and a daughter — 15 grandchildren and 7 great-grandchildren. They have lived in their present home in Portage Park for over 50 years. Both are very active.

Terre Haute Division

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

Mr. R. Endicott, locomotive engineer, and his wife have returned from visiting their two sons. Tommie is farming near Selma, Ala., and Charles, also a farmer, near Franklin, La. On their way home they visited sights in Arkansas.

Conductor W. E. Todd and his wife spent their vacation time with his daughter and grandchildren, who live in Maryland.

Agent D. N. Doumas took his family in his new "buick" on a tour of the Eastern states, which included the Capitol in Washington.

A bit of news that I missed in the last issue was the golden wedding anniversary of Mr. and Mrs. Homer T. McCown, which was held on June 22. Their daughters, Mrs. Betty Salmund, Bradley, Ill., and Mrs. Barbara Ford, Princeton, Ind., gave the reception. Mr. McCown was a yard clerk for 41 years before his retirement in 1957.

A retirement party was held at Ambrosini's Restaurant recently to pay tribute to John Swazee, Maintenance, who retired July 1. John was the recipient of a 35-year service pin, which was presented by Mr. Schrab, chief carpenter, and a 12-inch portable television, which was given by the guests and presented by Mr. Chamberlain, assistant superintendent, who emceed the event.

Many out of town guests were present, along with the local men who worked and associated with John in the past years. There was testimony given by many to his workmanship and fellowship, but none topped that of his two sons, Gary and John, who said very sincerely, "He is a great dad".

Elmer L. Cox, switchman in Hulman Street yards, suffered a fatal heart attack while working in his garden. He is survived by his wife, Florence, two sons and eight grandchildren.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Rolla B. Smith, 73, retired roundhouse foreman of Great Falls, passed away suddenly while driving his auto. He had just been visiting at the railroad. His railroad service was in shops from Mobridge to Great Falls over a period of 43 years. His wife lives in Great Falls in their home on 4th Ave. North. His even disposition and willingness to help others will always be remembered by all who knew him. He retired in 1961.



Vern Landmark, grade A revising clerk in the regional data office at Sioux City, Ia. (right), is presented his Silver Pass for 45 years of service with congratulations from Regional Data Manager L. J. Fossum.

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Bensenville, passed away July 12. Dick had 32 years of service starting out as a messenger at Galewood, then working as a yard clerk, rate clerk, and chief clerk. He was promoted to assistant agent at Bensenville Aug. 1, 1963. Sympathy was extended to his wife, Jane, and family.

Raymond Rebesco has been promoted to the position of assistant agent at Bensenville, and we extend our congratulations and best wishes to him.

Welcome "home" was extended to Assistant Engineer Larry Carroll after his service to "Uncle Sam", which included Vietnam.

Signal-Rdm Clerk Doris Thompson underwent surgery recently and Ruth Hardesty is taking over while Doris is recuperating. Also among newcomers are Trainmaster Jim McMullen from Savanna, and Carl Baumkirchner, assistant to superintendent, from St. Paul.

Sonia Abraham, daughter of Freight Service Inspector Andy Abraham and wife, is a member of the Jo-Gay Baton Corps. The corps consist of two groups, ages 7 to 13 and ages 13 to 20, and practices two nights a week. This group took first place in the Illinois state competition on July 12 and went to national competition and came in second. Over the past two years they have performed in five states and won 40 awards. Certainly the Abrahams can be proud of Sonia and the corps for their accomplishments.

July 11 marked the retirement of Leonard J. Thome, carpenter in the B&B department. Chief Carpenter H.

Engineer F. W. Phalen retired at age 63 after 24 and a half years of service. He and wife, Reba, plan to enjoy the retirement years. A party was held in Harlowton.

I have little information as to the passing of former engineer John Bartlett. Mrs. Bartlett's address is 735 Columbia Ave., Whitefish, Mont., for those who wish to write her.

Allen Tovey has returned to Harlowton after a period of working as foreman at Avery and Spokane. Allen was a former mayor here and active in civic affairs for the betterment of the community.

James D. Frost succeeds Gordon Irion as roadmaster here. This promotion came after 12 years as section foreman at Lewistown. He started with the Milwaukee at Ringling 15 years ago.

Gordon Irion has moved his family to the Chicago area, where he has taken the position as general roadmaster with headquarters in Chicago. Gordon is well qualified for the position and we wish him and his family well. It will be quite a change, in that they were all from this immediate area.

Robert Thompson, son of Yardmaster F. M. Thompson, has been selected as a Distinguished Performance Student, Department of Civil Engineering and Engineering Mechanics at Montana State University.

Barney Grinnvoll, retired shop laborer, has returned from a trip to Norway after his retirement. I wonder if Barney was really old enough to retire, in that he reports the girls over there have removed the "mini" from their skirts and moved the hem up a few more inches.

Doug Nissen, son of Conductor Ev Nissen, has done it again. He has received special recognition as captain of the Harlo swim team, and with Doug Yates, son of former car foreman Pat Yates, coached these railroad young to high scores: Ann Nissen, Eleanor Hunter, Patty Nissen, Patty Massing and Julie Massing. Two of Doug Nissen's state swimming records still stand undefeated.

Boy Staters this fall were Art Winsky, Chris Moore, Robert Trapp and Ron Tuss. These are more young people of the railroad family who bring honors to the Harlowton area.

Jack Clayton Scotson, son of Machinist Jack Scotson, was united in marriage to LaVonne Finnicum of Culbertson, Mont., in Latter Day Saints Church in Culbertson. Walter Scotson, brother of the groom and now working as carman at Harlowton, was best man. James Scotson, material manager at Harlowton, served as a groomsman.

Miss Martha Fulton, daughter of Machinist Robert Fulton, was united in marriage to James Thompson of Judith Gap, Mont. Her only jewelry was a pair of earrings of world famous Yogo sapphires from the Yogo mines near Lewistown, Mont. Glenn Fulton, her brother, was best man. A reception was held in the Judith Gap gymna-

From Railroader to Railway Supplier

A picture taken when General Yardmaster Peter E. Rooney, having completed more than 50 years of service, was presented a Gold Pass by his son Patrick, trainmaster at St. Paul. He started as a switchman in 1918 on the old Musselshell section of the present Rocky Mountain Division and transferred in 1925 to Milwaukee, where he had served as a yardmaster since 1947.



by Grace M. Johnson
Secretary to General Superintendent, Milwaukee

Retirement has yet to become official for Peter E. Rooney, general yardmaster at Glenview Yard in the Milwaukee Terminals, although he joined the ranks of the so-called leisure class this summer. Pete made his seniority date as a switchman at Miles City, Mont., in 1918 and as general yardmaster in Milwaukee in 1947. Now, after more than 50 years of railroading, he has turned railway supplier.

About four years ago Pete conceived the idea of making a combination railroad "signal envelope" and train list protector. Toying around with the idea, he developed a large envelope of clear, tough plastic, holding on one side a luminous cardboard insert to be used for train signaling. The train list is inserted on the other side, plastic-protected from getting soiled and wrinkled, or soggy with rain and snow.

The manufacture of the device is now a full-time business for Pete. In the beginning Mrs. Rooney sewed the seams

of the envelopes, but he has since adopted a heat-sealing system. The plastic used is guaranteed to withstand temperatures as low as 20 degrees below zero.

The material is manufactured in Minnesota and shipped to a factory in Milwaukee for the sealing process. The cardboard inserts are made up in Milwaukee, and the envelopes are "stuffed" at the Rooney home. Pete's family lends a hand with the work, and his son Gerald helps with packing and shipping orders.

Pete has both United States and Canadian patents on the envelope. He makes it up in four sizes, since some railroads' "hard lists" are not standard size. His first order came from The Milwaukee Road, since which time the business has grown to the extent that he recently placed an advertisement in Modern Railroads magazine. In addition to the protective feature, the luminous signaling insert is said to be visible for one quarter up to half a mile.

sium, served by the Community Methodist Church guild.

Miss Delia Anderson, daughter of Foreman A. Carmen Anderson of Harlowton, became the bride of Keith Groh of Circle, Mont., in a pretty ceremony in the First Good Shepherd Lutheran Church in Las Vegas, Nev. Both will continue their education at Montana State University in Bozeman.

Kathy Winsky, daughter of Switchman August Winsky of Harlowton, had the grand champion fat lamb at the Wheatland County Youth Fair. She also won the ewe lamb given by the Musselshell Wool Pool.

EAST END

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

Retired Switch Foreman W. J. Norton was honored at the recent Montana State Eagle's convention in Kalispell by being named "Eagle of the Year."

Montana State University has received a \$12,500 grant from Merck and Co., Inc., to establish a Maurice R. Hilleman Lectureship in Microbiology and Chemistry. Hilleman was one of three Merck scientists recently honored by the firm for their contributions to science and medicine. The recognition

took the form of grants to schools they attended. Maurice is the son of the late Gustave Hilleman, a brakeman on the old Trans-Missouri Division.

Wesley Gilbertson, son of Traveling Carman and Mrs. Elmer Gilbertson, is an electrician in the Navy and has twice been on ships making pickups of the astronauts. He was on the USS Yorktown for the Apollo 8 pickup and on the USS Hornet for the return of Armstrong, Collins and Aldrin.

Congratulations are in order for the Leonard Kulesa family. Their son Doug and wife have had their first baby, making them grandparents.

Recent marriages in Miles City were those of Gary A. Peterson to Deana L. Divine. Gary, the son of Brakeman and Mrs. Kenneth Peterson, is presently serving with the Navy. Also that of Sam Leo, retired store department employee, to Mrs. Effie Beckman. A number of Sam's children and grandchildren came to attend the service and hold a family reunion.

Mr. and Mrs. Herbert Lathrop were honored Aug. 24 at a reception on their 50th wedding anniversary, held by their children Mrs. R. J. (Gaines) Brath, Herbert J. Lathrop and Mrs. A. R. (Mary Ann) Baumann. The Lathrops were married in Miles City in 1919 and have resided here ever since. Besides their three children they have eighteen grandchildren and four great-grandchildren. Mr. Lathrop started work with the Milwaukee Road in 1913 and retired January 1956 as a locomotive carpenter.

With our students: Katy Lemire, daughter of Trainmaster-Traveling Engineer and Mrs. P. M. McLean, was a member of the Montana tennis team that won a sectional championship at the Intermountain Team Matches Tennis Tournament held in Salt Lake City this summer . . . David McDowell, son of Brakeman and Mrs. D. McDowell, was one of the winners in the city tennis tournament in Miles City . . . Gary Parks, son of Storekeeper and Mrs. Duane Parks, has returned from the National Boy Scout Jamboree full of enthusiasm and a dream of attending the International Jamboree in Japan in 1971 . . . Mike Lester, son of Signal Supervisor and Mrs. M. S. Lester, and Don St. Peter, son of Engineer and Mrs. J. R. St. Peter, have returned from attending Boys State, which proved to be a very interesting experience.

Sympathy is extended to the following families: The Henry P. Johnson family. Mr. Johnson was a retired store department helper. He passed away July 31 . . . To the family of John L. Ogilvie. John was a shovel operator working out of Three Forks at the time of his death . . . To the family of Mrs. Florence Petroff. Mrs. Petroff was the widow of Kim Petroff, a retired shopman . . . To the family of Mrs. Edna Eastwold. Mrs. Eastwold was preceded in death by her first husband Martin, a retired engineer, and her second husband Cornelius, also a retired Milwaukee employe . . . To the family



EXCHANGE MARRIAGE VOWS. August 16 was the happy wedding day of William A. Jenkins, son of Conductor and Mrs. A. A. Jenkins of Perry, Ia., and Carol Dianne Mraz of Waterloo, Ia. The couple were August graduates of Iowa State University at Ames.

of John Bartlett, retired engineer, who passed away July 16 at Whitefish. Mr. Bartlett retired in January 1951 . . . And to the family of Emil Fiechtner, who passed away at the age of 61 following a period of failing health. Mr. Fiechtner had been a brakeman since 1943.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Donna Waterman, roadmaster's clerk, and Time Revisor Nathan Scofield, both employed in the superintendent's office at Milwaukee, were married Aug. 23 at St. Paul's Lutheran Church in Brown Deer. Marilyn Kling, who is also a clerk at Milwaukee, was an attendant. The Scofields have established their home in Brown Deer.

Conductor Gordon Paegelow recently visited Retired Engineer George Keefe, who is living at Lily, Wis. George misses the fellows and wishes some would drop in to visit and have him point out the unusual birds that nest in the area.

We regret to report the sudden death of Engineer E. C. McKenzie on Aug. 22 at Milwaukee. Ed had been a traveling engineer on the D&I and La Crosse Divisions from Sept. 1, 1948 to Feb. 23, 1959, and had most recently been working as a passenger engineer between Milwaukee and Chicago.

Have received word that Tom Helms, son of Milwaukee Division Engineer A. W. Helms, was appointed vice chairman of the Air Line Pilots Association for Eastern Air Lines. Tom is first officer on Chicago-Miami-Nassau jet service.

Chief Dispatcher H. L. Martin was honored at a cake-and-coffee hour in

the office on the occasion of his 45th year of service, commencing Aug. 1, 1924 as a telegrapher. In addition to receiving a Silver Pass, he was presented a plaque awarded by the safety department to the division's station employes for working throughout 1968 without a reportable injury.

Iowa Division

MIDDLE AND WEST

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

June 30 marked the last time Conductor Lee Lones and W. E. Cox worked on the Iowa Division. Lones had 46 years of service and Cox worked 26 years as fireman and engineer. Both plan leisurely travel for their retirement years.

Mrs. Jean Long, wife of the Milwaukee doctor and a dance instructor in Perry and Storm Lake, Ia., died July 7 as the result of an automobile accident a week previous while completing arrangements for a special dance showing as part of Perry's centennial celebration. The performance was cancelled.

Retired Conductor Carl Wightman died July 6 at the Dallas County Hospital in Perry. He was preceded in death last February by his wife, Ola. He had 51 years' service with the Milwaukee when he retired.

Engineer and Mrs. Orville Salzgeber won a close second in the husband-wife handicap golf tournament held recently in Perry.

Milwaukee Road people in this area felt a severe shock and loss at the accidental death of C. D. Emerson, assistant superintendent of transportation in Chicago. He was well known for his railroad responsibilities in Perry, Marion and other places on the Iowa Division before moving to Chicago. He was very active in the local Christian Church and taught a large adult Sunday School class for many years in Perry.

The community of Perry suffered a great loss Aug. 3 with the death of Ruby Eckman (see article elsewhere in the Magazine). She retired from service in 1960 after 51 years, at that time holding the employment longevity record for a woman on the Iowa Division. She was the first woman on the Division to receive a lifetime pass.

People who knew Ruby well and worked with her have saluted her as a capable, conscientious worker, eager to serve her employer, her friends, her co-workers and any fellow human being who was in need. Her council was always worth consideration, and many people bear witness to the wisdom of it. Her friends and acquaintances are among the great in high places and of unknown number in her community, for she had the capacity of true charity, and only those she helped know for sure of her generosity.

In a ceremony performed Aug. 9 at the United Methodist Church of West Des Moines, Donna Marlene Biddle

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and Larry Low were united in marriage. Larry is the son of Division Engineer and Mrs. Robert Low of Perry.

Rites were held in Perry for Retired Engineer Charles H. Hunt on Aug. 23, following a short illness. He was preceded in death by his wife, Lota, and is survived by a daughter, Mrs. James Phleger of Milan, Wis., a granddaughter and a great-granddaughter.

Retired Agent Clark Lewis of Dawson, Ia., passed away Aug. 24 at the Dallas County Hospital in Perry. He retired in December 1954 after serving the Milwaukee as operator in Perry, as agent at Cambridge, and as agent at Jamaica, Ia., at the time of his retirement.

Randy LaVerne Porter, 17, of Des Moines, Ia., was electrocuted Aug. 26 while working with a construction company crew at Altoona, Ia. He is survived by his wife, his parents, Night Caller and Mrs. Donald Porter, and three brothers.

Announcement was made Aug. 29 by the Perry Daily Chief that the Distributive Education student on their staff for her senior year in Perry Community School will be Gladys Jacobsen. Gladys is the daughter of Conductor and Mrs. Glenn Jacobsen.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Retired Yard Clerk Roy D. Lyman passed away in a Mason City hospital on July 18. He retired in 1958. Surviving are his wife, three sons, Richard and Roy J. of Mason City and Ora D., Indianola, Ia.; five grandchildren and a great-grandson.

Retired Electrical Engineer Otto Werner, 71, of Mason City passed away on July 17. Funeral mass was held at St. Joseph's Catholic Church, with his son, Rev. Warren Otto Werner, assistant pastor of St. Thomas Aquinas Church in Webster City, as a celebrant. Mr. Werner was born in Sweden, coming to the United States in 1926. He and his wife, Mildred, who survives him, moved to Milbank in 1945 and to Mason City in 1951. He retired in 1963.

Retired Roadmaster Roy E. Koontz passed away on Aug. 10. Roy retired in 1956. He is survived by his wife, Marie; three daughters, Mrs. William Jensen, Rochester, Minn.; Mrs. Patricia Waletzki, Austin, and Nancy at home; five sons, Ronald of St. Cloud, James of Winona, Gerald of Austin, Larry of Red Wing, and William at home; and six grandchildren. Roy was 77 years old.

William J. (Bill) Kuhrt, section foreman at Murdo, S. D., for 42 years, retired on July 21 after more than 50 years of service. Bill started working on the railroad in 1918 at Presho, S. D., under Section Foreman Karl Niedan, who is now retired and living in Lodi, Calif. Bill worked on the Terre Haute and Chicago Terminal Divisions



FORTY-FIVE YEAR PASS HOLDER. Dan E. Bronoel, rate clerk at Green Bay, Wis. (right), receives his Silver Pass in recognition of 45 years of service. Congratulating him is Agent W. W. Kopp.

and on extra gangs until settling at Murdo in 1927.

The Kuhrts have been active in the Murdo community, Bill having served as mayor. He was on the City Council for 20 years, and as head of the building committees was instrumental in the building of the City Auditorium and the Methodist Church, of which he has been a trustee 10 years. He is retiring from the city fire department after 30 years of membership. His interest has been "providing advantages for young people" in the community, and his hobby is raising Angus cattle. His wife has been a high school instructor for 29 years. The Kuhrts are planning to "airstream" across the United States during the next few years.

Miss Violet Beatty, cashier in the regional data office at Austin, retired on Aug. 31 after more than 43 years of service.

Darrell Severson, clerk in the MMTC office at Austin, has accepted a position in the Bensenville operation.

SIoux CITY AREA

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

Congratulations to Vern Landmark, revising clerk grade A, and Lucille Fells, assistant cashier, both in the regional data office at Sioux City, upon receiving Silver Passes for 45 years of service. The office personnel held a coffee gathering in their honor when Mr. Fossum presented the passes.

Congratulations are in order for Assistant Agent and Mrs. Jim Ellis of Sioux City on the birth of their daughter Lynn Ann on July 24 at St. Joseph Mercy Hospital, Sioux City. Lynn Ann, a pretty redhead, was welcomed by three sisters and a brother.

Congratulations also to Marry Ellen Hicklin, relief clerk in the regional data office, Sioux City, and husband Dennis on the birth of a daughter July 23 at St. Joseph's Hospital. She was



WITH THANKS FROM JUNIOR ACHIEVEMENT. Tom Lloyd, assistant agent at Galewood station in Chicago (left), receives a "gold" ruler in appreciation of his services as an adviser to one of the three Junior Achievement companies sponsored by the Milwaukee Road during the 1968-69 school year. Presenting it is J. W. Stuckey, superintendent of the Chicago Terminals-Terre Haute Division.



"WITH BEST WISHES FOR YOUR RETIREMENT." Joseph A. Kulisheck, assistant cashier in the regional data office at Minneapolis, poses with the cake for an office gathering when he retired Aug. 1. His co-workers honored him also at a dinner party. Upon retiring, Joe lacked only nine months of 50 years of service.

welcomed home by three brothers.

Sympathy was extended to the family of Retired Engineer John Victoria, 59, who passed away in Mason City July 25 after a lengthy illness. He was an engineer from 1943 to 1965, when he took disability retirement. He is survived by his wife, mother, two sons and two daughters. Services were held at Wesley United Methodist Church, Mason City, with burial at Sanborn, Ia.

Roy D. Lyman, 84, retired Mason City yard clerk, passed away July 18. He retired in 1958. Surviving are his wife, three sons and grandchildren, and one great-grandson.

Congratulations to Ron Clarstrom (clerk in the Sioux City freight office on leave of absence for duty in Viet-

nam) and his wife on the birth of their first child, Ann, on June 28.

T. H. Wallace, 92, retired steam-shovel operator, passed away in July. He is survived by a grandson and granddaughter.

James A. Mackey, son of Retired Assistant Car Foreman and Mrs. Ambrose Mackey, Mitchell, S. D., was awarded an Ed.D. in social studies education from Indiana University and has received an appointment as assistant professor in the secondary education department at the University of Minnesota, Minneapolis.

Miss Helen Flynn, comptometer operator in the regional data office, Sioux City, is in St. Vincent's Hospital at this writing, recuperating from a hip injury sustained while trying to remove debris from her lawn after the tornado which hit Sioux City on Aug. 8.

James C. Robinson, 87, retired lieutenant of police, Sioux City, passed away suddenly at his home while working in the yard. He is survived by his wife and a daughter.

Carl F. Hubert, 79, retired engineer formerly of Mitchell, S. D., died at Torrance, Calif. Survivors include a son, four grandchildren, three sisters and two brothers.

Twin City Terminals

MINNEAPOLIS LOCAL FREIGHT AND REGIONAL DATA OFFICES

Bonnie Glotter, Correspondent

We extended the welcome mat to Dianne Knox and Neal Bashere, our new employes in the local freight office, and to Zella Hill in the regional data office. Also good-bys to Jim Carlson and Red Olson in Regional Data and Linda O'Rourke in the Local, when they returned to their respective schools in September.

As of this writing, Bill Head is recuperating at home from an operation, but he hoped to be back to work shortly.

The St. Paul Pioneer Press recently wrote up Martin F. Thori, retired chief rate clerk of the regional data office, as the last of the old-time concessionaires at the Minnesota State Fair. Mr. Thori dates it from 1900, when he was a dishwasher for his mother, who operated a food concession. In 1919, after returning from service in World War I, he started his own near his present site in the Arcade Building. During the second war the building was used as a factory for making airplane parts, but except for that interruption, he has been in the same location.

Mr. Thori introduced fried chicken at the fair as a novelty, at the big price of one dollar a serving. This was when other food items were going for 30 to 50 cents. It caught on, though, and he recalls that the first year he sold 2,700 pounds. Now 78, he employs others at the concession, but he still helps out with serving food and bussing the dishes.

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

It's the first grandchild for Assistant Car Foreman and Mrs. R. K. Rodin. Son Bob and wife are the proud parents of a girl, Wendy Marie, born in July.

Two of our men decided it was time to retire. Machinist Einar Thysell in the locomotive department took his pension, his last day of work being Aug. 31. His service goes back to 1930. Coach Cleaner Mike Bandzak, a recent recipient of a Silver Pass, also thought it was time to take life a little easier and made June 12 his last day with the Road.

A welcome visitor here was Lief Trang, who now makes his home in California. Lief was formerly an employee in the material division.

Mrs. Norris Groth, wife of assistant material manager, is a patient in Deaconess Hospital in Minneapolis at this writing, after undergoing surgery. Our sincere wishes go to her for a speedy recovery.

Our sympathy to the families of Retired Locomotive Truckman Peter Daviduk, who passed away July 10, and Retired Coach Cleaner George Metzger, who died July 6.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT —CAR DEPARTMENT

Eileen M. Schneider, Correspondent

Bruce Baum, son of R. E. Baum, foreman in the forge shop, and a summer employe here, graduated this past June from John F. Kennedy University in Wahoo, Neb. This fall Bruce entered Wartburg University in Dubuque to begin his studies in theology in preparation for the Ministry.

Happy retirements to Eddie Splittgerber, who retired Aug. 1 after 42 years with the railroad as a blacksmith helper in the forge shop, and to Theodore Rischman, who retired June 30 after 30 years as a carman cutter in the freight shop.

Chief Clerk Richard D. Andrews was promoted from major to lieutenant colonel by the U.S. Army Reserve 757th Transportation Battalion on Apr. 5. Ceremonies took place at the U.S. Army Reserve Armory in St. Louis on July 12.

Verona Hmielewski, laborette in the freight shop, entered her collection of cacti and succulents in our 1969 Wisconsin State Fair and walked away with quite a collection of ribbons; seven blue for first place, three red for second place, and one white for third place. Verona is a member of the Wisconsin Cactus and Succulent Club, with a collection of 300 cacti and succulents, most of which she has collected in the past 12 years. She reports that several hardy cacti stay outside all year round.

Congratulations to Leo Kuokkanen, foreman in the wood mill, who on July 27 made a hole in one on the 15th 135-yard par three in the Greenfield Park Mens Club Tournament. Leo, who left the duffer's ranks long ago, is our Number One golfer in the Shops, but Mr. Waterworth, shop superintendent, is running a close second.

Gary Lemke, welder in the passenger shops, became the proud papa of a 9-pound 4-ounce baby girl. Mother and baby Teresa are doing fine.

OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

Harold J. Montgomery, Correspondent

We of the mechanical engineer's office were deeply moved on Aug. 25 when word was received that our assistant mechanical engineer, Vernon L. Green, had suffered a fatal heart attack (see article elsewhere in the Magazine). It happened while he was driving back to the office with John Schnell from a call at the Allis-Chalmers Co. Rescue squads arrived quickly, but he was dead upon arriving at Emergency Hospital.

Congratulations and best wishes for health and happiness to John and Laura Kiefer, who celebrated their 50th wedding anniversary on Aug. 6. The Boulevard Inn was the scene of a dinner party in their honor attended by daughter Doris, son Erwin and wife Jean, and granddaughters Pat and Lynn. John retired as an engineer on the La Crosse Division in 1963 after 54 years of service. He and Laura now live in Menomonee Falls, Wis.

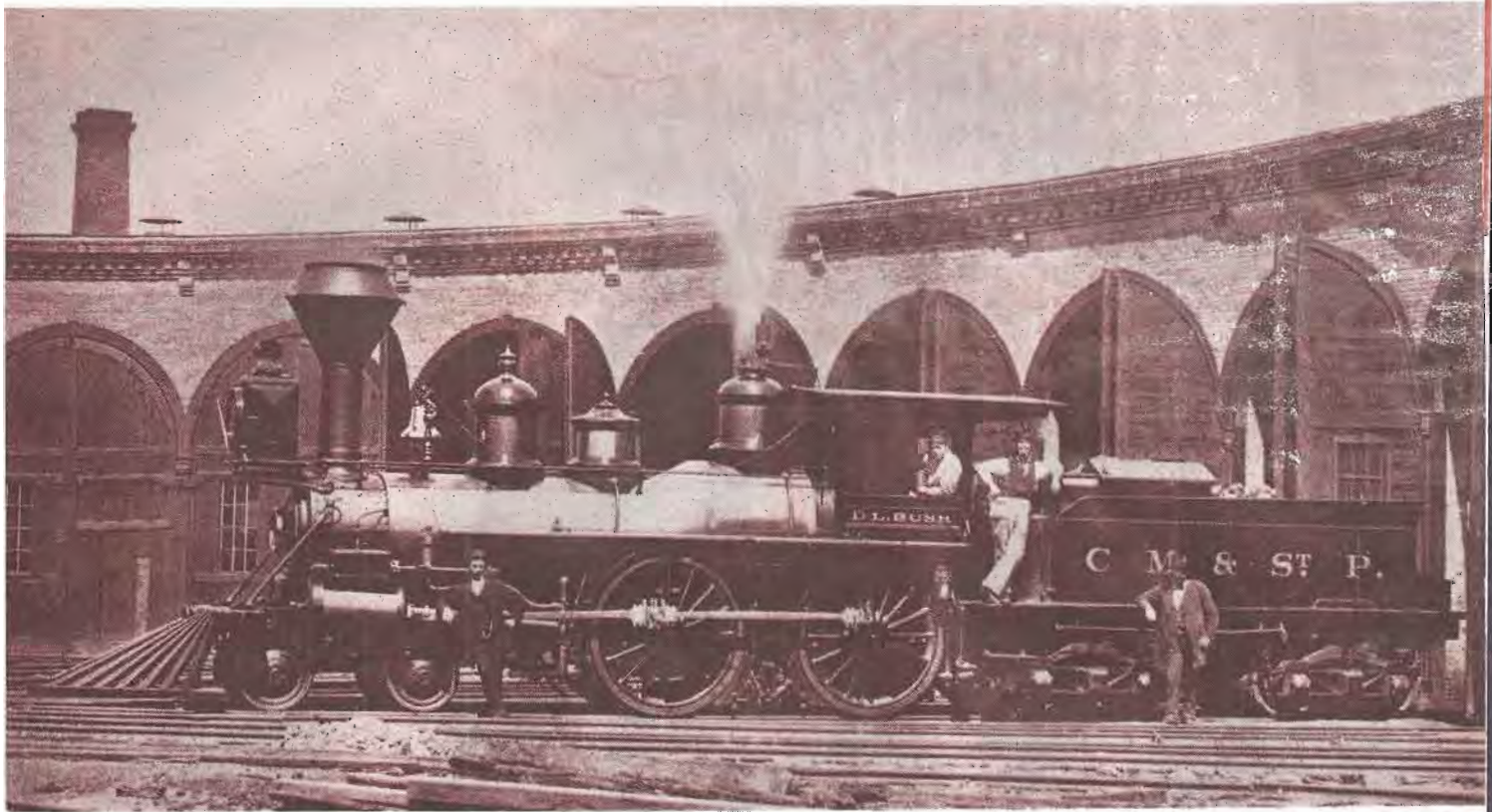
Masonic services were held by West Allis Lodge No. 291 for Max L. Bothwell, carpenter in the diesel house, who passed away Aug. 6 at age 52. He is survived by his mother, Mrs. Claris Willis, and a sister, Mrs. Richard Collins, both of Marion, Ind., his wife, Mary, having preceded him in death on June 16.

John M. Scale, retired carpenter-locomotive department, passed away recently at the ripe old age of 79. Masonic services were held in West Milwaukee. Surviving are a daughter, Mrs. Charles Gelhaar, Sherborn, Mass.; sons John Jr. and William; six grandchildren and three great-grandchildren. His son John works in the material division at the Shops.

June 28 was the happy date of the marriage of Bob Metzfeldt and Miss Marge Gehlhaart. Bob, who was in charge of materials at Tomah, Wis., the past six years, has been transferred back to the Shops as district material manager-Milwaukee.

Fred J. Koch of Crivitz, Wis., retired Racine & South Western engineer, passed away recently at the age of 70. Masonic services were held at Marinette, Wis. Fred is survived by two sons and eight grandchildren.

Mrs. Donald Barrick, wife of the car foreman at Stockyard 9, passed away also at age 49. Funeral services were held at Portage, Wis., where Donald was formerly foreman at the car shops.



THE D. L. BUSH. On the old Western Union Railroad, now part of the Milwaukee Division of the Milwaukee Road, building a locomotive in the little shop at Racine, Wis., was a year's job. Construction-watching was an important part of the game, and when this one was completed in 1879, the chief dispatcher was familiar with every last rivet, nut and bolt. Following the practice of that time, the road customarily named a locomotive

after an officer of the company, "to perpetuate the honor cast upon those deemed worthy of having locomotives named for them." Consequently, it was a very surprised dispatcher who arrived at work one morning to find that he had a namesake. David Lamont Bush, left in the picture, rose through the ranks to become operating vice president of the Milwaukee Road.

WAY BACK WHEN...

NEW TRAIN IN TOWN. In the early years of this century, when many Western communities were linked only by the iron trail, watching a passenger train steam majestically into town was a sight worth waiting for. This is the Milwaukee Road's original Olympian, the famous "Queen of the Rails," shown on its first transcontinental trip as it stopped at Deer Lodge, Mont. The train began operating on May 28, 1911, about two years after the route from Chicago to the North Pacific coast was open to full passenger service.



WATCH IT! September 15 was the 55th anniversary of the extension of Milwaukee Road service from the transcontinental main line to Spokane, Wash., about 35 miles north, via the tracks of the Oregon-Washington Railway & Navigation Company. The entrance to the city was celebrated with an elaborate program replete with speech-making by railroad and civic officials, and climaxed by the traditional "driving of the golden spike." Grasping the mallet here is the Milwaukee's operating vice president, H. B. Earling. According to reports of the event, Earling "tapped the spike so vigorously that President Farrell of the O-W was in danger of having no part in the ceremonies."



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Aerial view of the Milwaukee Road mobile maintenance complex at Kent. The picture was taken in a northerly direction looking toward Seattle. In the foreground are 277th Street and the 20-acre marshaling area operated by Convoy Company of Portland, Ore., showing the unloading tracks and new automobiles and trucks parked in the marked spaces. At the north end approximately one mile away may be seen the similar facility of Transport Storage & Distributing Co. of Renton, Wash. Main line and yard trackage are shown at the right and State Highway 167 at the left.

—See page 9