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Editor

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CONTENTS

The Silk Train Story	4
W. G. Kames Joins Board of Directors Following Resignation of Leo T. Crowley	6
Chairman William J. Quinn Reviews Outlook for New Horizons in Transportation	7
Traffic Department Reorganizes Staff; National Sales Force Created	10
Appointments	11
Illinois Division Credit Union Holds 36th Annual Meeting	12
Amendments to the Railroad Retirement Act	13
"Skinny Park" Planned on Historic Right of Way Site in Washington	15
Commission on Railroad Retirement Begins Study of Benefit Financing	16
Retirements	19
About People of the Railroad	20



WRA Appoints Officers

The Western Railroad Association announced the appointment of Frank J. Stanton as director of personnel and public relations, and of R. C. Nichols as assistant manager of the Western Weighing and Inspection Bureau of the Association, effective Jan. 1. Mr. Nichols succeeded Edmond C. Clark, who retired on Dec. 31, 1970.

Auto-Train Proposed

A new company, Auto-Train Corporation, is seeking Interstate Commerce Commission authority to operate special trains to carry family cars and riders between Washington, D.C., and Sanford, Fla., charging for the car only. Each train would have 13 enclosed bi-level auto-carrying cars with a capacity of 8 autos per car, and 5 bi-level coaches with a total capacity of about 400 passengers.

'70 Freight Traffic Score

Freight traffic on U. S. railroads during 1970 dropped slightly from 1969, but was still the second highest total ever recorded. For the 52 weeks ended Dec. 26, the estimate stood at 761.1 billion ton-miles, a drop of 0.9 per cent from the record 767.8 billion in 1969. However, the Association of American Railroads reported that despite the high level of traffic, the

slowdown in the nation's economy, coupled with cost inflation and long-standing problems, made 1970 the worst year financially for U.S. railroads since the 1930s.

Turbo-Metroliner Link-up

The Department of Transportation has extended its lease of Turbo train equipment from United Aircraft, the owner, into 1973, as a service 'counted on' in the Northeast Corridor. Starting Feb. 1, the Boston-New York trains were routed into New York's Penn Central Station instead of Grand Central, to make one-terminal connections with the Demonstration Metroliners. The change is part of a new program to improve the service for travelers between Boston and Washington.

New AAR Divisions

Two new divisions, a Research Division and a Test Division, have been created by the Association of American Railroads' Research Department, with Robert Byrne appointed research director. Mr. Byrne will also continue as general administrator of the AAR Research Center in Chicago. Named test director was James Britton, who will continue to assist Mr. Byrne in the administration of the Chicago Research Center. The Research Division will be responsible for in-house and contract research

THE COVER

Milwaukee Road electric locomotive E 42A, assigned to helper service in the Cascade Mountains, rolls downgrade to Cedar Falls, Wash., after helping an eastbound extra climb to the summit at Snoqualmie Tunnel. The two-cab unit is crossing Mine Creek Bridge in the vicinity of Garcia. Mist shrouds the timbered slopes of the mountainside and the gorge below on the section leading to the Cedar River watershed. The photographer was Richard Steinheimer, depicter of railroading in the far West.



programs, while the Test Division will have responsibility for testing supplier and railroad components, technical services to railroads, and support for other AAR departments.

Japan Seeks Rail Financing

The Japanese Ministry of Transport has asked for an appropriation of 179 million yen to help private railroads install automatic barriers at grade crossings, and for Government loans totaling 4,663 million yen to eliminate level crossings on private railroads. At present, out of 61,000 crossings in Japan, 41,000 are unattended and only 12,000 are equipped with warning lights or bells.

Student Railpass

A new student Railpass good for two months of second class rail travel in Europe at a cost of \$125 became available on Jan. 1 from travel agents and at offices of French, German, Italian, Scandinavian and Swiss railroads in the United States and Canada. The pass is designed for full-time high school, college and university students between 14 and 26 years of age.

Milwaukee Seeks Increase In Suburban Fares

Despite a loss of about 200 riders per day in each direction on the Milwaukee Road's suburban line north of Chicago as the result of the extension of Chicago rapid transit service, the total number of commuter riders remained about constant in 1970. New trains were added and schedules were improved.

Revenues from the service held steady, but there was a rapid rise in operating costs, mostly labor-related, and more wage increases are anticipated.

To partially offset these additional expenses, proposed suburban fare increases were filed with the Illinois Commerce Commission, to become effective Mar. 1. The increases are the first requested in more than two and a half years.

In 1970, the deficit from suburban operations amounted to approximately \$875,000. The fare increase is expected

Named Press Aide to Idaho Governor



John D. Hough shown with Cecil D. Andrus, the new governor of Idaho, at a conference announcing his appointment as press secretary for Andrus' administration. (Photo by SIGNUM of Gonzaga University)

John D. Hough, who was employed as a fireman on the Coast Division during vacations from Gonzaga University, Spokane, Wash., has been appointed press secretary for the administration of Cecil D. Andrus, the new governor of Idaho. He is a son of James F. Hough, retired lieutenant of the Milwaukee Road police force.

Hough, a 1968 graduate of Gonzaga with a bachelor of arts degree in English, became a permanent member of the governor's staff after Andrus' inauguration at Boise on Jan. 4. He served as press secretary for Andrus during the general elections campaigns in Idaho last year. Andrus defeated the incumbent governor, Don M.

Samuelson, by more than 10,000 votes.

While attending Gonzaga, Hough worked with the athletic director on sports publicity. He was also a staff member of *The Gonzaga Bulletin*, the student paper, and of *Spireside*, an alumni-faculty publication.

Hough formerly resided in Spokane, where he was a staff member of KHQ Television and Radio News Department. He later was news director of KLEW Television in Lewiston, Ida. He and his wife, Ellen, a 1968 graduate of Gonzaga also, are now making their home in Boise. They have two children, Carol Lynn, 2, and Anthony James, 1.

to increase revenues by about \$600,000 annually.

The proposed adjustment provides, basically, for an increase of 5 per cent in fares between Chicago and stations beyond 25 miles on both the north and west suburban lines; of 10 per cent between Chicago and points less than approximately 21 miles beyond; and 7.5 per cent between Chicago and stations intermediate to those distances.

The Milwaukee has a daily suburban ridership of 23,000 or approximately 11,500 individual commuter riders.



"Why can't you hang your head out of the window like other engineers!"



THE SILK TRAIN STORY

A 3,000-Mile Race With Time to Speed Silk to Market

by MARTIN L. ERICKSON
Public Relations Representative, Seattle

Silk trains—even the name has a romantic ring. To old time railroaders it brings back the years when fabulously valuable cargo from the Orient was rushed across the continent at passenger train speed. Armed guards riding shotgun on million-dollar shipments added to the thrill of seeing giant steam locomotives dash by on their race to New York City, clearing house of the raw silk trade.

The Milwaukee Road played a leading role in the once-sizeable silk traffic through the Port of Seattle, which is commemorated today by a plaque at Smith Cove on the

waterfront. There, shipments valued as high as \$1,000 per bale were discharged from American and Japanese ocean freighters to waiting "silk specials" for a 75-hour run direct to the Atlantic seaboard.

Silk for milady has always had—at least until the advent of synthetic fibers—a great deal of fascination attached to it. More than 47 centuries lie between the first silk caravans that went out of China for their journey to the markets of Persia and the West, and the silk trains that made their high point in transcontinental freight movement between 1909 and 1933.

A silk train powered by a Milwaukee Road bi-polar gearless electric locomotive heads east over the Cascade line on the first leg of its race to the New York market (Photo from the Arthur Dubin collection)

The peak year was 1929, when over 500,000 bales, or more than \$325 million worth of raw silk, were unloaded at Pacific Coast ports and transported by railroads to eastern textile mills.

According to Chinese records, the use of silk dates from 2650 B.C. The first

patron was Hoang-Ti, third emperor of China, whose empress, Si-Ling-Chi, was the first practical silkworm breeder and silk-reeler.

Strolling one day in the palace gardens, Si-Ling-Chi saw a strange, repulsive worm. It was small, of a pale green color, and was feeding greedily on a mulberry leaf. She watched the worm day by day, and finally, taking the fine silken web it had spun, succeeded in unreeling the filament from the cocoon and weaving it into cloth.

For centuries the Chinese deified this empress as the "Goddess of the Silkworm," and celebrated the "Con-Con" Feast in her honor during the season when silkworm eggs were hatched.

The Chinese exported their silk to various parts of Asia, but for a thousand years kept the secret of its production to themselves. Up to the sixth century of the Christian era all of the raw silk exported from China reached Europe from Persia.

In 555 A.D. Emperor Justinian sent two monks to China, and braving the penalty of death, they returned to the Byzantine empire with a quantity of silkworm eggs concealed in their pilgrim staffs. Practically all of the silkworms of the Western World are descended from those in the eggs brought in by the two monks 15 centuries ago.

The movement of silk has seemingly always been filled with adventure. Hundreds of years ago camel caravans, pack mules and sailing vessels required six months to a year to move the precious cargo out of China to the markets of India, Persia and southern Europe. The perils of the passage and the time required for a journey of a few thousand miles made silk an extravagance, even for royalty. It is told of a Roman emperor that he refused his empress a silk tunic because of the cost.

The major reason why silk came within the price range of American women for everyday wear was the fast transit time from field to factory. In the heyday of silk trains, raw silk reached its farthest eastern markets within 13 to 14 days out of Oriental ports, including 4 days or less overland by train. Of the ports of entry, Seattle was one of the most important in terms of import volume, due to its proximity to the Orient.

Competition among the railroads in soliciting this business was keen because of the revenue involved and the

S. R. Graf, district manager-foreign freight sales at Seattle (left), and B. E. Lutterman, vice president and western counsel, inspect the plaque at Smith Cove on the waterfront designating it a historical point of interest. It commemorates the era when large shipments of raw silk from the Orient were discharged there from ocean freighters to waiting "silk specials." The plaque was erected by the Yukon Club & Propeller Club and the Port of Seattle.



spirit of contest which the expedited service developed among the employees of the roads handling the movements. However, certain traffic alliances established in the early years of silk transportation determined the routing. For instance, if the cargo arrived on a ship of the Osaka Shosen Kaisha line, the Milwaukee Road would carry it east. Similarly, other railroads had arrangements with other steamship companies.

There were various reasons for the race across the continent, the principal

one being fluctuations in the price of raw silk and frequent heavy speculation in it. Interest on money tied up in a large shipment was an appreciable figure, and insurance on the goods in transit was exceptionally high. Time of delivery to New York warehouses was usually the essence of contracts, and a delay of even a few hours could cost importers thousands of dollars. Another reason was the danger of banditry.

On the railroads' part, the transportation of the freight yielded a substantial net profit. For the expedited

Stevedores unload sling loads of silk bales at the Milwaukee Road dock in Seattle under the scrutiny of railroad special agents. Protection was necessary, as each bale was valued at approximately \$650. The average weight of a bale from China or Japan was about 132 pounds.



service, consignees paid four cents a pound—the highest rate on any commodity—silk being the most precious, weight for weight, carried on a large scale.

The Milwaukee Road began carrying silk from the ports of Seattle and Tacoma as soon as its line between Chicago and the Pacific Northwest was completed in 1909. Efforts to expedite the movements started long before a ship reached port. The ship's captain was in constant touch with the port captain of the steamship line, who, in turn, was in touch with the railroad to advise it of arrival time, the number of bales aboard, how they were stowed, and other pertinent information. Silk was always the last cargo loaded into the hold, in order to be the first unloaded at port.

To save time, a customs agent of the railroad boarded the ship when it docked at Victoria, B. C., and while it was in transit through Puget Sound prepared the papers for customs clearance. There was no duty on raw silk, but a tariff provision required the railroad to make the consumption entry and file it with customs authorities. The railroad was required also to furnish a surety bond—this could be about \$2 million—for the safe handling of "immediate transportation" entry goods to destination.

Meantime, the railroad would assemble a train made up usually of baggage or express refrigerator cars, and have it waiting at dockside. Because speed was the key word in operation, the consist was held generally from 10 to 14 cars. All of the cars were in tip-top condition, with special attention to the running gear, and as moisture and dust proof as possible.

From ship-to-train to highballing eastbound took just a few hours, and once a silk train was en route, it had priority over just about everything else on the line. The train would stop just long enough to change engines and crews, and often made the run from Seattle to the East Coast in better than the fastest passenger train schedules of the day.

To illustrate how much money was involved, one shipment carried by the Milwaukee Road in 1926 on two special trains—10,124 bales of raw silk and 60 tons of manufactured silk—totaled \$11 million in value. The two trains were on their way only three hours after the incoming steamer docked. Armed guards scrutinized the transfer of the cargo from ship to shore

W. G. Karnes Joins Board of Directors Following Resignation of Leo T. Crowley



William G. Karnes of the Finance Committee was announced on Jan. 21. He fills a vacancy on the 12-man board created by the resignation of Leo T. Crowley.

Mr. Karnes, a native of Chicago, has been with Beatrice Foods since 1936, the year of his graduation from the Northwestern University Law School. He became a director of that firm in 1947 and was elected executive vice president in 1948. He has been president and chief executive officer since 1952.

He is a director of the Borg-Warner Corporation, the La Salle National Bank and Vaughan's Seed Company, and a trustee of Knox College and the

The election of William G. Karnes, president and chief executive officer of Beatrice Foods Co., Chicago, as a director of the Milwaukee Road and a member

National Jewish Hospital at Denver. In addition, he serves on the board of the Protestant Foundation of Greater Chicago and of several other civic, educational and scientific organizations.

Chairman William J. Quinn, in announcing Mr. Crowley's resignation from the board, added "Mr. Crowley has a place in the hearts of all Milwaukee Road officers and employees. His services to this company have been invaluable and he has the gratitude of us all."

Mr. Crowley was first elected a director and chairman of the Milwaukee Road in 1945 and had been associated with the company continuously since that time. In the course of his career he served as chairman of the Federal Deposit Insurance Corporation from 1934 to 1945, a position to which he was appointed by President Franklin D. Roosevelt, and from 1942 to 1945 as Alien Property Custodian and a member of Roosevelt's war cabinet.

and accompanied the trains all the way east.

The demise of the silk trains was caused by the opening of the Panama Canal and the diversion of silk traffic to the all-water route. Although the trip via the Canal took about a week longer, the lower cost in comparison to the water-rail route appealed to shippers, and as silk gradually declined in value the time element lessened in importance.

The railroads met the competition by cutting their rates, but by the time they settled on the reduction the traffic was virtually lost. The development of synthetic fibers, American wage costs and the start of the Depression took a further toll, and by the mid-1930s silk trains had faded into the past.

The era of the silk specials was fraught with excitement and intrigue for the men who ran the trains. Railroad employees were closemouthed about how they were handled, for a million-dollar shipment was a strong temptation to organized bandits.

Movements were not announced, and the cars were inconspicuous; usually dusty on the outside. As a rule, one car was fitted with bunks for an armed guard.

Dempsey's Telegraphic Cipher Code (patented July 1, 1902 and still used by the Milwaukee Road) lists the word "sewerage" in referring to a carload of silk. Old timers on the west end say that, as they recall the silk trains, the Milwaukee's code for a silk special was "surround-survey." They say the term was probably coined by the late Norvin A. Meyer, a former superintendent of transportation at Seattle.

Almost all of the railroads connected with the West and Northwest were involved with the movements, but none of them talked much about it. To foil possible hi-jacking, roads would pull last-minute rerouting, and constantly sought new combinations of lines to get the trains into New York. Incidents of attempted holdups were reported, but as far as can be learned, no armed silk train was ever successfully hi-jacked.

Chairman William J. Quinn Reviews

Outlook for New Horizons in Transportation

The extension of Milwaukee Road freight operations into Portland, Ore., which is expected to commence in the near future, will offer many new advantages to shippers and receivers of freight, William J. Quinn, chairman of the board of directors, told members of the Pacific North-

west Shippers Advisory Board in Portland on Jan. 14.

objective of the railroad since it first inaugurated service between Seattle/Tacoma and Chicago in 1909. "We reached Longview in 1931, with Portland only 46 miles away," he said. "Not being able to provide freight service across that 46-mile gap during the intervening years

the Burlington Northern merger a natural and logical one, representing the kind of progress that had to be made in the railroad industry."

Mr. Quinn observed that entry into Portland has been regarded as the greatest single benefit the Milwaukee would realize from the BN merger conditions. Access to that city, he pointed out, combined with trackage rights over segments of the BN north of Seattle, will enable the Milwaukee to participate in traffic moving between Oregon and California, on the one hand, and Canada on the other, as well as traffic moving between those points and the east over the Milwaukee's main line to Chicago.

As a matter of interest to shippers, Mr. Quinn remarked that another ICC action, affecting the Milwaukee's line into Indiana, also holds meaningful promise. He noted that in an order served last Sept. 18, the Commission granted the Milwaukee trackage rights via Bedford, Ind., to reach Louisville, Ky., as a condition to the Louisville and Nashville-Monon merger.

He said that, while awaiting the accommodation of certain legal procedures before the order becomes final, the Milwaukee is seeking ICC approval of terms governing the exercise of those trackage rights so it may begin as soon as possible the interchange of traffic moving to and from the south and southeast.

"The combination of service to Portland and Louisville opens up intriguing possibilities," he observed, "as the Milwaukee will very likely be an important factor in a transcontinental service spanning the country from the Pacific Northwest to the Southeast."

Speaking in terms of "new horizons in transportation," Mr. Quinn stated his belief that the agreement that will bring the Milwaukee Road into Portland over BN trackage is one of those important new horizons. "The Federal government's awakening to the need for direct involvement in the problems of the railroad industry is another," he said.

Mr. Quinn reviewed the recommen-



Chairman William J. Quinn addresses the luncheon meeting of the Pacific Northwest Shippers Advisory Board. From left are E. S. Rosenzweig, traffic manager of the Longview Fibre Company, Longview, Wash.; D. W. Appelman, supervisor of car service, the Southern Pacific Company, Eugene, Ore.; and R. D. LaHatt, Milwaukee Road district manager-sales, Portland, Ore.

west Shippers Advisory Board in Portland on Jan. 14.

His remarks, at a luncheon meeting of the shippers in the Sheraton Hotel, referred to approval last October by the Interstate Commerce Commission of an agreement under which the Milwaukee will operate over trackage of the Burlington Northern system between Longview, Wash., and Portland.

Mr. Quinn pointed out that the Milwaukee will offer shippers, among other things, the benefit of a new single-line service between Portland and all points on the Milwaukee's 10,500 miles of line.

He added that serving Portland will be the realization of a key

has constituted a serious disability to both shippers and the Milwaukee."

He noted that this disability and certain others have since been corrected by the ICC, which prescribed certain conditions in connection with the merger creating the Burlington Northern.

"It was evident from the outset of hearings in that case, almost 10 years ago, that without protective conditions, Milwaukee service across the northern tier of states to the Pacific Northwest would be in jeopardy," he said. "Subject to proper conditions, however, which we proposed and which were enthusiastically supported by shippers, state and federal agencies, we considered

dations for solving those problems as contained in the ASTRO Report formulated by America's Sound Transportation Review Organization, a study group created in 1969 by the Association of American Railroads and headed by former U. S. Senator George Smathers. He asked the audience to lend their support to the ASTRO Report proposals.

"Let me remind you," he said, "that the railroads have proved their essentiality as the country's basic form of transportation—as the carrier which, despite regulatory restraint, moves more of the nation's intercity freight than the truck lines, barge lines and airlines combined.

Expansion in Next Decade

"And with the American economy expanding, the need for effective rail transportation can only increase. Even the more pessimistic and conservative forecasts concede that by 1980 the railroads will handle nearly 35 per cent more freight than they do today.

"Prospects for the railroads have never been so great, but the industry does not enjoy adequate earnings—it simply does not generate the capital required to maintain the service the public has a right to expect.

"The public and the government at all levels take it for granted that the railroads will always be there. And that they will, but in what form is the question. Today the railroads carry 41 per cent of all intercity freight traffic, even with the petroleum pipelines included, and they do it for only 14 per cent of the total transportation revenue.

"The railroads offer the best solution yet to the growing problem of traffic congestion. And they can accomplish it with an absolute minimum of pollution."

Mr. Quinn remarked that Government has demonstrated in its regulatory and legislative policies that, in essence, it still considers the railroad industry to be the monopoly it was in the 19th century. As the result, he noted, railroad earnings, formerly sufficient to cover expenditures, have dropped steadily, despite increases in both traffic volume and revenues.

"If a business cannot earn money

What Is Being Said About Nationalization

"While U. S. railroads have been operating less than 400 intercity passenger trains a day, we run 10,000 freight trains, and run them pretty well—in fact, better than anyone else in the world. The American railroad system moves more freight tonnage faster than any other, and at lower cost. The shipper and receiver of freight have nothing to gain and much to lose by nationalization." —**Benjamin B. Biagini, president, Southern Pacific**

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"As far as I'm concerned, nationalization is the last thing I'd like to see done. I'm not saying it may not have to happen. I don't think it will happen, I hope it doesn't happen, I don't think it's the answer."—**John A. Volpe, Secretary of Transportation**

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"The United States is the only country with major railroads that has not turned to large-scale nationalization to solve its railroad problems. Not only the Socialistic bloc nations, but countries such as Great Britain, France, Japan and Western Germany have nationalized systems. Canada, which has a big private rail system—the Canadian Pacific—has an even larger government-owned system—The Canadian National Railways.

"Service in each of these countries is generally good. But nationalization has not solved the problem of rail deficits, only the problem of who pays them. Where the rails are nationalized, the taxpayer invariably foots the bill."—**BUSINESS WEEK**

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"The United States already has had some experience with nationalized railroads. During World War I the government operated the roads and lost about \$2 million a day. In World War II the railroads remained in private hands and were so successful that they contributed about \$3 million a day in federal income taxes.

"The nationalized railroads of European countries pay out \$1.20 for every dollar they take in, and the taxpayers make up the difference. Under the same conditions in this country, nationalized railroads would cost the taxpayers \$2 billion a year and the railroads no longer would pay half a billion a year in taxes."—**Chicago Daily Tribune**

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"Either the railroads will be allowed to go ahead as private enterprises and attract the capital needed to meet future demands, or the taxpayers will be saddled with the astronomical cost of maintaining rail transport through nationalization. The fact remains that the railroads are among those services without which present-day society cannot function."—**Parkersburg (W. Va.) News**

after paying its current expenses, it has no resources to invest in growth, to repay debt, or to attract new money," he pointed out. "And, certainly, the railroad industry is in no position to obtain private funds to match the enormous government expenditures for highways, waterways and airways which benefit other segments of the transportation industry.

"When it comes to maintaining right of way, the situation is clear. While other modes of transportation pour their revenues into capital

improvement not involving right of way, the railroads must go it alone in maintaining their right of way.

"I tell you this only by way of emphasizing the lack of public understanding. The railroads do not need a handout—they just need a hand—understanding."

Mr. Quinn told the shippers that the needs of the railroads, projected through 1980, amount to \$36 billion for new freight cars, locomotives, rail and cross ties and other essentials, and that even if the nation experienced no economic growth,

they would still require constant heavy investment in equipment and fixed plant. Speaking of ASTRO's study of the problem, he said its conclusion is simple: The railroads need help, and need it now.

In reviewing ASTRO's suggestions for remedial action, Mr. Quinn observed that one is already on the way—a Federally-chartered rail corporation as a vehicle to rationalize the intercity rail passenger structure while relieving carriers of their losses; that legislation setting up "Railpax" has already been passed, and the corporation will begin operation May 1.

Citing others, he said, "The report calls for easing the burden of local taxation for the railroads. The substitute here would be Federal reimbursement of local governments, consistent with the tax-sharing concept.

"The report recommends that present highway trust funds be merged into a general surface transportation fund to which the railroads would also contribute.

Relief for Car Shortage

"The group suggests guaranteed government loans, tax amortization and depreciation programs; also the chartering of a non-profit corporation, charged with supplying a free-running fleet of general purpose freight cars for nation-wide use. Here is a way to help relieve the seasonal freight car shortage.

"ASTRO proposes the formation of a *new* agency to regulate *all* modes of transportation equally, and to allow freedom of pricing and experimentation. What we have here are merely attempts to infuse a healthy measure of free competition into transportation.

"The new agency should give railroads freedom to combine with other modes of transportation. This is based on the simple fact that the transportation industry is not just in the business of running trains or planes or trucks. It is in the business of moving *goods*, and doing it as efficiently and as effectively as possible."

Mr. Quinn observed that certain interests, some of which are politically influential, have countered these proposals with the suggestion that the answer to the railroads' difficulties is nationalization.



SIR Panel Explores Cooperative Affiliations

A panel discussion of ways in which industrial real estate brokers and corporations such as railroads, public utilities, industrial park developers, port authorities and community development groups can work together more effectively was a feature of educational sessions highlighting the annual convention of the Society of Industrial Realtors held recently in Chicago.

William A. Young, director-real estate of the International Telephone & Telegraph Corp., New York City (seated), was moderator of the panel, which included W. N. McClelland, area development engineer of the Consumers

Power Company, Jackson, Mich. (from left); T. J. Parrent, director-real estate department, General Motors' Argonaut Realty Division, Detroit, Mich.; E. J. Stoll, Milwaukee Road vice president-real estate and industrial development and president of the American Industrial Development Council; E. A. Kraut, assistant executive vice president of the Port Authority of the City of St. Paul; and R. C. Shepard, vice president-development of the Linclay Corporation, Maryland Heights, Mo.

More than 500 persons attended the conclave, which was held in conjunction with the National Association of Real Estate Boards.

"What I'm sure the public as a whole does not realize," he said, "is that, in the first place, conditions that brought about nationalization in other countries are considerably different from those that Americans know. In the second place, those nationalization experiments have been disastrous, as measured by American standards of efficiency and cost control.

"Let us suppose for a minute that the Federal government does adopt the ASTRO program. How much will all of this cost? To this, one might say, 'not much.' Not much at all when compared both monetarily and otherwise with the costs of nationalization.

"I am more tempted to say that the cost would be no more than a

drop in the bucket compared with current expenditures on other forms of transportation. The real temptation is for me to say it would cost nothing at all. The whole program might cost nothing at all, because a railroad industry with restored health would pay more than enough in taxes to offset the outlays which are needed now.

"On the other hand, what would the cost of *nationalization* be? It would cost \$60 billion just to *transfer ownership*. And this would not include any capital improvements or possible operating losses.

"Another cost would be the loss of discipline and drive of private ownership, and that cannot be measured by the dollar sign."

Traffic Department Reorganizes Staff; National Sales Force Created

Highlights of Milwaukee Road activities in late 1970 included the reorganization of the sales and service department under Vice President G. H. Kronberg, in order to strengthen sales development and servicing activities. In effect, the railroad undertook a major tactical shift in its sales approach by establishing three separate divisions—field sales, system sales, and sales administration and services.

One of the major changes was the creation of a national accounts sales force (see "Appointments" elsewhere in the Magazine) with responsibility for coordinating the transportation and distribution needs of customers.

In keeping with the reorganization program, the former Rates and Divisions Department is now known as the Pricing Section of the Traffic Department. The section is structured under the supervision of E. W. Chesterman, assistant vice president-pricing, and four general managers. One general manager is responsible for administration and services, while the others deal variously with grain and grain products pricing, and pricing relating to Trans-Continental and Western Trunk Line rate territory matters.

The sales section is under the supervision of Assistant Vice President P. J. Cullen and three general

managers. One of the general managers has responsibility for planning and controlling all field sales activities under the jurisdiction of regional and district sales managers and their staffs; another for specialized sales activities, including the foreign freight and rail-highway departments and the national account program; and one for formulating policies and programs for the overall administration and procedural operations of the freight sales department.

The national accounts sales force was created to allow the account managers to focus on the transportation needs of major accounts in the light of a total industry, with the objective of developing additional traffic volume in major business areas. Each manager is assigned a number of accounts in generally similar industries, and is responsible for coordinating or adapting the railroad's services so as to meet their requirements.

Whereas the national account managers represent the railroad at the traffic control level, all departments or individuals involved in the service continue to act in their functional area. The field sales force is responsible for local contact and servicing of the national accounts, and also for the handling of all unassigned accounts in the same manner as formerly.



Sportsman of the Year

Leo O. Kuokkanen, foreman of the wood mill at the passenger car shop in Milwaukee, spent a busy evening last Nov. 14, since the annual retirement party of the Milwaukee Road Mechanical Foreman's Association happened to coincide with the annual awards dinner of the men's golf club at Greenfield Park. Fortunately, both were held at the Tyrolean Inn.

At the awards dinner, Mr. Kuokkanen was presented a trophy for placing second in the club's annual golf tournament, missing first by only one point. This he had earned with a 73 scratch. To his surprise, however, he was also handed the trophy awarded to "Sportsman of the Year."



Donald W. Woodhouse

Donald W. Woodhouse, 67, former chief clerk in the office of the vice president-labor relations, Chicago, passed away in San Antonio, Tex., on Jan. 12, following a years' illness.

Mr. Woodhouse was a chief clerk for 33 years at locations on the former Iowa & Dakota Division, and had also held that position at headquarters of the Milwaukee Division in Milwaukee. He was appointed chief clerk in the labor relations department in 1962 and retired in 1966.

Surviving are his wife, Mildred; a daughter, Mrs. Phyllis Nold; and two sons, Donald and Capt. Dennis Woodhouse of Hickam Air Force Base, Hawaii.



J. M. Fortman



P. A. Larson



R. L. Audas



H. A. Springer



E. S. Rogers



L. E. Long



P. L. Cowling



K. G. Hosfield



W. J. Donahoe

APPOINTMENTS

Office of President

Effective Dec. 16, 1970:

Larry E. Long is appointed personnel administrator with responsibility for recruitment, employment, training and development of personnel.

Effective Jan. 1, 1971:

P. Laurin Cowling is appointed executive assistant in the office of president with duties as assigned.

Public Relations and Advertising

Effective Jan. 1, 1971:

Steven R. Cony is appointed public relations representative with headquarters in Chicago.

Engineering Department

Effective Jan. 1, 1971:

F. P. Pawlak is appointed division engineer on the Iowa, Minnesota & Dakota Division, with headquarters at Austin, Minn. . . . **W. C. Whitham** division engineer on the Aberdeen Division, with headquarters at Aberdeen, S.D. . . . **R. P. Peacock** division engineer on the La Crosse Division, with headquarters at La Crosse, Wis.

Operating Department

Effective Dec. 1, 1970:

V. D. Bell is appointed agent at Spokane, Wash. . . . **G. A. Stuckey**

agent at Great Falls, Mont. . . . **L. F. Hopkins** agent at Miles City, Mont.

Effective Jan. 1, 1971:

W. F. Stetzner is appointed general agent at Butte, Mont.

Traffic Department

Effective Dec. 16, 1970:

Stanley J. Cloke is appointed district manager—sales, with headquarters at Missoula, Mont.

Effective Jan. 1, 1971:

Rolland L. Audas is appointed manager national accounts—food and beverage industries . . . **John M. Fortman** manager of national accounts—automotive and implement industries . . . **Paul A. Larson** manager of national accounts—metal industries . . . **E. Stuart Rogers** manager of national accounts—paper industries . . . **Howard A. Springer** manager of national accounts—grain industries.

Kenneth G. Hosfield is appointed director of services, Chicago . . . **William J. Donahoe** director of sales control, Chicago.

Bernard H. Desens is appointed regional manager—sales, Kansas City, Mo. . . . **W. Vincent Dilworth** regional manager—sales, San Francisco, Calif. . . . **Van Dunfee** regional manager—sales, Chicago . . . **Laverne W. Schroeder** regional manager—sales, Des Moines, Ia.

Harry R. Genereau is appointed assistant regional manager—sales, Detroit, Mich. . . . **George A. Sansverie** assistant regional manager—sales, New York City . . . **Robert C. McQuigg** district manager foreign freight sales, New York City . . . **Richard G. Graham** district manager—sales, San Francisco, Calif.

James R. Scribbins is appointed passenger sales representative, Milwaukee, Wis.

W. Frank Findley

W. Frank Findley, 41, of Glenview, Ill., general manager of pricing with headquarters in Chicago, died Jan. 23 in St. Francis Hospital, Evanston, Ill.

Mr. Findley, a native of Saskatoon, Sask., was first employed by the Milwaukee Road in the traffic office at Vancouver, B. C., in 1950. He transferred to the traffic department in Seattle in 1952 and came to Chicago in 1961 as foreign freight agent. He became general freight agent in 1966 and was named general manager of pricing on May 1, 1970.

He is survived by his wife, Carol, two daughters, Janet and Cheryl, and a son, Brian; also by his parents, Mrs. Carmel Tadsen and Frank Findley Sr., and by his brothers, Glen and Dennis. Services were held in Glenview, Ill., with burial at Memorial Park in Skokie, Ill.

Illinois Division Credit Union Holds 36th Annual Meeting



Officers and directors of the Chicago, Milwaukee, St. Paul and Pacific (Illinois Division) Credit Union shown at the 36th annual dinner meeting in Savanna, Ill. Seated, from left: Dispatcher Z. G. Reiff, president; R. E. Duhigg, retired chief clerk to superintendent; Signal Clerk A. H. Klein, treasurer. Rear: L. J. O'Rourke, chief clerk to superintendent (from left); G. M. Griswold, secretary to chief clerk, credit union secretary; Chief Dispatcher L. W. Nigus, Relay Operator J. B. Karr and Roundhouse Employee Don Thompson. Directors absent from the group are Don Hartman and C. E. Kinney.

The Chicago, Milwaukee, St. Paul and Pacific (Illinois Division) Credit Union held its 36th annual dinner meeting the evening of Jan. 21 at Cozzolino's Restaurant in Savanna, Ill. Approximately 220 members attended the dinner and the business session that followed.

The meeting, which serves to keep the membership posted on the policies and financial status of the organization, was conducted by Credit Union President Z. G. Reiff, Treasurer A. H. Klein and Secretary G. M. Griswold. The guest speaker was Charles T. Thompson of Rockford, Ill., a member of the Illinois Credit Union League and a former director and treasurer of the employee credit union. A dance was held afterward.

The credit union located at Savanna, one of 11 such employee organizations on the Milwaukee Road, was founded in 1935 through the efforts of C. E. Kinney, then chief clerk to superintendent. Mr. Kinney is now retired but still a director.

Starting with a modest membership, it has grown from 150 members in 1940 to 708 at the close of the 1970 fiscal year. Assets have grown correspondingly, from \$92,000 in 1960 to

more than \$544,000 at the present time.

At the close of 1970 the organization paid a 5.5 per cent dividend totaling \$22,310 to shareholders, and also a 10 per cent rebate to borrowers on the interest they had paid on loans totaling \$4,310. Deposits are processed by the railroad through the payroll deduction plan.

All employees on the Dubuque & Illinois and the Iowa divisions and members of their immediate families are eligible for membership in the credit union, which is a non-profit organization operated in the interest of helping employees accumulate savings and obtain loans at reasonable rates of interest.

Edwin G. Hale

Edwin G. Hale, 87, retired agent for the Milwaukee Road at the Union Stock Yards in Chicago, died in Reno, Nev., on Nov. 13, 1970. Funeral services were conducted in Reno, and burial services at Kingston Mines, Ill.

Mr. Hale was a native of Chicago who joined the railroad in 1898 as a clerk in the office of the car accountant.

Advancing through various positions, including that of chief clerk at the Galewood freight station, he was appointed livestock agent in 1930. He retired in 1944.

Mr. Hale was a Master Mason, holding membership in Medinah Temple in Chicago, the F&AM lodge at Glasford, Ill., and the Scottish Rite Bodies. He moved to Reno in 1959 after the death of his wife to live with his daughter and son-in-law, Mr. and Mrs. Ben A. Raggio. Other survivors include his son, Charles W. of Chicago, and two granddaughters.

J. A. Messicci Appointed District Safety Engineer

J. A. Messicci has been appointed district safety engineer on the Iowa, Minnesota & Dakota Division and on the Aberdeen Division to Moberg, S. D., with headquarters



J. A. Messicci

in Minneapolis, Minn. The appointment was effective Jan. 1.

Mr. Messicci, a native of Minnesota, has been with the Milwaukee Road since 1937, starting in the track department at St. Paul. He was made track foreman there in 1948, and became general track foreman-system in 1954. He was appointed roadmaster-system in 1965, and had been headquartered at Minneapolis as roadmaster since 1968.

Appointed Public Relations Representative at Chicago

Steven R. Cony has joined the Milwaukee Road as public relations representative with headquarters in Chicago. His appointment to the position was effective Dec. 1, 1970.



Steven R. Cony

Mr. Cony, a native of Milwaukee, received a bachelor's degree from the University of Wisconsin at Madison and a master's degree in journalism from Northwestern University. He and Mrs. Cony live in Evanston, Ill.

Amendments to the Railroad Retirement Act

As a result of legislation enacted in 1970, regular railroad retirement annuities were increased last year up to 15 per cent. Also, the program for supplemental annuities was refinanced and made permanent. The questions and answers following, based on information from the U.S. Railroad Retirement Board, explain important features of this legislation to railroad men and women.

Benefit Increases

1. Social security benefits were increased retroactive to Jan. 1, 1970. Are the railroad retirement increases also retroactive?

Yes. The increases in regular railroad retirement annuities whether paid under standard formulas or under the "special guaranty" are retroactive to Jan. 1, 1970. The increases under the "special guaranty" were made earlier in 1970. (See question 4.)

2. My regular railroad retirement annuity is figured under a standard formula. How much of an increase can I expect?

It depends on the amount you were receiving plus other factors. If you are not also receiving a social security benefit, the increase in your railroad retirement annuity would be just about 15 percent.

3. I already received an increase in my social security benefit. Does that mean I won't get an increase in my regular railroad retirement annuity?

If your annuity is figured under a standard formula, you will get an increase, but not the full 15 percent because the increase in your social security benefit will not be duplicated. However, you are guaranteed a minimum increase of \$10 unless the full 15 per cent is less than that amount. Similarly, the minimum increase for wives and survivors is \$5. (Note: Persons entitled to an increase were notified by the Railroad Retirement Board.)

4. Why did some railroad retirement beneficiaries receive increases from the Board earlier last year?

Many annuitants, mostly widows and children, received increases automatically when social security benefits were increased effective Jan. 1,

1970, because their benefits are computed under the "special guaranty" provision of the Railroad Retirement Act. Under this provision, railroad retirement beneficiaries received annuities at least 10 percent more than social security benefits would be if based on the same earnings. Under another provision, the maximum annuity payable to the wife of a retired railroader increased from \$115.50 to \$138 (10 per cent more than the highest wife's benefit that could be paid under social security law). As a result, some wives received increases in their annuities, also effective Jan. 1, 1970.

5. I've heard that the new railroad retirement increases are not permanent. Is this true?

Yes. The increases granted in annuities under standard formulas are temporary. Unless extended by new legislation, they will expire after June 30, 1972. However, the increases already granted under the "special guaranty" and the wife's maximum provisions are permanent.

6. What is going to be done to make the temporary increases permanent?

The law provides for a special study commission which will be required to recommend further legislation to Congress by July 1, 1971. The commission will consist of representatives of labor, management, and the public. It is charged by law to study the railroad retirement system and its financing in view of the necessity for providing adequate benefit levels on an actuarially sound basis. This includes the need for raising annuity rates periodically in order to meet increases in the cost of living.

Supplemental Annuities

7. What are the principal provisions of the new law affecting supplemental annuities?

The supplemental annuity program, which previously was due to end Oct. 31, 1971, was made permanent; provision was made to finance it adequately, and eligibility was restricted to employees who cease railroad service by certain dates.

8. How does the law now insure against a shortage of funds for supplemental annuities in the future?

It provides for the Railroad Retirement Board to determine the rate of tax for each 3-month period necessary to provide sufficient funds to pay these annuities. Employers are required by the law to pay the rate determined by the Board.

9. Do employees also pay taxes for supplemental annuities?

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.

10. How is eligibility restricted?

Employees attaining age 65 after 1973 will permanently lose their rights to a supplemental annuity if they continue in covered railroad employment after the last day of the month following the month in which they become 65. (See answer to question 11.)

11. How does the new law apply before 1974?

A special schedule of "closing dates" applies to the years 1971 through 1973 as shown below. The closing date is the last day an employee may work for a railroad and still retain his eligibility for a supplemental annuity.

For employees:	The closing date is:
68 or over in 1970	January 31, 1971.
68 in 1971	Last day of month following month age 68 is reached.
67 in 1971	January 31, 1972.
67 in 1972	Last day of month following month age 67 is reached.
66 in 1972	January 31, 1973.
66 in 1973	Last day of month following month age 66 is reached.
65 in 1973	January 31, 1974.
65 in 1974 and later years	Last day of month following month age 65 is reached.

(Continued on page 14)

(Continued from page 13)

It should be noted that an employee reaches a given age one day before his birthday. For example, an employee born on Jan. 1, 1903, will attain age 68 on December 31, 1970, and will therefore have to retire not later than Jan. 31, 1971. This definition of attained age also applies to regular railroad retirement benefits as well as to social security benefits.

12. If I receive vacation pay after my closing date, will it affect my eligibility for a supplemental annuity?

No. Vacation pay paid after retirement is usually credited to the last day an employee worked. It would not under any circumstances be credited to a period after your closing date if you had actually stopped railroad work before that date.

13. I was 66 years old on my birthday in March, 1970. I have already retired and am receiving a supplemental annuity in addition to my regular railroad retirement annuity. How does the schedule of closing dates apply in my case?

In the same way it applies to an employee who is about to retire. If you return to the service of a railroad after your closing date (Jan. 31, 1972), you will permanently lose your entitlement to your supplemental annuity. The schedule of closing dates does not apply to regular annuities. In fact, if your supplemental annuity stops permanently, your regular annuity will be somewhat higher.

14. I am approaching retirement age and the closing date for employees my age, but I only have 15 years of service and will not qualify for a supplemental annuity. Do I have to retire or stop railroad work by my closing date?

No. The closing date schedule only applies to those eligible for supplemental annuities. You will still be eligible for a regular annuity when you finally do stop working.

15. I will be eligible for a supplemental annuity. Must I actually retire and apply for my annuity by my closing date in order not to lose my supplemental annuity?

No. You only have to stop railroad work. But, if you work regularly

outside of the rail industry afterwards, you may lose your "current connection" (and therefore your eligibility to a supplemental annuity) when you do retire.

16. Are there any exceptions to the closing date schedule? I will not be able to complete the 25 years of service required for a supplemental annuity unless I work for a few months after the regular closing date for employees my age, but I will meet all the other requirements.

Yes, in cases like yours. Employees who have at least 23 years (270 months) but less than 25 years (294 months) of railroad service on their regular closing date can continue working until they acquire 294 months. These employees will retain their eligibility for a supplemental annuity unless they are already qualified or, in the meantime,

become qualified for a social security benefit based on their own earnings covered by that system. In that case this exception would not be applicable.

17. I am not sure of my exact age. How can I be sure of my closing date?

The best thing for you to do is to call or visit the nearest office of the Railroad Retirement Board for help in establishing your legally correct closing date. This will protect your eligibility for a supplemental annuity.

NOTE: The foregoing questions and answers were prepared by the Railroad Retirement Board for the purpose of general information, and do not cover certain exceptions and special cases. Information about such situations is available from field representatives of the Board and at the Board's offices.

New Volume for the Railroad Bookshelf

Workin' on the Railroad. By Richard Reinhardt. 318 pages. American West Publishing Company. \$8.95.

What rail fans do not necessarily need is another book crammed with blueprints, photos and specifications. What they *do* need is a writer who realizes that the history of American railroading is not in its machines, but in the men who make the machinery work. Richard Reinhardt, author of "Out West on the Overland Train," displays this basic understanding in a new book titled "Workin' on the Railroad."

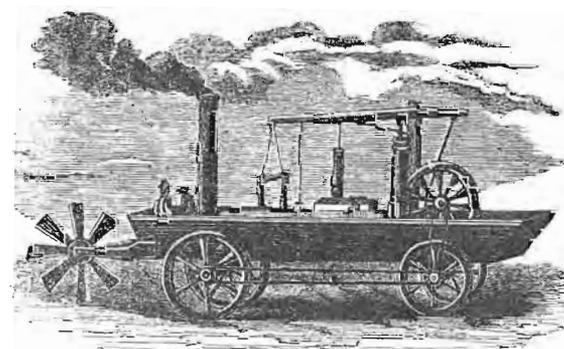
Reinhardt states, "The railroad man, for all his historic importance . . . has achieved only a minor position in American literature . . . It seems to me that no editor has yet pursued the simple course of letting the American

railroad man tell his historic story in his own way." This is the basis for Reinhardt's anthology of first person reminiscences.

The book commences with a description of the "hissing monstrosities" of the Iron Horse era and ends with an autobiographical tale by an engineer who could be the folk hero of American railroading. The chapters between tell of construction camp gunfights, runaway trains, Indian raids, and much more. One anecdote tells of the establishment in the Milwaukee Road station at Waukegan, Ill., of one of the first station eating houses in the United States.

The reader sees rail history through the eyes of both pros and duds. But no matter what facet is discussed, the reader is aware that the discussion is that of a participant, not a historian.

Oliver Evans' Oructor Amphibolis (1804), a quaint ancestor of the steam locomotive; illustration from "Workin' on the Railroad" reproduced from The Scientific American, 1847.



"Skinny Park" Planned on Historic Right of Way Site in Washington



Paul W. Scott, western director-real estate and industrial development (second from right), conveys title to the Milwaukee Road right of way property purchased by Whatcom County to James E. Zervas, chairman of the county park board. Looking on are Robert D. Argue, assistant western director-real estate and industrial development (right), and Kenneth D. Hertz, a director of the Whatcom County Park Board.

"Mini parks," small oases of green a block square or even smaller, are designed usually to break up the monotony of miles of concrete and high rise buildings in major metropolitan areas. They provide a pleasant respite from the pace of big city living.

Whatcom County in northwestern Washington has a park in the making which may be classed as "mini" in the sense that it will be a "skinny park." The site is a narrow strip of land purchased from the Milwaukee Road, consisting of right of way property extending from Maple Falls to Glacier, Wash., on the Milwaukee's line north of Bellingham.

Imagine a park 100 feet wide and seven miles long meandering through the scenic Nooksack River Valley, and the idea of a "skinny park" becomes clear. The land is surrounded by cedar and hemlock forests and the mountainous foothills of the northern Cascades. Featured in plans for its development are wilderness trails for hiking and horseback riding.

The property has an interesting history, having been part of the Bellingham Bay and British Columbia Rail Road Company, one of the first rail lines in the Puget Sound area and the most venerable of the Washington lines which were to become part of the modern Milwaukee Road.

The Bellingham Bay and British

Columbia had its inception about 1872 in trackage built from coal mines in what is now Bellingham to bunkers at tidewater on the Sound. The section between Sumas and Glacier was built in 1900.

This railroad was conveyed in 1912

The only trace of the former railroad on the seven-mile strip of right of way between Maple Falls and Glacier, Wash., is at the point shown here near Warnick, about two miles northwest of Glacier, where the line crossed the Nooksack River. Rock abutments and pile bents that supported the bridge span can be seen from the Mount Baker Highway.



to the Bellingham and Northern Railway Company, which was acquired by the Milwaukee Road in 1918. The seven miles of track between Maple Falls and Glacier were taken up in 1961.

The only remaining trace of the former railroad on the seven-mile strip is at Warnick, Wash., about two miles northwest of Glacier, where it crossed the Nooksack River. Rock abutments and pile bents that supported the bridge across the river can still be seen from the Mount Baker Highway, which parallels the abandoned roadbed at some places.

The Whatcom County Park Board plans to complement the park eventually with adjoining county, state and national forest land, and thus create a "not-so-skinny park."

USSR Plans Rail Exhibit

An exhibit of railroad rolling stock and components to be held in Moscow in July, although planned primarily for Russian railroad officials and engineers, is expected to attract visitors and exhibitors from other countries as well. Welt International Management Service of Chicago, which specializes in counseling American firms on East-West trade opportunities, is providing assistance for U.S. companies interested in participating.

Commission on Railroad Retirement Begins Study of Benefit Financing

The Commission on Railroad Retirement created by the Congress to make an independent study of the railroad retirement system held its first meeting in Washington, D. C., on Jan. 20.

Public Law 91-377 enacted on Aug. 12, 1970 requires the Commission to make a study of the system and its financing for the purpose of recommending on or before July 1, 1971 changes to provide for levels of benefits on an actuarially sound basis.

The Congress further specified that the study should take into account conditions and possible changes in the system and its relationship to the social security system.

The Executive Branch and the Congress agreed on the need for the study when P. L. 91-377 provided a 15 per cent increase in railroad retirement benefits. The increase was enacted on a temporary basis until June 30, 1972.

The Commission consists of five members selected to represent the public, railroad employees and railroad employers. Two were named by officers of the Congress and three by President Nixon.

The Presidential appointees are Theodore O. Yntema, professor at Oakland University, Rochester, Minn., and former vice president of finance for the Ford Motor Company; Charles L. Dennis, president of the Brotherhood of Railway and Airline Clerks; and John P. Hiltz Jr., chairman of the National Railway Conference and former president of the Delaware and Hudson Railway Company.

Appointed by the House and Senate were Kenneth Black Jr., dean of Georgia State University's school of business administration and former chairman of the school's department of insurance; and George E. Leighty, president of the Telegraphers and chairman of the Railway Labor Executives' Association. President Nixon designated Yntema as chairman.

The Commission named as its executive director Michael S. March, a senior staff member of the Office of Management and Budget, who was technical adviser to the President's Commission on Veterans' Pensions in 1955-56.

At the end of the first meeting Chairman Yntema issued the following

statement: "The Commission is charged with a difficult and delicate task of public policy analysis. The recommendations it is required to make will affect the welfare of nearly one million current beneficiaries of the railroad retirement system and some 850,000 workers and their families, and also the economic and financial strength of the railroad industry, which is a vital element of our economy.

"I am pleased that all of the members—representing labor, management and the public at large—have agreed to make a thorough fact finding study and to develop specific recommendations based on a broad consideration of all the facts we can muster within the time allowed."

He added that an important part of the Commission's work will be to obtain the views of organizations and groups affected by the issues, and that it will welcome submissions of analyses and other information in written form so they can be studied by the members and their staff.

Raymond J. Daniel

Raymond J. Daniel, 67, retired district manager of sales at Portland, Ore., died Dec. 3, 1970 in a Portland hospital.

Mr. Daniel joined the Milwaukee Road in 1932 as a clerk in the Los Angeles traffic office. He was named sales representative in 1936, and was transferred to Portland to assume the duties of traveling sales representative in 1951. He was appointed district manager-sales in 1954 and had been retired since 1967.

He was a past president of the Portland General Agents Railroad Association.

Theopolis Green

Theopolis Green, 63, well-known attendant on Milwaukee Road business cars, passed away in Chicago Wesley Memorial Hospital on Jan. 14, following an illness of several weeks.

Mr. Green, a native of Little Rock, Ark., joined the Milwaukee Road as a dining car cook in 1942, after seven years of service with the Illinois

Central. Following brief employment elsewhere and military service in World War II, he returned to the railroad in 1946 and advanced to chef the year following. He was promoted to business car attendant in October 1955.

Services were held at Metropolitan Funeral Parlors in Chicago, with interment in Burr Oak Cemetery, Worth, Ill. Surviving Mr. Green are his wife, Ernestine; a son, Nathan; his mother and a sister residing in Arkansas; and a brother in Detroit, Mich.

Roberts Assumes Wisconsin State Assembly Office



Virgil Roberts

La Crosse Train Dispatcher Virgil Roberts assumed office as Representative to the Assembly, State of Wisconsin, for the second district of La Crosse County

at ceremonies in Madison on Jan. 4. Roberts won the election to the legislature after four successive attempts.

In the assembly he has been appointed to the committees on Natural Resources and on Labor.

Roberts and his wife, Alice, live in Holmen, Wis. They have four children, Janet, a sixth grader at Holmen, a son, Gordon, a sophomore at River Falls University, and two daughters who are married.

Coal Traffic Forecast

The National Coal Policy Conference is forecasting an increase in production output of 200 million tons over the next five years, despite what it described as 'aggressive' government promotion of nuclear powered electrical energy plants and the removal of import restrictions on competitive oil. The conference reported that the industry anticipates renewed demands from industrial users such as the steel industry and power utilities, and stated that 'transportation of the coal will require 12,400 more railroad and barge line workers to handle the added traffic.'

Eunice Stevens Retires After Record Service of 51 Years as D&I Secretary



Superintendent Lloyd H. Walleen presents Miss Eunice Stevens at the retirement party in her honor.

As could be expected, the retirement of Miss Eunice J. Stevens after more than 50 years of faithful service as secretary to the superintendent of the Dubuque & Illinois Division, and almost that many years as the division's correspondent for *The Milwaukee Road Magazine*, was the occasion for a festive send-off.

Approximately 115 of her friends and co-workers converged on Savanna, Ill., the evening of Jan. 16 for a dinner in her honor. Among them, in addition to those in the Savanna area, were well wishers from Chicago, Elgin, Sterling, Shannon, Mt. Carroll and Rockford, Ill.; New Berlin and Sauk City, Wis.; and Dubuque and Davenport, Ia.

Division Superintendent Lloyd H. Walleen was master of ceremonies, and spoke for the gathering in according Eunice the recognition and good wishes she so well deserved. He also represented her friends on and off the railroad in presenting her with a color television. L. J. O'Rourke, chief clerk to superintendent, represented her office co-workers in gifting her with an electric typewriter.

Eunice retired 51 years to the day after she first came to the Milwaukee Road. She was graduated from Savanna High School in 1919 and worked for a local lawyer from Sept. 10 to Dec. 31, when she left him to join the railroad as a stenographer to the general yardmaster at Savanna. She held that position until the following March, when she became secretary to the

division superintendent. Over the years she served 19 superintendents in that capacity.

Eunice's more than 50 years of continuous service on a secretarial position may be a record in the railroad industry. Certainly, it is unique on the Milwaukee Road. As a correspondent for *The Milwaukee Road Magazine* from the late 1920s through Dec. 31, 1970, she also served the interests of its readers longer than any present day contributor.

Eunice has many long-time associations in Savanna to occupy her time. She is a charter member of the Wa-Tan-Ye Club, in which her activities have included those of club pianist.

She was a director of the employees' credit union in Savanna from 1939 to 1968, and for many years served as the treasurer. She was active also in *The Milwaukee Road Women's Club*. Upon retiring, Savanna Chapter presented her with an individual gift in appreciation for her long service on its membership committees.

As anyone who was ever associated with Eunice will tell you, she also had a record for kindness and thoughtfulness to her fellow workers, and above all, for faithful service to the Milwaukee Road. (Photos by *Walter I. Shrake*)

(The article above was contributed by Mrs. Esther Nast, assistant chief clerk

in the headquarters office of the Dubuque & Illinois Division. Esther has succeeded Eunice Stevens as secretary to superintendent and also taken over her duties as correspondent for *The Milwaukee Road Magazine*.)

Sales Representative Koch Honored Upon Retirement

Rudolph Koch, sales representative in Milwaukee, Wis., retired at the close of 1970 after serving the Milwaukee Road 48 years.



Rudolph Koch

Mr. Koch, who is a native of Milwaukee, started there in 1922 as a clerk in the office of the superintendent of motive power. He transferred to the traffic department in 1924, and was appointed a sales representative for the city of Milwaukee and the State of Wisconsin in 1943.

As the expeditor of shipping service for *The Milwaukee Journal*, Mr. Koch was honored by his friends on the paper at a surprise luncheon on Dec. 8. His railroad associates and other friends among shippers honored him also at a luncheon at the Como Inn on Jan. 8. He and his wife, Margaret, will continue to make their home in Milwaukee. They have a son and several grandchildren living in St. Louis, Mo. (*Milwaukee Journal photo*)



Friends of Miss Stevens wish her many years of happy retirement. Greeting her are L. H. Rabun of Savanna, retired superintendent of shops at Milwaukee, and Mrs. Rabun, followed in line by Miss Anna Cush. At Eunice's left is her niece, Judy Stevens.

We're going to greater lengths than ever

It's the same 10,500 miles of track we had, but we now go a lot farther over this track to deliver or receive freight cars than we ever could before. Eleven new gateways were opened last year for us to interchange traffic with the Burlington Northern, which was formerly restricted to St. Paul-Minneapolis.

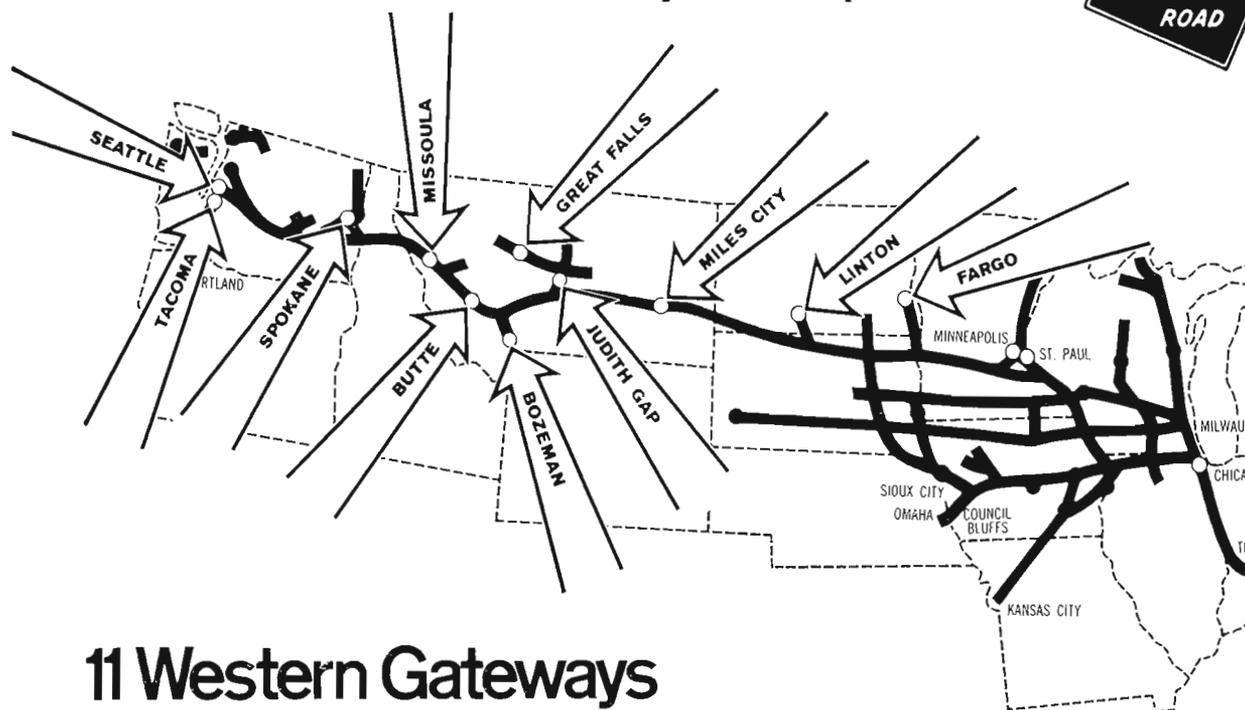
More Advantages for Shippers

These new gateways, plus our newly acquired access to Billings, Montana, mean broader transit, reconsignment and diversion privileges for our shippers. More markets. More sources of supply. More stop-off points.

Ship Farther on the Milwaukee Road

The Milwaukee Road is delighted to offer these new services to its shippers. We invite you to "talk them over" with our Sales Representatives—and to ship farther with us than ever before possible. The Milwaukee Road, Union Station Building, Chicago, Illinois 60606.

Now you can ship farther on...



11 Western Gateways

RETIREMENT

The following employes' applications for retirement were reported during November-December 1970

General Office & System Employes

Cursio, A. J. Trav. Mail & Bag. Agt. Chicago, Ill.
 Gretler, E. E. Special Acctg. Chicago, Ill.
 Jackson, R. Chef-Cook Chicago, Ill.
 Jakubec, J. A. Asst. to Vice President Chicago, Ill.
 Kuedde, Helen G. Machine Opr. Chicago, Ill.
 McCants, C. B. Payroll Typist Chicago, Ill.
 McShea, T. J. Yard Clerk Chicago, Ill.
 Miles, B. G. Review Clerk Chicago, Ill.
 Newton, J. L. Cook Chicago, Ill.
 Pottsmith, H. C. Supt. Work Equipmt. Chicago, Ill.
 Schiewe, E. O. Vice Pres. & Gen. Csl. Chicago, Ill.

Aberdeen Division

Fishback, W. W. Conductor Aberdeen, S. D.
 Kiroff, M. T. Sect. Laborer Montevideo, Minn.
 Lotzer, L. M. Chief Clerk Aberdeen, S. D.
 Rue, M. D. Stockyard Foreman Aberdeen, S. D.

Chicago Terminals

Benham, H. M. Conductor Bensenville, Ill.
 Brieske, E. J. Check Clerk Chicago, Ill.
 Goerner, E. C. Pipefitter Chicago, Ill.
 Graczyk, A. Carman Chicago, Ill.
 Haluska, P. Checker Chicago, Ill.
 Hobballe, A. Engineer Chicago, Ill.
 Jindra, C. T. Painter Chicago, Ill.
 Jindra, Frank Painter Chicago, Ill.
 Lange, Roy Loco. Engineer Bensenville, Ill.
 Michaelcamp, J. J. Machinist Helper Chicago, Ill.
 Nicke, J. R. Machine Opr. Chicago, Ill.
 Phillips, J. D. Yard Clerk Bensenville, Ill.
 Rivera, E. B. Laborer Bensenville, Ill.
 Taubman, H. E. Loco. Engineer Bensenville, Ill.
 Vick, R. C. Loco. Engineer Bensenville, Ill.

Coast Division

Conn, A. B. Fireman Tacoma, Wash.
 Karr, H. F. Sect. Foreman Lind, Wash.
 Martelli, A. Carman-Welder Tacoma, Wash.
 Meacham, G. M. Sect. Foreman Tacoma, Wash.
 Postma, John Track Laborer Sumas, Wash.

Dubuque & Illinois Division

Gadberry, J. H. Sect. Laborer Seymour, Ia.

Hagensick Laborer Marquette, Ia.
 Hallberg, H. W. Laborer Guttenberg, Ia.
 Hammen, B. F. Loco. Engineer Savanna, Ill.
 Hoffman, R. F. Machinist Helper Savanna, Ill.
 Mefford, C. L. Asst. Roadmaster Savanna, Ill.
 Morgano, John Laborer Savanna, Ill.
 Norenberg, E. F. Crane Opr. Elgin, Ill.
 Roberts, H. W. Sect. Laborer Savanna, Ill.
 Stonkas, P. L. Loco. Engineer Dubuque, Ia.

Iowa Division

Chadima, W. Rate Clerk Cedar Rapids, Ia.
 Clark, F. E. Laborer Madrid, Ia.
 Maresh, J. F. Machine Opr. Cedar Rapids, Ia.

Iowa, Minnesota & Dakota Division

Alsager, M. L. Sect. Laborer Vermillion, S. D.
 Bergeson, C. B. Agent Whittimore, Ia.
 Binderup, H. E. Storekeeper Mitchell, S. D.
 Bird, J. R. Carman Sioux Falls, S. D.
 Blais, B. G. Sect. Foreman Vienna, S. D.
 Mienar, C. Checker Austin, Minn.
 Mullen, J. D. Agent Wagner, S. D.
 Oaks, A. L. Sect. Laborer Armour, S. D.
 Reisdorf, C. M. Engineer Mason City, Ia.
 Scott, C. H. Sect. Laborer Mitchell, S. D.

La Crosse Division

Anderson, G. E. Engineer Portage, Wis.
 Aron, M. C. B&B Foreman La Crosse, Wis.
 Garrity, E. W. Clerk Madison, Wis.
 Lundquist, B. C. Cashier Eau Claire, Wis.
 Maass, G. H. Foreman Portage, Wis.
 Maddrell, D. E. Sect. Foreman Monroe, Wis.
 Nelson, M. A. Engineer Wausau, Wis.
 Robison, V. A. Conductor Wausau, Wis.

Milwaukee Division

Hietala, A. O. Asst. Roadmaster Channing, Mich.
 Ziebell, F. A. Signal Maintainer Horicon, Wis.

Milwaukee Terminals & Shops

Bentley, E. L. Clerk Milwaukee, Wis.
 Brieger, F. J. Chauffeur Milwaukee, Wis.
 Brzezckowski, C. J. Pipe Fitter Milwaukee, Wis.

Charland, L. A. Conductor Milwaukee, Wis.
 Crowley, C. E. A. A. R. Clerk Milwaukee, Wis.
 Jackson, S. Laborer Milwaukee, Wis.
 Knuth, H. E. Janitor Milwaukee, Wis.
 Lofy, E. F. Chauffeur Milwaukee, Wis.
 Mann, D. M. Electrician Milwaukee, Wis.
 Murphy, W. F. Caller Clerk Milwaukee, Wis.
 Nikolas, Jonas Asst. Signalman Milwaukee, Wis.
 Witters, T. J. Yard Conductor Milwaukee, Wis.

Rocky Mountain Division

Goodsell, C. R. Sub. Station Opr. Piedmont, Mont.
 Notton, R. E. Agent-Operator Roundup, Mont.
 Sturdevant, L. L. Sect. Laborer Miles City, Mont.

Terre Haute Division

Burdsall, L. Carpenter Terre Haute, Ind.
 Wellman, P. J. Loco. Engineer Terre Haute, Ind.

Twin City Terminals

Hanson, H. C. Flagman Minneapolis, Minn.
 Back, W. L. Stationery Engr. Minneapolis, Minn.
 Dorsey, R. E. Loco. Engineer Minneapolis, Minn.
 Hatch, E. D. Yard Conductor Minneapolis, Minn.
 Kolbow, L. W. Frt. Carman St. Paul, Minn.
 Olson, Swan Carman St. Paul, Minn.
 Richard, A. J. Car Accountant Minneapolis, Minn.
 Rutter, H. E. Car Inspector St. Paul, Minn.
 Wagy, R. N. Loco. Engineer Minneapolis, Minn.

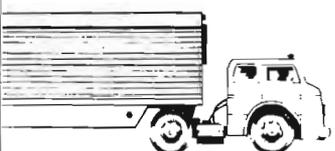
Paul S. Prevey Sr.

Paul S. Prevey Sr., 82, retired assistant engineer, died in Minneapolis, Minn., on Oct. 1, 1970. Funeral services were held in that city.

Mr. Prevey was a veteran of the construction of the Milwaukee Road in the far West, starting in 1906 as a chainman in Montana. He later was assigned to valuation work, and in 1920 was made the railroad's first general water inspector in charge of well drilling, pumping equipment and other water facilities for the operation of steam locomotives. He was appointed an assistant engineer in 1949 and served in that capacity until 1952.

Mr. Prevey is survived by his wife, Madeline, a son, Paul S. Jr., three grandchildren and two sisters.

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Milwaukee Terminals MUSKEGO YARD & PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Georgia Flohr, daughter of Milwaukee Terminal Engineer A. G. Flohr, was married on Dec. 20, 1970 to Robert Strack, the grandson of Retired Road Engineer H. Cumminsford Strack. Both are graduates of the University of Wisconsin, Milwaukee. The bridegroom, who is with the armed forces, will return to New Jersey, from where he will leave for duty overseas, and the bride will remain in Milwaukee, where she is a teacher in the school system.

Gerold Heaton, son of Switchman Russ Heaton, married Peggy Swanson in Colorado Springs on Nov. 7, 1970. He is now in the Army.

Received a note from Retired Yard Conductor Ken Christopherson, who is enjoying retirement in good health in sunny California. Why not drop him a line? His address is 24916 E. 2nd Street, San Bernardino, Calif. 92408.

Many happy years of retirement to Switchman Taylor Whitters, who retired on Nov. 29, 1970, and to Conductor Louis Charland, who retired on Jan. 1.

Congratulations to Switchman Daryl Ternouth and his wife on the birth of a boy, Craig, on Dec. 2, 1970.

We welcomed two new callers at Muskego Yard—Larry Blintz, first shift road caller, and Jack Ridings, relief road caller.

Switchman Jack Krause is in the Navy and located at Widbee Island in Washington State. He is now a 3rd class aviation machinist mate. He recently received a Meritorious Unit Commendation for service aboard the *U.S.S. Oriskany*, and is also the recipient of the Armed Forces Expeditionary Medal for participation in the Korean military operation.

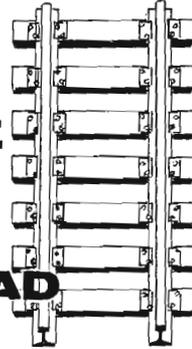
Sympathy was extended to the family of Milwaukee Terminal Fireman Terrence J. Quin, 38, who passed away suddenly on Dec. 18, 1970. He is survived by his wife, Margaret; four sons, Kerry, Patrick, Terrence, and Mark, a sergeant in the Air Force who formerly worked at North Avenue; his parents, Mr. and Mrs. J. E. Quin of McLean, Va.; and four sisters, all in the East. He was also a nephew of General Superintendent and Mrs. R. R. Brown.

Funeral services were held at St. Rose's Church in Milwaukee.

We also extended sympathy to the families of Retired Switchman Charlie Schulz, who passed away on Nov. 1, 1970, and of Retired Switchman John Howard, who died on Dec. 12, 1970.

Deer hunting parties in the Terminal bagged the following: Switchman Merlin Hodel, a 9-point buck; Switchman Donald Christian, a spike buck; Switchman George Apostolof's son Gregg, a party deer; Switchman Al Henn's 15-year-old son Steven, a spike buck; Switchman Charlie Kuchan's son Dale, a 5-point buck; C&M Brakeman Charlie MacDonald, a forked horn buck; Switchman Dot Musselman's

ABOUT PEOPLE OF THE RAILROAD



wife, a 9-point buck; Switchman Gordon Gerbing, an 8-point buck; and Switchman Dennis La Rue, a Waukesha doe. It was a good hunting season for all, but it seems that the youngsters did better than the dads.

Sympathy was extended to the family of Milwaukee Terminal Engineer Lloyd P. Bockhop, 48, who passed away suddenly on Jan. 8. He is survived by his wife, Ivy, chief clerk in Division Engineer R. J. Brueske's office here in the Milwaukee depot; also his mother, a brother, Merle, and a sister, Marilyn. Lloyd started with the Milwaukee Road as a fireman on Nov. 19, 1945, and for the past year had been on a disability pension. Funeral services were in Milwaukee under the auspices of Lafayette Lodge No. 265 F&AM, with interment in Highland Memorial Park. He was a member of Blue Mound Memorial Post No. 61 Amvets, the American Legion, Brotherhood of Locomotive Engineers, Milwaukee Travelers, Consistory and Tripoli Shrine.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Clifford Johannsen has completed a four-year stint in the Air Force and returned to the machine room to take up the position of lead machine operator.

Many thanks to R. E. Vischer, regional data manager, for the beautiful Christmas tree this last year, and to the committee for the decorations, which again were outstanding. A catered lunch in the office Dec. 18 with Christmas music was a pleasant holiday highlight. Dinner and dancing at the Hofbrau House on Dec. 5 provided an outlet for that extra Christmas spirit. Kitty Koralewski deserves the credit for spearheading both events.

Ruth Kerr is on the sick list at this writing and recuperating at home following a hospital confinement.

Sympathy was extended to Bill Clerk Willie Powell on the death of his mother, Mrs. Ruthie Ward. She is survived also by her husband, Augusta; four daughters, Mary, Rogusta, Mattie and Sandra; three grandchildren; her mother, Mrs. Maggie Gibson of Bogalusa, La.; and a sister.

AGENCY

Assistant Agent R.D. McLean has left the service of the Road after 28 years to take the position of business manager of the Hartford, Wis., high school. On his last day, Dec. 15, he was presented with an attache case and honored with a cake and coffee party.

The following is part of an article about Barney Nowicki, retired switching clerk, which was published recently in the *Los Angeles Times*: "The Polish artist maestro, Barney Clifford Nowicki, will exhibit a select few of his paintings, including portraits of celebrities and landscapes, from 2 to 4 P.M. Sunday, Nov. 15, at the home of Mr. and Mrs. Herbert White, 124 S. Rosemore Ave. Mrs. White is president of the California Cultural Club, Inc., which will also present a musicale. The event is open to the public.

"In the collection will be a composite of Mrs. Richard Nixon, Mayor Yorty, the portrait of the late director of photography of Universal, Andrew J. McIntyre, etc. The maestro spent his earlier life in Milwaukee, attended the Chicago Art Institute, and finished his studies under the European portrait painter, Prof. Vladimar Shamberg."

Chicago Terminals GALEWOOD

Eleanor P. Mahoney, Correspondent

Although the 1970 holidays are long past, the memories linger on, especially of the Christmas luncheon held Dec. 23 in the upstairs Galewood office. The Regional employees, retired employees and guests enjoyed the spread prepared by the Melody Food Mart, which is owned by the sister of our per diem clerk, Irene Dumanowski. The retirees included Emily Young, Tillie Bloom, Dorothy Parsons, Norma Gunderson, Mae Graney, Hattie Blackman, Herman Hanson, Jack Connolly, Grace Proctor, Mathilda Nauheimer, Ann Oldorff, Robert W. Maloney and former agent A. E. Ward.

Sympathy was expressed to the family of

(Continued on page 22)



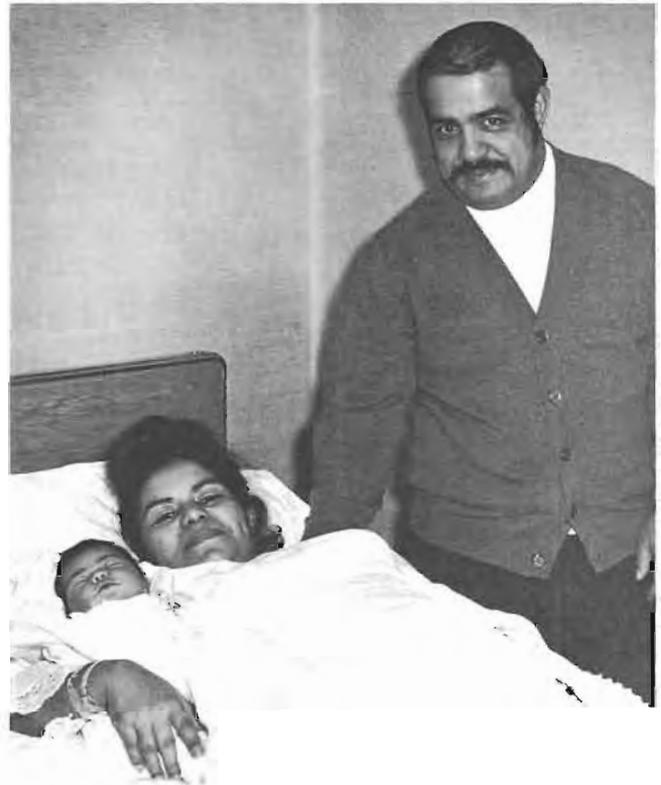
Luther Buxton, business car attendant (left), and Al Chaney, business car chef, share the spotlight at the Seattle employees' annual Christmas party as B. E. Lutterman, vice president and western counsel, presents them with Silver Passes in recognition of 45 years' service. For details, see Correspondent Laura K. Schaub's items.



LAST RUN. Dubuque & Illinois Conductor M. G. "Mattie" Pollock receives his train orders from Chief Dispatcher Larry Nigus for his last trip on the City of Los Angeles before retiring at the end of 1970. He and Mrs. Pollock will continue to make their home in East Savanna. They have two daughters and six grandchildren.

FIRST BABY BORN IN MILWAUKEE IN 1971

was a little girl for Mr. and Mrs. Ralph Analla. The proud father is a brakeman and conductor on the Chicago-Milwaukee line, and Mrs. Analla is a court reporter for the State of Wisconsin. Guadalupe, as the baby was named, is also their first child. She arrived at St. Joseph's Hospital in Milwaukee at 12:07 A.M. on New Year's Day weighing 8 pounds 1½ ounces at birth.



TO REMEMBER THEM BY. Co-workers of Lawrence Burdsall, B&B carpenter on the Terre Haute Division (center), present him with a Skilsaw as a retirement gift. From left are Chief Carpenter H. E. Schrab, Carpenters Frank Schaefer and Chester Gabbarel, and B&B Foreman Dale Resler. Burdsall's recent retirement concluded 34 years of service in the B&B department on the Terre Haute line.

CALLING IT A CAREER

at Milwaukee Shops after 44 years' service, Sheetmetal Welder A. Sweitzer, center, receives good wishes from R. E. Baum, left, and Assistant Blacksmith Foreman K. Friesner. Sweitzer was general chairman of the sheetmetal workers district council No. 76. He and Mrs. Sweitzer plan to spend the spring at their lake home in Crivitz, Wis., and to visit the Scandinavian countries in May.



"ALL CLEAR" SAFETY RECORD

was credited to Fireman A. B. Conn (center), who retired last November after 27 years of service on the Coast Division. Congratulating him on his outstanding record are District Safety Engineer R. J. Finnegan (left) and W. R. Ferrier, trainmaster-traveling engineer. Conn will make his home in Hannibal, Mo.



GOLD PASS SERVICE. Elmer Goerner, pipefitter at Western Avenue Yard in Chicago, is presented his 50-year Gold Pass by District Master Mechanic E. J. Mueller. Mr. Goerner is a recent retiree from railroad service.

Arthur Kramp, retired chief clerk of the old Kinzie St. station, who passed away recently.

Kevin Lloyd, son of Assistant Agent Tom J. Lloyd, is one of a group of seven young guitarists working with Father Kelly of St. Peter's Church in Itasca to provide music for the guitar Masses.

Mike, the Lloyds' younger son, was recently honored by making the all-tournament team at a basketball



Look Who's Ho-Ho-ing!

Of course you recognize the face. Wouldn't anyone? Keith E. McClain, of the vice president-operation staff in Chicago, agreed to make like Santa Claus as co-chairman of entertainment for the Christmas program of the Scottish Rite Bodies, Valley of Chicago, and here is the result, together with a shot of how the makeup went on.

Keith serves Scottish Rite in various capacities — Director of Work for Consistory Degrees; editorial assistant on the Scottish Rite magazine; treasurer of the Scottish Rite Bowling League; member of the Reception and Hospitality unit; officer in Rose Croix Chapter; and scribe for both the bowlers and Rose Croix. Small wonder he's known as 'a good worker for the Rite.'



tournament in Woodstock, Ill. Mike is a regular on the Lake Park High School team at Medinah, Ill.

Sympathy was expressed to the family of Ted Deron, who passed away last Dec. 3. Ted was assistant general foreman of the freight house when he retired on Dec. 10, 1960.

Alan Roloff, grandson of Retired Agent B. M. Smith of Division Street, was recently selected as a Junior Enlisted Aide in the Army and promoted to Private First Class. He received a very fine commendation from Maj. Gen. Donn R. Pepke, Deputy Chief of Staff for Individual Training.

Sympathy was expressed to Loretta Anderson, our TOFC clerk, upon the death of her sister on Jan. 1; also to our demurrage supervisor, E. J. Glowsczewski, upon the death of his brother last Dec. 31.

Marie Riley, Galewood's waybill stamper and stripper, marked 27 years of loyal service to the Milwaukee Road with her retirement on Jan. 29.

Dave Stuebner, one of our young demurrage clerks, informs me that his cat had six kittens Jan. 14. He would like to give them away to anyone who is interested. They are black and white.

Willard Van Hall, stower, retired on Jan. 29 after 33 years of service. He had worked at the Candy House for the last dozen or so years.

Sympathy was extended to the family of Frank Ellis, retired janitor, who passed away Jan. 11. Frank retired on Dec. 23, 1967.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Chief Joint Facility Examiner William and Mrs. Bowe on the birth of their third grandchild, a boy named Stephen William. The proud parents are Gerald and Beverly Bowe.

Three typists retired recently—Joe Bird last Oct. 14, Kitty McCants on Nov. 30, and Helen Kuedde on Dec. 4. They were honored on "their day" with an office party at which they received gifts from their co-workers and personal gifts from many of their friends.

My granddaughter, Nancy Dombrowski, appeared on the NBC TV show "It's Academic" on Jan. 2 playing a medley of Spanish numbers on the electric organ. The show was originally scheduled for Dec. 26 but was preempted by a football game.

Ann Kennedy, retired timekeeping clerk, informed me that her daughter, Shirley Klein, who is in the U.S. Army, had the men paint and clean her unit's quarters when it arrived in Vietnam, and when the work was completed they named it "Shirley Klein Quadrangle." When Shirley made CU4, she received a Bronze Star and a plaque inscribed with the names of the men. Upon her return from Vietnam, she was made personnel officer of the A.G.

Sincere sympathy to Mrs. Hank Russell and her family on the death of Mr. Russell, who passed away in Minneapolis last Dec. 12 at the age of 76 years. Services were held in Minneapolis. Mr. Russell retired 11 years ago as chief disbursement accountant.

Irene Hughes passed away in Minneapolis on Dec. 27. Miss Hughes retired as assistant bureau head of the payroll bureau.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

E. P. Henry Jr., who had handled dimensional shipments in the office of the general superintendent of transportation since July 1966, accepted a position as supervisor of traffic service for the Allis Chalmers Manufacturing Co., Milwaukee, commencing Dec. 15, 1970. We extend to him best wishes in his new position.

Robert D. Quillinan has replaced Mr. Henry in Mr. Torpin's office in the handling of dimensional shipments.

Mary Lou Gleason, secretary in the transportation department, and her husband, Richard, enjoyed a two-week holiday in December in the South Pacific. They spent their time in Tahiti, Bora Bora, Fiji and Honolulu. In spite of the long plane trip and a "small" typhoon in Fiji, they highly recommend a South Seas adventure.

L. Michael Kenny, assistant to the general superintendent of transportation, and his wife, Mary Ann, welcomed an 11-pound boy, Patrick Michael, on Dec. 22, 1970.

Rocky Mountain Division

EAST END

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

Following a social hour at the Green Acres in Roundup, Mont., a no-host buffet dinner was held in honor of Agent R. E. Notton of Roundup on the occasion of his retirement following 45 years of service. About 45 friends from various locations, including Great Falls, Harlowton, Lewistown, Billings, Denton, Ingomar, Ryegate and Miles City, were present. M. G. Denny and F. J. Galvin of the sales and service department spoke on their association with Bob, as did H. J. Mahoney and P. M. McLean.

Mr. Notton started as an operator on Dec. 30, 1925 and served at various stations on the old Trans-Missouri Division before becoming agent at Roundup. He also held the position of local chairman for the ORT for 15 years. He was presented a hand tooled billfold with a telegrapher's sounder tooled on it, along with some crisp bills from his many friends. Mr. McLean served as master of ceremonies for the event and made the presentation.

Congratulations are extended to Retired Section Laborer and Mrs. Jacob Opp, who celebrated their 50th wedding anniversary on Nov. 7. The Opps lived in Plevna, Mont., until they moved to Miles City in 1958. Mr. Opp retired in 1961.

Over 60 Milwaukee senior citizens attended a Christmas party and dinner given by the Milwaukee Road Women's Club. Following the dinner there was a gift exchange, cards and visiting. The party was termed a huge success.

The Miles Community College in Miles City has inaugurated a plan of giving senior citizens passes to all college athletic contests. Claude O'Brien, retired perishable freight inspector, had the pleasure of being first to register and receive a pass. Those who know Claude will be pleased to learn he is still an enthusiastic sports fan.

Carman Vic Hough and wife, both avid fishermen, had their pictures in the local

(Continued on page 24)



OUTSTANDING SAFETY RECORD. John Morgano, roundhouse laborer at Savanna, Ill., is congratulated by Division Master Mechanic R. E. Magnuson upon retiring last December after 50 years of service, and without a reportable injury on his record. He and Mrs. Morgano make their home in Savanna. They have three sons, two of whom work for the Milwaukee Road.



SILVER PASS SERVICE. Emil Olson, foreman of the frog shop at Tomah, Wis., displays the Silver Pass presented to him recently in recognition of 45 years of service with the Milwaukee. Offering congratulations are Carl Weiss, stockman in the material division (from left); Blacksmiths Earl Marquardt and George Bluhm; Machinist Elmer Hancock; Leonard Crawford, storehelper in the material division; and Machinist Keith Storkel. (Photo by Stockman Donald Rehm)



RETIRING WITH 45 YEARS OF SERVICE, E. R. Pasch, clerk at Marinette, Wis. (second from right), is presented a Silver Pass by Assistant Superintendent A. G. Beauvais. Looking on are Agent Bill Bottger (left) and D. H. Parker, sales representative at Green Bay, Wis. Mr. Pasch retired at the close of 1970.



LAST RUN. Conductor T. W. Anderson shown (center) as he retired last year at Aberdeen, S. D. Wishing him well are E. H. Hopper, trainmaster-traveling engineer (left), and Trainmaster E. P. Galiher. Anderson had 34 years of freight and passenger train service, 27 as a conductor. He will continue to live in Aberdeen and enjoy the summers at his home on Richmond Lake.



DUBUQUE & ILLINOIS RETIREMENT. Howard M. Benham, conductor on the D&I First District, receives the good wishes of Assistant Superintendent L. F. Shanahan upon retiring last December after 33 years of service. He and Mrs. Benham, who lived in Bensenville, Ill., have purchased a new home in Mt. Carroll, Ill.



VETERAN CARMAN RETIRES. Carman Leroy Kolbow, St. Paul (left), retiring with 45 years of service, is presented a Silver Pass with the congratulations of Car Foreman A. L. Parsons. Kolbow's service date of Jan. 16, 1925 included working in Milwaukee and Minneapolis as well as St. Paul.



GOOD WISHES GALORE were expressed to Marilyn McNicholas, secretary in the mail, baggage and express department in Chicago (seated) upon her retirement Jan. 15. Attending an open house in her honor are her sister, Mrs. Kathryn Schabinger (from left), Miss Carolyn Mackreth and Mrs. Rosebud Wittwer, both former employees of the Milwaukee Road, and a personal friend, Mary Foran. Gifts marking the occasion included an engraved plaque "for many, many years of loyal and untiring efforts from her many, many friends on the Milwaukee Road," and a clock-radio from her office co-workers. A group of about 70 railroad women and personal friends honored her also at a luncheon in the Union Station Canterbury Room. Miss McNicholas joined the Milwaukee in 1922 in the office of the superintendent of transportation and became secretary in the mail, baggage and express department in 1934. She has been active in the Milwaukee Road Women's Club for many years, currently as recording secretary general.

paper recently showing a string of rainbow trout they caught while ice fishing. The article specifically didn't mention the location of the reservoir. Could be the Houghs have a good reason.

We extended congratulations to G. A. Stuckey on his transfer to the agent's position in Great Falls, and a welcome to Lee Hopkins and family. Lee has been named agent at Miles City, coming from Ipswich, S. D.

A no-host dinner was held at the Met Cafe honoring Section Laborer L. L. Sturdevant on the occasion of his retirement. Lee worked at various locations on the Musselshell seniority district, including seven years with extra gangs, and had been a foreman prior to the extension of sections. Upon retiring on Oct. 31 he had 43 years of service. He was presented with a monetary gift and billfold by his friends.

Congratulations to Gary Preston, son of Brakeman and Mrs. K. Preston, on his recent marriage to Beverly Olson. The young couple will make their home in Billings, where Gary will be completing his senior year at Eastern Montana College.

With our servicemen: Marine Cpl. Larry D. Bennett, son of Conductor and Mrs. C. W. Bennett, has returned to the Marine air station at Iwakuni, Japan, following a three-week training deployment to Okinawa . . . Marine Pvt. William O. Smith, son of Retired Section Foreman and Mrs. Herman Smith, recently graduated from basic training at the Marine Corps recruit depot in San Diego.

Retired Dispatcher and Mrs. Earl Farr recently celebrated their 64th wedding anniversary with a dinner at the Topper Club in Bozeman. They were visiting at the time with their daughter and son-in-law at their cabin on the Gallatin River south of Bozeman. Also attending were Retired Chief Clerk and Mrs. Earl Gilmer, friends of the Farris for over 50 years.

Sympathy was extended to Signal Inspector and Mrs. Larry Natzel on the death of their two-and-a-half month old daughter Lucy . . . And to the two daughters of Mrs. Harvey Bishop, who had been the wife of Retired Baggageman Bishop. It was learned just recently that Mrs. Bishop passed away in August.

RETIREMENT GET-TOGETHER.

Anthony Graczyk, carman at the Western Avenue coach yard in Chicago, retired last November after more than 47 years of Milwaukee Road service. Shown at a party in his honor are Electrical Foreman M. F. Dummler (from left), Mr. Graczyk, Coach Yard Foreman E. F. Buchholtz and Retired Steam and Air Foreman Edelmann.



DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

The Milwaukee Road Women's Club held its annual Christmas party Dec. 22 at the Deer Lodge Women's Clubhouse. A talent program was enjoyed, as well as a Christmas carol sing. Cookies and punch were served, and each child was presented with candy treats by dear old Santa Claus himself.

It was hoped that Clara, wife of Chief Clerk H. B. Johnson, would be released from Powell County Memorial Hospital in time to enjoy the Christmas holidays at home. She had been confined to the hospital since Sept. 13, having undergone surgery.

Fireman Eugene R. Cornell of Deer Lodge died Nov. 22. He was born in Ord, Neb., in 1907 and moved to Deer Lodge in 1944. Survivors include his wife, Margaret, and three daughters. Burial was in Hillcrest Cemetery, Deer Lodge.

Ivan Millen of the engineering department left the railroad recently after six years of service to work for the U. S. Forestry department. He and Mrs. Millen are residing in Missoula, Mont.

Trainmaster and Mrs. M. E. Beckert are the proud parents of a boy born on Oct. 12, 1970. He joined a sister and brother.

Yardman and Mrs. F. M. Humphreville are the proud parents of a girl, born Dec. 17, 1970. She also has a brother.

Rocky Mountain BRAC Lodge 66 had a Christmas dinner on Dec. 19 at Landon's Supper Club in Deer Lodge, with 29 members attending. Gifts were exchanged, and everyone had an enjoyable evening.

Your news correspondent, Mrs. O. E. Lake, enjoyed a three-week vacation snowmobiling at her mountain home in the Swan Lake, Mont., area.

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Steve LaRocque, section foreman at Fairfield, Mont., retired in November. Steve started working with the Milwaukee in 1926. He and his family will continue making their home in Fairfield.

Guy L. Kester, 78, retired cashier of Lewistown, passed away recently after a long illness. He came to Montana from Missouri to work as a ranch hand in 1912, and married Anna Reuther in 1915. After working on

ranches, he taught school at Glengary and at the Rogers School near Half Moon Pass in the Big Snowy Mountains. He was also employed at the Post Office before coming to the Milwaukee in 1922, where he worked until Jan. 31, 1961. His son, Charles Ray Kester, is with the Milwaukee at Seattle.

Trainman Ed Scanlon was injured severely when he and "Nig" Phalen were deer hunting on Upper Big Elk. A gun exploded and caused serious injury to his left hand. Bleeding can be a big problem when so far from a hospital, but the trip to the hospital was in time and recovery is well on the way.

Another landmark in our area was leveled when the elevator at Lavina, Mont., burned Dec. 20 early in the morning. Many tons of wheat also burned.

We are experiencing a winter more appropriate to the eastern part of our state. At this time of year we usually have daytime temperatures of 45 and no snow, but this year we have snow and zero temperatures. We are not having any winds, which probably has caused this condition.

Retired Engineer Ben C. Schultz, 80, passed away recently following a fire in his trailer home at Miles City. He was born in Illinois, came to Montana at age 17, and started railroading with the Great Northern at Garneill. He later came to Harlowton and joined the Milwaukee. He and his wife, Audrey, moved in 1924 to Miles City, where Mr. Schultz worked as a locomotive engineer until his retirement.

Aberdeen Division EAST END

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

Brakeman Tom McKeown, our newest on the seniority list, has a watch that is not the usual run-of-the-mill. It's a Hampton with a gold train chugging along the track on the case, and belonged to his greatgrandpop, John McKeown, who was a section foreman at Webster when nobody even knew there would some day be a Tom McKeown.

Don Rue, long time stockyard foreman at Aberdeen, has taken the pension and there was a party last November in his and Naomi's honor. They were presented with electric tools for a gift.

At the home of Section Foreman Don Friauf there's a new little girl named Nancy Kay. She was born in October and came to the Friauf home to make it bright and busy on Nov. 12.

Retired Agent Paul Glander and his wife, of Glencoe, Minn., celebrated their 50th wedding anniversary. Traveling Roadmaster Joe Eliason and his wife recently observed their 25th anniversary.

Conductor Clyde Adamson finally grew weary of his back troubles over the years and submitted to disc surgery. We expect to see him back on the job before too much longer. Relief Clerk "Blackie" Paugh of Montevideo has been in and out of the hospital the past couple of months. Helping out as night clerk during his absence is Donald Anderson.

W.C. (Chick) Whitham is back in Aberdeen as division engineer, replacing F.P. Pawlak, who was transferred to Austin. Roadmaster L. Pauli of Aberdeen was transferred to Savanna, and his position on

Coeur d'Alene, an Ideal Place to Hang Out the "Gone Fishin'" Sign



The Cliff Morgans describe their home in Coeur d'Alene, Ida., as "ideal sized for a couple who like to roam around these parts."

C. E. "Cliff" Morgan, former superintendent of track welding, is enjoying what must be an ideal retirement. Shortly after retiring in Chicago, he and Mrs. Morgan moved to a newly-built home in Coeur d'Alene, Ida.

Cliff's years with the Milwaukee Road dated from 1927 when he received a degree in electrical engineering from the University of Idaho and joined the mechanical department as a special apprentice. At intervals he served as a research assistant at the University of Illinois. In 1934 he became

superintendent of work equipment, advancing to superintendent of track welding in 1953. He retired in March 1968.

Cliff describes his new home as "ideal sized for a couple who like to roam around these parts." He always loved the outdoors, but says he cannot be considered in a rural location, with Spokane, Wash., only a 45-minute drive from the door.

The Morgans live only a four-block walk from beautiful Lake Coeur d'Alene; also four blocks from a beach that offers good swimming, and five blocks from the marina, where they keep a boat.

Their all-electric home boasts a living room which faces a tree-filled yard and a sheltered patio. All of this is visible through wide expanses of windows and a glass door. Cliff reports that his lawn needs less care than those back in Illinois, and that there is no problem with dandelions or mosquitoes.

Fruit is plentiful, and for the picking, with a large raspberry patch and plum trees nearby. Cliff says that fishing was good last fall and that the Morgan freezer was full of salmon for the winter. The climate, he says, is ideal.

With their home close to an interstate highway, the Morgans often receive surprise visits from friends traveling through Idaho. If anyone can hang out the "Gone Fishin'" sign with a smile, it is Cliff Morgan.

the Aberdeen to Mobridge territory is now filled by Robert Toney.

Retired Sectionman Henry Ter Eick, who formerly worked on the Montevideo section, passed away in November. Ruth Dunlap, widow of Operator Wayne Dunlap, died suddenly at her home in Stewart, Minn., on Dec. 13. Bruce Van Horn, one of Agent Van Horn's 23-year old twins, lost his life in a car accident on Dec. 4. Two days later the brother of Agent Van Horn passed away. Retired Agent A. B. Abernathy, formerly of Dumont, passed away in November.

Greg Natzel, fresh out of military service in Alaska, lost no time in getting busy. He is working on the section at Glencoe while he gets his feet on civilian ground after his years in the service. He's the son of Yardman Les Natzel.

Signal Maintainer Ed Brennan and his wife celebrated their silver wedding anniversary in November. He's on the city

(Continued on page 26)



Green Bay Employees Cited for Fund Drive

The response of Milwaukee Road employees at Green Bay, Wis., to the 1970 United Fund Campaign in Brown County earned a citation for good citizenship. Shown accepting the United Fund "outstanding participation" award on their behalf from Robert Southard, general chairman of the drive, is Julie Orton, secretary to the assistant superintendent of the Milwaukee Division at Green Bay, in the presence of Carman Leo DeByl (from left); Michael J. Morgan, local chairman of the yardmen's Brotherhood; Louis Pelkey, chairman of the Brotherhood of Railway and Airline Clerks; and Albert Fournier, chairman of the Brotherhood of Locomotive Engineers. Sparked by the efforts of a soliciting team, the response to the fund-raising appeal reflected contributions from 81 per cent of the employees and an increase of more than 125 per cent over the amount in 1969.

council at Granite Falls, where the "coffee party" took place.

That eye protection is of the first importance while working with track tools was proven again by the foresight of Track Foreman M. R. Richardt, who was recently certified for membership in the Wise Owl Club of the National Society for the Prevention of Blindness. On a job last spring at Appleton, Minn., Richardt was using a chisel to repair a chip on the wing rail of a frog when a piece of metal flew and hit the right cup of his safety goggles. Although the lens was fractured, he sustained no injury. The safety department was proud to recommend him for the award.

La Crosse Division WISCONSIN VALLEY

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

For the 11th year, the First American National Bank of Wausau sponsored a "Dolls for Christmas" program during the past holidays. The bank provides the dolls to interested people to dress and enter for judging, after which they are gift wrapped by bank employees and distributed to underprivileged children in the Wausau area. Clerk Herb Hintze's wife, Alice, has participated in the program for many years,

and more recently his daughter Holly. Mrs. Hintze, who has repeatedly won the grand prize in the adult program, received Honorable Mention in the bridal gown class this past year, and Holly was awarded first prize in the bridal gown junior program. Mrs. Hintze and Holly also dressed four other dolls, just to make some little girls happy.

At the close of his assignment Oct. 31, V. A. Robison announced that he was retiring, completing 42 years of train service. His last trip was on the north end time freight. He had been the regular conductor on the Valley Hiawatha, which made its final trip on Oct.

MILWAUKEE SHOPS RETIREMENT. Good wishes from co-workers in the passenger car shop at Milwaukee are in order for Steamfitter Henry Klinger upon retiring at the end of 1970. From left are Steamfitter H. Reinecke, Klinger, Foreman C. E. Pollock and Steamfitter A. Kulk Jr. Klinger is a veteran of more than 45 years of service.



7, a memorable one for Vic with newspaper reporters, television crews, rail fans and children making the trip. Mrs. Robison and their recently born granddaughter made the final trip with him. The Robisons will continue to live in Wausau for the present. Vic is looking forward for more time to spend with his 13-year-old son Steve, chauffeuring him and his buddies to and from school and social activities, and entertaining them in his home, which he enjoys as much as the boys.

Retired Carman and Mrs. Horace Young recently celebrated their 50th wedding anniversary with an open house at the home of their son, Howard. The event was hosted by the Howard Youngs and the couple's son-in-law and daughter, Mr. and Mrs. Earl K. Elliot. Greatly enjoying the years of their retirement, Horace and Mrs. Young spend the summers at their cottage on Long Lake and the winters in their home at Wausau, with trips whenever fancy calls.

Conductor Jim Hack's wife, Lou Ann, rolled a 237 game in the Kaffeeklatsch League. It ranked as the seventh best women's game hit this past year in Wausau. She finished with a 579 series.

Retired Conductor Oscar Larson Sr., 82, passed away Nov. 24 after a brief illness. Funeral services were held at Immanuel Lutheran Church with burial in Pine Grove Cemetery, Wausau. Survivors include four sons and nine grandchildren.

Maurice Nelson, now retired, was the engineer on the last trip of the Valley Hiawatha, and among the passengers was Lewis Wilcox, 86, who made the run uncounted times as the regular engineer and, since retiring in 1956, as a passenger. Interviewed by newspaper and television reporters, Lewis recalled the interesting history of passenger service. Other retirees who made the round trip were Conductor and Mrs. Raoul Bertrand, Engineer and Mrs. Ray Kerr, and Conductor and Mrs. Henry Schaupp.

People do nice things at Christmas! Repeating the assistance given last year to high school young people in Wausau who sponsor a dinner at the First Methodist Church for persons who would otherwise be alone on Christmas Day, Mrs. Harold Brostrom helped to collect donations to cover the cost of food and incidentals and also assisted in cooking the dinner. Dinners are also delivered to shut-ins and handicapped persons. Harold's role was stand-by trouble shooter, furnishing transportation for persons who needed it, and as part of the clean-

Vietnam Bravery Earns Bronze Star

Army Private First Class Robert T. Chereck, a Milwaukee Road employee serving in Vietnam, has been awarded a Bronze Star Medal for heroism in ground combat.

Before leaving for service, Pfc. Chereck worked as an auxiliary console operator in the railroad's management services department in Chicago. He was granted a military leave of absence on July 11, 1969.

March 11, 1970 found Chereck serving in routine combat operations west of Mo Duc, South Vietnam, as a Medical Aid Man attached to Company D, 4th Battalion, 3rd Infantry. The unit came under sudden and intense enemy fire and several of Chereck's comrades were wounded. According to the Army report which accompanied Chereck's citation, he moved through a hail of enemy fire to aid them "with complete disregard for his personal safety." He refused to seek cover and instead administered aid, crawling 20 meters so as to provide life-saving treatment to one of the soldiers.



Pfc. Robert Chereck

Chereck remained exposed to enemy fire throughout the battle, until the enemy was routed from the area and the wounded were successfully evacuated. The Army says of him: "Through his timely and courageous actions, he was largely responsible for the effective treatment of his fellow soldiers."

Chereck joined the railroad in 1967. His brother, Frank, is presently employed in the management services department as an assistant console operator.

returned from a western auto tour which included a visit with Retired Engineer Roy Miller in Sun City, Ariz.

Funeral services were held at Libertyville, Ill., for Retired Conductor William Zoellner, 84, who passed away there in Condell Memorial Hospital on Jan. 5. Mr. Zoellner retired in 1957 after 50 years in train service. Since that time he had been custodian of the Liberty Theater in Libertyville. His wife, Anne, survives.

We have been advised of the retirement of Ray Wirsching of the Railroad Retirement Board in Milwaukee, effective in January. Ray started with the Board in Chicago in 1936 as a field representative and was promoted to district manager at Milwaukee in 1940. During World War II he spent three years in Army service overseas. His friends honored him with a luncheon at Frenchy's restaurant in Milwaukee. His future plans involve some travel, plus leisure at his home in St. Francis, Wis.

Ed McCann, retired chief dispatcher in the Beloit office, died at his home in Mendota, Ill., Jan. 12 and was buried at Mendota. He was a train dispatcher on the former Rochelle and Southern Railway at Mendota prior to 1918, and moved to Beloit when the R & S dispatchers and the Racine & Southwestern dispatchers were moved from Savanna to the newly-created dispatchers' office. He had been retired since July 15, 1950.

Racine & Southwestern Conductor L. A. Charland Sr. retired last Dec. 1 after 30 years' service.

Racine & Southwestern Brakeman Rodney Prielipp and Fireman David Schrupp have returned to work after serving enlistments in the Army. Rodney saw service in Vietnam and Germany, and David served as an engineer at a cold storage depot in Germany. Brakeman M. T. Garman has also returned to work after completing his military service.

Racine & Southwestern brakemen still in military service are W. R. Burbridge, R. R. Rimmele and Mike Dixon.

Retired R&SW Conductor Joe Gibbons passed away at the Caravilla Rest Home, Beloit, where he and his wife, Laura, have been living the past two years.

Retired R&SW Conductor S. S. (Shep) Daggett passed away at his home in Janesville in November.

New arrivals on the R&SW: a son, Stephen, to Conductor and Mrs. Mike Cochran; a son, Matthew, to Conductor and Mrs. Bruce Connors; a son, Brad, to Conductor and Mrs. Jim Connors; and a son, Alvio, to Brakeman and Mrs. Alvin Pozzi.

railroad career when he retired as foreman in the B&B department last November, and is now "taking it easy" at home in Spring Green. His many friends on the La Crosse Division convey their best wishes for a happy retirement.

Word has been received of the death of Retired Conductor James Dowd last Nov. 7; of Retired Engineer James Kerin, who passed away Nov. 22; and of former demurrage clerk Bill Murphy, who had been ill and on sick leave for many months before retiring. To the survivors of these men we extend our sympathy.

Dr. and Mrs. Myron Ison and sons David and Christopher of Ellsworth Air Force Base, Rapid City, S. D., spent a week at the home of his parents, Switchman and Mrs. Kermit Ison. Their visit included the alumni homecoming festivities at the University of Wisconsin.

Milwaukee Shops CAR DEPARTMENT

Niki Pieri, Correspondent

Freight Carman Herb Wedde, who had worked for the Milwaukee Road since August 1944, retired on Dec. 31, 1970. Mr. Wedde was an inspector for the forge reclamation shop. Wish we could tag along on his proposed trip to the West Coast and Alaska as soon as the weather permits.

Congratulations to Mr. and Mrs. Robert Haworth on the new arrival they welcomed on Oct. 30, 1970. Gilford Patrick, born at St. Francis Hospital, weighed almost nine

pounds. Dad is a carman in the freight shop.

December 3, 1970 saw the passing of Mrs. John Gursky, 86, widow of the former molder in the wheel foundry. She was the mother of Roman Farence, painter in the locomotive shop; John Farence, carman in the freight shop; mother-in-law of Wilbert Clark, helper in the forge shop; and grandmother of Tom Farence, fireman on the La Crosse Division east end.

Milwaukee Division FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Mose Pearson, warehouse foreman at Rockford, Ill., retired on Jan. 4 after 49 years of railroad service, 35 of which were with the Milwaukee Road. Mose was born in Mississippi in 1905 and began his career in 1922 with the Illinois Central, on which he held positions at Memphis and Freeport. He joined the Milwaukee in 1936. He plans to remain at his present home in Rockford and enjoy some leisurely traveling in the future.

Clerk E. R. Pasch retired at Marinette after about 45 years of service, as did Trucker A. H. Opsahl, with 28 years of service on Superior District points.

January 1 also marked the retirement of Conductor Ben Smith on the C&M line. He had been with us since 1942, after service on southern roads.

C&M Conductor Pat Burns recently

Coast Division SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

OFFICE OF ASSISTANT GENERAL MANAGER: After many years of loyal and faithful service, Al Chaney, chef assigned to the Western Region, retired on Dec. 31, 1970. A cake and coffee party was held in his honor in the office of the assistant general manager on Dec. 17, at which he was presented with an electric knife and a lounging chair, with the best wishes of fellow employees. Al began his railroad career with the dining car department in Chicago in 1922, and was transferred to chef on the general manager's business car in 1939, which position he had

held since. Mrs. Chaney, who attended the retirement party, was looking forward with Al to spending Christmas in Hawaii. What a wonderful way to start retirement!

OFFICE OF VICE PRESIDENT: A coffee and cake party was held in the vice president's office on Dec. 29, 1970 to honor Luther A. Buxton, business car attendant, who was retiring after 47 years of faithful and devoted service to the railroad. B. E. Lutterman, vice president and western counsel, presented Luther with a cash gift on behalf of his fellow employees, many of whom were present to wish him health and happiness in his retirement.

LOCAL FREIGHT OFFICE: We enjoyed many lovely Christmas activities this past year, among them the luncheon sponsored by the Milwaukee Road Women's Club at the Union Station. All of us enjoyed it immensely, and many thanks go to Mrs. James Hartery and her committee for their efforts on our behalf. . . . A good time was had also at the traditional Milwaukee Road Christmas Luncheon held at the Washington Athletic Club, at which the freight office was represented by several members in the new employees' choir, "The Olympians" . . . Also on the agenda was a buffet held in the Seattle freight house, in conjunction with the regional data and claims departments. Everyone brought their traditional Christmas specialty . . . Al Swanson, Seattle freight agent, was surprised by his son, Ron, who returned from Vietnam two months early. Ron took a bus from the airport to the freight house and caught his
(Continued on page 30)



"The Olympians," the newly organized choral club of employees in Seattle, Wash., present a holiday program at the annual Christmas luncheon in the Washington Athletic Club last December. The group is directed by P.W. Scott, western director-real estate and industrial development. For details, see the items of Correspondent Laura K. Schaub.



Mose Pearson, warehouse foreman at Rockford, Ill. (seated), shown with co-workers at the freight house when he retired on Jan. 4. From left are Yard Clerk C. J. Giglio, Betty Grove, rate clerk, Chief Clerk R. C. Siebel and General Agent J. S. Lawbaugh. For details, see Correspondent J. E. Boeshaar's items.



G. A. Stuckey, agent at Miles City, Mont. (right), shown at an office party on the occasion of his recent transfer to the position of agent at Great Falls, Mont. Presenting him with a gift from his associates at Miles City is P. M. McLean, trainmaster-traveling engineer.



Robert E. Notton, agent at Roundup, Mont. (center), is presented a gift from fellow employees on the Rocky Mountain Division at a dinner party marking his retirement. Extending congratulations are Assistant Superintendent H. J. Mahoney (right) and P. M. McLean, trainmaster-traveling engineer. For details, see the news items of Correspondent Ellen Roberts.



Entries in the annual "Dolls for Christmas" program sponsored by the First American National Bank of Wausau, Wis., included bridal gowns made by the wife and daughter of Clerk Herbert Hintze. Mrs. Hintze dressed the doll at left and daughter Holly won a prize for the one at right. For details, see Correspondent Mildred Conklin's items. (Photo by First American National Bank, Wausau)

Hobby Projects for Happy Retirement

By Edward H. Mielke
Roundhouse Foreman, Harlowton, Mont.



Ernest Stein shown with some of his wood carving handiwork, a hobby that dates back to his youth.

The home of Ernest Stein, retired Rocky Mountain engineer, in Harlowton, Mont., is a treasure trove of articles that attest to his skill as a wood carver, metal worker and lapidarist. Some of the handiwork dates from before the first World War.

Ernie retired 13 years ago after working in engine service since 1916, and before that in the roundhouse at Harlowton. Since that time his fingers have seldom been idle.

Working models of steam engines and of compressors made to scale are his main metal projects. At present he is putting the finishing touches to a steam

traction engine. Every part is a miniature of the original—every crown bolt, stay bolt, governor, valve motion, drive motion and steering chain. Gauge cocks and water glass assemblies duplicate the originals in detail.

At wood carving, Ernie has few peers. Over the years he has turned out a set of goblets made of wood collected from every State in the Union. He does beautiful inlay work. One of many bowls he has made contains about 3,300 pieces of various woods.

His latest project, now nearing completion, is an altar for the Masonic lodge in Ryegate, Mont. It has numerous wood inlays, including the Masonic symbols, and inlaid panels of artistic designs. This is his second such project.

Ernie's lapidary work is just as meticulous. A collector of unusual and choice stones, he has accumulated them from all parts of the country and is adept at cutting, polishing and making them into jewelry. All of this handiwork—wood, stone and metal—is done as a hobby, not for profit.

Last year Ernie and his late wife (who passed away just recently) celebrated their 50th wedding anniversary with a trip to Florida to visit Mrs. Stein's sister. Along the way Ernie, as usual, kept his eye open for interesting pieces of wood. In moonshine country he looked also for some of those jugs of mountain dew that are said to be concealed around the stumps of trees. As Ernie tells it, he must have looked at dozens of stumps, but not a jug—full or empty—did he find; only wood.

present. Mr. Scott, also master of ceremonies, introduced Rev. William Treacy, pastor of St. Patrick's Church, Seattle, and moderator of the TV program "Challenge," who gave an inspiring Christmas message.

At the head table were Assistant General Adjuster R. P. Jorgensen, Vice President Lutterman, H. A. Sauter, assistant regional manager-sales, Superintendent M. T. Sevedge, and W. H. Ploeger, western counsel. Mr. Lutterman had the honor of presenting Silver Passes to Al Chaney, chef, and Luther Buxton, business car steward. After all joined in the singing of carols, Roy Jorgensen, in the roll of Santa Claus, supervised the distribution of gifts.

Riley W. Beal, 85, who retired in 1952 as chief dispatcher at Spokane following 45 years of service, passed away in Tacoma on Dec. 31, 1970. Mr. Beal was one of the first trustees of the Train Dispatchers Association, and a member of the Milwaukee Road Retirement Club, the F&AM and the OES at Spokane. Survivors include his wife, Pearl; a daughter, Mrs. Ward Bowman, Hamden, Conn.; a brother, Fred B., Tacoma; two grandchildren and three great-grandchildren. Memorial services were held at the United First Presbyterian Church in Tacoma.

I M & D Division SIOUX CITY AREA

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

Congratulations to Freight Service Inspector Joe and Judy Kramer on the birth of a boy, Donald Matthew, last November. Little Donald was welcomed by two other members of the family, Kristian and John.

Congratulations also to Yard Clerk R. D. and Mrs. Blessing on the arrival of a baby girl last Dec. 15. She has been named Stefane. This makes three little Blessings for the family.

Storekeeper Don Casey, Sioux City, did it again. In bowling for Hamm's team in the Sunset Mixed League at Sioux City last Nov. 7, he posted a 713 series. He had games of 213, 234 and 266.

Harvey L. Frink, 68, retired Sioux City boilermaker, passed away recently in Sioux City. He came from Des Moines in 1930 and worked for the Milwaukee 25 years, retiring in 1952. He is survived by his wife, a daughter, a stepdaughter and four grandchildren.

Mrs. Harry (Irene) Barnd, Mason City, died unexpectedly in Grants, N. M. She and Harry were returning from a visit with their daughter's family, Major and Mrs. Robert Gaffney, at Victorville, Calif. In addition to her husband, she is survived by two daughters and five grandchildren.

Congratulations to Conway Scott, sectionman at Mitchell, S. D., on his retirement last December. Scott began work on the Milwaukee Road at Reliance in 1918. He plans to stay on in Mitchell. He enjoys hunting and fishing, and plans to visit members of his family in New York, New Jersey and California.

Louis C. Saarosy, 91, of Sioux City, a retired 63-year employee, passed away on Jan. 6. He started with the Milwaukee as a messenger at Scotland, S. D., in 1892, and

(Continued on page 32)

father completely unaware . . . Ruth Cooke, who had worked for the Milwaukee here in Seattle since 1943, retired on Dec. 31, 1970. Ruth began her service with the railroad in Sioux Falls, S. D., and after moving to Seattle, again sought out the Milwaukee Road. She had worked as O.S.D. stenographer and in billing, as well as in interchange. She was honored at a surprise luncheon at which fellow employees presented her with a lovely watch.

REGIONAL DATA OFFICE: Sympathy was extended to Ray Kester, cashier, whose father passed away in Lewistown, Mont., while Ray was spending his vacation there. Mr. Kester had been confined to a nursing home for some time. He was an employee of the Milwaukee Road before his retirement . . . Cleo Wilson, bill and expense clerk,

underwent surgery in December and expected to resume work around the first of the year . . . Employees of the department surely enjoyed the office Christmas party on Dec. 23, in which all the neighboring offices joined the festivities, together with several retired employees.

Something new was added last year to the annual Milwaukee Road Christmas luncheon in Seattle on Dec. 22. The party, held at the Washington Athletic Club, featured a Western Milwaukee Christmas choir, "The Olympians," under the direction of Paul Scott, western director-real estate and industrial development. A lovely rendition of "Chimes of the Holy Night" was given by the choir, accompanied by R. A. Brinkley, assistant treasurer, and applauded by those



THIRTIETH ANNIVERSARY. The occasion here is an office part honoring Helen Schroeder, supervisor of keypunch operators at the Fullerton Avenue accounting center in Chicago, on her 30th anniversary of service with the Milwaukee Road. Sharing the spotlight are John Kissel, supervisor of machine accounting for the Milwaukee Motor Transportation Company (left), who has 39 years of service, and Leonard Sabac, assistant manager of data operations, who has 33 years.



SNOW QUEEN at Milbank, S. D., this winter was Sheila Walth, the daughter of Milwaukee Road Agent Herbert J. Walth, shown (second from left) at her crowning in the Queen competition at the Milbank High School, where she is a senior. Sheila, a blue-eyed blonde, was chosen from 22 candidates in the annual Kiwanis Club Snow Queen and Talent Contest.



ROUNDING OUT 47 YEARS OF SERVICE, L. M. Lotzer, chief clerk to the freight agent in Aberdeen, S. D., retired last November. He is shown at an office party in his honor. The Lotzers will continue to make their home in Aberdeen.



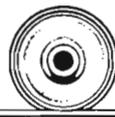
MAINTENANCE EMPLOYEES RETIRE. Sophie Papiernik, janitress at the Milwaukee Road passenger station in Milwaukee, and Harry Knuth, janitor at the station, are presented with cash and other gifts upon retiring recently. Representing their well wishers is Jerry T. Ingham, assistant to chief carpenter in the Milwaukee Terminals. Sophie retired with 10 years of service with the Milwaukee Road. Harry had 5 years of service with the Milwaukee, plus 30 years as a carman with the North Shore and Milwaukee interurban line.



FINAL RUN IS TWICE THE FUN. T. R. Endicott, engineer on the Terre Haute Division, retired on Dec. 30, 1970 after 50 years' service. He looks doubly proud, not only of his record of service, but also of his four-year-old grandson Tommy, who was on hand for his last run.



GOOD WISHES are extended by D&I Trainmaster R. F. Shive to John R. Holmberg, switchman at Savanna Yard, upon his retirement from service last Dec. 31. Mr. and Mrs. Holmberg, who live in Savanna, collect and sell antiques as a hobby, and enjoy an occasional trip to Sweden.



	Fourth Quarter Ending December 31,		Twelve Months Ending December 31,	
	1970	1969	1970	1969
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$76,072,858	\$72,002,181	\$287,416,459	\$278,347,807
PAID OUT IN				
WAGES	31,043,741	32,105,016	133,410,844	128,912,405
PER DOLLAR RECEIVED (cents)	40.8	44.6	46.4	46.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.	3,683,643	3,523,523	14,837,868	14,288,053
PER DOLLAR RECEIVED (cents)	4.8	4.9	5.2	5.1
ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest	33,846,511	34,639,570	147,331,183	146,730,057
PER DOLLAR RECEIVED (cents)	44.5	48.1	51.3	52.7
<i>Ordinary Income or (Loss)</i>	<i>7,498,963</i>	<i>1,734,072</i>	<i>(8,163,436)</i>	<i>(11,582,708)</i>
Extraordinary items and prior period items (Net)	(3,608,791)	—	(3,608,791)	—
<i>Net Income or (Loss)</i>	<i>3,890,172</i>	<i>1,734,072</i>	<i>(11,772,227)</i>	<i>(11,582,708)</i>
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	238,066	271,781	1,006,434	1,065,012
1970 under 1969	33,715		58,578	

came to Sioux City in 1899 as a laborer and roundhouse helper. He entered road service as a fireman in 1902, was promoted to engineer in 1908, and retired on Dec. 31, 1954. Survivors include his wife, three daughters, two grandchildren and a great-grandchild. He was a member of the Brotherhood of Railway Engineers, the Veteran Employees Association, and the Golden Grain Division 164 Milwaukee Road Club.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Division Engineer Fred Hornig retired on Dec. 31, 1970 and was honored by his co-workers with a kaffeeklatsch in the engineering department office at Austin. A formal retirement dinner was held in January for Fred and his wife. They plan on living in Austin and doing some traveling.

W. H. "Bill" Morey retired on Dec. 31, 1970 after 20 years of service, and was also honored at a coffee party in the car department at Austin. Bill began work as a carman helper on Oct. 16, 1951, was promoted to carman on Sept. 24, 1952, and retired as a car department welder. He plans on making his home at Humble, Tex.

Three more long-time employees retired

on Dec. 31, namely O. W. Czepull, section foreman at Hull, Ia., who lives in Inwood, Ia.; I. L. Larson, section laborer at Hull, Ia., who lives at Canton, S. D.; and M. C. Bloom, agent at Lakefield, Minn. They all have more than 40 years of service each.

Bill Schlichter, chief dispatcher's clerk at Austin, has resigned to attend school full-time. His replacement is D. M. "Gus" Nordine, who was yard clerk at Austin.

Clarence Mlenar, yard checker at Austin, retired on Dec. 4, 1970, after more than 25 years of service. Clarence is quite an outdoor man and likes to trap and generally get out in the open and enjoy nature. He and his wife plan on staying in Austin.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Mrs. Anthony C. (Clarice) Novak, wife of the retired superintendent of road and suburban passenger service and personnel, passed away suddenly at their home in Savanna, Ill., on Dec. 20, 1970. Funeral services were held at St. John's Catholic Church in Savanna, with interment in Oakville Cemetery, Mt. Carroll, Ill. In addition to Mr. Novak, she is survived by a daughter, Julia Claire, an instructor and

graduate student in the piano department of the University of Iowa at Iowa City. The Novak home address is 514 Chicago Ave., Savanna 61074.

Activities of Savanna Chapter of the Milwaukee Road Women's Club for the last quarter of 1970 began in October with a business meeting conducted by the president, Mrs. Albert Lahey. It was announced that Mrs. Lahey and Miss Anna Cush would attend the biennial meeting of the club in Chicago on Nov. 7. A nominating committee for new officers was appointed, consisting of Mrs. William Doherty as chairman, Miss Clara Cush and Mrs. Grace Bertholf.

On Dec. 14, a Christmas party was held at the Knights of Columbus Hall, featuring a potluck dinner and a gift exchange. A business meeting followed, conducted by the new officers, namely Mrs. Lahey, president; Mrs. Lane O'Rourke, vice president; Mrs. Bertholf, secretary; and Mrs. Jess Brock, treasurer. At the meeting it was voted to make a cash donation to the Savanna City Christmas Basket Fund and send holiday greetings to shut-ins. Afterward games were played.

Conductor W. Carnahan passed away in the City Hospital in Savanna last Nov. 2, following a heart seizure. Funeral services were held in Savanna, and burial services in Ottumwa, Ia. Surviving are his wife, three daughters, two sons, his mother, two sisters and two brothers. Mr. Carnahan served in the Air Force, and had been employed in train service on the Milwaukee Road for 22 years. At the time of his death he was local chairman for the Trainmen.

Engineer R. L. Whistler of Davenport, Ia., who retired on Sept. 25, 1970, passed away in Davenport Osteopathic Hospital last Dec. 4. Surviving is his wife.

Edward Vogt, retired Savanna Yard engineer, passed away last Oct. 18 at



CONCERN FOR SAFETY. District Safety Engineer L. F. Wickler, conducting a safety seminar recently for 65 bus drivers for the Community District Schools of Dubuque, Ia. (right), is introduced to the group by J. T. Kaufman, superintendent of transportation for the school district. The presentation included a showing of the film "Safety Facts About Crossing Tracks," with a dissertation on the driving programs sponsored by the National Safety Council. This activity is part of the Milwaukee Road's program directed to the safety education of the public.

Savanna City Hospital. Masonic services were conducted in Savanna, with burial in the township cemetery. Surviving is a sister.

Mrs. William Uphoff, wife of retired Savanna roundhouse laborer, passed away last Oct. 17 in Appleton, Minn., while visiting relatives. Surviving in addition to her husband are several sons and daughters.

Marion J. Law of Savanna, a member of the insurance firm of Law Brothers, Chicago, passed away last Nov. 14 in Savanna Hospital. Mr. Law was well known on the Milwaukee, having commuted daily between Savanna and Chicago until just recently. Surviving are his wife, daughter and son.

Ezra Johns, brother of Savanna Yard Switchman Robert Johns, passed away recently in the Moline (Ill.) Public Hospital after a week-long illness.

Mrs. Carrie Allison, mother of Iowa Division Conductor and UTU Local Chairman William E. Allison, passed away last Dec. 24 in Sunnyside Nursing Home, Warren, Ill. Burial was in Savanna. A daughter survives, in addition to her son.

We recently learned that golden wedding anniversaries were celebrated last September by Retired Vice President-Operation and Mrs. W. J. Whalen of Des Plaines, Ill., and by Retired D&I Traveling Engineer H.E. and Mrs. Kvevli, who live at 520 West Green St., Bensenville, Ill.; also, in October, by Retired Division Superintendent A. O. and Mrs. Thor of 7751 Winnetka Heights Drive, Minneapolis. Celebrating their 40th anniversary in December were Mr. and Mrs. Gilbert Robertson of Savanna, parents of Car Department Employee Gilbert Jr.

Sp/4 Gregory G. Bahr, Savanna switchman and son of Division Storekeeper Elmer J. and Mrs. Bahr, recently received the Bronze Star Medal for meritorious service in connection with operations against hostile forces while serving with the 25th Infantry in Vietnam. Greg, who also holds the Army Commendation Medal, joined the Army in April 1969.

Mike Cini, son of First District Traveling Engineer Al and Mrs. Cini, recently arrived in Vietnam for duty with the armed forces.

A new little railroader, Robert M., arrived recently in the household of Savanna Trainmaster R. F. and Mrs. Shive, making Mom, Dad and his two small sisters very happy.

William E. Smith, retired staff assistant to vice president-labor relations, Chicago, passed away in City Hospital, Savanna, last September. Funeral and burial services were held in Savanna. Surviving is a daughter, Mrs. Glen Groezinger, two grandchildren, and a brother and sister, all of Savanna. His wife preceded him in death a month before.

Retired Switchman Charles Brennan passed away in the Good Samaritan Home, Davenport, Ia., last September. Mr. Brennan retired at Nahant in 1955. Surviving are a son, two daughters, grandchildren, a sister and two brothers, including Retired Iowa Division Conductor Harry Brennan of Savanna.

Fred Smith, retired Savanna switchtender, passed away last fall after a short illness. Burial was in Savanna Township Cemetery. Surviving are his wife, son, daughter, and a brother, Retired Conductor Philip Smith of Savanna.

Conductor Max Vicars, who retired last year on disability, passed away on Dec. 23 in the Savanna City Hospital. Burial was in the township cemetery. Surviving are his wife,

Retires From Passenger Traffic Department

Presenting Francis C. "Sully" Sullivan with a retirement gift from fellow employees in the passenger department is M. P. Burns (right), manager of passenger services, as Mrs. Sullivan and O. R. Anderson, assistant manager of passenger services, look on.



Francis C. "Sully" Sullivan retired on Dec. 31, 1970 from the position of assistant chief rate clerk in the passenger department in Chicago. He joined the railroad in 1936 and had given 34 years of service.

"Sully" began as an accountant's

stenographer, and served on the positions of ticket clerk, rate clerk and timetable clerk before becoming assistant chief clerk of rates. Upon retiring, the office force held open house in his honor. He and his wife, Elaine, plan to remain in Chicago.

Blanche, a daughter, three sons, including Conductor Larry Vicars, three stepdaughters and a stepson.

Mrs. Frank (Lillian) Yachik, wife of retired Iowa Division engineer, passed away last Dec. 21 at Savanna City Hospital. Funeral services were in Thomson, Ill. Surviving are three sons and two daughters.

Herman Georges, retired civil engineer, passed away in a Cedar Rapids hospital following a brief illness. He formerly worked in the office of the division engineer in Savanna. Funeral services were held at Marion, Ia. Surviving are his wife, two sons and a daughter.

Retired Iowa Division Engineer Garfield Watson passed away last December shortly after he and Mrs. Watson celebrated their 65th year of marriage.

John J. Mizlo III, son of Engineer J. J. and Mrs. Mizlo, and Linda L. Ketelson of Savanna were married last fall in St. John the Baptist Church. They are making their home in De Kalb, Ill., where John is

attending Northern Illinois University. Last summer he worked as a fireman in Savanna Yard.

Savanna Yardmaster L. A. Castle and Mrs. Sybil Holmes were married last November in her home at Clinton, Ia. After a trip to Florida, they are living in Savanna.

Wayne Lewis, Savanna Yard switchman, and Shellane Lampe were married in the United Methodist Church, Sabula, Ia., last Nov. 14. A reception followed in the American Legion Hall. They are residing in Sabula.

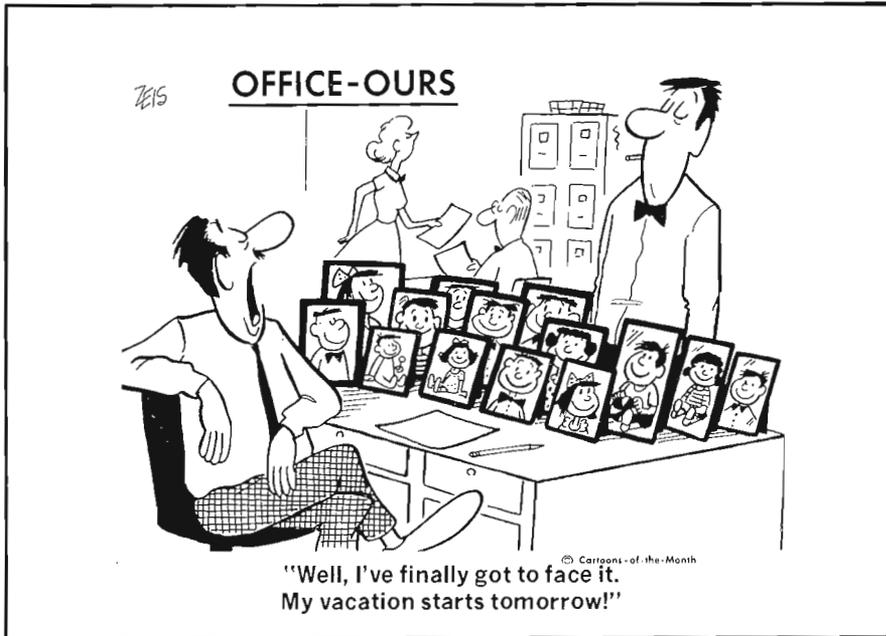
Miss Ngoc No Le and Sp/4 Robert S. Drake, son of Iowa Division Conductor R.W. and Mrs. Drake, were married in a Buddhist ceremony last Dec. 3 in Bien Hoa, Vietnam. Mrs. Drake was expected to arrive in Savanna in January to make her home with the Drakes. Upon Robert's return to the States in March, the couple will repeat their vows in a Methodist ceremony.

Yard Clerk Larry L. Kuhl and Ann Miller of Savanna were married last Dec. 5 in the

FAMILY AFFAIR.

Edward Wencka, revising clerk in the regional data office at Milwaukee, shown (second from right) as he received a Silver Pass in recognition of 45 years of service from Regional Manager R. E. Vischer. On hand are his daughter Joan, a keypunch operator, and his son Conrad, outbound revising clerk.





First Presbyterian Church, and are making their home in Savanna.

Debera Carnahan, daughter of Mrs. William Carnahan and the late Mr. Carnahan, Iowa Division conductor, was married to James A. Hensley Jr. of Powell, Tenn., on Nov. 14 in the Savanna Community Church. They will reside in Savanna.

The superintendent's office force wishes to thank Conductor K. R. Bankson for the candy received at Christmas time. It was great, John.

Section Laborer Steven Marburger was killed in an auto accident near Maquoketa, Ia., last Dec. 10. Sympathy was expressed to his family.

Quite a number of employees "pulled the pin" in the last few months, among whom were: Henry Roberts, Savanna section laborer, Sept. 21; Savanna Yard Engineer B. F. Hammen on Oct. 29; Conductor Howard M. Benham, Dec. 14; Dubuque Engineer Pete L. Stonskas, Nov. 30; and F. M. Hagensick, ice house laborer on the Second District, Dec. 21.

A good time was had by all last fall when we gathered at Gordon's Seafood Inn to bid farewell to the Art Thostensens. Art is now chief dispatcher at Ottumwa, Ia.

SERVICE PASS AWARDS

GOLD 50-YEAR PASSES

Quandahl, H. I., chief clerk Mason City, Ia.
Soike, H. M., stenographer Tacoma, Wash.
Stonskas, P. L., engineer Dubuque, Ill.
Vicek, Frank, engineer Berwyn, Ill.

SILVER 45-YEAR PASSES

Buxton, Luther, retired steward Seattle, Wash.
Carter, W. R., engineer Minneapolis, Minn.
Chaney, Al, retired chef Seattle, Wash.
Dawson, R. V., agent Spirit Lake, Ia.
Johnston, W. E., engineer Minneapolis, Minn.
Kaminski, I. T., engineer Chicago, Ill.
Kolbow, LeRoy, carman St. Paul, Minn.
Lund, I. R., engineer St. Paul, Minn.
Olson, E. F., foreman Tomah, Wis.
Pasch, E. R., clerk Marinette, Wis.

Iowa Division MIDDLE AND WEST

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

Omaha reports that N. P. Van Maren, retired general agent, was confined to Bergan Mercy Hospital for tests, but is now at home and would enjoy hearing from his Milwaukee Road friends.

Section Foreman E. Bates of Cedar Rapids reports that Retired Roadmaster Joe Vavra has been in Iowa City for surgery and is now back home in Tama, Ia. He, too, would enjoy hearing from his former Milwaukee Road co-workers.

Steve Mills, son of Conductor and Mrs. Don Mills, who is currently serving as State VICA president, attended the recent national leadership conference in Washington, D. C. He represented all of the Iowa chapters. VICA is a high school vocational training organization.

Trainman and Mrs. Michael Marr are the parents of a new baby girl. The Marrs have two other daughters.

Brakeman and Mrs. Peter J. Glass of Perry are the proud parents of a baby girl also. One of the great-grandmothers is Mrs. Emilie Mischo of Jamaica, Ia., widow of Sectionman Mischo.

Perry Chapter of the Milwaukee Road Women's Club held a dessert luncheon last November at which the nominating committee for officers submitted its report and the following were elected: president, Mrs. Earl (Virginia) Green; vice president, Mrs. Ora Delany; second vice president, Mrs. Richard (Delores) Kyras; secretary, Mrs. Eva Small; and treasurer, Mrs. Hazel West. The officers were installed at the December Christmas party and luncheon, with 34 members and two guests present.

Funeral services were held in Perry for Lula Krasche, widow of Agent Herman Krasche, who passed away recently in Montezuma, Ia., where the Krasches moved after retirement. Mr. Krasche passed away there also.

Yardmaster and Mrs. Jack Snyder are new grandparents to Gregory Scott Snyder, son of Mr. and Mrs. Darrel Snyder of Madison, Conn.

Conductor and Mrs. Donald Mills welcomed a new son-in-law, Greg D. Fitzsimmons, with the marriage of their daughter, Diana, last Dec. 5. The bride is a 1970 graduate of the L.P.N. Antonian School in Carroll, Ia., and the bridegroom is employed at Parker Games in Des Moines.

Retired Freight Clerk Frank L. Cory of Dawson, Ia., formerly of Coon Rapids, Ia., passed away Dec. 10, 1970 at the Dallas County Hospital in Perry at age 85.

Retired Conductor Frank Johnson celebrated his 95th birthday with an open house at his home, 1322 Bateman. He started working for the Milwaukee at the age of 17 and retired in 1943. Helping him celebrate with Mrs. Johnson were his grandson, Trainman Billy Bollerman, and stepchildren Margaret Parry and Mrs. George (Jean) Gearhart of Perry, and James E. Gasser of Des Moines.

Tom Schirman, chief clerk in the engineering department, and his wife attended the graduation of their son, 2nd Lt. T. R. Schirman Jr., from pilot training school at Vance Air Force Base, Enid, Okla., in the class of 71-04. Lieutenant and Mrs. Schirman will be located in Sherman, Tex., for three months while he attends instructor pilot school at Perrin Air Force Base, after which he will be assigned to the Vance base as an instructor for the T-27 jet trainer.

The engagement of Cheri Mathison and Kim Frease, son of Dispatcher and Mrs. Glenn Frease of Perry, has been announced by the bride-elect's parents, Mr. and Mrs. William Mathison Jr. of Turin, Ia. A June wedding is planned.

The engagement of Deborah Faller has been announced by her parents, Dispatcher and Mrs. W. W. Faller of Perry, to Greg Young, son of Mrs. Arlene Young of Perry and the late K. W. Young. She is a student at Grand View College in Des Moines, and her fiance is a 1970 graduate of Drake University in Des Moines now employed by the Chicago Federal Reserve Bank. A July wedding is planned.

The Christmas remembrance committee of the Milwaukee Road Women's Club, consisting of Mrs. Bessie Linn, Mrs. Jack Wenzel, Mrs. Bernice Brulport and Mrs. Elsie Honomichl, arranged fruit plates and delivered them to Milwaukee people in local nursing homes and to shut-ins. Residents of Perry Manor include Daisy Meldrum, Mollie Bohlender and Dennis Sullivan.

Retired Shopman A. J. Aspinall passed away on Dec. 27, 1970 at the age of 83 years. He was a native of England, arriving in this country at the age of four. He moved to Perry in 1913, worked here, and married and reared his family in Perry.

Time Revisor and Mrs. Ronald M. Tolle became grandparents for the first time in December to a girl born to Mr. and Mrs. Ronald Tolle Jr.

Conductor E. W. Fisher started his vacation on Jan 1, 1971 with the announcement that he will retire. He had been working recently on the "City" trains between Marion, Ia., and Omaha.



WHERE ARE THEY NOW. This takes us back to 1950 and the retirement of R. W. "Ray" Myles after a long career in the passenger and advertising departments in Chicago. He is shown (center) with Mrs. Myles and a group of employees who attended a

party in his honor. Since that time some have joined him in retirement, others are now helping to run the railroad from executive offices. Would you remember?

FROM THE MEMORY BANK ..

RECALLING THE IRON HORSE.

Milwaukee Road 262, a 4-8-4, put on this show of steam in 1953 crossing the Northern Pacific line west of Lind, Wash. Two years later the Milwaukee was completely dieselized. The scene was photographed by Wade J. Stevenson of the roundhouse force at Othello, Wash., and as a classic of the Steam Age, was chosen to illustrate the 1971 calendar of the California Southern Railroad Museum.



THE ROARING TWENTIES were very good years for tourism on the Milwaukee Road. This is a "House Party on Wheels" in 1929 en route from Chicago to Gallatin Gateway Inn (remember?) at Yellowstone Park. The orchestra, which went along as far as Minneapolis, consisted of employees in Chicago offices.





MAGAZINE

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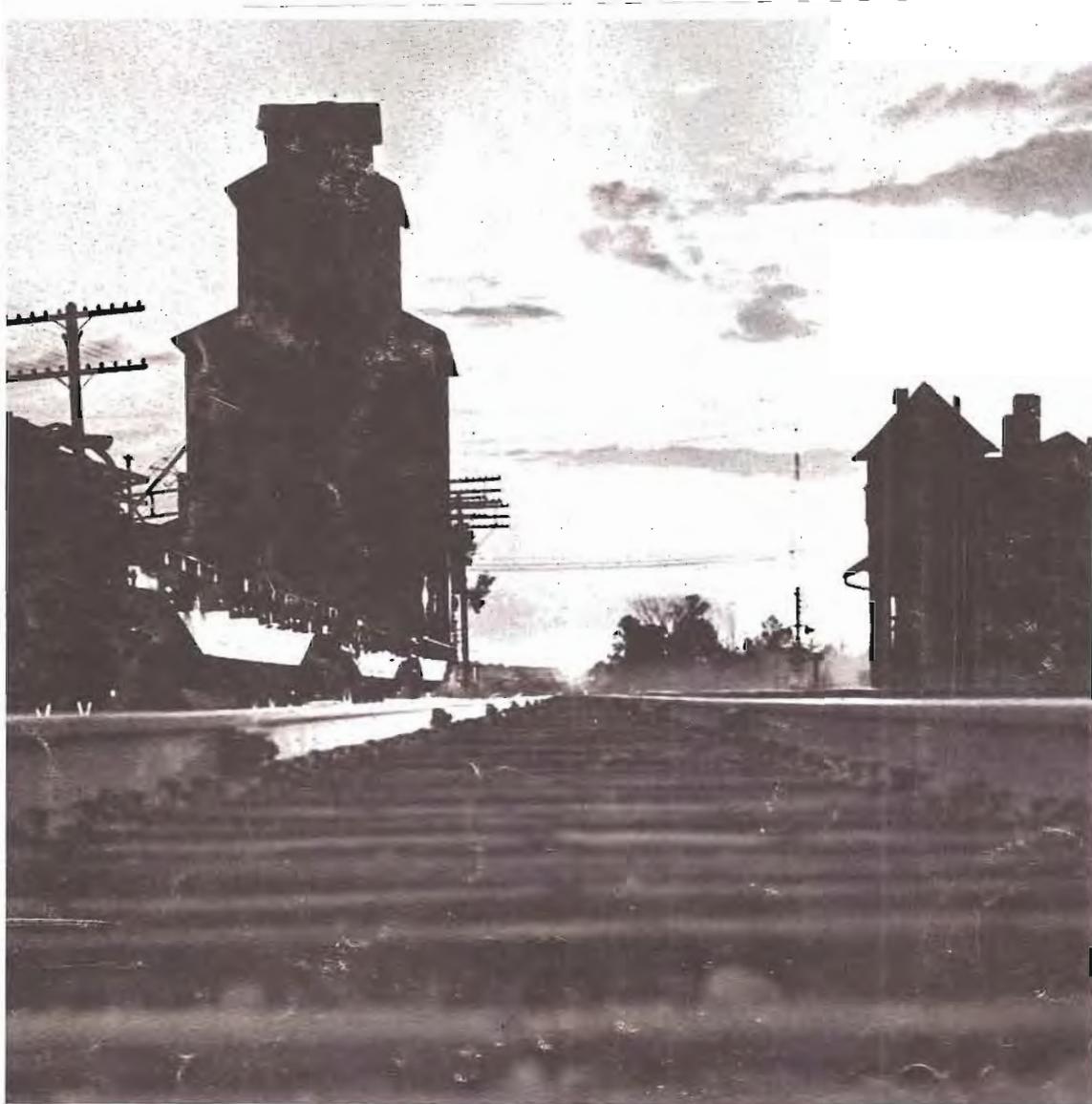
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