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MARIE HOTTON
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Union Station—Chicago

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Milwaukee Road Safety Citation

Shop employees of the Milwaukee Road at Tomah, Wis., have been presented the National Safety Council Award of Merit in recognition of having worked from July 27, 1964 through Dec. 31, 1970, for a total of 944,523 man-hours, without a disabling injury. On June 2 at 9 a.m. the Tomah Shops safety record passed the million man-hour mark.

Greyhound Shortens Travel Time

Reductions in travel times between Chicago and major cities were announced by Greyhound Corporation June 24. The company is also adding new express runs between Chicago and Detroit, Memphis, St. Louis and New Orleans, and putting its newest buses into daily service from Chicago.

RPRA Elects Officers

William F. Geeslin, assistant vice president of the Southern Railway System, has been elected president of the Railroad Public Relations Association to succeed William C. Burk, PR manager of the Santa Fe. Vice President-Western Region is Chester C. Dilley, director of public relations and advertising of the Milwaukee Road. The membership represents the PR departments of the principal U.S. and Canadian railroads.

Australian Need for ASTRO

Geoff Johnson, editor of the Australian magazine "Railway Transportation," says an ASTRO Program is needed down under. Writing in the April issue, Johnson said that Australian and American

railroads are facing parallel problems, and called on them to establish their own ASTRO program right away.

NSC Names Gold Spike Winners

Sixteen U.S. and Canadian railroads, including the Milwaukee Road, were recipients of National Safety Council "Golden Spike" awards for outstanding employee and public safety programs during 1970. Activities recognized by the award include off-the-job, family night and school safety education programs; cooperation with local safety councils; participation by railroad personnel in community safety activities; and attention given to safety in advertising and public information work.

KC Station Redevelopment Plan

The Kansas City Terminal Railway has announced a tentative \$275 million project to convert the Union Station site into a complex of high rise apartments and office buildings, a central shopping plaza, transportation facilities and parking areas. With the decline in travel patronage, a smaller station is contemplated. The 54-acre area is owned by 12 railroads.

Shippers' Conversion Calculator

The Illinois Department of Business and Economic Development is offering a new measurement tool for use by shippers, importers and exporters. The device, made in the form of a slide rule and known as the shippers conversion calculator, easily converts weight, volume and linear measurements to and from the U.S. system and the metric system. It is available free of charge from the Illinois Department, 205 W. Wacker Drive, Chicago 60606.

THE COVER

Portland, Oregon, the Milwaukee Road's new traffic gateway in the Pacific Northwest, is a city of personality in both architecture and environment. This is a view in an easterly direction of the changing skyline of the downtown area bordering on the Willamette River. Majestic Mt. Hood 55 miles east at the summit of the Cascades is clearly visible from the city. For the story, see page 6.





"Trains in Music" Display At Library of Congress

The colorful influence of railroads on the world of music is illustrated by a new exhibit, "Trains in Music," recently opened at the Library of Congress.

American sheet music as early as 1828 celebrated the coming of the railroads with songs and piano pieces. James N. Beck's "Fast Line Gallop" (1853) has a full-color cover with a route map of the Pennsylvania Central Railroad, forerunner of the Penn Central.

The 19th century European scene is represented by the music of Johann Strauss and his sons Josef and Eduard, many of whose sheet music covers had illustrations showing trains. In his capacity as Director of Music for the Imperial Court in Vienna, Eduard wrote many appropriately titled and illustrated pieces for the Railroad Ball.

American popular music spanning nearly a century and a half includes songs from vaudeville as well as about particular railroads, famous trains and railroad occupations.

Recordings include Vernon Dalhart's 1924 record of "The Wreck of the Old 97," whose sale of several million copies made it one of the first country music hit records; the golden record commemorating the sale of a million copies of the Glenn Miller version of "Chattanooga Choo-Choo"; and the Library's own album of railroad songs in the Archive of Folk Song.

RAILROAD ADVERTISING ASSOCIATION OFFICERS 1971-72. Larry J. Barbeau (left), advertising manager of the Milwaukee Road and immediate past president of the Association of Railroad Advertising Managers, congratulates Chuck Ward, general advertising manager of the Union Pacific, as he assumes the presidency. Others elected to office at the organization's 47th annual meeting at the Regency Hyatt House in Atlanta, Ga., May 23-26 are, left to right, Pier Clifford, advertising manager of the Southern Railway System, first vice president; Bob McIntyre, manager of the advertising department of the Union Pacific, second vice president; Tim Hogan, manager of public relations of the Missouri Pacific, third vice president; and Joe Singer, advertising manager of the Chesapeake & Ohio/Baltimore & Ohio, executive secretary-treasurer.

Finance and Accounting and Law Officers Promoted



J. Fréd Simpson

David C. Young

his A.B. degree from Stanford University in 1963 and his LL.B. degree from Harvard Law School in 1966. Before coming to the Milwaukee he was associated with the Seattle law firm of Johnson, Johnson and Inslee.

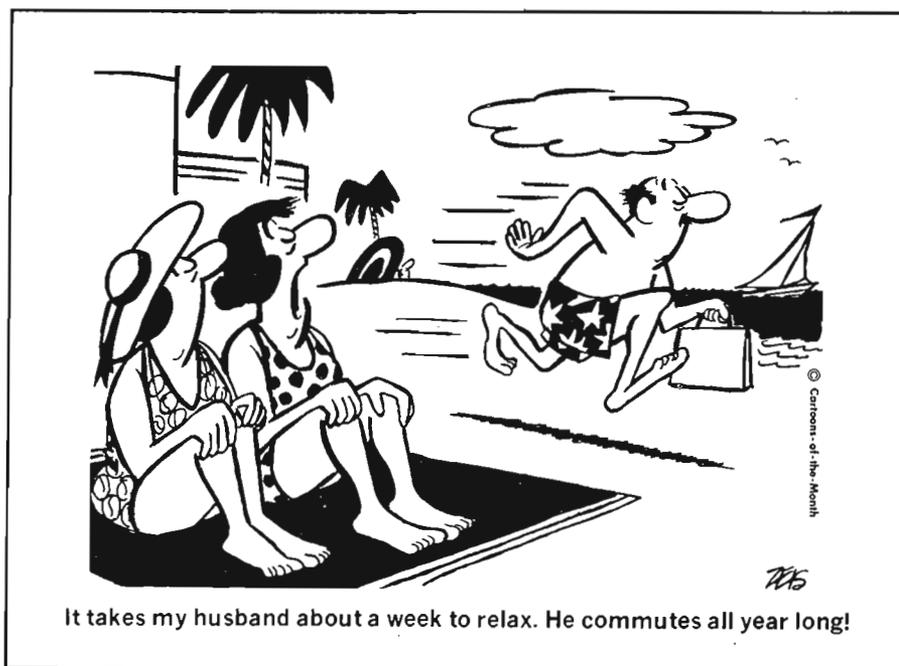
It pays to shop right after lunch. A study has shown that if a housewife shops within two hours after eating, her purchases will reflect a savings average of about \$7.50.

Recent changes in the managerial structure of the railroad included the appointment of David C. Young as assistant comptroller with headquarters in Chicago on May 16, and of J. Fred Simpson as general attorney in Seattle on June 1.

Mr. Young joined the Milwaukee Road as a systems analyst in the finance and accounting department in 1967 and advanced to assistant auditor of expenditure in 1969. He was appointed manager of joint facility accounting, his most recent position, in March of this year.

He is a graduate of Northwestern University, where he received a bachelor's degree in education in 1962 and a master's degree in business administration in 1969.

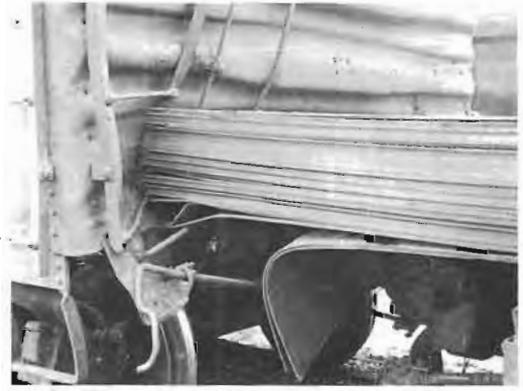
Mr. Simpson, a native of Seattle, joined the company there in 1969 as assistant general attorney. He received



It takes my husband about a week to relax. He commutes all year long!



Overspeed coupling of freight cars...



...often means damaged freight...

CHOOSING AN EFFECTIVE *Haphazard Handling . . .*

A railroad freight yard is a noisy place. Much of the noise is good to hear, for it indicates shipping activity and therefore revenue for the railroad. But according to R. J. Kemp, assistant to vice president in charge of claim prevention, refrigerator and merchandise service, "There are some noises to be heard in a freight yard that could make a grown man cry."

These are the costly sounds of freight cars being coupled at improper high speeds. This single problem of overspeed coupling is the major cause of damage to freight, contributing heavily to the \$228,316,389 in claim payments made by United States railroads during 1970 alone.

Accurately defined, a claim payment is made in settlement for damaging a customer's goods while those goods are in the possession of the carrier. Unfortunately, the losses to the railroad do not end when the claim is settled.

Cars which are damaged as a result of overspeed impact often must be moved to a repair track, where the cost of repair work is always increasing. In addition, the railroad temporarily loses the service of the damaged equipment.

A lesser known fact is that overspeed coupling of freight cars can often set the scene for a future derailment. The stress placed on the wheel assemblies and journals of cars involved can later result in hotboxes.

But perhaps the worst loss resulting from damage claims is the loss of customer good will and confidence. At a time when "customer service" is taking on new and added meaning, shippers are making apparent to carriers the fact that the condition of their goods on arrival will strongly help to determine future patronage. The loss of customer satisfaction cannot be measured in dollars and cents.

The problem of damage to freight is by no means a new one. In 1914 an article appeared in this magazine which said: "The handling of freight in a manner to avoid claims is a matter which should receive more attention from all employees. I think all employees should handle the business of the railroad as if it were their own and use as much precaution as if it affected them personally."

The same words can be written 57 years later, for the problem remains. In 1970 claim payments in the railroad industry rose 8.7 per cent over the previous year. Loss and damage continue to demand careful attention, and on the Milwaukee Road that attention comes from the freight claim prevention department, headed by Mr. Kemp.

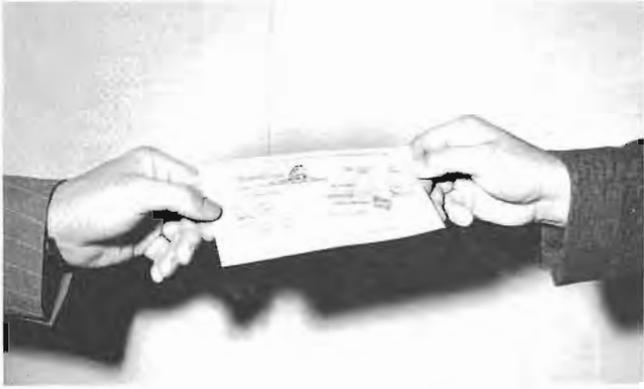
This department works in many ways to reduce freight damage on the Milwaukee, by promoting proper procedures and attitudes toward freight handling throughout the system. Freight service inspectors aid shippers

Careful car handling at safe speeds...



...helps deliver damage-free freight...





...loss of revenue through payment of claims...



...and equipment ready for costly repairs.

"FREIGHT CAR(E) FORMULA"

with their loading and packing problems. On difficult loads, the railroad's mechanical engineering department lends assistance in the formulation of shipping plans. This type of teamwork on the Milwaukee has resulted in innovations such as specially designed racks for the safe movement and easy handling of auto parts, and a system by which keg beer may be moved without iced refrigeration.

Members of the freight claim prevention department conduct extensive educational programs on all divisions, often using radar equipment to both train new employees and to offer constructive criticism of switching operations. Other training sessions are held in conjunction with shippers and local traffic associations.

Freight service inspectors supervise the transfer or readjustment of loads which have shifted and which have the potential of damage, and supervise the transfer of loads at the scene of a derailment. The department also sees to the protection of perishable shipments.

There are numerous steps or "check points" to effective claim prevention. Carmen inspect equipment for its suitability. Freight service inspectors and station forces inspect the lading, packaging, loading, bracing and blocking of freight. Car department employees, station maintenance of way forces, and others who have the opportunity are asked to report irregularities noted in passing train inspections. This type of coordinated vigilance often prevents hazardous situations.

A Milwaukee Road switch crew once refused to move a car of furniture after noting that the door was not properly closed. Freight service inspectors investigated and found the entire contents of the car to be improperly loaded. Prior to and during unloading at destination, numerous individuals are responsible for final inspection procedures.

The single most important factor, however, is persistent overspeed coupling, and the all-important rule here is "never more than four." No freight cars should be joined at a speed over four miles per hour. Despite all inspections, the switchman literally has his hand on the problem of freight claims. It is the responsibility of those who do the switching to know the yard conditions and geography, the types of wheel bearings in use, the contents and weights of cars being used, and the weather conditions. These factors form the environment in which freight is handled.

Above all, Mr. Kemp urges the use of good judgment and common sense as the foundation for damage-free handling. The complete alertness and cooperation of all involved is mandatory when the name of the game is "customer satisfaction."

... or Personal Involvement?

...builds customer confidence...



...and leaves R. J. Kemp with a smile.





Downtown Portland, Ore., viewed in a westerly direction across the Willamette River. Towering in the center is the new 40-story office building of the First National Bank.

PORTLAND, Oregon ... The Milwaukee Road's New Gateway to the Pacific Northwest

It could be that fate took a hand in 1845 when Francis W. Pettygrove from Maine and Amos L. Lovejoy from Massachusetts, the owners of a government land claim on the Willamette River near its confluence with the Columbia, determined by the flip of a coin whether it should be named Portland or Boston, and Pettygrove won.

Little could the founding fathers have envisioned the city that grew from a cluster of log cabins on the banks of the Willamette—the city that today ranks as the 10th largest seaport in the United States and a major distribution center. Based on population, Portland leads the West Coast in per capita volume of wholesale trade.

Both a cause and result of the development of this commerce is an extensive network of ship, barge,

airline, truck and rail transportation to serve its widespread market. Contributing to transportation activity this year, the Milwaukee Road received a warm welcome as Portland's fourth transcontinental rail carrier.

Entry to the city was a condition to the merger that created the Burlington Northern railroad, and is effected over Burlington Northern trackage. With the inauguration of the service on Mar. 22, Portland became the Milwaukee's 13th new gateway for the interchange of traffic within the course of a year (May-June '71 Milwaukee Road Magazine) and its fourth major port city on the North Pacific Coast.

St. Johns Bridge spanning the Willamette River in northwest Portland is listed by bridge experts as one of the seven most beautiful suspension bridges in the world.

Many reasons are cited for Portland's growth as a marketing and transportation center, but chief among them is its strategic location on the



Columbia River. Although the city is 110 miles by water from the Pacific Ocean, it is port of call for about 2,000 vessels annually.

The harbor is at the mouth of a 40-foot deep draft shipping channel 600 feet wide linking the city with the ocean, and a barge channel reaching more than 300 miles into the Columbia Basin. Barges also navigate the Willamette for a distance of 45 miles into the fertile Willamette Valley.

In 1970, cargo volume handled at the Port of Portland totaled 10,860,000 tons. Railroads serving the city were the prime movers of this traffic to dockside for export and the movement of import goods to inland destinations.

Port Projects Reclaim Land

Many port activities are a spin-off from dredging operations in conjunction with the U. S. Corps of Engineers. Land reclaimed by dredging has helped create terminal sites, industrial districts and ship repair yards. Marine construction and the ship repair industry add approximately \$50 million annually to the city's economy. In 1970, employment related to port projects provided \$258 million in earnings to about 31,000 people.

In its infancy, Portland was a privately promoted enterprise, in competition with several larger townsites in the Willamette and Lower Columbia River valleys linked by river transportation. The pioneers for whom it was trail's end quickly put together a rudimentary but integrated complex of docks, warehouses, sawmills and flour mills, and laid a plank road into the Tualatin Valley. With this investment, the town soon outdistanced its rivals and the city was chartered in 1851.

The partnership between Portland and its railroads dates from 1869 when citizens joined the Oregon Central, a predecessor of the Southern Pacific, in spiking down the first rails of a venture to build a transportation link with the East and along the Pacific Coast. Communication with the East was established in 1883, and with California in 1887.

Reinforced with this lifeline to distant markets, Portland was on its way. By 1890 the population had grown to more than 46,000 and by 1900 was almost twice that number. In the 1970 census, as the result of the annexation of outlying districts, the population of the metropolitan statistical area passed the million mark.

One of Portland's advantages is a highly diversified economy. Oregon's evergreen forests, blanketing half of the State, provide a fourth of the nation's timber. This stockpile has made wood processing Oregon's dominant industry and an important one in Portland. About 90 per cent of Oregon lumber and related forest products move by rail.

Agriculture, the State's second largest industry, generates over one-half billion dollars annually. More than 90,000 people are involved in growing, processing and marketing agricultural products, with Portland commanding a major share of the business. Revenues from agricultural products shipped in interstate transportation exceed \$40 million a year.

But measured by industry employment, the largest sector of Portland's economy is wholesale and retail trade. This accounts for approximately 92,000 workers, or about 21 per cent of the total employment in the metropolitan area.

Manufacturing is the second largest category, with about 86,000 workers. It is characterized by a large number of relatively small firms representing a diversity of industries. The output of the leading firms includes oscilloscopes and related electronic equipment; sportswear; heavy duty trucks; textiles; alloy steel; aluminum ingots; photographic equipment; lift trucks; ships, boats and barges; sawmill and logging machinery; railroad cars; structural components for the aerospace industry; furniture; fabricated structural steel; automatic telephone answering and recording systems; hydraulic cylinders and laminated wood trusses. The transportation of these products provides Portland with a large part of its economic base.

Reflecting Portland's position as a headquarters city, more than 2,700,000 square feet of office space was under construction or recently completed at the beginning of 1970. This included a 19-level bank and office building, a 30-story world headquarters for a major forest products company, and a 40-story office tower for Oregon's largest bank. During the last quarter of 1970 and the first quarter of this year, 70 major building projects were initiated.

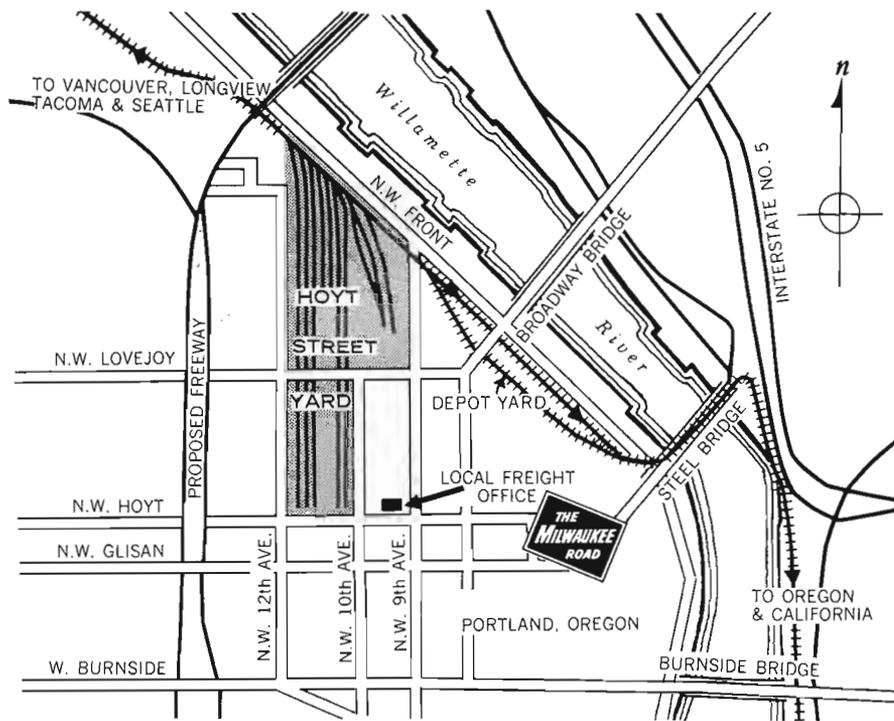
Other construction includes two new

Multnomah Falls, second highest in the United States (620 ft.), cascade over the rock walls of the Columbia Gorge east of Portland.



The Grand Floral Parade, feature event of the annual Rose Festival, winds through downtown streets.





Map showing Hoyt Street Yard in downtown Portland which is used by Milwaukee Road trains entering and leaving the city.

freeways looping the city, a \$110 million expansion of Portland International Airport, the development of a 3,000-acre industrial district, and the expansion of hotel and motel accommodations for business, convention and tourist travelers.

Portland benefits from a very sizeable flow of tourists through the area each year. In 1970 over 7 million

visited Oregon, spending an estimated \$326 million.

Tourists find Portland replete with historic, cultural and scenic attractions. Its annual Rose Festival in June is one of the most famous events on the Pacific Coast. Traditionally, the climactic floral parade has an audience of 300,000.

The city boasts the Oregon



Discussing a train consist in the local freight office of the Milwaukee Road in Portland are Clerks Paul J. Drexheimer and Reginald B. Morris (from left); Agent L. J. Fettig; W. T. LaShure, manager of Milwaukee Motor Transportation Company terminal operations at Portland; and S. J. Barry, assistant superintendent of the Coast Division. The office is adjacent to Hoyt Street Yard.

Symphony Orchestra, Portland Opera Association, Junior Symphony, Symphonic Choir, Multnomah County Library, Civic Theater, Portland Art Museum, Oregon Historical Society and Museum, and the Oregon Museum of Science and Industry.

Its Memorial Coliseum is the home of the National Basketball Association's Trailblazers and the Western Hockey League's Portland Buckaroos. The Civic Stadium, home of the Portland Beavers of the Pacific Coast Baseball League, is also the site of college and high school football games and civic events.

Among other attractions for visitors are the famous Japanese Gardens, the International Rose Test Gardens of the American Rose Society, the American Rhododendron Society Test Gardens, and the bird sanctuary of the Oregon Audubon Society. There is also a \$4 million zoo, the Northwest's only planetarium, and a 3,336-acre virgin wilderness forest on the city's outskirts.

Portland is noted for its excellent medical facilities. Foremost among them are the University of Oregon Medical School, Doernbecker Memorial Hospital for Children, the Multnomah County Hospital, University of Oregon Dental School, Veterans Administration Hospital and the famed Shriners Hospital for Crippled Children.

Its educational facilities include such nationally accredited schools as Cascade College, Lewis and Clark College, Marylhurst College, Multnomah College, Portland State, Reed College and the University of Portland.

Portlanders are devotees of outdoor recreation, and an extensive municipal park system includes many with community houses, baseball diamonds, swimming pools, tennis courts and the like. Within the city or close by are 29 municipal, public and private golf courses.

Many of the most popular recreational activities in the Pacific Northwest can be enjoyed an hour or two from Portland. The Mt. Hood lodge area in the snow-capped Cascades is only 55 miles east, and Pacific Ocean beaches are a 79-mile drive west. Easily accessible over the State's highway system are more than 200 State parks, Crater Lake National Park and 13 national forests with camp sites. Fishing, boating, waterskiing, mountain climbing, wilderness pack trips—all are just a few hours away.



An authentic Japanese garden (left) in Washington Park symbolizes the alliance between Portland and its sister city of Sapporo, Japan. A view (right) of Oregon's spectacular coast line from Ecola State Park, north of Cannon Beach. The Columbia River Gorge (above), famous for scenic beauty, as seen from Crown Point on State Highway 30. (Portland Chamber of Commerce photos)

This environment figures prominently in Portland's ability to attract new industry, and based on past and present experience, it is anticipated that the 1970s will see continued progress in that direction. Indicative of the prospect is a discernible trend among Eastern and Midwestern manufacturers to locate regional facilities in Portland's favorable tax and rate-making climate.

Contributing also to Portland's reputation as a city on the move is an aggressive program to expand its share of oceanborne commerce and improve its competitive position in distant markets. Trade between the Far East and West Coast ports is expected to

increase substantially in the next decade, with Oregon railroads playing a key role in the movement of this traffic between U. S. origins and destination points.

Efforts of railroads to help meet the freight car requirements of area shippers are helping also to promote the growth of Portland's new car building industry. For example, Milwaukee Road acquisitions of new freight cars this year include 525 box cars, of which 200 are being built in Portland by Gunderson, Inc., a subsidiary of Food Machinery Corporation. The cars, 60 feet long and of 100-ton capacity, will have the 16-foot door openings desirable for lumber products loadings.

The lumber industry in the Pacific Northwest stands to gain also from the availability of 100 eight-stake log flats and 300 forty-foot box cars which are being returned to service in like-new condition through the road's continuous heavy car rebuilding program at Milwaukee Shops.

A significant volume of traffic has been moving via the Milwaukee Road as a result of the new service extension to Portland. The favorable trend, already ahead of the railroad's expectations, is expected to increase with the growth of traffic to and from Canada along the railroad's new north-south service route in the Pacific Northwest.

RHA Names Chairman Quinn Business Man of the Year in Transportation



Chairman William J. Quinn, right, receives the Business Man of the Year award in the field of transportation at the Religious Heritage of America Awards Program in the Washington Hilton Hotel, Washington, D. C. Presenting it is F. Ritter Shumway, chairman of the board of the Chamber of Commerce of the United States.

William J. Quinn, chairman of the board and chief executive officer of the Milwaukee Road, was named 1971 Business Man of the Year in Transportation by Religious Heritage of America, Inc.

The transportation award is one of 10 in various categories presented to Americans whose practical application of religious principles to their business lives has had a significant impact on their community or at the national level.

The awards were presented by F. Ritter Shumway, chairman of the board of the Chamber of Commerce of the United States, as part of RHA's 21st annual National Awards Program in Washington, D. C., on June 10.

Awardees in other categories were: Business Services—Spyros P. Skouras, chairman of Prudential-Grace Lines; Communications—Charles D. Peebler Jr., president of the advertising and public relations firm of Bozell and Jacobs; Construction—Robert P. Gerholz, president of Gerholz Community Homes; Education—Dr. Ernest L. Wilkinson, president of Brigham Young University; Entertainment—Lawrence Welk; Insurance—Gorden E. Crosby Jr., chairman of USLIFE; Lodging Industry—J. Willard Marriott Sr., chairman of Marriott Corp.; Manufacturing—Leon O. Woods, president of Watts Manufacturing Co., Compton, Calif.; Retail Trades—Charles Creighton, president of Creighton's Restaurant, Fort Lauderdale, Fla.

RHA is an interfaith, non-profit organization dedicated to preserving the Judeo-Christian heritage and to encouraging the application of religious principles to all aspects of daily life, including government and business.

Mr. Quinn was cited for leadership in business, civic, educational, charitable and religious activities and programs for community betterment. Causes with which he was identified included the Boy Scouts of America, National Institutes of Health, College of Business Administration of Notre Dame University, trustee of Loyola University, National Jewish Hospital, and chairman of the Mayor's Prayer Breakfast in Chicago.

Milwaukee Announces Details Of Holding Company Offer

Further details regarding the plan of the Milwaukee Road to establish a holding company were announced by William J. Quinn, chairman of the board of directors and chief executive officer, on June 21.

As he stated on May 11, the plan is for the holding company to become the parent of the railroad, and as such, "enable us to take advantage of opportunities to diversify."

It is now proposed that the holding company, to be known as the Chicago Milwaukee Corporation, will offer one share of its common stock for each share of the railroad common stock, and one share of its 6½ per cent convertible,

non-cumulative prior preferred stock for each share of railroad preferred stock. The new preferred stock will be convertible into 2½ shares of holding company common stock and will have full voting rights.

In addition, railroad stockholders will be offered the non-transferable right to subscribe for one warrant for each two shares of railroad preferred or common stock tendered in acceptance of the exchange offer. The warrants will have a life of 10 years and will be freely transferable.

The subscription price and the exercise price of the warrants will be determined at the time of the offering, which will be made only by means of a prospectus.

Mrs. Frank J. Newell

Mrs. Frank J. (Hilda) Newell of Chicago, wife of the Milwaukee Road's former director of publicity, passed away July 2 in Lutheran General Hospital, Park Ridge, Ill., following a brief illness. Funeral services were held in St. Margaret Mary Church, Chicago, with interment in All Saints Cemetery, Des Plaines, Ill.

Mr. and Mrs. Newell were both natives of St. Paul. He retired in 1958 after a railroad career spanning almost 50 years, and passed away in 1966.

Mrs. Newell is survived by their sons, Dr. Frank W., chairman of the Ophthalmology Department of the University of Chicago, and Robert J., vice president and general manager of the Autopoint Company in Chicago, together with their wives, two sisters, 12 grandchildren and three great-grandchildren.



"Gandy dancers! I expected ballet!"



Morning commuters to Chicago await the arrival of their train as a westbound train stops at the north platform.

Roselle Dedicates Its New Milwaukee Road Station

The annual Rose Festival at Roselle, Ill., featured an added attraction this year—the dedication of a new Milwaukee Road suburban station.

The Grand Opening on Sunday, June 6, was coordinated with the annual Rose Day Parade of some 50 marching units, which includes many from the surrounding area. This year the parade terminated at the station and heralded the opening with a brass band salute.

The relocation of station facilities came about from a cooperative effort of the railroad and the Village to meet the needs of the community and its developing environs. The old station, built in 1873 on downtown Main Street, as was customary at that time, had become inadequate to serve as a hub for commuter traffic with its attendant influx of parked cars.

The modern replacement, located on Irving Park Road a half-mile east of the shuttered station, is a one-story functional brick structure 70 feet long and 16 feet wide. The building is heated electrically. Passenger platforms 500 feet long, built to accommodate seven-car trains, are lighted by mercury vapor lamps. Parking lots adjoining the track on both the north and south sides will hold approximately 600 automobiles.

The building was designed by the engineering department of the railroad, which also supervised the construction by local contractors. It was financed under the auspices of the Roselle Chamber of Commerce through an arrangement involving the Village and local businessmen.

President Curtiss E. Crippen attended the dedication ceremonies with a group of other Milwaukee Road officers. The program featured the presentation of parade awards, talks by Mr. Crippen and Roselle Mayor Robert Frantz and U. S. Senator Adlai E. Stevenson III of Illinois as the keynote speaker.

Mayor Frantz went into a brief history of the ties between the railroad and the village dating back to Col. Roselle Hough, the village namesake. He concluded by thanking the railroad for its cooperation with the relocation project, and the people of Roselle for

approving a bond referendum to build the public parking.

Mr. Crippen called the project “the kind of effort that distinguishes a truly progressive community.” He pointed out that on an average day the station handles approximately 1,200 commuters—residents of Roselle, Schaumburg, Hoffman Estates and other nearby suburbs. From the standpoint of the number of riders, he noted, Roselle is the largest commuter station on the Milwaukee Road.

He noted, too, that Roselle was the first community on the Milwaukee’s west suburban line to endorse Project



President Curtiss E. Crippen joins Mayor Robert Frantz of Roselle in the formal ribbon-cutting opening the station.



Senator Adlai E. Stevenson III of Illinois, at the microphone, delivers the keynote address.

Transi-plan, the railroad's long-term blueprint for the development and improvement of suburban service. As part of the plan, the Northwest Suburban Mass Transit District was created by communities along that branch of the railroad's commuter lines.

"I am confident," Mr. Crippen said, "that this mass transit agency—either on its own or as part of a broader metropolitan mass transit district—will be instrumental in providing the balanced transportation services

required by a growing population. I congratulate Mayor Frantz and Roselle's board of trustees in seeing the project through to a successful conclusion. They have done this village and the broader area served by Roselle station a valuable service."

After Senator Stevenson's address Mr. Crippen joined Mayor Frantz in a ribbon-cutting ceremony. The station was then opened to visitors and dignitaries were invited to a reception in the Municipal Building.

APPOINTMENTS

Traffic Department

Effective May 1, 1971:

Freland K. Cox is appointed sales representative, New Orleans, La.; **John P. Nail** sales representative, Kansas City, Mo.

Effective June 1, 1971:

Gabriel Zawadski is appointed assistant manager-grain industries, Chicago; **George B. Hanson** manager-service and schedules, Chicago; **Norman H. Mondrall** manager-equipment utilization and planning, Chicago; **Ronald L. Baker** sales representative, Los Angeles.

Effective June 16, 1971:

Robert E. Bennett is appointed general manager-pricing, Chicago; **Gary W. Gunder** assistant to vice president-traffic, Chicago; **William P. Mullen** manager-pricing, Chicago;

Nicholas P. Cicinelli manager-pricing, Chicago; **Thomas W. Davis** sales representative, Chicago.

Finance and Accounting Department

Effective June 1, 1971:

H. N. Bichler is appointed assistant regional data manager, Chicago.

Effective July 1, 1971:

V. V. Kluck is appointed assistant regional data manager, Milwaukee.

Mechanical Department

Effective July 16, 1971:

J. F. Bell is appointed general car foreman, freight car operation, Chicago Terminal, with headquarters at Bensenville, Ill.

Effective July 26, 1971:

E. J. Lemay is appointed general car

foreman, Twin City Terminals, with headquarters at St. Paul.

Operating Department

Effective May 16, 1971:

P. Bridenstine is appointed supervisor of the power bureau with headquarters in Chicago.

Effective June 1, 1971:

R. I. Miskimins is appointed director of operating systems with headquarters in Chicago, reporting to the vice president-operation and vice president-management services.

Effective July 16, 1971:

R. E. Chalifoux is appointed agent at Milwaukee; **C. D. Nunley** trainmaster of the Chicago Terminal-Terre Haute Division with headquarters at Bensenville, Ill.

Effective Aug. 1, 1971:

G. R. Frazier is appointed electrical engineer with headquarters in Tacoma, following the retirement of T. B. Kirk.

Amtrak Names VPs

Harold Wanaselja has been named vice president of operations for Amtrak (National Railway Passenger Corporation) and Edwin E. Edel has been appointed vice president of public affairs. Wanaselja most recently was the top operation officer for the New York Metropolitan Transportation Authority. Edel had been director of public affairs for the Federal Railroad Administration since 1967.

Travel Aid for Handicapped

Handicapped persons will find "The Wheelchair Traveler" useful in making vacations more enjoyable and easier to plan. The book lists hotels, motels, restaurants and sightseeing features particularly convenient for use by restricted persons. Cost is \$3 post-paid from the Wheelchair Traveler, Ball Hill Road, Milford, N.H. 03055.

ACRW Supports ASTRO

The American Council of Railroad Women, comprised of women in executive and upper level supervisory positions, has adopted a resolution calling for "permanent relief from regulatory and tax inequities and temporary financial assistance" for the railroad industry. The Council said it recognizes that the U.S. must develop a competitive transportation network of all modes to provide freight service, and this can only be done "if a modern, healthy railroad industry is available as the foundation of such a network."

The Milwaukee Road Magazine

Michael Sol Collection

Training Workshop for New Employees Orients Group to Railroad Operations



Participants in the workshop hear a presentation of activities in the operating department by D. O. Burke, assistant general manager.

A group of 24 employees new to the company, all recent college graduates, participated in a three-day orientation program held June 17, 18 and 21 in Chicago. The intensive training workshop was conducted by the employment and training department, in order to provide the group with a broad perspective on the railroad's various departments and their working interrelationships. In addition, participants heard a "crash course" in management techniques.

The members of the group had joined the company in various capacities during the previous 15 months. They entered in positions ranging from junior engineer to sales representative to auditor to junior systems analyst. For 18 of them, the orientation program was part of their first week on the Milwaukee Road.

Participating in the all-day sessions were L. E. Long, personnel administrator; R. E. Sellards, manager of training and development; and L. E. McDowell, employment officer. They were joined by company officers and other department representatives, who outlined the contributions of their organizations toward the operation of the railroad.

Each individual presentation was followed by a question-and-answer period. In addition, the group had an opportunity to meet informally with

company officers at a luncheon held in Chicago Union Station.

The third day of the program was highlighted by a trip to Milwaukee and tour of the Milwaukee locomotive and car shops, Davies light repair yard, and Air Line automatic freight classification yard.

On the first day of the orientation, President Curtiss E. Crippen met the

T. M. Tanin, production engineer in the mechanical department at Milwaukee Shops, serves as the group's guide on a tour of shop and yard facilities in Milwaukee.



new employees and told them, "There is no industry in which more people have a vital interest in the economic well-being of the United States than the railroad industry. We are happy to have this group of new talents on the Milwaukee Road, and we look to you to find new approaches and new answers in serving this interest of economic well-being."

Samuel J. Cooley

Samuel J. Cooley, 78, of Park Ridge, Ill., who retired as vice president-real estate and industrial development in 1964, died at Pontiac, Ill., on June 1 as the result of an automobile accident.

Mr. Cooley was a native of Lawrence, Kans., and an engineering graduate of the University of Kansas. Prior to his employment by the Milwaukee Road he was associated with several other roads, served in the land department of the Interstate Commerce Commission, and engaged in real estate practice in Kansas City. He held a number of positions of responsibility with the Milwaukee Road, starting in 1924, and was elected vice president-real estate and industrial development on Jan. 1, 1962.

Surviving are his wife, Gladys, a daughter, Mrs. Timothy Corcoran of Peoria, Ill., three grandchildren and a great-grandchild. Funeral services were held in Park Ridge, with interment in Acacia Park.



Officers of the railroad honor Messrs. Ross, Lund and Horton at a luncheon in the Chicago Club. Seated at the rear, left to right, are

Mr. Horton, Mr. Ross, President Curtiss E. Crippen, Mr. Lund and F. G. McGinn, vice president-operation.

Officers Ross, Lund and Horton Honored at Retirement

Three officers of the railroad, all of whom had long records of distinguished service, retired on May 31. Honored jointly at a luncheon in the Chicago Club on May 27 were William E. Ross, assistant vice president-finance and accounting, Clarence V. Lund, special assistant to vice president-chief engineer, and Lyman B. Horton, commissioner of agricultural and mineral development.

Mr. Ross, whose career in the railroad industry spanned more than 48 years, was employed in the office of comptroller throughout most of his service with the Milwaukee Road, which began in 1952 following several years with the Chicago Great Western. He became assistant comptroller in 1960 and was elected comptroller on Oct. 20, 1966. His promotion to assistant vice president-finance and accounting was effective on May 11 of this year.

He has two daughters, Mrs. Thomas Ponsonby of Birmingham, Mich., and Mrs. Robert Nolan of Riverside, Ill. Mr. and Mrs. Ross will move from Oak Park, Ill., to suburban Wood Dale, where they have purchased a new home.

Mr. Lund joined the railroad in 1927 following graduation the previous year with a degree in civil engineering from the University of Minnesota, where he was a member of Chi Epsilon and Tau Beta Pi honorary scholastic engineering fraternities. He held positions in Minneapolis and Aberdeen, S. D., before being transferred to the engineering department in Chicago as assistant to general supervisor of

bridges and building in 1931. In Chicago he attended night classes at Chicago Kent College of Law and took extension courses in engineering offered by the University of Illinois.

He was appointed assistant to chief engineer in 1955, advancing to assistant chief engineer-structures in 1967, and became special assistant to vice president-chief engineer in 1969.

In recent years, Mr. Lund's career was largely associated with special studies, including negotiations with the Corps of Engineers on flood control and navigation projects, the relocation of Milwaukee Road lines on the Oahe Reservoir project at Mobridge, S.D., and the construction of the Royal Slope line in the Columbia Basin of Washington State. He has been active in affairs of the American Railway Engineering Association.

Mr. and Mrs. Lund will continue to make their home in Glen Ellyn, Ill. They have three sons and 10 grandchildren. Their son John lives in Chicago, Thomas in San Jose, Calif., and Charles in Richfield, Minn.

Mr. Horton is a native of Fairmont, Minn., where his father, A. A. Horton, was the Milwaukee Road agent for 63 years. He was graduated from the University of Minnesota with a degree in business administration in 1929, and began his service with the railroad that year in the general freight department in Chicago. Following assignments in Pittsburgh and Kansas City, he was appointed research analyst for the Association of American Railroads in 1943 to conduct studies on the production, consumption and

marketing of grain, livestock, poultry and dairy products.

Returning to the railroad in 1945, he became general development agent in 1947 and in 1948 was appointed assistant commissioner-agricultural and mineral development, advancing to commissioner in 1951.

Mr. Horton's leadership in his field extended over a period of 20 years. During that time he was active in the work of many national, state and local agencies devoted to agriculture, conservation, economic and resource development and related matters.

He and Mrs. Horton are making their retirement home in Oconomowoc, Wis. They have two daughters, Mrs. Robert J. Minnihan of Minneapolis, and Mrs. Frederick H. Chlupp, who lives near Waukesha, Wis.



"I'm making a 'Who's not wearing a hard hat' survey!"

Transportation —In Which Direction?

"For the Federal government to follow ASTRO's suggestions would be merely to help the railroads help themselves. We don't want a handout, we just want a hand—the hand of understanding."

*

"Experience in other countries has shown that nationalization does not solve the problem of rail deficits, only the problem of who pays for them."

*

"ASTRO needs the support of the public in order to get a proper hearing in Washington."

*

"The average person will more often visualize a freight train as the cause for delay at a crossing than as a prime mover of the package goods he will take from store shelves a few days later or the car he will buy next month."

*

"We must be able to enlist the help of Congress, for much of what is needed today can be done only by modification of Federal aid and regulatory policies."



Kelly Waller, president of the Rotary Club of Seattle (right), introduces Chairman William J. Quinn at the luncheon meeting and presents him with a Rotary banner. Standing by is B. E. Lutterman, vice president and western counsel of the railroad at Seattle.

There is no doubt that transportation holds possibility of exciting advances in technology and design, but to point in that direction it must be assured a firm base of economic support in a balanced transportation system, William J. Quinn stated before a luncheon meeting of the Rotary Club of Seattle on June 23. In his remarks, the chairman and chief executive officer of the Milwaukee Road emphasized the urgency for public understanding of problems confronting the railroad industry and modification of Federal transportation policies. Quoted here are excerpts from his address.

The Milwaukee Road has had a close relationship with the Pacific Northwest for over 60 years, a relationship built on the quality of service we can offer.

This is true for all railroads, for all modes of transportation. Therefore, when we look to the future of transportation in this country, we do so with urgency, and often with a sense of alarm.

In discussing the question of "transportation—which direction?" I suppose I could answer "progressively forward." I could then be called optimistic and perhaps energetic in approach.

At the other extreme, I could follow suit with many who have attacked the

question by filling the pages of popular magazines with speculative looks into the future. Such articles are usually accompanied by artists' conceptions of gleaming causeways arching high overhead or level upon level of underground pneumatic tubes or tunnels.

But neither of these methods suffice today. The problems of our transportation system are too complex to be dismissed with simply-phrased solutions, and rhapsodizing about a world of conveyor belts for humans or supersonic sidewalks sounds a bit like science fiction when we realize that present problems need immediate solutions.

If we are to point our transportation system in the right direction—the direction of balance and growth—we must be assured of certain basics. We must be able to enlist the help of Congress, for much of what is needed today can be done only by modification of Federal aid and regulatory policies. Next, we must be able to proceed with a solid groundwork of public understanding.

We in the railroad industry feel that our story is a convincing one. But in a nation of representative government, needs are not acted upon by the legislative branch unless they are expressed needs of the electorate, the constituency.

We see this as a definite problem, for the general public does not come into

immediate contact with the concept of "transportation" except on its immediate or personal level.

As an example, the average person will more often visualize a freight train as the cause for delay at a crossing than as a prime mover of the package goods he will take from store shelves a few days later or the car he will buy next month.

Only recently has the public shown increased interest and concern for the transportation industry, and railroads in particular. But unfortunately, nothing brings out a crowd like a good fire, and it is sad but perhaps true that public interest is aroused only in times of crisis or immediacy. It took an event such as the recent crisis on the Penn Central to make known the ailing state of the industry. The advent of Amtrak also brought home to the public a part of our railroad crisis, that is, the impact of passenger train losses on the financial stability of the industry.

"Learning Through Crisis"

Perhaps we must resign ourselves to "learning through crisis." If so, we need only think back a little over a month to information which went over news service wires on May 17. That was the opening day of a national railroad strike that lasted approximately two days.

At 8:35 a.m. on that date, "No trains were reported moving in several cities." Eleven minutes later the wires reported "the Department of Transportation estimated that many factories would be forced to shut down within a week if the strike lasted, many within 24 hours."

By 11:30 a.m. the New York Stock Exchange had slipped nearly 10 points and analysts attributed it partly to the rail shutdown. The next day "produce and citrus growers in Texas and Florida watched as tons of their perishable products piled up on rail sidings and at terminals." United States Steel cut back coke production 10 per cent, half of the 8,000 coal mine employees in Illinois were laid off, and the Kellogg and Quaker Oats companies shut down operations.

The strike lasted 40 hours and 29 minutes. The economy had once again been dramatically interrupted, but when the work stoppage ceased, our nation again returned to its state of semi-apathy concerning the future of the railroad industry.

But strikes are not the only problems

President Crippen Receives University of Minnesota Achievement Award



Malcom Moos, president of the University of Minnesota, left, presents the Outstanding Achievement Award to President Curtiss E. Crippen at the 22nd Annual Alumni Presentation Dinner in the Radisson South Hotel, Minneapolis.

President Curtiss E. Crippen was presented the Outstanding Achievement Award of the University of Minnesota at the 22nd Annual Alumni Honors Presentation dinner held in Minneapolis on June 8.

The awards are made by the Board of Regents to alumni who have achieved high distinction in their chosen fields. Mr. Crippen, who received a degree in civil engineering from the University in 1930, was cited for his leadership in professional, business and civic affairs, as well as in charitable and religious activities.

Similar awards were conferred on Harry E. Atwood, president of Northwestern National Life Insurance Co., who is a 1931 graduate of Minnesota, and James A. Watson, president and director of Gamble-

Skogmo Inc., and chairman of the board of Red Owl stores, who graduated in 1942.

Mr. Crippen also is one of four Illinois business leaders and directors of the Illinois State Chamber of Commerce who have been appointed chairmen of newly created task forces to help carry out the Chamber's 1971 action program. He heads the Task Force on State Metropolitan Transportation.

The task forces were created to implement the program's objectives of finding solutions to and treating the causes of critical problems facing the business community in the areas of transportation, human resources coordination, and modernization of state and local government.

which beset our industry, and the type of attention which Congress gave the labor crisis is not enough. What we need is an understanding on the part of the public on a wider horizon which will lead to genuine concern, and a communication of that concern to those who will act upon it.

Our problem is trying to solicit support on a broad basis for fundamental problems, while at the same time we are able to attract attention to only a part of them, and then only on a crisis to crisis basis.

Much of what the railroads are doing in a positive sense escapes public notice. If we could do more, perhaps we could

gain attention, but the very conditions which we are trying to correct via this support are putting a squeeze on profits which limits constructive advances.

I do not wish to imply that railroads are not making progress in many areas today. The railroads are continually called upon for expansion and renovation in order to meet the heavy demands of a progressive, dynamic economy. But the future holds promise of even more vital dependence on rail transportation. Again I do not speak of a future which exists in the minds of theorists, but of a future in need of current solutions for current problems.

Today, the railroads of the United

States move 41 per cent of all intercity freight. By 1980 they must be equipped to handle, at the very least, one-third more traffic than now. But to do this they must spend more than an estimated \$36 billion on plant and equipment.

Here, then, is our predicament: We must embark on that \$36 billion program of capital investment, but seeking the funds is an impossible task while the rate of return in the railroad industry stands at a level of 1.47 per cent, the lowest since 1932.

This situation is in good part the product of outdated public and government attitudes toward the railroads, creating a definite imbalance in this nation's systems of transportation. During 1971, Federal, state and local governments will spend almost \$25 billion on the various transportation modes. Out of this, railroad projects will receive less than one-fifth of one per cent.

ASTRO a Workable Formula

At the same time, the railroads must allocate 20.2 per cent of revenues for taxes and other costs relating to basic right of way facilities. This is four times more than any other mode of transportation must pay.

These trends can be reversed, and I believe the workable formula is contained in the ASTRO Report made by America's Sound Transportation Review Organization. The findings of this study group, created by the Association of American Railroads, led to a proposed program of what might be termed creative Federal involvement with the problems of the railroad industry.

The ASTRO Report contains over 30 concrete suggestions for action now, ranging from the formation of a single regulatory agency for all modes of transportation to relieving railroad facilities from local property taxes with appropriate safeguards to local revenues by Federal revenue sharing programs.

For the Federal government to follow ASTRO's suggestions would be merely to help the railroads help themselves. We don't want a handout, we just want a hand—the hand of understanding.

Not to aid the railroads at this point would surely drive this country to a move which has been supported in some quarters—nationalization of our railroad system. Experience in other

countries has shown that nationalization does not solve the problem of rail deficits, only the problem of who pays for them. Where railroads are nationalized, the taxpayer invariably foots the bill, and the bill in the case of the United States would be gigantic. This would, without doubt, be the disastrous way to go.

Two bills have been introduced in Congress, one calling for government-insured loans to railroads for freight car purchases and the other to establish a Federally-chartered corporation which would supply a fleet of freight cars for

use nationwide. These are both suggestions contained in the ASTRO Report.

This is good to see, but I caution that a piecemeal approach to our railroad problems will only serve to delay the disaster. We must have a coordinated and all-encompassing effort, and ASTRO should form the groundwork. ASTRO needs the support of the public, in order to get a proper hearing in Washington. To do this will be merely to act in your own self-interest, as a shipper, a businessman, or merely as a consumer.

Port of Seattle Manager Honored as Maritime Man of the Year



J. Eldon Opheim, general manager of the Port of Seattle (left), is presented the Maritime Man of the Year Award by Martin L. Erickson, public relations representative of the Milwaukee Road at Seattle, and Sharon Zivanich, Coast Guard Deputy Commissioner, Seattle, and Miss Maritime 1971. (Port of Seattle photo)

J. Eldon Opheim, general manager of the Port of Seattle, was honored by the Puget Sound Maritime Press Association on May 21 as Seattle's Maritime Man of the Year.

The presentation of the award by Martin L. Erickson, public relations representative of the Milwaukee Road in Seattle and president of the Press Association, highlighted the annual National Maritime Week luncheon in the Olympic Hotel, at which Sen. Warren G. Magnuson of Washington was the keynote speaker.

In presenting the annual award, Erickson noted that under Opheim's management since 1964, the Port of Seattle has become the leader on the

Pacific Coast in the handling of Oriental cargo destined for inland points. During those seven years, he pointed out, the Port has been expanded and modernized to rate as one of the best maritime facilities on the West Coast and a strong factor in helping sustain the region's economy.

Seattle Mayor Wes Uhlman also paid credit to Opheim for the growth of Seattle's maritime industry, as did Senator Magnuson, himself a Maritime Man of the Year in 1956. The award was the second civic honor conferred on Opheim this year, The Seattle Municipal League having chosen him this spring as its "Outstanding Public Official."

Traffic Department Honors W. G. Orr Upon Retirement



W. G. Orr, traffic analyst-sales administration and services in the Chicago traffic department (center), receives the good wishes of P. J. Cullen, assistant vice president-sales and service (left), and E. W. Chesterman, assistant vice president-pricing, on his retirement.

Wallace G. (Bud) Orr, traffic analyst-sales administration and services in the Chicago traffic department, signed up for retirement at the age of 60 on May 31. He had served the company 28 years.

Mr. Orr joined the Milwaukee Road in 1943 as chief clerk in the New Orleans office. Three years later he was made traveling freight and passenger agent at New Orleans, and in 1954 became general agent in Indianapolis. He was appointed district freight and passenger agent at Spokane in 1960, and assumed the position of traffic analyst in Chicago in 1962.

The traffic department held open house in Mr. Orr's honor on May 28. He and his wife, Bessie Mae, will continue to live in Carpentersville, Ill., where they built a new home several years ago.

Worley and Simmons Feted By Engineering Department

The engineering department in Chicago took over the Gold Lion dining room in the Union Station the evening of June 25 to honor two fellow employees who were retiring at the end of the month. More than 100 of their associates joined in the tribute to General Roadmaster R. G. "Slim" Simmons and C. L. "Les" Waterbury, engineer railway-highway negotiations.

B. J. Worley, vice president-chief engineer, presided at the dinner, which was attended by the Waterburys' son

Richard and his wife, Mary; the Simmons' son, Dick, and wife Nancy; and Curtis D. Buford, president of Trailer Train, and Mrs. Buford of Philadelphia—the Bufords and Waterburys are cousins.

Others on the speaking program included L. V. Anderson, assistant vice president-operation and general manager, and G. A. Kellow, vice president-management services. The program reflected the high regard of associates in all departments of the railroad with whom the honored guests had dealings.

Mr. Waterbury, a native of Urbana, Ill., and a civil engineering graduate of the University of Illinois in 1926, had been with the Milwaukee Road since 1937, starting as an instrumentman. In 1942 he became division engineer at Terre Haute, Ind., and in 1947 was transferred to the Chicago general offices where he held positions in the fuel and water service department and served also as superintendent of work equipment.

In 1955 he was appointed assistant engineer-highway negotiations, advancing in 1966 to principal assistant engineer-negotiations, and to engineer railway-highway negotiations on June 1, 1967.

He and his wife, Roberta, make their home in Evanston, Ill. The family includes another son, Robert C., who is married.

Mr. Simmons, born in Gallatin, Mo., started his career with a steel gang at Sturgis, Mo., in 1928 after graduating from high school. In 1930 he became an extra gang foreman, and in 1941 was appointed roadmaster in charge of the system steel gang. He was transferred to Chicago in 1943 as general track inspector-system, later



Mr. and Mrs. Clarence L. Waterbury and daughter-in-law Mary joined at the dinner party by their son Richard and daughter-in-law Mary.

holding the position of assistant engineer maintenance of way, and was appointed general roadmaster system in 1951.

Mr. Simmons has been active in the Roadmasters and Maintenance of Way Association of America for many years, serving as president in 1955 and as treasurer from 1957 to the present time. In 1961 the Association made him an honorary member.

Mr. Worley noted that Mr. Waterbury and Mr. Simmons have achieved the expertise in their particular field that stems from ability and sincere effort. Citing various of their attainments, he said, "We are proud of both of them, and I speak for many people in wishing them the best of everything."

There's nothing wrong with today's young people that becoming a taxpayer won't cure.



Richard G. "Slim" Simmons and his wife, Genevieve, spotlighted at the dinner in their honor. With them is their son, Dick, and daughter-in-law, Nancy.

Northwest Mass Transit District Seeks Federal and State Improvement Grants



Representing the Milwaukee Road at the North Suburban Transportation Council seminar in Deerfield, Ill., May 22 are General Attorney Thomas H. Ploss (left), chairman of the Project Transi-plan Task Force, and Public Relations Representative James W. Burcham, a member of the Task Force, with Lydia C. Williams, secretary in the law department.

The Northwest Suburban Mass Transit District, comprised of 11 towns and villages located on or adjacent to the Milwaukee Road's suburban line extending west of Chicago to Elgin, Ill., became the first mass transit district to apply for a capital grant to the State of Illinois under its recently enacted capital grant mass transit improvement program.

Simultaneous application was made by the District to the Federal Urban Mass Transportation Administration and to the State of Illinois for approximately \$15 million to purchase new equipment to upgrade and improve West Line suburban service. Two-thirds of the amount requested in the application, or about \$10 million, would be obtained by the District from the Urban Mass Transportation Administration. The remaining third, or about \$5 million, would come from the State of Illinois under the \$900 million State bond issue passed recently by the Legislature and signed into law by Governor Richard B. Ogilvie on July 3.

The Preliminary Application calls for 36 new stainless steel air-conditioned bi-level suburban cars, 13 new locomotives, improved signaling, a new station northwest of the present terminal in downtown Elgin, and a new

terminal northwest of the city.

Donald W. Buckner of Bartlett, Ill., chairman of the Northwest Suburban Mass Transit District, headed a three-man delegation from the District to Washington, D.C., on July 22. Accompanying the delegation from the Milwaukee Road were Thomas H. Ploss, general attorney, who is chairman of the Project Transi-plan Task Force, and James W. Burcham, public relations representative, also a member of the Task Force. The group from the District, which included Trustees Herbert Hansen of Elgin and Watson B. Tucker of

Itasca, sought to gauge reaction to the application and to seek early action for approval of the capital grant.

Chairman Buckner described the reaction of several legislators and government officials as "highly favorable and supportive". He also said, "Our goals and our approach are being received with great interest, and I see a climate of opinion which may very well lead to substantial improvement in commuter service in this area."

The delegation met with the acting administrator and other officers of the Urban Mass Transportation Administration, who all stated that the documents presented in the application for Federal and State funds were technically beyond criticism. They explained that there would now be a 90-day circulation period among Federal agencies, to be followed by a conference on the preparation of a final application.

In further meetings, Rep. Harold R. Collier of Illinois told the group he would attend the next public meeting of the District on Aug. 11 in Wood Dale, and that he would join Rep. Robert McClory and Rep. John N. Erlenborn of Illinois in endorsing the application to the Urban Mass Transportation Administration.

Illinois Senator Charles H. Percy told the delegation that the need for mass transit improvements continues to grow, and agreed to follow the progress of the application. Additional support was voiced by Illinois Senator Adlai E. Stevenson III.

North Suburbs Take Mass Transit Action

The Project Transi-plan Task Force closed out its independent community awareness program with the passage of the ordinance to participate in the creation of the North Suburban Mass Transit District by the Village of Deerfield on July 6. As of this writing, Morton Grove, Golf, Glenview, Northbrook, Deerfield, Libertyville, and Fox Lake, Ill., have passed such ordinances, and other communities on Chicago's North Shore served by the Milwaukee Road and the Chicago and North Western

Railway are planning to do so.

The North Suburban Transportation Council, a grouping of 14 North Shore suburban communities, completed and presented to the public its North Suburban Transportation Plan and Program for 1971-75 on May 22. One of the first activities of the North Suburban Mass Transit District will be to implement that Program with improvements to public transportation facilities, including Milwaukee Road North Line suburban service.

RETIREMENT

Applications Recorded During May-June 1971

General Office & System Employees

Eales, G. L. Bureau Head Chicago, Ill.
 Erickson, R. A. Per Diem Clerk Chicago, Ill.
 Horton, L. B. Commissioner A&MD Chicago, Ill.
 Jannes, E. M. Stat. Typist Chicago, Ill.
 Lund, C. V. Spl. Asst. to V. P. Chicago, Ill.
 McAuliffe, M. M. Typist Chicago, Ill.
 Ross, W. E. Asst. Vice Pres. Chicago, Ill.

Aberdeen Division

Grothe, A. W. Engineer Mobridge, S. D.

Chicago Terminals

Boerger, F. F. Carpenter Chicago, Ill.
 Cornille, G. L. Clerk Bensenville, Ill.
 Garrett Carman Chicago, Ill.
 Huart, H. J. Engineer Chicago, Ill.
 Koehn, C. E. Jeep Driver Chicago, Ill.
 Lococo, S. F. Truck Driver Chicago, Ill.
 Nemitz, R. P. Switchman Chicago, Ill.
 Stopka, Joe Machinist Bensenville, Ill.
 Weinert, H. W. Clerk Chicago, Ill.
 Weinschenk, H. L. Electrician Bensenville, Ill.

Coast Division

Benson, A. B. Clerk-Cashier Tacoma, Wash.
 Gordon, G. K. Chief Yard Clerk Tacoma, Wash.

Dubuque & Illinois Division

Widman, C. F. Yard Clerk Dubuque, Ia.

Iowa Division

Allen, O. E. Carman & Frt. Car. Insp. Council Bluffs, Ia.
 Bowman, V. M. Secretary Des Moines, Ia.
 Hayes, R. J. Loco. Engineer Perry, Ia.
 Rathje, E. B. Conductor Marion, Ia.

Iowa, Minnesota & Dakota Division

Palmer, L. Roundhouse Foreman Rapid City, S. D.

La Crosse Division

Sissulak, H. J. Sect. Foreman Wisconsin Dells, Wis.
 Stair, J. E. Engineer LaCrosse, Wis.

Milwaukee Division

Klaus, N. W. Brakeman Fox Lake, Ill.
 Schmidt, G. R. Sect. Foreman Ripon, Wis.

Milwaukee Terminals

Ballisterri, P. D. Machinist Milwaukee, Wis.
 Brahm, R. A. Cabinet Maker Milwaukee, Wis.
 Cooper, C. Turntable Opr. Milwaukee, Wis.
 Gill, J. W. Sect. Laborer Milwaukee, Wis.
 Gregory, R. Laborer Milwaukee, Wis.
 Kerlin, L. E. Crane Operator Milwaukee, Wis.
 Perrine, F. J. Switchman Milwaukee, Wis.
 Rossien, C. F. Yard Conductor Milwaukee, Wis.
 Smith, N. J. Conductor Milwaukee, Wis.
 Sternig, John Machinist Milwaukee, Wis.

Terre Haute Division

Kinde, E. O. Flagman Terre Haute, Ind.
 Lutes, R. Laborer Jasonville, Ind.
 Sims, C. C. Jr. Agent Crane, Ind.

Twin City Terminals

Burville, F. H. Crossing Flagman Minneapolis, Minn.
 Carter, W. R. Loco. Engineer St. Paul, Minn.
 Fitzgerald, J. R. Ticket Clerk Minneapolis, Minn.
 Johnson, C. E. Crane Operator Minneapolis, Minn.
 Kruger, H. R. Loco. Engineer Minneapolis, Minn.
 Linner, J. V. Wire Chief Minneapolis, Minn.
 Lund, I. R. Engineer St. Paul, Minn.
 Preston, H. C. Steam Fitter Minneapolis, Minn.

Railroad Retirement Law Increases Annuities

A bill increasing regular railroad retirement annuities by 10 per cent was signed into law by President Nixon on July 2. The increase, which is retroactive to Jan. 1, 1971, will be payable to the majority of persons

covered by the Railroad Retirement Act.

Most of the annuitants entitled to the increase will receive it in their Sept. 1 checks, together with retroactive amounts due for earlier months of the year. Under the legislation, annuitants (mostly widows) who received a 10 per cent increase earlier this year do not qualify for an additional increase.

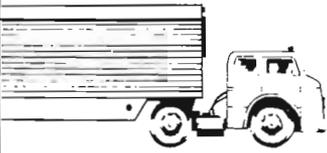
The legislation also extends until June 30, 1972 the time for the Commission on Railroad Retirement to submit the results of its study of the financing of the railroad retirement system for the purpose of placing it on an actuarially sound basis. The Commission of management, labor and public members was charged with making its recommendations on July 1, but sought a year's extension to complete the study.

Compared with other American men of similar age, business executives are mighty durable. At age 45 and over, the mortality rate of businessmen in "Who's Who" is only 71 per cent of that of all U.S. white males in the same age bracket, according to a Metropolitan Life study.

Love is like eating mushrooms. By the time you know whether it's the real thing, it's too late.

"Integrity and wisdom—these are the keys to business success," the old man told his son. "By integrity," he went on, "I mean that when you promise the delivery of goods on a certain day, you must do so even if it bankrupts you."
"Yes," said the son, "and what is wisdom?"
"Don't make such promises."

MOVING?



Clip out and mail →

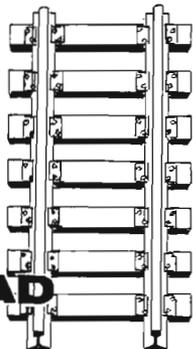
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SOCIAL SECURITY ACCOUNT NUMBER		INITIALS 1 2	LAST NAME
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ABOUT PEOPLE OF THE RAILROAD



Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Tom Helms, son of Milwaukee Division Engineer A. W. Helms, has been promoted to captain by Eastern Air Lines. He is assigned to shuttle service between Washington, New York City and Boston. Tom is also chairman of Eastern Air Lines' anti-hijacking committee.



Several retirements in train and engine service occurred at the end of June, including those of Engineer E. C. Golke and Brakeman R. G. Casperson on June 28, and of Conductor Q. A. Lindstrom on June 30. Our best wishes accompany them in their retirement.

Conductor C. A. "Charlie" Umberham passed away at his home in Walworth, Wis., on June 4 after a short illness. Charlie, a bachelor, lived with an aunt. He had worked for the Milwaukee Road 43 years and was well known to riders on trains 143 and 146 for his genial nature. At his request, he was buried in his uniform.

Sympathy was expressed to Stanley Butler Jr., assistant to the superintendent in Milwaukee, on the death of his father, Stanley Sr., a retired La Crosse Division telegrapher. He was a veteran of 41 years' service, his last being in the GO telegraph office in Milwaukee.

SECOND DISTRICT

Julie A. Orton, Correspondent
Asst. Superintendent's Office, Green Bay

William J. Noel, yard clerk in Green Bay, and Vicki Hastings were married in a noon ceremony on June 26. After a honeymoon at Wisconsin Dells, Billy returned to his clerical duties and Vicki to her work as a nurse's aide at Parkview Nursing Home in Green Bay.

Mark and Dawn Wimmer became the proud parents of a baby girl, Wendy Marie, on June 13. Mr. Wimmer is employed as a section laborer in Green Bay.

Ervin A. Rentmaster retired on June 25 after 26 years of service with the Milwaukee Road, the last 15 as warehouse foreman here in Green Bay. Erv plans to spend a part of his time fishing at his cottage in Amberg, Mich.

Lloyd F. Lambert retired in May at the age of 65. Mr. Lambert began work with the railroad in March 1945 as a brakeman and was promoted to conductor in February 1953. He is residing in Green Bay.

Retired Engineer George S. Warwick, 70, died June 8 in a local hospital. Mr. Warwick retired in 1967 after 44 years of service. He is survived by three brothers and four sisters. His wife preceded him in death in 1967.

Sympathy was extended to the family of Fireman Robert W. Bloom of Channing, Mich., who passed away suddenly at his home at age 45. Mr. Bloom began work with the railroad in May 1957. He is survived by his wife and three children.

LaCrosse Division

MADISON DISTRICT

Kathryn Skidmore, Correspondent

Sgt. Paul D. Ziermann, son of Chief Ticket Clerk Frank Ziermann, and Miss Ruth Nolan of Latta, S. C., were married at Dillon, S. C., on May 11. The couple took a wedding trip to Windsor, Wis., and are now living at Elgin Air Force Base in Florida. Sergeant Ziermann was a Milwaukee Road employee before entering the Air Force. While stationed with the 7272 Flying Training Wing at Wheelus Air Force Base in Libya, Africa, he received the highest commendation for outstanding performance of duty. After his discharge from service he and his bride will return to Madison.

Mrs. Ollis Johnson, widow of the long-time Madison locomotive engineer, was honored at the Nakoma Country Club by a number of her friends on her 83rd birthday. Those present included Mmes. Frank Love, John Lietz, Harold Bitney and Lorraine Gerry.

The family of Retired Engineer and Mrs. Ernest J. Burmeister honored their parents on their 47th wedding anniversary with a surprise dinner party at the Elks Club.

Best wishes to Brakeman John Glassmaker and Linda Kuehni, who exchanged wedding vows in St. James Lutheran Church, Verona, on May 21.

Ken DiLoreto, son of Dan DiLoreto, chief clerk in the freight office, recently pitched his fourth no-hitter in the Madison Boys Baseball League, along with collecting two hits and driving in three runs. How's that for a record?

Fireman Bill Currie has joined the Air Force and is stationed presently in Colorado.

Roundhouse Foreman and Mrs. Harvey Gordon became grandparents twice since our last report, with the birth of grandson James in April and granddaughter Kristine in June.

Vincent Skidmore, a 1971 graduate of Stoughton High School and son of Stoughton Agent and Mrs. Kenneth Skidmore, was employed as summer



WITH FOND GOOD WISHES from many friends, Mrs. Evelyn Jannes (left) is presented a retirement gift by Catherine Freeman, bureau head of the central typing bureau in the Chicago Union Station. The occasion was a luncheon in her honor on June 11 in the station's Canterbury Room, following which she was honored also at an open house. Mrs. Jannes, a statistical typist, had more than 20 years of service with the Milwaukee Road. She plans to maintain her home in Chicago and devote some of her leisure to volunteer work.



RETIRING AT MOBRIDGE, S. D., Engineer Art Grothe has the good wishes of J. D. Connelly, trainmaster-traveling engineer. Grothe joined the Milwaukee as a machinist apprentice at Marmarth, N. D., in 1923 and entered train service in 1927. In 1934 he transferred to Milwaukee Shops, and later held supervisory positions in the car shops at Terre Haute and Minneapolis. He returned to train service in 1944 and made his last run on May 26. He and his wife, Irene, plan to remain in Mobridge. (Mobridge Tribune photo)

relief in the Madison roundhouse. He will enter Wisconsin State University, La Crosse, this fall.

Cynthia, the Skidmores' daughter, was married in Bryn Mawr Presbyterian Church at Cottage Grove on May 22. She was given in marriage by her father and wore a gown of lace over peau de soie fashioned by her mother. Afterward a reception for 300 was held at the Holiday Inn in Madison. The newlyweds, who are students at the University, are making their home near Madison. Cynthia also worked for the railroad this summer as relief agent/operator on the Division.

Chicago Terminals

GALEWOOD

Eleanor P. Mahoney, Correspondent



Harry Weinert

Robert Erickson

A joint retirement celebration was held May 28 for Robert A. Erickson, per diem clerk, retiring with 48 years of service, and Harry Weiner, with 46 years. Gifts presented to them included handmade wallets, the work of F. E. LaRue, containing money from fellow employees. Coffee and rolls were served and Bob and Harry each took home a decorated cake. Harry has since left for Hawaii, and Bob is relaxing at home in Morton Grove.

Around the World in 37 Days! And it was wonderful, according to our demurrage clerk, Phil Scorza. He left Chicago on May 5 at 8:45 p.m. and arrived in London the next morning. Spent five days sightseeing, had one-day tours in Istanbul, Beirut and Delhi, and spent five days in Bangkok. Then by Pan Am to Sydney, with connections via Trans Aust Airlines to Port Morsby and Lae, New Guinea, to visit a nephew and his wife who are missionaries in the Sepik region of that country. He spent five days in New Guinea and five in Australia, then two days in Hong Kong and three in Japan via a Pan Am flight. New Guinea was the highlight of his trip, but Hong Kong was the shoppers' paradise, he says.

Welcome to Conrad Wencka and H. N. Bichler, newly appointed assistants in our regional data office, and congratulations to Gordon Bayless, formerly assistant at Region 8, who has been appointed systems analyst at Fullerton Avenue.

At this writing, A. M. Detuno, retired Division Street agent, is in Plantation General Hospital, Plantation, Fla., recovering from a heart seizure.

Sympathy was extended to the following: Stan Rebacz, cashier, on the

sudden death of his three-month-old granddaughter; Frank A. Weber, regional data clerk, on the death of his wife; and Julius Moscinski, chief clerk at Western Avenue, on the death of his brother Alex.

Graduations in June included those of Steve Kalasmiki, son of Agent Joseph P., from Addison Trail High School, and of Mike Lloyd, son of Assistant Agent Tom Lloyd, from Lake Park High School, Itasca.

Irene Ashford, per diem clerk, appeared on Channel 44 one evening in June, and did a fine job of modeling beach wear on the Tex Osborn Show.

At this writing, our switching clerk, Fred LaRue, is recovering nicely from an accident and should be back to work soon. Jo Piconere, ISB clerk, is on sick leave, and we wish her an early recovery.

Had a card from Ed Mueller, retired clerk, who has been visiting Ireland. He's having a great time.

New faces in the Galewood office are those of Evalyn Wealer, biller, and Jim Knaak, detention clerk, who came from our Bensenville office. George Wealer, also from Bensenville, is working in our Region 8 office as a rate clerk.

Mrs. Joseph (Ida) Waskow, 83, widow of a former assistant foreman in the Galewood freight house, passed away on Apr. 14. She was a member of a family which contributed many years of service to the Milwaukee Road, being the mother of August J., retired Milwaukee Division engineer; a sister of the late John Graney, checker at Galewood; a sister-in-law of Mae A. Graney, retired Galewood switching clerk; and of the late Engineer Ben Waskow. She will be remembered for her activities in the Milwaukee Road Women's Club at Galewood. She is survived by a daughter, Geraldine, four grandchildren and eight great-grandchildren.

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to the families of Retired Switchman F. W. Riley and L. R. Corkil, who passed away recently. Also to Engineer M. R. Huart and his wife, whose son, Marty Jr., was killed in Vietnam. Marty Jr. was 19 years old.

Congratulations are in order for Switchman John Hamilton on an addition to his family; also to Engineer Scott Bass on the addition of young Steve. That makes No. 5 for Grandpa Clair Bass of the superintendent's office.

Ben Webster, assistant superintendent at Bensenville, suffered a heart seizure on July 2. At this writing he is improving at Holy Family Hospital in Des Plaines.

Tower Operator Wilma Boynton suffered a heart attack on July 4 just prior to coming on duty. At this writing, Wilma is in a hospital and improving also.

A vacation in Ireland will be covered in the next issue of the Magazine. Bernice Heming of the superintendent's

office and Kathryn Lowery of the general manager's office are on an excursion as this is being written.

Walter H. "Dick" Meyer, chief clerk to the assistant superintendent at Bensenville, retired on July 10 after 47 years of loyal service to the company. Mr. Meyer started in the car department and transferred to the operating department in 1929. He worked various positions in the superintendent's office and was appointed chief clerk to the assistant superintendent in 1956. Fred Pfeiffer of the assistant agent's office at Bensenville was appointed to the chief clerk position on July 13.

Coach Yard Switchman Jim Carlson and his wife flew from Chicago to China recently and spent a month in that general area. They visited places like Sun Moon Lake in the mountains and went fishing in Chinese fishing boats. They flew via a Northwest Orient Air Line 747 to Japan, non-stop across the Pacific.

On Mar. 29, Engineer Walter Siek retired after more than 50 years with the Milwaukee Road, and on June 1 Engineer Henry J. Huart retired after 43 years of service. Our congratulations and best wishes go with both of them.

Sympathy was extended to the family of Trainmaster Robert L. Crist, 42, who passed away on Apr. 5. Mr. Crist was employed by the railroad in 1947 as a switchman on the D&I Division and appointed assistant trainmaster at Savanna, Ill., in 1963. In 1965 he was appointed trainmaster in the Chicago Terminals, later holding that position in St. Paul, and returned to Bensenville on Sept. 1, 1970. He is survived by his wife, Florence, and six children, Robert Jr., Dana, Martha, Jeffrey, Thomas and Rae Ann. Funeral services and interment were in Savanna.

Sympathy was expressed also to the family of Trainmaster Thomas Curley, 50, who passed away on June 28. Mr. Curley was employed by the railroad in 1942 as a switchman at the Western Avenue coach yard in Chicago. He was promoted to yardmaster in 1946, to assistant trainmaster in 1965, and to trainmaster in 1968. Surviving are his wife, Donna, and several children and stepchildren. Funeral and interment services were held in West Chicago.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

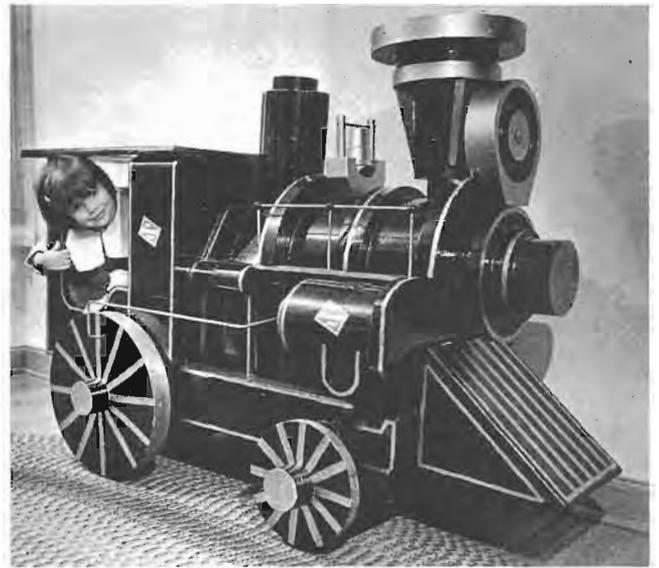
DISTRICT MANAGER-SALES: Fred Swanson, sales representative in the district manager's office, and his wife, Sandra, are the proud parents of a girl born May 10 at Northwest Hospital. The little one has been named Gretchen Marie . . . Linda Howard was welcomed in May as a stenographer in the department.

PRICING DEPARTMENT: A surprise baby shower was held recently for Jackie Putney, who resigned to become a full-time housekeeper and prospective mother. The newcomer was



SUNDAY PAINTER. Jess W. Grimes, senior data analyst-sales control in Chicago, displays his first attempt at painting a landscape in oils. It is a view of Pike's Peak as seen through the gateway of the Garden of the Gods. He was encouraged to paint by two of his daughters who are interested in art.

Dawn Axtman, granddaughter of Wheel Shop Foreman Raymond Fligge, Milwaukee Shops, makes like a locomotive engineer. The locomotive, decorated with Milwaukee Road emblems, was built by her father as a birthday-present for Mrs. Fligge to use as a lawn ornament. It is fashioned of solid blocks of wood, measures three by five feet, and weighs about 225 pounds. (Milwaukee Journal photo)



JUNE BRIDE. Nancy Bickel, daughter of Conductor E. T. Bickel of Miles City, Mont., and a granddaughter of Retired Carman John Miller, shown at her marriage to Richard Mitchell Jr. in Miles City on June 19. Mr. Mitchell is headquartered in Miles City with the State Highway Department.



JOINT CELEBRATION. Three members of the passenger sales department in Chicago celebrate their birthday jointly. City Ticket Agent Ray J. Peters and Sales Representatives Harold Williamson and Robert Chermak (left to right), all born on May 27, have a hand in cutting the birthday cake.



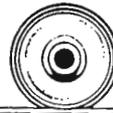
RETIRING ON THE C&M LINE. Quentin Lindstrom, conductor on trains 24 and 27, is congratulated by Engineer Charlie Gust. Mrs. Lindstrom accompanied her husband on his last trips between Chicago and Milwaukee June 30. Upon retiring, Lindstrom was the top man on the C&M conductor's roster, with a seniority date of Nov. 5, 1924.



SCOUT'S HONOR. H. R. Anderson, district general car foreman at Minneapolis, and his wife attend an Eagle Court of Honor in the Richfield Legion Hall at which their son Richard (center) was advanced to Eagle Scout. The occasion was marked with congratulatory letters from President Nixon, Vice President Agnew, U. S. Senators Humphrey and Modaly and Representative Frenzel.



LAST "CITIES" HIGHBALL. Conductor E. B. Rathje waves good-bye to friends seeing him off for his last round trip between Marion, Ia., and Omaha aboard the combined "Cities" train prior to its discontinuance on May 1 concurrent with the inauguration of Amtrak operations. His retirement on May 1 followed more than 46 years of service with the Milwaukee Road.



Bernice C. Riippi, Correspondent
Office of Division Engineer

	Second Quarter Ending June 30		Six Months Ending June 30	
	1971	1970	1971	1970
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$75,722,495	\$72,015,606	\$145,438,547	\$137,886,131
PAID OUT IN				
WAGES	35,140,559	34,739,957	68,153,882	67,682,206
PER DOLLAR RECEIVED (cents)	46.4	48.2	46.9	49.1
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,756,692	3,888,252	7,424,688	7,174,194
PER DOLLAR RECEIVED (cents)	5.0	5.4	5.1	5.2
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	39,265,157	38,963,809	75,334,698	74,476,179
PER DOLLAR RECEIVED (cents)	51.9	54.1	51.8	54.0
Ordinary Income				
(Loss)	(2,439,913)	(5,576,412)	(5,474,721)	(11,446,449)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	234,917	264,338	459,137	506,160
1971 under 1970	29,421		47,023	

expected to arrive in July . . . Upon Jackie's resignation, Maxine Dittebrandt was welcomed as the new tariff distribution and mail clerk.

REAL ESTATE, E&RD: On June 1, the department welcomed Govert A. Dyke as agricultural and industrial representative. Mr. Dyke will continue to work out of Spokane.

REGIONAL DATA OFFICE: Members of the regional data staff recently surprised Mr. and Mrs. R. J. Symicek with a housewarming at their home. The couple and their two children moved here when Mr. Symicek took over the duties of assistant regional manager June 1. He was formerly manager at the Aberdeen Regional . . . Joyce Ask, stenographer, has returned to work after a leave of absence.

REGIONAL SALES OFFICE: When some of Sam Graf's co-workers in the foreign freight and regional sales department heard he was approaching his 42nd anniversary with the railroad, they decided that such a special day should be observed. So on that day recently, Sam, who is district manager-foreign freight sales, was surprised to be the guest of honor at a cake and coffee party in the department . . . Barbara Allen, secretary to the assistant regional manager-sales, took a mini vacation recently by spending a few days on the beautiful shores of Mazatlan.

VICE PRESIDENT'S OFFICE: Dale Yerg, secretary to the vice president, and husband, Joe, had a delightful vacation in Acapulco recently. They

stayed at the Pierre Marques de Golf Club, where they golfed, played tennis and enjoyed the wonderful beach. Later they spent some time at the Las Brisas Resort on Acapulco Bay, which is located on a mountainside that affords a magnificent view of the city, bay and ocean.

TELEPHONE OFFICE: Lucille (Steve) Eaton vacationed in June in Minneapolis to attend her mother's 90th birthday celebration.

RETIRED EMPLOYEES CLUB: The May meeting in Seattle drew an attendance of 27 members. A program entitled "Why I Started Railroadng and Where" was presented by several, including Charlie Tusler, Riley Joiner, J. Hazelgreen, Al Chaney and Leona Murphy. The June meeting was held in Tacoma with 93 present. The speaker was Judge Phyllis Otto, and by coincidence, her background was railroadng, her father having been an auditor for the Milwaukee Road at Miles City and on lines east.

At a recent meeting of Seafair-Seattle Chapter of Delta Nu Alpha Transportation Fraternity, Stu Bowler, rate clerk in the Pricing Department, was elected president. Serving with Stu for the coming year will be Ron Johnson, Smyth Worldwide Movers, first vice president; Nick Matchett, Kaiser Cement, second vice president; Dale Hoech, Southern Pacific, secretary; and Ed Majors, United Buckingham Freight Lines, treasurer.

We would like to pay a special tribute to Miss Hazel Soike, stenographer to the district general car foreman prior to retiring in January after 53 plus years of service with the Milwaukee Road. Miss Soike started at Avery, Ida., in 1917 as the first car department clerk at that point, and when the position was abolished, transferred to the office of the superintendent of the car department in Tacoma. During the Depression she exercised her seniority at various points east of Tacoma until 1945, when she became secretary to the assistant to superintendent of transportation in Seattle. In 1959, when the transportation office was abolished, she returned to Tacoma and served as stenographer to the district general car foreman until her retirement. The car department personnel gave a luncheon in her honor at the Cliff House and presented her with a lovely handbag and their wishes for a happy and long retirement.



Miss Hazel Soike

Summer, of course, found many of our fellow workers planning vacations, either at home or traveling to far off places. Visiting Europe at this writing are R. C. Caspersen, assistant engineer of communications, his wife, daughter Berit, and twin daughters Linda and Laila. The family flew to Oslo to visit friends and relatives, and then to Ylvingen, Norway, Mr. Caspersen's home. They will also visit Mrs. Caspersen's home in Gardemoen, Norway.

The Tacoma Milwaukee Road Bowling League season came to an exciting end May 7 when the Engineering Department met the Roundhouse in the roll-off for the coveted Winged Trophy. The evening ended with the Engineering Department out-rolling the Roundhouse by 75 pins, bringing the total games won to 78, with 50 losses. The trophy stands proudly in the entryway to the engineering office alongside last year's "last place" trophy, in verification of the fluctuation

of the team's bowling ability. Three years previous the first place trophy occupied this same position.

At this writing, Hazel Cardle, formerly employed in the division engineer's office as steno-clerk, is recovering from surgery at the home of her daughter after spending three weeks in a hospital.

On June 29, Robert John Twedt was welcomed by his parents, Mr. and Mrs. James Twedt, and brother Michael. Proud daddy is an engineer in the division engineer's office.

Jack Carter, agent at Cle Elum, Wash., and his wife, Lois, celebrated their 25th wedding anniversary with a party on May 1. Friends and relatives of the couple served refreshments, and music for dancing was furnished by Conductor Clem Morissette's tape deck, which included many tunes popular 25 years ago. Among the guests were Cedar Falls Roadmaster and Mrs. C. W. Geelhart, Mr. and Mrs. J. C. Zeugner, Joe Rozenski, R. W. Baxter, R. W. Cochran, Robert Poer and Kelly Baxter, all of Tacoma and in train or engine service between Cle Elum and Tacoma. The Carters thank everyone who helped make their anniversary a memorable occasion.

The Coast Division mourns the passing of Juanita Modglin on June 30. She was secretary to the assistant superintendent in Tacoma for 25 years, entering that office when she was just out of high school. She was also secretary of the Milwaukee Road Bowling League and the Milwaukee Hospital Association. She is survived by her mother, Grace, and a brother and sister. She entered the hospital in November 1970 and was resting at home at the time of her death.

Chicago General Offices

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Ruth D. Brauneis, Correspondent

Congratulations to Mr. Young, my former boss, on his promotion to assistant comptroller, and to the following on their promotions: W. J. Bowe, manager of joint facility accounts, succeeding Mr. Young; A. A. Elwart, assistant manager-joint facility accounting; R. Superson, chief joint facility examiner; R. Koss, bureau head of the Bill Bureau; and M. J. Schlee, manager of disbursement accounting.

George Eales, bureau head of Accounts Receivable, retired June 4. A large office party was held to mark the occasion, at which he was presented with a gift of cash from his office friends and co-workers, many personal gifts, and a wrist watch from his department. A dinner party was held also in the evening at Zum Deutschen Eck, with 80 present. George and his wife plan to make their home in Florida.

Continued success to Arthur Newell, son of Mildred Newell of the Manager of Payroll Accounting Department. There was a news item in the last issue of the

(Continued on page 22)

Airport Named for Former Employee



Lt. Col. Dean A. Pogreba, USAF

The town of Three Forks, Mont., turned out en masse on May 22 to dedicate its airport to Lt. Col. Dean A. Pogreba of the Air Force, a former employee of the Milwaukee Road who is listed as missing in action in Vietnam.

Pogreba and his wingman were shot down on Oct. 5, 1965 on a mission to knock out missile sites in the Hanoi area. Since that time the wingman has been identified as a POW, but Pogreba has not been heard of. For the mission, he was awarded the Air Force Cross.

Dean Pogreba, a 1940 graduate of the Three Forks High School, was employed as a conductor on the Rocky Mountain Division, as was his father. Both worked on runs out of Three Forks. He enlisted in the Air Force during World War II, and as a pilot, flew the hump over China, Burma and India.

After the war he returned to the railroad, but was recalled during the Korean Conflict. On that tour of duty he flew 100 combat missions and downed three enemy aircraft. Following it, he remained in the Air Force. His military awards include the Distinguished Flying Cross with oak leaf cluster, Air Medal with four oak leaf clusters, and the Air Force Commendation Medal.

Conductor William A. Fairhurst, former mayor of Three Forks, was acting chairman of the airport dedication, which was a gesture by the community to honor all men held

prisoner in North Vietnam. Pogreba's wife, Maxine, and their daughters, Karin, 20, and Beverly, 16, attended the ceremony. There is also a son, Larry, 23.

Visiting dignitaries included Montana's lieutenant governor, Thomas L. Judge, who delivered the welcoming address; General Buckner of the Air Defense Command; Colonel Wheland, group commander of the Montana Air National Guard; and Major Gadd of the U. S. Air Force Academy.

The high school band played martial music and Montana National Guardsmen who flew in from various locations provided demonstrations of military aircraft. During the ceremony, F-102 jet fighters from Great Falls and F-4s from Mountain Home Air Force Base performed fly-bys in Missing Man formation.

Highlighting the dedication, Judge William Lessley of Montana read a letter from President Nixon in which he expressed his concern for all Americans who are prisoners of war. "My thoughts will be with you on this occasion," he wrote, "just as my efforts and those of my Administration are directed to ending this brutal war and to achieving a just and lasting peace that will bring our men home. I assure you that we will not relent in this pursuit and that the sacrifices made by Lieutenant Colonel Pogreba and his colleagues will not have been in vain."



SADDLE CLUB QUEEN at Perry, Ia., this year is Betty Tolle (right), daughter of Timekeeper R. M. Tolle, shown presiding at the annual Registered Quarter Horse Show June 12. With Junior Queen Sandy Beaver, she is presenting the All Around Youth trophy won by Kathy Kraus to Kathy's father, who accepted in his daughter's absence. (Perry Daily Chief photo)

Magazine regarding his graduation from law school. Since that time he was named the No. 1 student of both the day and night schools of Kent College of Law.

Edward J. Thinger of the Manager of Payroll Accounting Department and his wife, Marian, are the proud parents of Edward Junior, born June 29.

Sincere sympathy to Thelma Doyle on the death of her brother-in-law, and to Harry Ciesinski on the death of his aunt. Thelma and Harry are employed in the General Statistical Bureau.

TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent

Karolyn Welu, daughter of E. A. Welu, staff assistant to assistant vice president sales and service, was one of two local girls awarded a \$250 scholarship by the Hanover Township Nurses Association. Starting this fall, she will attend the nursing school of Elgin Community College. A June graduate of Elgin High School in Elgin, Karolyn worked this summer as a dental assistant to a doctor in Hanover Park.



These past few months we welcomed several new employees into our department. They are Louise Luster, Susan Paulus and Debbie Kraai, stenographers; Edwin Montilla, distribution clerk; Pepe Chavarria, Julio Chavarria and Nick DiVito, file clerks; and Paul Kolmos, stenographer.

Dave Krondon, of the divisions

department, took a trip to Long Beach, Calif., the week of May 17-24 and brought back his parents to reside in Chicago. Nick Geotsalitis, rate analyst, and his family spent the Memorial Day weekend in historic Springfield, Ill., and are planning a trip to Galena, Ill., in the near future.

Divisions Secretary Kris Gerstein and Yours Truly were fortunate enough to meet and get autographs from movie stars Catherine Deneuve and Marcello Mastroianni while they were making a film here in the Union Station in May. Kris returned recently from a sunny vacation in Miami Beach, Fla., as did Rate Analyst John Pelikan and his wife.

Jim and Mary Brennan, son and daughter of Frank Brennan, general manager of pricing, have been doing quite well for themselves recently. Jim received a second place award in the Illinois Junior Academy of Science Fair at the University of Illinois in Urbana, after winning outstanding and first place awards in local and sectional competition. He also received Marksman, Marksman 1st Class and Sharpshooter awards and placed 16th in the National Rifle Association sub-junior national contest. Jim graduated from junior high school on June 10. Mary sang the lead role in "The Sound of Music" put on by Holy Cross School in Deerfield, Ill.

Tony Cynova, of the divisions department, recently purchased a classic 1951 Studebaker Champion which he plans to restore to its original condition.

Yours Truly and my mechanic, Joe Mulcare, rate analyst, have been doing pretty well on the stock car racing circuit around Chicago. So far this year, I have raced my 1959 Ford at the Waukegan, Santa Fe and Sycamore

Speedways, and recently won a race at Sycamore.

Chris Hawes, stenographer, has announced her engagement to Electronics Technician 3/c William J. Foraker Jr. of the Navy. He is currently stationed at Sheppard Air Force Base, Wichita Falls, Tex. Their wedding is planned for August, but the exact date is pending his military orders.

Wedding bells rang for Joe Kaminski, divisions analyst, and Sandra Gruber of Chicago on June 26 at St. Michael's Lutheran Church. They spent their honeymoon in California around Los Angeles, Disneyland and San Diego.

Sympathy was extended to Gladys Palmquist, secretary in sales and service, on the death of her husband May 25.

We regret to advise that Mrs. Harry Sengstacken of Glenview, Ill., wife of the railroad's retired passenger traffic manager, died unexpectedly on June 7. Services were held at St. David's Episcopal Church in Glenview, with interment in Memorial Park. Mr. Sengstacken retired in 1959.

It is our sad duty to report that Fred J. Carney, reservation-information clerk in the passenger traffic department, passed away on July 4. Fred had been with the passenger department since 1945, starting as a stenographer and information clerk. During his 26 years of service he had held numerous positions in the reservation and ticket offices, as well as in advertising and travel promotion. Funeral services were held at St. Genevieve Church, with interment in All Saints Cemetery, Des Plaines.

PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

A hearty welcome was extended to Carlene Krumpack on her return to work after an automobile accident on Apr. 22. She is doing real well and glad to be back in the swing of things.

At this writing, Jim Maloney is awaiting the arrival of his ninth grandchild. He is hoping the big day will be July 9, because that is his birthday.

That familiar sparkle is in June Dopp's eyes, as she prepares for a trip to Spain. This is not her first trip, however, and when anyone loves a country as much as she does, it is a pleasure to return.

Susan Isenmann's little Afghan puppy, Tiffany, has been bringing home prizes for success in competition. Tiffany took first place at the International Dog Show in the Chicago Amphitheater in the class for female puppies six to 9 months old, and came home with a beautiful trophy, a ribbon and a ten-dollar bill.

Congratulations are in order for our bowling champs. Roger Ruchti picked up a trophy for high series playing against 10 other teams, with a score of 735, and Frank Worozaken won a trophy playing against 10 teams also.

We had a proud mother in the

audience at the Park District show held recently in Bensenville. Shirley Stanfa's daughter Linda performed in an Arabian Nights ballet, wearing an Arabian costume. We give Shirley a lot of credit for designing the costume and having it ready for the opening night.

Another proud mother is Carlene Krumpack, whose son Stephen, a seventh grade student at Lakewood in Carpentersville, won first place in a local science fair. He then entered his project at De Kalb, where it placed first in the District, and going on to Champaign, took first place in the State.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent



Richard Stasiak, the son of Irene Stasiak of the Bill and Analysis Bureau, was married on July 9 to Miss Diane Eliason of Minneapolis at St. Frances Cabrini Church in that city. He has

accepted an assignment as assistant professor of biology at the University of Nebraska, and will receive his Ph.D. in zoology from the University of Minnesota this September.

Congratulations to Claire Hansen, formerly of the Bill and Analysis Bureau, on her new appointment as special accountant for Amtrak.

Sympathy was extended to Dick Dressler, assistant engineer, on the death of his father, John Dressler, who passed away on May 7.

Ted Thompson, retired assistant engineer, became a grandfather on Apr. 26 when his daughter, JoAnn, gave birth to Lisa Ann Scott.

Assistant Engineer George and Mrs. Kaberlein celebrated their 41st wedding anniversary on May 29 with a party at Jake's Restaurant. Our best wishes were extended to George and Marie.

Wilma and Jacki Hoffman and their mother enjoyed a vacation recently in Puerto Rico and the island of St. Thomas. Evelyn Mazier left on June 26 for a vacation in Hawaii.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Sympathy was extended to Bob Easton, file clerk in the office of the general manager, whose stepfather, Allen C. Harder, passed away at his home in Highland Park, Ill., May 25 after a long illness.

Ferdinand Kranz, chief clerk in Carscope, observed his 50th anniversary with the railroad on June 21.

Sam W. Amour, retired vice president-labor relations, and his wife have sold their home in Northbrook and moved to Florida. Their address is 5102

Carloadings

JANUARY-JULY 1971 compared with same period in 1970

		NUMBER OF CARLOADS			
% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1971 over 1970	SEVEN MONTHS		INCREASE	
		1971	1970	1971 over 1970	% of increase
8.4%	Lumber or dimension stock.....	30,764	27,813	+ 2,951	+ 10.6%
4.2	Motor vehicles.....	14,119	12,208	+ 1,911	+ 15.7
3.2	All other food products (incl. sugar)	16,070	14,579	+ 1,491	+ 10.2
2.7	Industrial chemicals.....	9,395	9,127	+ 268	+ 2.9
2.3	All other transportation equipment	17,169	14,892	+ 2,267	+ 15.2
1.5	Malt liquors.....	10,783	10,721	+ 62	+ .6
0.9	Soybeans.....	7,578	7,346	+ 232	+ 3.2
0.4	Coke, oven or blast furnace products	4,075	4,023	+ 52	+ 1.3
23.6%		109,953	100,709	+ 9,234	+ 9.2%
		DECREASE			
loading of these commodities DECREASED in 1971 under 1970		SEVEN MONTHS		DECREASE	
		1971	1970	1971 under 1970	% of decrease
10.6%	Grain.....	37,927	44,441	- 6,514	- 14.7%
7.1	All other paper or allied products...	38,877	41,633	- 2,756	- 6.6
3.9	Coal.....	45,788	51,928	- 6,140	- 11.8
3.5	All other wood products (incl. plywood).....	15,921	16,124	- 203	- 1.3
3.1	All other chemicals or allied products	17,981	18,680	- 699	- 3.7
3.1	Primary iron or steel products.....	16,089	18,236	- 2,147	- 11.8
3.0	Canned fruits, vegetables and seafoods.....	10,940	12,751	- 1,811	- 14.2
2.9	Meat, fresh, chilled or frozen.....	11,938	16,172	- 4,234	- 26.2
2.9	Grain mill products.....	28,793	31,653	- 2,860	- 9.0
2.8	Stone, clay, or glass products.....	15,461	19,429	- 3,968	- 20.4
2.8	All other primary metal products.....	8,032	9,541	- 1,509	- 15.8
2.6	Nonmetallic minerals; except fuels	23,060	28,746	- 5,686	- 19.8
2.6	Pulp or pulp mill products.....	8,942	9,395	- 453	- 4.8
2.5	Freight Forwarder & Shipper Assn. Traffic.....	11,301	15,604	- 4,293	- 27.5
2.3	Waste or scrap materials.....	13,542	15,731	- 2,189	- 13.9
1.9	Primary forest products.....	27,710	29,377	- 1,667	- 5.7
1.7	Fabricated metal products.....	7,831	8,863	- 1,032	- 11.6
1.5	Petroleum, natural gas, or gasoline	8,201	10,038	- 1,837	- 18.3
1.4	All other machinery; except electrical.....	4,245	4,554	- 309	- 6.8
1.3	Electrical machinery or equipment...	6,980	8,306	- 1,326	- 16.0
1.0	Farm machinery or equipment.....	5,911	6,669	- 758	- 11.4
0.9	Dairy products.....	5,413	6,101	- 688	- 11.3
0.8	Beverages; except malt liquors.....	5,918	6,451	- 533	- 8.3
0.7	Fresh fruits and vegetables.....	3,303	5,070	- 1,767	- 34.9
0.6	Potatoes, other than sweet.....	3,599	3,872	- 273	- 7.1
0.3	All other farm products.....	3,236	3,923	- 687	- 17.5
0.2	Livestock.....	515	919	- 404	- 44.0
0.2	Metallic ores.....	887	1,609	- 722	- 44.9
0.1	Small packaged freight shipments (LCL mdse.).....	132	218	- 86	- 39.4
8.1	All other carload traffic.....	35,458	45,007	- 9,549	- 21.2
76.4%		423,931	491,041	-67,100	- 13.7%
100.0%		533,884	591,750	-57,866	- 9.8%



Three veteran employees at the passenger car shops in Milwaukee. Upholsterer Henry Penkalski (from left), Cabinetmaker Chester Jenders and Carpenter Joseph Kassin, shown as they retired June 30 with good wishes from Foreman L. O. Kuokkanen. Jenders is the senior member of the group, with 45 years of service; Penkalski is a veteran of 38 years of service, and Kassin is credited with more than 35 years.



GIFTS AND GOOD WISHES mark the retirement of William F. Knoll (left), fire patrolman at Milwaukee Shops, being presented an electric tool kit by M. V. Cunningham, captain of police in Milwaukee. Knoll had 28 years of service in the police and fire prevention department, all at Milwaukee Shops. His associates there and other friends wished him well at a coffee party.

N.W. 54th Court, Fort Lauderdale, Fla. 33313.

Friends and co-workers of Nancy C. Zajicek, secretary in the Transportation Department, welcomed her back to work on July 6 after undergoing surgery June 18 at Northwest Hospital, Chicago.

On May 28, Donna Kuhagen of the Carscope section of the Transportation Department became Mrs. Jon S. Householder. Mr. Householder is employed in the Transportation Department also, as a traveling car agent with headquarters at Bensenville, Ill.

Agnes Hirschfelder, secretary in Carscope, enjoyed her vacation in June on a four-week tour of Europe which included Germany, Austria, France, Switzerland and Bavaria.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent
Secretary to Manager Piggyback Services

Driver and mechanic personnel of the Milwaukee Motor Transportation terminals in St. Paul and Austin, Minn., were presented with safety awards at a dinner held recently in St. Paul. Eighteen St. Paul drivers and four Austin drivers were honored with safe driver award pins and certificates for motor vehicle accident-free

performance, while eight St. Paul and two Austin mechanics were honored with certificates of safety for service without personal injury.

St. Paul drivers who received safe driver awards were: Everett Green and Jack Walicki, for eight years' safe driving; David Anderson, Arnold Bursch, Russell Johnson and Lynn Owens, for seven years; Sidney Pilot, six years; Kenneth Glockner, five years; Ronald Fries, four years; Eldon Hendricks, Wilfred Hoheisel, Robert Hollenbeck, Robert Manning and Anthony Saldana, two years; and Herbert Haroldson, Harold Fuchs, Robert Gale and Richard Mitzuk, one year.

Austin drivers receiving awards were: Marshall Anderson, nine years; Lloyd Wytaske, six years; Howard Wytaske, five years; and Wayne South, two years.

St. Paul mechanics receiving safety certificates for no personal injuries were: Cecil Hentz, seven years; Roy Stine, five years; Donald Robarge and Rex Hammond, four years; LaVerne Erickson and Elwin Lange, two years; and Robert Bullford and Willard Hall, one year each.

Mechanic Lynn Reekers of Austin received a four-year certificate, while Larry Willson received his for two years.

One of the high points of the evening was the announcement by P. J. Walsh, supervisor of safety and personnel, that

the MMTC has reduced its motor vehicle accidents by one-third and its personal injury accidents by almost 50 per cent. Mr. Walsh echoed the appreciation expressed previously by MMTC Vice President L. H. Tietz for the efforts toward increasingly higher safety goals displayed by all MMTC employees.

This past year was an eventful one for Mr. and Mrs. W. T. (Jiggs) LaShure. On their 30th wedding anniversary, June 29, 1970, they became grandparents with the birth of a son to their daughter and son-in-law, Mr. and Mrs. Phillips Ryder of Great Falls, Mont. Then on Dec. 29, 1970, their son Jim, MMTC Thermo King mechanic at Council Bluffs, and his wife presented them with their second grandchild, a girl. Now they have realized a long-time dream and moved from Kansas City to Portland, Ore., where Jiggs is now MMTC terminal manager. From all reports, except for missing their children and grandchildren, Jiggs and Dorothy are very happy in their new location.

Speaking of new locations, the MMTC has had a few changes in terminal managers lately. R. F. Yockey is now manager of Chicago terminal operations with headquarters at Bensenville, Ill.; C. M. Isaacson is the terminal manager at Council Bluffs, Ia.; F. G. Cleland is acting manager at Great Falls, Mont.; K. D. Nordstrom is the manager at Kansas City, Mo., and J. A. Nasby is the manager at Sioux City, Ia. We also welcomed W. E. Gallagher as manager of rates and tariffs, with headquarters in Chicago.

Sympathy was expressed to Andrea Carmean, secretary to manager of rates and tariffs, on the death of her father, Casimir Dembski, who passed away suddenly on June 4; and to Bensenville Driver Tom Elsen, whose mother, Mrs. Richard Elsen, passed away on June 23.

We all hope that by the time you read this Joyce Scherbert, MMTC clerk at Portage, Wis., will be again in good health and back at work.

Mr. and Mrs. Joseph (Hattie) Hudson welcomed their first child, a boy named Cory De Shawn, on Father's Day, June 20. Hattie was formerly secretary to manager-piggyback/container services.

Although the bowling season is over, we can't resist telling about Cal McGregor, son of Earl McGregor, driver foreman at Green Bay. In a double shift of the Western Maverick Couples League at Green Bay, Cal recently had both the high and second high series in area league bowling. He had a 638 with a 226 high game in the first shift, and then in a makeup shift rolled a 642 with a 236 high single.

Congratulations to Mr. and Mrs. R. L. (Dick) Winberg on the birth of their third child and first son, Richard C. Lois and Dick, MMTC operations supervisor at Bensenville, and their two daughters will have no trouble remembering young Richard's birthday—he was born at Northwest Community Hospital in Arlington Heights on the Fourth of July.

OFFICE OF MANAGER-EQUIPMENT ACCOUNTING

Karen Konczyk, Correspondent

Wedding bells rang on May 15 for Lori Caplan of the Reclaim Bureau, who became Mrs. Michael Dorgan. The wedding and reception were held at the Belden Stratford Hotel. The office honored her on May 13 with a shower.

Congratulations to Mrs. Pat Burns and her husband on the birth of a daughter June 5. The baby has been named Melody Joy.

Our best wishes to E. B. Marx, former assistant manager equipment accounting, who took the position of assistant manager work operations-personnel June 1, and to Robert Jones, former bureau head of Foreign Car Records, now a systems analyst in the work operations-personnel office.

Also to K. E. Konczyk, now assistant manager equipment accounting, and to Richard Keller, who was appointed head of the Foreign Car Record Bureau.

Barbara Guy, Arlene Veach and Sharon Meyers have resumed their positions after maternity leaves of absence.

Marilyn Winterfeld left the railroad to take up the job of housewife in Virginia, where her husband is stationed. A farewell party was given in her honor on June 11.

AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Ruth Schuhrke, Correspondent

Linda Hendrickson, the daughter of Norman Hendrickson, formerly employed in the systems and procedures department, and granddaughter of Erna Hendrickson of Station Accounting, won the 1971 Little Miss Majorette of Illinois title at Mt. Prospect and will represent Illinois in the national contest at Notre Dame in August. Linda, although only six years old, has received 35 trophies.

On their return from a vacation in Puerto Rico and the Virgin Islands, Loretto Rzepka of Accounts Receivable and Kay Madl of the computer room stopped off at Winterhaven, Fla., to visit Rose Erwin, former tape librarian. Rose became Mrs. Paul Arbucho on June 16. They also visited Andy Gallagher, former chief clerk in the office of manager of revenue accounting, and his wife, Marge, and Marie Meyer, formerly of Freight Accounts, and stopped in St. Petersburg to see Catherine Gorry, who retired from the keypunch department. All are enjoying retirement and send regards to their friends at the road.

Josephine White, claim investigator in this office, and her family had a delightful two-week vacation in Jamaica.

We were sorry to receive news that William F. Krause, retired head of the Local Interline Bureau, passed away May 21.

Master Stroke: luring a customer from a competitor. Dirty Pool: when he steals one of ours.

July-August, 1971

Engineering Department Golfers Compete



Prior to the awarding of the trophies, net handicap prizes are distributed.

A light breeze, a bit of humidity and temperatures in the low 90s set the background for this year's Chicago engineering department golf outing. The time was an eye-opening 7 a.m. on Saturday, June 5 as four of the 76 entrants headed for the first tee at White Pines Golf Club, Bensenville, Ill.

The last group tallied scores around 2 p.m., after which the tournament committee of Walt Fuhr, Omer Denz, Mel McPherson and Joe Kopec named the recipients of the two awards.

The Carpenter-Kennedy Trophy, a handicap award, went to A. R. Melbard, engineering aide in the division engineer's office at Milwaukee. Melbard had a low gross score of 89 and a net of 70.

The Maurice C. Chier Trophy for low gross was won by N. E. Smith, assistant chief engineer-structures, with a score of 82.



Mel McPherson, assistant engineer-signals, left, and Joe Kopec, chief clerk of the Chicago engineering office, pore over results of the golf outing.

I M & D Division AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Several members of the retired ranks have passed away since the last appearance of this column.

Robert McCoy, retired cashier from Austin, passed away on Apr. 1. He is survived by his brothers Curtis of Hinckley, Minn., and Ralph of Sun City, Calif.

Section Laborer Erwin H. Boldt of Faribault, Minn., passed away on June 27. He is survived by his wife, seven sisters and a brother.



Trophy winners are N. E. Smith, assistant chief engineer-structures, left, and A. R. Melbard, engineering aide to the division engineer in Milwaukee.

Section Foreman Arthur Berger passed away on June 7 at Rapid City, S.D.

Mrs. Gussie (Sprague) Cullen, former roundhouse clerk and widow of Doctor Cullen, passed away at Decatur, Ill., on June 7 after a short illness.

Engineer Sam Case retired recently after many years of service on runs between Austin and St. Paul. He resides in Minneapolis.

Babe Swank, chief clerk to superintendent, returned to work on June 1 after recuperating from a heart seizure. It is good to have him back on the job.

Mrs. Walter Stephenson, secretary of Austin Chapter of the Milwaukee Road Women's Club, advises that its recent potluck supper was a great success. It was served by a committee headed by Mrs. Richard King. Cards were played after the meal. Mrs. Alfred Thompson, president of the chapter, announced that it has 69 voting and 46 contributing members. Mrs. George Johnson has the distinction of having 12 members of her family enrolled.

Bernadine Cochlin, steno-clerk at Austin, has been off work for some time at this writing on account of illness. Kathy Stern is filling in for her. We wish Bernadine a speedy recovery.

SIoux CITY AREA

Marie B. Franken, Correspondent
Office of District Manager-Sales, Sioux City

In line with our recent entry into Portland, the Sioux City agency forwarded on June 9 the first of a number of tri-level chassis containing 12 units direct to Portland via the Milwaukee Road for the account of the International Harvester Company.

Switchman R. S. Irwin, 56, died unexpectedly in a Sioux City hospital on June 1. Mr. Irwin was a native of Sioux City and had worked for the Milwaukee Road since 1948. He is survived by his wife and two sons.

Retired Engineer John W. West passed away in a Sioux City nursing home on June 22 after a long illness. Mr. West operated streetcars in Sioux City until 1918, when he was employed by the Milwaukee. He retired in 1960. He is survived by three sons and a daughter.

Retired Brakeman and Mrs. Jack Bohan treated themselves to a 24-day tour of Europe, where they visited nine countries. They report that European railroads move a heavy load of passengers in addition to freight, and most are powered by electricity. They returned home on June 15, broke in four different languages.

At this writing, Retired B&B Carpenter and Mrs. John B. Kvidal of Sioux City are spending six weeks in their native Norway. Reports are that the weather is cold and rainy, but visits with friends and relatives are warm and receptive. They planned to be back home about July 18.

Frank Griller retired on June 26 as chief clerk to the agent at Sioux City after 45 years of service. A retirement

Conductor's Wife Chosen "Mother of the Year"



Mrs. George Hilberg

Mrs. George Hilberg of Iron Mountain, Mich., was honored there recently as Eagles "Mother of the Year." She is the wife of Conductor Hilberg, who is in switching service at Iron Mountain.

The award cited Mrs. Hilberg as a good mother to seven children who yet finds time to take part in many civic projects.

The Hilbergs are parents of five boys and two girls. Their home near Crystal Falls overlooks Chicagoan Lake, where they operate a chain saw business and also rent tourist cabins.

Mrs. Hilberg's activities include promotional work for the Iron County Tourist Association. Currently, she is a member of the emblem committee and chairman of the attractions and events committee.

In an interview at the family's home, Mrs. Hilberg said they like the area around Chicagoan Lake because it is a good place to raise the children. The seven include Ronald, 22, a veteran of the Seabees presently enrolled at Bay De Noc Community College; Robert, 19; William, 16; Gary, 14; Jeanne, 12; George, 10; and Sandra, 8.

party in his honor was planned for July 10. During his tenure with the Milwaukee Road he worked in the stockyards office and also as a ticket clerk in Sioux City. Frank will be missed by his friends and co-workers.

Glen Kasak, car foreman at Sioux Falls, S. D., retired on July 31. Glen started as a carman helper at Montevideo, Minn., in 1924, and during his many years of service worked mainly

in the Sioux Falls car department, but also held positions in other departments at Mason City, Sioux City and Liberty, Mo. Best wishes were extended to him for a long, happy retirement.

Retired Assistant Car Foreman Ambrose Mackey, Mitchell, S. D., passed away in Mitchell on July 5. Ambrose began working for the Milwaukee Road in 1918 and retired on June 1, 1966. He was a member of the Knights of Columbus and the Brotherhood of Railroad Carmen. Survivors include his wife, Ann, two sons, two daughters, four sisters and eight grandchildren.

Dominic G. Salviola, locomotive engineer at Sioux Falls, S. D., and Mrs. Salviola attended the annual reunion of the 744th Railroad Battalion at Windsor, Ontario, Canada, in June. Dominic was connected with the battalion while serving in the armed forces.

Herbert H. Jacobs, retired district manager-sales at Mason City, Ia., has been elected president of the Iowa-South Dakota Association of High Twelve Clubs. The clubs, named for their weekly luncheon meetings, are service groups composed of Masons. There are over 300 in the High Twelve International organization. The association which Mr. Jacobs serves represents 19 clubs, 16 in Iowa and 3 in South Dakota.

One of High Twelve's major undertakings is the maintenance of a foundation which grants graduate scholarships for a year's study at George Washington University to young men and women who plan careers in government service. Particular attention is given to candidates who look toward foreign service in embassies or consulates. The program was begun 19 years ago and named for E. C. Wolcott, who founded High Twelve in Sioux City in 1921.

Milwaukee Shops

LOCOMOTIVE DEPARTMENT

Carol Rader, Correspondent

John A. Macht, officer manager in the mechanical department, was honored at a retirement dinner on June 11, held at the Black Steer in West Allis. F. A. Upton, chief mechanical officer, was master of ceremonies and spoke in retrospect of John's 46 years of service in the department.

John started in 1924 in the Pattern Storage building and later served as timekeeper for the Foundry. In 1929 he was made clerk on the Dynamometer Car. Since 1933 he had served as secretary and chief clerk in the mechanical department, and finally as office manager, retiring from that position on May 31.

John and his wife, Helen, have been married 30 years. They have three children, a son and two daughters, and 11 grandchildren. They probably will do some traveling, since two of their children live out of state. John's hobby is boating, and he enjoys many hours on the water. So, from all of us, best wishes

to the "captain" and his "first mate" for many long and happy years of sailing.

Wheel Roller Roy D. Lowe retired on June 25, also after 46 years in railroad service. Roy started on the L&N railroad in 1924 and worked for the C&O from 1937 until 1948. During those 24 years he held jobs as mail crane inspector, piledriver, fireman, B&B carpenter, yard conductor, painter and brakeman. He joined the Milwaukee Road in 1924 as a boilermaker and worked later as a painter in the Diesel House. He then transferred to the car department freight shop as a riveter, in 1956 to the Diesel House as a machinist, and to the Wheel Shop in 1959.

With Roy's varied experience, he should have no trouble finding things to keep him busy. He and his wife plan on traveling to North Carolina, Kentucky, Ohio, Oregon and California. Hunting and fishing are Roy's hobbies.

CAR DEPARTMENT

Niki Pieri, Correspondent

Joseph S. Prelec Jr., blacksmith welder in the forge shop, spent the month of June vacationing in Europe. In addition to visiting his relatives in Germany, he rented a car and toured Switzerland, Austria, Yugoslavia and Lichtenstein.

Arthur J. (Blackie) Lewis, foreman in the freight car shop, passed away on May 29 after a brief illness. He is survived by his wife, Ruth, and daughter Nancy (Randy) Willms. Blackie had worked for the Milwaukee Road since August of 1936.

Robert Braun, airbrakeman in the passenger shop, passed away June 18 after being on sick leave since last December. He had been an employee of the Milwaukee since August 1955.

Niki Pieri, secretary to shop superintendent of the car shops, was on the winning team in a singles club bowling tournament (Parents Without Partners). A trophy was awarded to the first place team, together with a bottle of champagne for women's high game, with handicap. A 152-game plus handicap brought the score to 183.

Aberdeen Division

EAST END

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

We're very happy for Larry Habegger, the son of Engineer Habegger, who won a J. T. Gillick Scholarship award from the railroad. Larry will go to Dartmouth College in New Hampshire on full tuition this fall. His high school record, both scholastic and athletic, was outstanding, and we wish him success as he goes up the ladder.

And there's a gal going up the ladder, too. Katherine McKeown, the daughter of Clerk "By" McKeown, was awarded a Phi Beta Kappa key upon graduating from St. Catherine's in St. Paul. By means of scholarships, hard work, numerous jobs and so on, "Kaki" has practically made it on her own. We'll watch her progress, too.

Mr. and Mrs. John Skaar cut the wedding cake at the reception following their marriage in Cottage Grove, Wis., May 22. The bride is the former Cynthia Skidmore, daughter of Agent Kenneth C. and Mrs. (Kathryn) Skidmore, Stoughton, Wis. For details, see the La Crosse Division news.



Josephine Fisk, retiring on June 30 as assistant bureau head of the paymaster's department in Chicago, has the best wishes of Paymaster W. M. Bert, Assistant Paymaster Sam Pucci and Bureau Head Joseph Marcheschi (left to right). Her co-workers honored her at an office party and a luncheon in the cafeteria of the Fullerton Avenue office building.



Sam R. Graf, district manager foreign freight sales at Seattle (center), chats with R. P. Jorgensen, assistant general adjuster, at an office gathering marking his 42nd anniversary with the railroad. The hostess is Lee Derr, secretary to regional manager-sales. For details, see the items of Correspondent Laura K. Schaub.



John "Sparky" Kuster (center), retiring on June 30 after 48 years of service at Milwaukee Shops, has the good wishes of Shop Superintendent W. A. Hisman (left) and Foreman Henry Keller. Kuster started in 1922 as a boilermaker helper, became a Hi-Lo Driver in 1927, and continued in driver service up to retirement. His plans include traveling and fishing and moving to Berlin, Wis.





NEWLY MARRIED at Immaculate Conception Church in Judith Gap, Mont., are Donald Peccia, son of Section Foreman Tonia Peccia, Judith Gap, and the former Kathleen Siebenaler. They honeymooned in Spokane and Pasco, Wash. Kathleen attended Carroll College and Donald is a graduate of Montana State University at Bozeman. He has received a \$5,000 grant toward post-graduate studies this fall.



ALL AB-O-O-ARD! Norbert Klaus calls his final "all aboard" in the Chicago Union Station as he begins his last run on the north suburban line of the railroad before retiring recently. Klaus, who makes his home in Medina, Ill., had served as a brakeman since 1945. He is the father of Billy Klaus, who played shortstop for the Boston Red Sox.

Mike Baker, one of our brakemen now serving Uncle Sam in Ethiopia, was married in May to Wanda Thompson of St. Paul. Brakeman Bill Homan II, one of our newer employees, was married June 12 to LuAnn Polzin.

David Gardner, the son of Engineer Gardner, graduated cum laude from the University of Minnesota. Two of Conductor L. J. Roder's sons received scholarships, and Engineer Marvin Moe's son Erland was an honor student in his graduating class at Sheppard Air Force Base. Lots of brains on this division!

Three retired engineers passed away recently: Art Brundage and William McGuire of Minneapolis and Walter Ness of Montevideo . . . Clarence Dotson, retired roundhouse employee at Milbank, passed away after a short illness . . . Mark Siverhus, the 16-year-old son of Sectionman Oral Siverhus of Montevideo, drowned in Lagoon Park on June 13 . . . William Mertz, retired car department employee at Aberdeen, passed away May 12.

Little "bundles of possibility" have arrived at the homes of some of our rails. At Section Foreman Ron Sather's there's Chloe; Steve Halvorson of the Minneapolis regional office has a son; Lisa Ann arrived at the home of Brakeman Elkin Dawson; and June 13 just about belongs to the Joe Eliason family—two grandchildren arrived that day, one in Granite Falls and the other in Minneapolis, so they're not twins. Joe's daughter-in-law has the same birthday.

Brakeman Tom McKeown is with Uncle Sam's forces at San Diego, and we expect him to end up as an admiral.

Retired Engineer Oscar Sorby just got another pin, making him look somewhat like a general. This one is a 60-year membership from the B. of L. E., presented at a dinner in his honor at the Montevideo Country Club.

On a trip across country recently, Tom Wade stopped to say hello. Many of you will remember Tom, first as roundhouse foreman and later as general chairman. He and his wife now live in Green Bay, Wis.

Engineer Chris Standal and his wife have sold their home in Youngtown, Ariz., and moved back to Minneapolis, their former home.

John Collings, retired B&B foreman of Aberdeen, keeps us posted as to the whereabouts of himself and wife. At this writing they're way up in Alaska

roaming around with their camper. Home, via the Alcan Highway, is the plan for around September.

Sebastian, a golden cocker, has arrived at the "By" McKeown home. He was a Father's Day present from all the McKeown kids, because they wanted a dog, and came complete with a bed, sack of dog biscuit and can of flea powder. He sleeps a lot, but a name like that would wear out anybody.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Alan Gatzke, son of Rate Revisor Ray Gatzke, was selected from Wauwatosa West High School to attend Badger Boys State at Ripon College in June. This was a wonderful experience, and while he did not hold a political office, he had the honor of winning the handball championship.

The decorating talent of June Stanlee, revising clerk, brought results in the doll buggy competition July 4. Granddaughter Susan Krull, two-and-a-half years old and barely able to see over the handle of her buggy, placed in the event and won a beautiful doll.

Alice Sobczak, inbound revising clerk, is enjoying a Caribbean cruise at this writing, touching down at Puerto Rico, the Virgin Islands and other ports. Before departure she was urged to bring back the quota of bottled goods from the free ports, but being on the petite side, doubt if she can make it.

Bachelor Jerry Hofkes has joined the ranks of home owners and property tax payers, and likes it. Jerry, demurrage and revising clerk, received the property recently as a legacy from a deceased aunt. He has even tackled the lawn and gardening, bringing in flowers occasionally to show.

Marion Petersen is on a leave of absence, due to illness.

New employees are: Robert Norman, married, one child, recently completed a four-year stint in the Air Force; Jim Kuenn, three years service in the Marine Corps, married, two children; Bradley Powell, college student, has completed two years at the University of Wisconsin, majoring in English.

Vernon V. Kluck joined the regional office as assistant manager July 1, following the resignation of P. A. Pacini.

A gathering of friends and employees at the Lei Lani Supper Club gave a cheery send-off to Conrad Wencka, following his promotion to assistant manager of the Chicago regional office. Conrad is an avid sports fan, and it seemed that the glass mugs commemorating the champion Bucks were indeed apropos as a parting gift.

Sympathy was expressed to the family of Willie Powell, revising clerk, on the death of his aunt in New Orleans. She played an important role in his life in earlier years.

Linda, daughter of Howard Andersen, outbound revising clerk, received her bachelor's degree at the University of Wisconsin in June. She is employed at present in a secretarial

SC&D Retirement Banquet Announced

Flash! Milwaukee Road employees in the Sioux City-Dakota area of the Iowa, Minnesota & Dakota Division are hereby invited to attend the annual banquet honoring their co-workers who retired this past year. It will be held in the Sioux City Eagles Lodge, 8th and Douglas Streets, on Sunday, Oct. 3. Tickets are \$2.50, and it will start at 2 P.M.

For tickets, contact any member of the banquet committee in Sioux City: W. J. Leach, E. A. Weiland, J. M. (Jack) Dunham, H. A. Peterson, D. D. Speulda, R. V (Bud) Ryan and Alice Butcher.

position at the Midland National Bank, but has other goals for the future.

AGENCY

Emma Steiner, who had been retired for several years from the position of expense clerk in the agent's office, passed away June 15. She had been confined for some time at the Regency Nursing Home. Burial was in Evergreen Cemetery. She is survived by several nieces and nephews, including Maurice Steiner, a real estate broker in Milwaukee.

Sympathy was extended to the family of Julius Mallas, chief clerk at Glendale Control Center, on the death of his father, Fred N., a retired Milwaukee Road roadmaster, who died July 3 at St. Joseph's Hospital of a heart attack. Mr. Mallas joined the railroad around 1916 and was a roadmaster about 20 years prior to his 1966 retirement. He was a member of Tripoli Temple, Wisconsin Scottish Rite Bodies and Annunciation Greek Orthodox Church. Surviving also are a son James and his wife, Stella. Services were at Annunciation Church and burial in Wisconsin Memorial Park.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent



Lauris H. Rozkalns, the son of Switchtender Ernest Rozkalns, graduated from Wisconsin State University at Oshkosh with a degree in elementary education on June 5. During

his vacations from the University Lauris was employed by the railroad as a switchman and switchtender in the Milwaukee Terminals.

Sympathy was extended to the family of Walter W. Zarling, 49, who passed away suddenly on June 12. He is survived by his wife, Mary, daughter Henrietta and son Daniel. Walter started with the Milwaukee Road on Apr. 1, 1946 in the mail and baggage department, and had worked as a mail handler, foreman and gateman.

Frederick J. Curd, 79, retired yardmaster of the Road's Muskego Yard, passed away on June 12. He is survived by his wife, Dorothy, two sons and three daughters. He was born in Houston, Tex., and worked for the Illinois Central before joining the Milwaukee Road in 1938. He was promoted from switchman to yardmaster in 1950 and retired in 1969.

Congratulations to Switchman Harold Hindman and his wife on the birth of a baby girl, Lisette Ann, on May 18.

Wishes for many happy years of retirement were extended to Switchman Charlie Rosien, who retired on June 2, and to C&M Brakeman Ray Casperson,

Sioux Falls Transportation Man of the Year

Representing the Milwaukee Road at the 28th annual dinner of the Transportation Club of Sioux Falls are R. D. Williams, district manager-sales, Aberdeen, S. D. (from left); L. W. Schroeder, regional manager-sales, Des Moines, Ia.; G. H. Kronberg, vice president-traffic; R. A. Kolhoff, district manager-sales, Sioux City, Ia.; and L. A. Fiorello, "Sioux Falls Transportation Man of 1971."



In connection with the observance of National Transportation Week, Lou Fiorello, the Milwaukee Road's general agent at Sioux Falls, S. D., was honored by the Transportation Club of Sioux Falls as its "Transportation Man of the Year."

The award was presented at the club's 28th annual dinner May 19, at which George H. Kronberg, Milwaukee Road vice president-traffic, was the keynote speaker. Mr. Kronberg addressed the members on the findings of Astro (America's Sound Transportation Review Organization) and legislation before Congress aimed at helping financially troubled railroads.

Mr. Fiorello has been active in transportation and civic organizations throughout his service with the Milwaukee Road, which he joined at Rockford, Ill., in 1947. He was made

assistant agent at Rockford in 1954 and promoted to agent at Chicago Heights, Ill., in 1956. While stationed at Rockford, he served a term as president of the South Suburban Traffic Club. He was transferred to Terre Haute, Ind., as agent in 1959 and appointed general agent at Sioux Falls in 1963.

During his tenure in Sioux Falls, Mr. Fiorello has served the Transportation Club on various committees and as president in 1968. He was State chairman of National Transportation Week in 1969 and is active in the Chamber of Commerce, the Rotary Club, the Elks, Knights of Columbus and Toastmasters International, and is also an Assistant Scoutmaster.

The Fiorellos have eight children, seven at home and a son in the Navy stationed currently at San Diego, Calif.

who retired on July 1.

Sympathy was extended to the families of the following: Engineer R. L. Larson on the death of his wife in May; Engineer W. Klopff, who passed away on June 13; and DuWayne Erdmann on the death of his daughter June 24.

Switchman Carl Baumkirchner's daughter Laura was married on July 17 at St. Michael's Church in Milwaukee to Charles Dougherty, Seaman First Class stationed at Great Lakes.

It's so nice to see Clarence Leibhauser back on the job as gateman here in the depot. Clarence underwent surgery on Mar. 31 for the insertion of a pacemaker. He returned to work on June 21, and says he feels just great.

At the annual meeting of the State Historical Society of Wisconsin in La Crosse June 19, Jim Scribbins, passenger sales representative in Milwaukee, was one of five recipients of

an Award of Merit for valuable contributions to the knowledge of Wisconsin history. The award was based on his authorship of "The Hiawatha Story," which covers the history of the Milwaukee Road's famous fleet of passenger trains. Jim, a member of the passenger department force in Milwaukee since 1948, is an officer and director of Wisconsin Chapter of the National Railroad Historical Society.

Three of our Milwaukee traffic men were recently elected to offices in transportation organizations. D. L. Crittenden, district manager-sales, was elected third vice president of the Milwaukee Traffic Club; Sales Representative R. D. Baxter was elected a director of Transportation Club of Milwaukee; and Sales Representative R. H. Mau a director of the Traveling Traffic Agents association.



RETIRING ON THE DULUTH LINE, Brakeman Earl D. Bray (left) has the good wishes of Trainmaster B. W. Miner. Before joining the Milwaukee Road in 1947 Bray was a sectionman and brakeman for several other roads. Upon retiring recently he was commended for his fine safety record. He plans to spend part of his time at his truck farm near Stacy, Minn., adjacent to the joint Milwaukee-Burlington Northern tracks over which he made many runs.

Iowa Division

Jean Beeson, Correspondent
c/o Assistant Superintendent, Marion

A recent celebration honoring Retired Conductor Adolph Schloe was held at the home of his sister in Perry. The occasion was his 86th birthday.

Two Milwaukee Road families were represented at the conference of the Iowa State Vocational Industrial Clubs of America. Conductor Don Mills' son, Steve, who served this past school year as president of Iowa State chapter, presided at the Iowa State annual meeting, and General Clerk G. A. Guinn's daughter, Glenda, competed in

Clyde E. Kinney

Clyde E. Kinney, retired chief clerk to the superintendent of the Dubuque & Illinois Division, passed away at his home in Savanna, Ill., on July 5. He is survived by his wife, Elsie, two daughters and six grandchildren.

Mr. Kinney joined the Milwaukee Road in 1906 as a sectionman on the former Kansas City Division. In 1912 he transferred to the first of many positions he held as a stenographer and clerk at various locations, including the office of the general superintendent in Chicago. Following Army service in World War I he was a division accountant and chief clerk at several points until 1930, when he was made chief clerk at Savanna. He retired in 1956 with 50 years of service. He was a past Commander of the American Legion in Savanna and a former city alderman.

the prepared speech program.

Steve Mills was also one of four speakers at the Perry Community High School graduation, having served as president of the student council. His subject was "Drug Oriented Society."

Final services were held at the First Presbyterian Church in Perry May 1 for Retired Engineer Arthur W. Cortner.

Bruce C. Tolle, son of Timekeeper R. M. Tolle, has enlisted in the Army Engineers heavy equipment branch. He was accepted after testing and qualifying in heavy equipment operation and maintenance.

May 15 was the wedding day of Gladys Jacobsen and Gregory Miller. Gladys is the daughter of Conductor Glenn C. Jacobsen of Perry.

DeWayne Lewis Jr. has received an honorable discharge from the Army and returned to Perry with his family to resume civilian life. He was seriously injured in Vietnam and has spent much of his time since in army hospitals. He is the son of Machinist DeWayne Lewis Sr. of Perry. Mr. and Mrs. Lewis are also grandparents of a new grandchild.

At this writing, Assistant Superintendent W. J. Peta and family are enjoying a two-week vacation in the Dakotas. Walter Behnke, roadmaster at Marion, spent a week's vacation in the Dakotas also.

Retired Roadmaster A. O. Marg passed away June 10. He was a roadmaster for many years on the Calmar and Marion lines.

Dispatcher and Mrs. Glenn Frease welcomed Chris Matheson into the family on June 6 as the wife of their son, Kim. Both had just received their degrees from junior college, where they were on the Dean's list for the last semester. They plan to continue their education this fall at Northwest Missouri State College.

Mrs. Herman Lewandowski, 41, wife of Roadmaster Lewandowski of Perry, Ia., passed away June 23 at the Iowa Methodist Hospital in Des Moines. In addition to her husband, she is survived by three sons, Gary, Michael and Chester, and a daughter, Jean.

Carl Jensen passed away at the Dallas County Hospital in Perry on June 22. Mr. Jensen was born in Denmark and came to the United States at the age of 12. He had made his home in Perry since 1942, and was employed there in the B&B department.

Retired Engineer and Mrs. Dale Taylor of Perry observed their 25th wedding anniversary on June 22.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent
c/o District General Car Foreman, St. Paul

John H. Linner retired on May 31 as chief operator at the "C" office in Minneapolis, the same office where he started with the railroad as a messenger 52 years ago. The employees held a coffee party in his honor, and a large turnout of friends with whom he had worked over the years surprised him at

a dinner party at the Normandy Inn on June 23.

H. C. Benson, who has succeeded John as chief operator, was master of ceremonies for the dinner program. Speakers included R. N. Hettrick, communications engineer at Chicago, S. L. Bartels, signals and communications supervisor at Minneapolis, and W. F. Plattenberger, superintendent of the Twin City Terminals at St. Paul. Mr. Plattenberger spoke for the gathering in presenting John with a set of Samsonite luggage and a gift of cash as remembrances of his friends on the Milwaukee Road.

Pat Sullivan, general foreman in the locomotive department, passed away June 10. Pat was off work only two weeks before his death, and is sorely missed by his co-workers and friends. Sympathy was extended to his widow, son and daughters.

Arthur McCarthy, former district diesel supervisor, was appointed to the position of locomotive department foreman.

Congratulations are in order for Machinist Charlie Falls, who was married June 5.

Morris Berg passed away June 13. He had worked as a car inspector at both Minneapolis and St. Paul. Morris was a brother of Lawrence Berg, carman on the Minneapolis cleaning track.

St. Paul Car Inspector Arthur Chilko's son David has been awarded an athletic scholarship to North Dakota State College at Wahpeton. David, a graduate of Simley High School, Inver Grove Heights, Minn., excelled in track and cross country running, and had set a school mark of 4:29 for the mile run. His father excels in bowling, and with his bowling partner, Car Inspector C. H. Olson, won prize money in the Milwaukee Road tournament at Winona this year.

D & I Division

Esther Nast, Correspondent
Superintendent's Office, Savanna

Installation of new members of the National Honor Society at the Savanna High School this spring included six from Milwaukee Road families, namely Dan Cottral, son of Savanna Yard Switchman Jack Cottral; Kevin Powers, son of Electronics Supervisor Ben Powers; Chris Snyder, daughter of Freight House Clerk Bob and Mrs. Hook, Clinton, Ia.; Jane Klein, daughter of Savanna Signal Clerk Albert Klein; Janice Thulion, daughter of Electrician Les Thulion; and Bruna Amesquita, daughter of Savanna Section Foreman Marshall Amesquita.

Dan Cottral also won the \$200 scholarship awarded by Miss Svea Adolphson, a former Savanna schoolteacher, at the 12th annual Scholastic Achievement Banquet sponsored by the Rotary Club of Savanna.

Mr. and Mrs. Emiel Groezinger, parents of Savanna Yard Switchman Glenn Groezinger, observed their 60th wedding anniversary with a family dinner at Meeker's Seafood Inn, Savanna, on Apr. 18. In addition to



MEETING FOR LUNCH AND GOOD FELLOWSHIP, as they have for the last seven years, are members of the Retired Supervisor Veterans Luncheon Club in Milwaukee. The group consists of retired supervisors from the mechanical, car, engineering, stores, safety, tests and signals departments. Meetings are held the fourth Thursday of every month. Attending this one are, front, left to right: R. W. Engelke, J. N. Wandell, H. T. Odegaard, G. V. Ireland

and L. V. Schwartz. Center, from left: Ed Te Brake, W. C. Lummer, W. W. Bates, J. M. Hemsey, H. A. Grothe, A. M. Guschl, Harold Nevitt. Rear, from left: C. M. Jordan, E. A. Kuntz, H. J. Montgomery, Rudolf Beier, C. A. Hense, F. J. Ladwig, G. J. Bilty, E. H. Braun, R. J. Petrie, Henry Brushaber, P. J. Lucas and V. J. Janschutz.

their son, they are the parents of six daughters.

An open house was held at the Community United Church of Christ, Savanna, on May 30 in honor of Mr. and Mrs. Bernie W. Schmidt, who were observing their 50th wedding anniversary. Bernie is a retired passenger conductor. They have one son, William.

Mr. and Mrs. Carl F. Haring, parents of First District Engineer "Chico" Haring, were honored at an open house on June 20 to celebrate their golden anniversary. They also have two daughters.

Congratulations to Savanna Yard Switchman Lester White and wife on the birth of their first child, Christopher Scott, on June 16, and to Chief Dispatcher's Clerk Terese Truninger and husband Jason, who welcomed their fourth child, Terese Ann, on June 11.

A recent visitor to the superintendent's office in Savanna was Retired First District Freight Conductor Bill Schmieg, who is recuperating from the fracture of both heels suffered in a fall at home shortly after his retirement a year ago. He was in Savanna to pursue his fishing hobby.

Kathy Seiler, daughter of Mr. and Mrs. Howard Seiler of Savanna, and Robert D. Hull, son of Maintenance of Way Employee Ralph Hull, were married on May 8 at the United Methodist Church, Savanna. They will live in Savanna after the groom completes his tour of duty with the Army.

Connie, daughter of First District Conductor Lyle Hansen, and Terry Hackett, son of the J. R. Hacketts, all of Savanna, were married on May 9 in the Community United Church of Christ. After a honeymoon trip to Miami, Fla., they are residing in Savanna, where the

bride is employed at the National Bank and the groom with Valves & Controls.

Joan Gale, daughter of the Ralph Gales, and Terry Wilson, son of Savanna Car Department Employee Cline Wilson, were married in a modern ritual at a sunrise ceremony held May 15 at Lookout Point in Mississippi Palisades State Park at Savanna. They will reside in Savanna, where the groom is employed at the Army Depot.

The marriage of Sue Ann Pixley, daughter of the Raymond Pixleys, and Robert Collins, son of Savanna Car Department Employee Bob Collins, all of Savanna, was solemnized on June 5 in St. John the Baptist Church in Savanna. The newlyweds honeymooned in Florida and now reside in Savanna, where the bride is employed at the Army Depot and the groom at Central Telephone Company.

Wilbur Lartz, chief clerk to the master mechanic at Savanna, and Mrs. Lartz enjoyed a vacation in San Juan, Puerto Rico and the Virgin Islands.

Iowa Division Conductor Clint Gregerson and wife of Savanna traveled to Madison, S. D., on June 13, where they observed their silver wedding anniversary with relatives and friends at a reception in the social hall of the United Methodist Church.

James B. Gilroy passed away Apr. 28, and Mrs. Martha Gilroy on May 10. They were the brother and the mother of Iowa Division Conductor Tom Gilroy of Savanna. Services for both were held

WOOD-TAYLOR. The former Judy Wood, daughter of Carman Robert Wood of Harlowton, Mont. and Gordon Taylor, who were married in the Wesleyan Church at Harlowton in June. Judy has been teaching in Helena, Mont., where her husband holds a position with the State Water Board.



ABERDEEN DIVISION WEDDING. Salem Lutheran Church in Montevideo, Minn., was the setting for the recent marriage of Miss Debra Eekhoff and David Hill, the son of Engineer Wayne Hill. David was employed this summer as relief agent-operator on the Aberdeen Division.





Second Lieutenant James Sedgwick, son of Switch Foreman John Sedgwick, Harlowton, Mont., and the former Patricia Murrill of Cascade, Mont., shown at the reception after their marriage at Ft. Sam Houston, Tex. For details, see the items of Correspondent E. H. Mielke.



Margaret Elizabeth, daughter of La Crosse Division Switchman Michael F. Feeney, who became Mrs. Charles Russel Paxton at Blessed Sacrament Church, Madison, Wis., May 22. Wedding attendants included her three sisters. The Paxtons honeymooned in Canada and are making their home in Madison.

at Lost Nation, Ia., Sacred Heart Church, with interment in the Lost Nation Cemetery.

Keith Edwin Fabricius, son of Marcella Fabricius, chief clerk to the agent at Davenport, Ia., passed away on May 30 following a kidney transplant May 4. Services were conducted at St. John Vianney Church, Bettendorf, Ia., with burial in Davenport Memorial Park. His wife, father and sister also survive.

Ronald Walter Brus, young Nahant switchman, passed away suddenly on May 28 in his home at Walcott, Ia. He is survived by his parents, two sisters and two brothers.

Second District Conductor Eldon H. Bach of Dubuque, Ia., died of a heart attack on May 7. Services were held

from Sacred Heart Church. His wife and four daughters survive.

Raymond Phialmlee, First District clerical employee, passed away in Savanna City Hospital on May 29. Services were conducted in Savanna, with burial in the township cemetery. His wife and daughter survive.

Mrs. Bea Welch, well-known rooming house operator at Savanna, passed away on May 30. Services were conducted in St. Paul's Episcopal Church, with burial in the Savanna Cemetery.

Retired Iowa Division Engineer Orañ Ritchie died May 27 in Savanna. He served the Milwaukee 50 years prior to retirement. Services were held in Savanna, with burial in the township cemetery. Surviving are his wife, three sons and two daughters.

Retired Section Foreman Lawrence M. Haught passed away May 4 in his home at Lanark, Ill. Burial was in the Lanark cemetery. He is survived by his wife.

Mrs. John H. Fisher, widow of the former Savanna car foreman, passed away June 22 in a Joliet, Ill., nursing home. Funeral services and burial were in Savanna. She is survived by a brother.

Mrs. Horace Rinard, widow of the Iowa Division engineer and a former Savanna resident, passed away at Belle Plaine, Ia., on June 26. Funeral and burial services were held in Savanna.

Chicago Terminal Trainmaster R. L. Crist, a native of Savanna, passed away suddenly on Apr. 5. Services were held in Savanna, with burial in the township cemetery. He is survived by his wife and five children.

Retired First District Operator Floren and Mrs. Fox celebrated their 50th wedding anniversary with an open house at their home in Lanark, Ill., on July 4.

Retired Engineer Floyd L. "Sy" Butler passed away May 25 in Vancouver, Wash. Interment was at Portland, Ore.

Retired Agent-Operator Harry Dohlin of Bellevue, Ia., died June 5 in a Dubuque, Ia., hospital. Burial was in Bellevue.

KANSAS CITY

Cinda McMahon, Correspondent
Office of Freight Agent

A hearty welcome was extended to Kenneth D. Nordstrom, new terminal manager of the Milwaukee Motor Transportation Company here in Kansas City. Mr. Nordstrom hails most recently from Chicago. His family will join him here upon the completion of their new home.

Wedding news of interest here involved Kenneth A. Lisk, senior clerk, whose son Kenny Jr. was married on June 4, and Tom Cain, chief yard clerk, whose son Tom Jr. said "I do" on June 12.

Vince Reardon, OS&D clerk, recently underwent 14 days of training with the Reserve Naval Construction Battalion at Camp Swampy, Gulfport, Miss.

Our best wishes were expressed to Carl Schooley, car inspector, upon his

retirement May 31, and to J. S. Broom, B&B foreman, who retired June 30.

Bob Swanson, chief clerk in our traffic office, recently saw his son off to the Philippines for a tour of duty with the Air Force.

Keith Cox, sales representative, recently transferred to the New Orleans traffic office of the railroad.

John Nail joined the sales staff in May, coming to us from the Dallas office, where he was chief clerk.

J. T. Conlin joined the Kansas City traffic force on July 6, in a move from Chicago. He will take over the duties of district manager of sales after the retirement of our W. B. Tigerman.

Rocky Mountain Division

EAST END

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

Charles Beauchot, son of Conductor R. E. Beauchot, placed third in the Eastern Montana Invitational Pistol Shoot for law enforcement officers. Charles is a member of the Miles City Police Department and was "tops" for the department.

Mrs. Betty Babcock, wife of Retired Brakeman T. S. Babcock, has retired from the teaching staff of Custer County High School after a teaching career of 37 years, most of them in Miles City and primarily in commercial subjects. At this writing she is on the sick list, and we wish her a speedy recovery.

At the Al Bedoo Shrine ceremonies in May, Retired Electrician W. E. Striker and his wife received royal treatment. Although a novice, the Strikers were seated at the head banquet table (Mr. Striker is an uncle of Potentate Robert Mountain) and Mrs. Striker, a native of Scotland, was serenaded by the visiting Great Falls Shrine Pipe Band.

Retired Roundhouse Foreman Hobart Aggers was named adjutant for the local Veterans of Foreign Wars at their recent election.

Mrs. Ethel Rae Sandman, wife of Retired Baggageman H. F. Sandman, was one of 15 graduates of the first Defensive Driving course offered at Miles Community College.

Mrs. Laura Natzel, wife of Signal Inspector Larry W. Natzel, appeared in the first Barn Play of the season, "Angel Street." This is the 22nd season for the Barn Players.

Miles City chapter of the Milwaukee Road Women's Club had a Mother's Day program for the May meeting. Mrs. Leslie Payne sang, accompanied by Juanita Haynes, wife of Conductor O. G. Haynes, and Mrs. Maysel Danton gave a reading on "mothers."

The Milwaukee Road Retired Club recessed for the summer following the May 26 party. These are a project of the Women's Club and have an average attendance each week of 25 persons who usually visit or play cards. Mr. and Mrs. H. F. Sandman have hosted the parties for the last three years.

Congratulations to the Tubby Traftons on their first grandchild, born to Mr. and Mrs. Mark Trafton. Tubby will be remembered as a former yard



Retiring on June 25 after 46 years of railroad service, Roy D. Lowe, wheel roller at Milwaukee Shops (center), receives wishes for many years to enjoy his well-earned leisure. Extending them are General Foreman Walter Weingert (left) and Wheel Shop Foreman Raymond Fligge. For details, see the items of Correspondent Carol Rader.



"In Recognition of 46 Years of Service," reads the plaque presented to John A. Macht, office manager in the mechanical department at Milwaukee Shops (left), as he retires. Doing the honors is F. A. Upton, chief mechanical officer. For details, see the Milwaukee Shops news.

clerk at Miles City now working for the railroad at Lewistown.

Of interest to the friends of the Byron Nelsons is the marriage of their granddaughter, Bartley McCourt, on May 1 in Kent, Wash. Of interest also is the marriage of Michele Cotter, granddaughter of the Mike Caines. Michele was married in Wayzata, Minn.

Lonnie Shields, son of deceased carman L. L. Shields, is the new president of the Washoe County Teachers Association in Reno, Nev., for the coming year. Shields taught in Miles City before going to Reno four years ago.

At the Montana Women's Bowling Association tournament held recently in Billings, Grace Zuelke, wife of Engineer R. H. Zuelke, and her partner took fifth place in D doubles.

Retired Machinist Helper and Mrs. Charles Hobbs celebrated their 50th wedding anniversary on May 9, and at the same time their son Bruce and wife Millie celebrated their 25th. All of the children of both couples were on hand and assisted in an open house celebration.

Retired Carman Jake Hilderman and wife Mollie were honored also on their 50th anniversary at an open house held June 20 by their children, the Hal Hildermans and the Jim Askins. Earlier in the month their bowling team honored them with a dinner at the Red Rock Supper Club.

News of college graduates and honor students in Milwaukee Road families: Nancy Shook, granddaughter of Mrs. Edna Wilkerson, was valedictorian of the graduating class at Rocky Mountain College in Billings . . . Peggy Bagley Smith, sister of Brakeman John Bagley, graduated from the nursing course at Miles Community College . . . Gertrude Pembroke, daughter of Engineer A. W. Pembroke, was listed on the spring quarter honor roll at Dawson College in Glendive . . . Donald St. Peter, son of Engineer J. R. St. Peter, was on the spring semester honor roll at Carroll College in Helena . . . Robert L. Welles graduated from the University of Montana . . . Roselae Babcock, daughter-in-law of Mr. and Mrs. T. S. Babcock, graduated with distinction from Montana State, as did Marcia Haggerty, granddaughter of Retired Engineer B. O. Haggerty . . . Daniel Minkoff also received his degree from Montana State.

Custer County High School graduates included; Mike Elliston, son of Mrs. Preston Elliston; Terry L. Gunther, son of Conductor A. L. Gunther—Terry was named to the National Honor Society; David Gunderson, grandson of Section Foreman Berreth—David received an award to Miles Community College; Dave Hawkins, son of Electrician Quinten Hawkins; Debbi Haynes, daughter of Conductor O. G. Haynes—Debbi was named to the National Honor Society and received the Most Valuable Player award in gymnastics; Vickey K. Hough, daughter of Carman Vic Hough; Mary Lentz, daughter of Sectionman W. G. Lentz; Judy Slater, daughter of Brakeman Kermit Slater—Judy received the Roy Carlson Memorial Scholarship; Nanette Stuckey, daughter of Agent George Stuckey; and Dan Worlie, son of Relay Operator Wayne Worlie. Graduating from Sacred Heart High School was Gregory Harbac, son of Brakeman E. O. Harbac.

Sympathy was extended to the following families: Mrs. W. J. Berreth on the death of her mother, Mrs. Anna Geist, who passed away May 14 at the age of 85. . . Mrs. Millie Bartsch on the loss of her father, William F. Jahn, on May 4—Mr. Jahn retired from the railroad in 1950 . . . To Mrs. Theodore W. Lowry, whose husband passed away May 10—Mr. Lowry was a trainman prior to retiring in 1957 . . . To Retired Engineer Ed Crooks on the death of his wife, Mildred . . . To the family of Mrs. W. B. (Bessie) Fairchild, who died Apr. 12 in Livermore, Calif.—Mrs. Fairchild lived in Miles City while her husband was a conductor here . . . To the Steve A. Dinius family—Mr. Dinius, a retired car inspector, died May 12 at the age of 87 . . . To the family of Retired Conductor Arlie W. Wickersham—Mr. Wickersham passed away May 26 following a heart attack while golfing at the Town and Country Club . . . And to the Arnold B. and Arnold L. (Bud) Running families. Mrs. Louise Running passed away on Memorial Day at the local hospital following a stroke she sustained this spring. The day before her death, Mrs. Vincent B. O'Connor, widow of Retired Machinist O'Connor and the mother of Mrs. Bud Running, passed away in Bozeman, Mont., at the age of 82. Mrs. O'Connor made her home with the Runnings in Tacoma, but was visiting at the time with a son in Bozeman.



John H. Linner, chief operator at the "C" office in Minneapolis, and his wife shown at a coffee party on the occasion of his retirement. For details, see the items of Correspondent Edna M. Bowers.



Frank Hmielewski, leadman at Milwaukee Shops (center), takes leave of his co-workers upon retiring June 30. Wishing him well are Foreman A. B. Davey (right) and General Foreman L. P. Barry. Hmielewski is a veteran of almost 27 years of service with the Milwaukee, having started in January 1944.



HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Second Lieutenant James Sedgwick, son of Switch Foreman John Sedgwick of Harlowton, and Patricia Murrill of Cascade, Mont., were married in a pretty ceremony at Ft. Sam Houston, Tex. After the ceremony a small reception was held in their apartment, and a wedding dinner at the Tower of the Americas Space Needle. They went to Mexico for a brief honeymoon. Jim received his degree in physical therapy at the University of Montana. He has completed his training in the Medical Department Officers Basic Course and Battalion Surgeon Assistant Course at Fort Sam, and will be stationed at Fort Carson, Colo., as platoon leader in Medics.

Mr. and Mrs. Ray Wells were honored recently at a retirement coffee hour at the Lewistown freight depot, and Ray was presented with a fishing outfit. They will continue to make their home in Hilger, Mont. Ray had served 24 years with the Milwaukee as section foreman.

Carol Syverson, daughter of Switch Foreman A. N. Syverson of Lewistown, was valedictorian of her graduating class of 142 high school students. Carol will attend Montana State at Bozeman, where she has a tuition scholarship, plus a Joe and Jessie Alweis Memorial Scholarship. She also received a gold watch as a five-year member of the Kiwanis Scholastic Achievement Team and was named a member of Outstanding High School Students.

Margaret Crawford, 89, passed away

recently in Vancouver, Wash. Her husband, Ellsworth, known to the railroad people here as Zeke, passed away in 1949. She was a member of Eastern Star, Milwaukee Road Women's Club and the United Presbyterian Church.

Nanette Stuckey, daughter of Agent George Stuckey of Great Falls, graduated from high school in Miles City rating second in her class of 181. She has been on the National Honor roll for two years. The Stuckeys were at Miles City before going to Great Falls.

Lloyd E. Skates, 69, a former trainman at Harlowton, passed away. Burial was in Kennewick, Wash., where he had been living the last four years. His wife and children and several stepchildren survive.

Jan Girard, relief clerk at Harlowton roundhouse, has won a Chemistry Merit Award from the University of Montana at Missoula. She will take up art at the University this fall.

Mrs. Vern Phillips, wife of a former radio and teletype maintainer in the area, passed away in Bozeman at age 41.

Girl Scout Awards were presented to young ladies of railroad families at a Court of Awards in Harlowton, namely Karen Cavanaugh, Martha Davis, Nancy Mahoney, and Debbie and Virginia Lane.

Machinist Jerry L. Littlejohn of Harlowton was killed in an auto accident en route to Billings. He leaves his wife, the former Barbara Hickel, a daughter, Susan, and a brother.

Mrs. Macie Crowder, 72, passed away in a Washington rest home. Funeral services were in Whitehall, Mont. She married R. D. Crowder at Two Dot,

Mont., in 1917, and both she and her husband worked for the Milwaukee.

Callie Colby Garberg, daughter of Conductor Lyle Colby, was killed in an auto accident near Polson, Mont. Callie and her husband, Don, were students at the University of Montana in Missoula. Callie was Homecoming Queen when she graduated from Harlowton High.

At this writing, everything is set here for the Harlowton Rodeo July 3 and 4. New Powder River bucking chutes will be in use and a number of other improvements will be introduced. The park and rodeo grounds have been greatly upgraded the past two years. Top performers from near and far will be on hand to vie for the awards, and giant fireworks displays will be set off at the end of the celebration.

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

Leigh Ann Jennings, daughter of Engineer A. L. and Joan Jennings, clerk in the engineering department, was married June 18 to Jim Holten of Deer Lodge at Immaculate Conception Church.

June 26 was the date chosen by Diana Lee Michelson, daughter of Dispatcher D. G. Michelson, to become the bride of Galen Eugene Johnson, welding foreman for the Milwaukee Road in the Deer Lodge area. They were married in Immaculate Conception Church and a reception followed at the Women's Clubhouse.

Jack M. Liefert recently became part of the Milwaukee Road organization, working with the welding crew. His family will join him soon.

Jerry Wright, formerly of Rapid City, S. D., has moved to Deer Lodge, accepting the position of junior engineer.

Earl Corneil, son of Chief Carpenter D. F. Corneil, has taken a position with the traffic department in Missoula, where his wife and daughter will join him.

Richard S. Oliver, formerly a maintenance of way employee and retired since 1950, died April 28 at Deer Lodge. Burial was in Hillcrest Cemetery.

Lloyd Skates, brakeman, retired since 1962, passed away recently at Kennewick, Wash.

Dennis Smith, 20, son of Load Dispatcher W. D. Smith, was killed in a highway accident June 17. He is survived by his wife, Sheila, and a daughter, Teri Lynn; brothers Kit, David, Shawn and Michael; and sisters Linda, Annette, Alesia, Kimberly, Mrs. Tim Olson and Mrs. Richard McElderry.

Best wishes are extended to R. C. Spogen, yard clerk at Harlowton, on his retirement as of June 30.

Mr. and Mrs. Frank Daugherty have completed their education at Northwest Christian College, Eugene, Ore. Mrs. Daugherty is the former Gail Satake, daughter of Roadmaster John Satake of Deer Lodge.

Armed Forces Day at Bremerton Features Caboose Rides



For the third consecutive year, the Milwaukee Road joined the Naval Supply Center at Bremerton, Wash., on Armed Forces Day, May 15, in honoring our country's men and women in military services.

Again, a Milwaukee Road caboose was hauled by car barge from Seattle to provide a sightseeing run for visitors to an open house at the Naval shipyard on Puget Sound. The caboose, decorated with bunting and powered by a Navy locomotive, transported them from the main gate to activities at the Supply Center building a mile distant.

To protect visitors from intermittent showers, a Welcome Booth was erected at the gate, where refreshments were served while they waited for transportation. Miss Barbara Goodwin of the Milwaukee Road freight department in Seattle was a hostess at the booth and pinned 300 "Hiawatha Tribe" buttons on children as souvenirs of the caboose ride.

The Milwaukee Road acquired the Bremerton ferry in 1961 to augment its rail-marine barge operations out of Seattle and Tacoma. The sea-going branch of the railroad serves, in addition to the Navy Yard, the Port Angeles-Port Townsend area, Port Gamble, Shelton and Vancouver, B. C.

The Milwaukee Road barge carrying the caboose loaned to the Naval Supply Center, Puget Sound, for use on Armed Forces Day is eased into the slip at the Bremerton shipyard by the tugboat "Deborah Foss." At left is a glimpse of the carrier "Hornet" and at right the battleship "Missouri." Other ships are in the mothball fleet. (NSCPS photo)

Barbara Goodwin of the Milwaukee Road freight department force in Seattle, serving as a hostess for the Armed Forces Day open house, pins a "Hiawatha Tribe" button on Capt. R. S. Simpson Jr., commanding officer of the Naval Supply Center. Representing the Navy's civilian employees are Armed Forces Day Princess Marva Louise Woods (from left), Queen Ada Vansur and Princess Judy Caputo.





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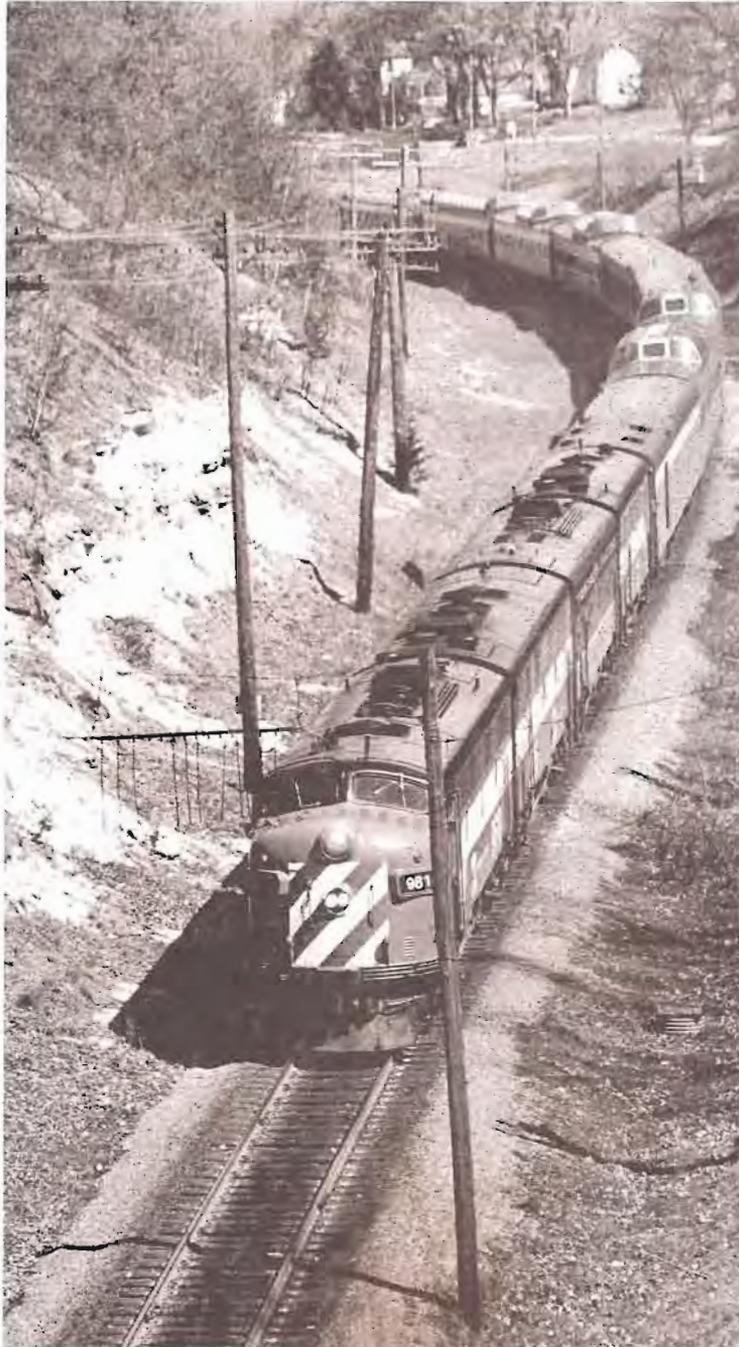
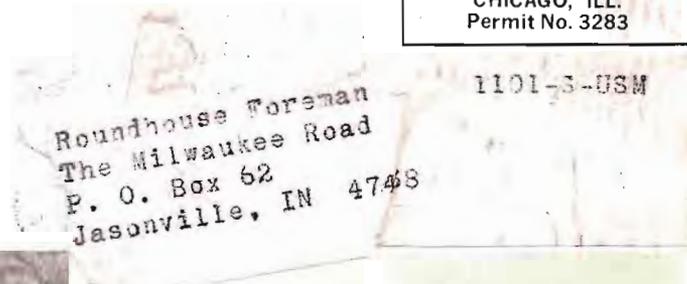
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ON THE AMTRAK TRAVEL ROUTE

One of the first Empire Builders operated between Chicago and Seattle under the government's new Amtrak system approaches the Milwaukee Road tunnel at Tunnel City, Wis. The intercity train is routed over the Milwaukee's main line between Chicago and Minneapolis, from where it is handled by the Burlington Northern. Below, a westbound Empire Builder stops at La Crosse, Wis. Discussing the operating schedule are Agent Frank E. Daley (from left), Loren Wardwell, president of the Common Council, and Gordon T. Sims, assistant district manager-sales. (Donald Rehm and La Crosse Tribune photos)

