

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

may  
•  
june  
1971



**amtrak inaugurates chicago-seattle passenger service**



**MARIE HOTTON**

Editor

**PUBLIC RELATIONS  
DEPARTMENT**

Union Station—Chicago

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

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# Transportation Briefs

## Bus Line Honors Amtrak Ticket

Greyhound Lines will honor Amtrak railroad tickets under an agreement with the National Railroad Passenger Corporation which became effective May 1. The agreement enables railroad passengers to alternatively use the services of Greyhound, or transfer to or from trains as desired. It will also be beneficial in those instances where Amtrak trains operate on thrice-weekly instead of daily schedules, Greyhound said.

## New Containership Service

A containership service utilizing only 40-foot containers will be started in October by Kawasaki Kisen Kaisha, Ltd., the ocean carrier known as the "K" Line. The 14-day service with three ships carrying 292 of the 40-foot units will be operated between Seattle and Long Beach on the Pacific Coast and Hong Kong, Taiwan and Pusan.

## Senate Gets Airline L&D Bill

A bill introduced by Senator Alan Bible (D-Nev.) would make airlines fully liable for loss or damage to cargo. The purpose of the bill, he said, is to "require air carriers to assume the same degree of liability as that required of other public carriers—railroads, steamships and trucks—who must reimburse a shipper for the actual cash value of the loss of, or damage to, goods entrusted to them for safe transportation."

## DOT Plans Transport Expo

Plans for the first U. S. International Transportation Exposition to be held at Dulles International Airport near Washington May 7-June 4, 1972 have been announced by the Department of Transportation. It is expected to cost about \$6.3 million and attract about one million visitors, including foreign businessmen. Two exhibit halls covering 310,000 square feet of space

and 600,000 square feet of outdoor space will serve as a showcase for new and innovative air, rail, highway and marine equipment.

## Eads Bridge Named Landmark

The Eads Bridge in St. Louis—first major railroad link across the Mississippi River—has been designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers. The bridge, completed in 1874 and still in use, has two levels—the upper for highway and the lower for railroads. It was one of the first large arch bridges to be made of iron and steel and use the cantilever principle.

## Port of Portland Expansion

An \$89.4 million fiscal 1971-72 budget of the Port of Portland includes part of a five-year \$176 million capital improvement program. Under the marine division are \$2.4 million for new automobile berths, \$18 million for a three-berth container terminal on the Columbia River at Rivergate Industrial Park, \$6 million for container-handling equipment, and \$1 million for renovating the port's 8.1 million bushel grain elevator at Terminal 4.

## Cleveland to Get Amtrak

Cleveland, which was omitted from the original Amtrak railroad passenger network, will get service on a new route between Chicago and New York City. The National Railroad Passenger Corporation agreed to serve the city after the states of Ohio, New York and Michigan consented to underwrite two-thirds of the anticipated \$3 million annual loss.

## Britrail Youth Pass

The British railroads have introduced a special Youth Pass this year for young people ages 15 through 22

## THE COVER

The inauguration of Amtrak (National Railroad Passenger Corporation) on May 1 drew a crowd at Chicago's Union Station to watch the departure of the first train bound for Seattle over the new Milwaukee Road-Burlington Northern route. In the group above, Ruth Trela, secretary to the Milwaukee's superintendent of sleeping, dining, mail, baggage and express services, is "pinned" with an Amtrak souvenir button. Below, television and radio people tape the ceremonies attended by civic dignitaries. For the story, see page 10.

which costs \$35 and is good for 15 days of unlimited second-class travel anywhere in Britain. The pass is available only in the Western Hemisphere and must be obtained prior to departure from a travel agent, a specified national student travel organization in the U. S., or an office of British Rail-International.

### Real Estate, Industrial Development Change-over

As of June 1, the Milwaukee Road real estate and industrial development department was renamed the real estate, economic and resource development department.

E. J. Stoll, vice president-real estate and industrial development, will continue as head of the enlarged department.

President Curtiss E. Crippen announced that the scope of the department will remain the same, except for additional functions relating to geology and economic resources. These activities were transferred from the agricultural and mineral development department, which was discontinued June 1. The functions of the latter department involving traffic and the grain industries were assigned to the traffic department.

### RPI Announces Scholarship Program for Boy Scouts

The Railway Progress Institute is starting an annual Boy Scout Scholarship Grant competition this year as a means of generating increased public support for the nation's railroads while advancing educational opportunities for deserving young people.

The competition replaces the annual Golden Freight Car Award as RPI's symbol of recognition for activities in support of railroading.

The program is an essay competition for registered Boy Scouts who have earned a merit badge in railroading, which requires them to answer in 600 words or less the question "Why Are Railroads Important to the Nation?"

They must also make their findings public through activities such as presenting the essay before Scout meetings, school classes or civic clubs, and having it published in community or school newspapers and magazines.

The first prize is a \$1,000

## Amtrak Announces Pass Policy for Active and Retired Railroaders

Active and retired employees of railroads participating in Amtrak (National Railroad Passenger Corporation) may ride for half fare on all passenger trains operated by the new semi-public corporation, the directors have announced. The eligibility requirements and uses of half-rates are as follows:

Half-rate orders will be issued on the request of a "designated officer" of a participating railroad to railroad employees with one or more years of service and to dependent members of their immediate families for personal use over all of the lines under Amtrak operation. The orders will be used to purchase half-rate tickets before boarding trains.

Half-rate ticket holders may reserve and purchase a roomette at the full rate before boarding trains, and also a

reserved seat in a coach or parlor car at the full rate, on a space available basis.

Half-rate orders will be issued to retired employees on the same basis as those issued to active employees, with the privilege of purchasing extra accommodations as described above.

Requests for half-rate orders for active and retired employees of terminals and other subsidiary companies of railroads, and for dependent members of their immediate families, will be considered on the basis of the company's involvement in Amtrak train operations.

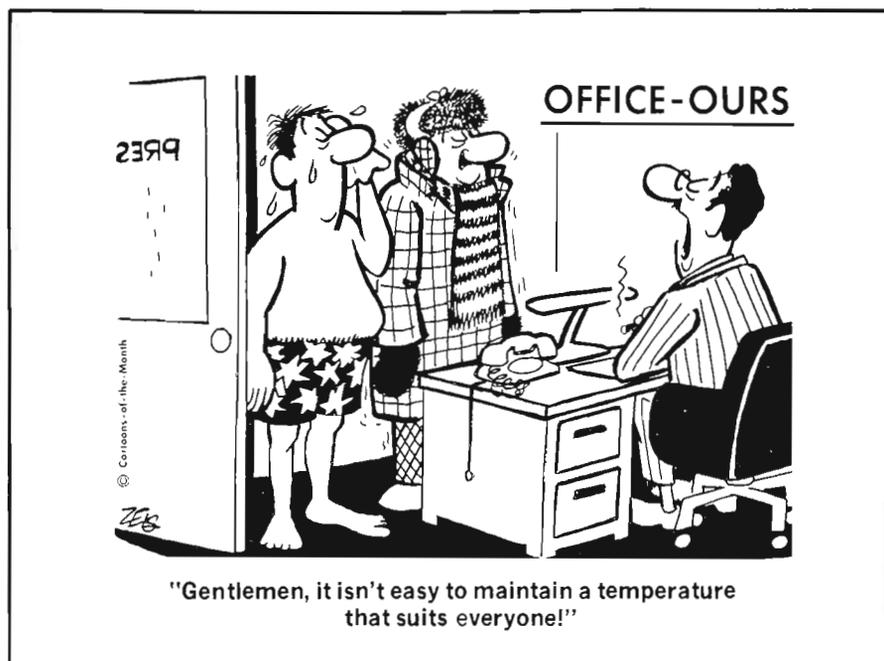
Amtrak will reserve the right to suspend the use of half-fare privileges on certain trains or during periods of heavy travel. The corporation promises to give notice well in advance of any suspension.

scholarship grant, with contestants who place second and third receiving grants of \$500 and \$250 respectively. In addition, 21 runners-up will receive a \$25 U. S. Savings Bond.

The scholarship winners and their Scoutmasters will also receive an all-expense paid trip to Washington, D. C., where they will be honored at

RPI's annual dinner Nov. 18. The presentation of the awards will be a highlight of that event.

Entry forms and details about how to compete may be obtained from Railway Progress Institute, Suite 712, 1140 Connecticut Avenue, N. W., Washington, D. C. 20036. This year's competition ends Oct. 1.



# ENTRY TO PORTLAND



## The Rose City Welcomes the "New" Milwaukee Road

"I DARESAY THAT BRIDGING THESE 46 MILES FROM LONGVIEW may have commanded more of the Milwaukee's attention than did the launching of our first train the five miles from Milwaukee to Wauwatosa, Wis., back in 1850. We are proud to be your new citizen and neighbor."

The quotes are President Curtiss E. Crippen speaking on a historic occasion—entry on Mar. 22 to Portland, Oregon! With the arrival of the railroad's first scheduled freight train, the City of Roses became the 13th new gateway opened to the Milwaukee Road for the interchange of traffic within just the past year.

Rarely these days does a city get a new railroad, and the Milwaukee—Portland's fourth major carrier—was accorded a warm reception. As the train pulled up in Hoyt Street Yard, it was surrounded by a crowd of local businessmen and of news media from the Portland area.

The salute was returned by officers of the company who had ridden the train to inaugurate the service. Standing on the deck of the locomotive as it entered the yard were Mr. Crippen; G. H. Kronberg, vice president-traffic; F. G.

Scene in Hoyt Street Yard as President Curtiss E. Crippen greeted the crowd on hand for the arrival of the first Milwaukee Road train and a committee from the Portland Chamber of Commerce extended a welcome to the city. From left: B. E. Lutterman, vice president and western counsel of the railroad; "Ike" Davis, president, Associated Commercial Co.; Herbert Stewart, secretary, Packer-Scott Co.; Kenneth J. Cleary, executive assistant manager, Sheraton Motor Inn; Bob Johnson, vice president, Blake-Moffitt and Towne Co.; and Carl Kato, manager of the chamber's Trade and Commerce Committee. In the cab is Engineer R. G. Brown.

# —The Great Breakthrough

McGinn, vice president-operation; and B. E. Lutterman, vice president and western counsel.

Cameras ground away as greetings were exchanged and representatives of the Chamber of Commerce held aloft a banner proclaiming "Portland Welcomes The Milwaukee Road."

The extension of service into Portland from Longview, Wash. 46 miles north realized a key objective of the Milwaukee Road since 1931, when Longview became its western terminus. Entry was prescribed by the Interstate Commerce Commission as a condition to approving the merger that created the Burlington Northern railroad.

An agreement with the Burlington Northern provides for Milwaukee Road trains serving Portland to use that railroad's yard at Hoyt Street for the interchange of cars with connecting lines and for handling cars originating and terminating in Portland.

The first train arrived in mid-morning to accommodate a program of special activities marking the entry. Regular schedules, however, call for arrival at 8 P. M. and northbound departure at 10 A. M.

Practically all departments of the railroad were involved in the preparations for the service. In anticipation of "the great breakthrough," Portland was designated a regional

Cameras grind away as the first train enters Hoyt Street Yard. Aboard the locomotive are President Crippen and Vice Presidents Lutterman, Kronberg and McGinn.



sales headquarters and J. Harold Mitcham, regional manager-sales at Milwaukee, was named regional manager of the organization, with jurisdiction over the district office there and in Eugene, Ore., as well as the office in Salt Lake City.

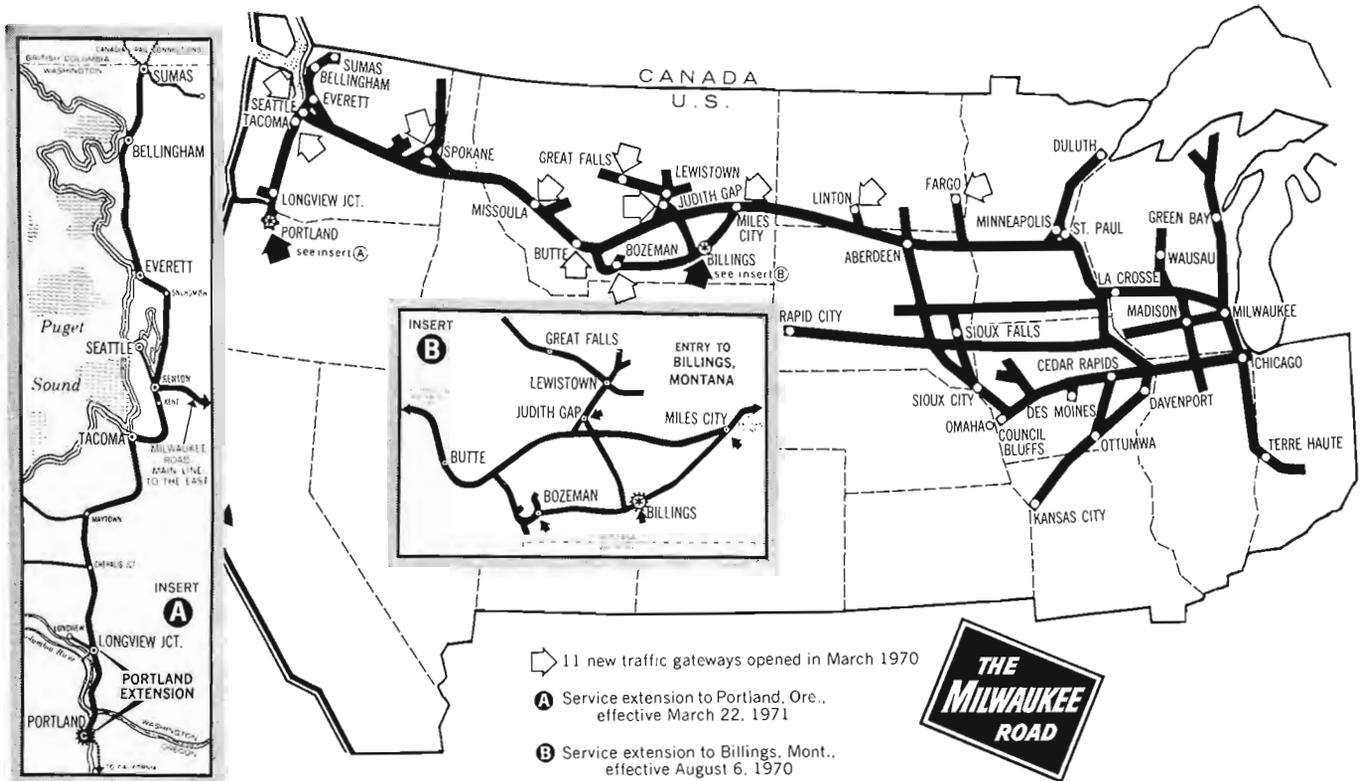
Prior to the launching, the sales force was augmented by the appointment of Kendall E. Gustafson, formerly at Eugene, and Dennis E. Athmann,

formerly at Minneapolis, as sales representatives.

A new local freight office was opened also at 911 N. W. Hoyt St., and Leo J. Fettig, general agent at Everett, Wash., was appointed freight agent. In addition, Stephen J. Barry, assistant superintendent at St. Paul, was appointed to the newly created position of assistant superintendent in Portland, and William F. Johnson, assistant

The Red Vest Task Force assembled with officers of the traffic and operating departments for the kick-off of the week-long campaign to introduce the new service.





Map of the "new" Milwaukee Road system, with inserts showing service extensions to Portland, Ore., and Billings, Mont., and

arrows indicating new gateways for interchange of traffic with the Burlington Northern at competitive rates.

trainmaster on the Coast Division, was assigned Portland headquarters.

Others in the vanguard included a "Red Vest Task Force" of 14 traffic officers from points throughout the country who arrived in Portland to join District Sales Manager Robert D. LaHatt and members of the local sales force for the kick-off on Mar. 22 of a week-long campaign featuring the service. Red vests and neckties identified them to area businessmen on calls to tell the story of the "new" Milwaukee Road.

Activities on Entry Day itself were climaxed by a dinner in the Sheraton Motor Inn for approximately 325 of Oregon's business and civic leaders. Among the guests were members of the City Council, representatives of the Port Authority, and of the office of the Governor. City Commissioner Francis Ivancie, in a talk he made on behalf of Mayor Terry D. Schruck, welcomed the Milwaukee as a valuable addition to the transportation community.

Mr. Crippen, who was the principal speaker, told the audience that although Longview is one of the Milwaukee's major port cities, "remaining for 40 years only 46 miles from Portland had to come under the heading of unfinished business."

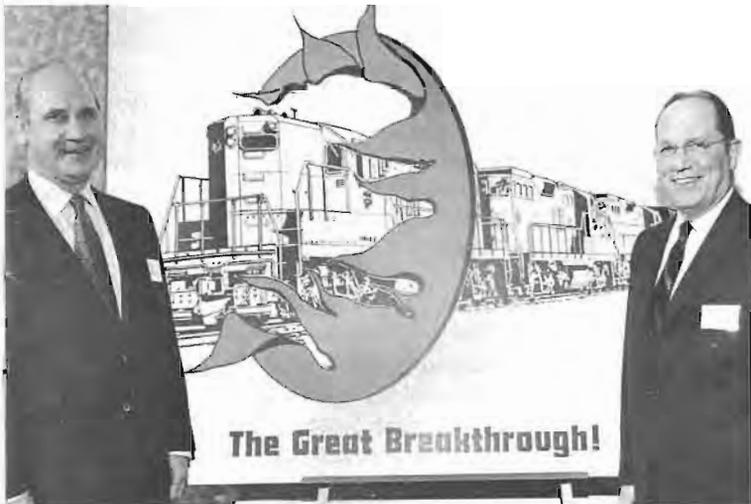
Portland, he noted, is a city of great significance and increasing potential, not only for the Pacific Northwest, but for shippers throughout the country. In that connection, he spoke of the volume of water-borne commerce handled at Portland. He pointed out that in 1969 almost five per cent of the

jobs in the State of Oregon were directly attributable to foreign trade, and between 1960 and 1969 dollar volume of exports from the Oregon Customs District increased more than 80 per cent, with Portland playing an important role in the explosive growth.

He remarked that Portland is also

Among Red Vests gathered in Portland for the start of the railroad's service are J. H. Mitcham, regional manager-sales (from left); F. G. McGinn, vice president-operation; R. D. LaHatt, district manager-sales; and G. H. Kronberg, vice president-traffic. They are shown alongside a large mock-up decorated with hundreds of red roses symbolizing the Milwaukee's entry into the Rose City.





President Crippen and Vice President Kronberg shown at the dinner meeting with shippers and civic leaders in the Seattle-Tacoma area.



G. F. Quinlan, regional manager-sales, St. Louis, Mo., tells the story of the "new" Milwaukee Road at a luncheon on Mar. 26 in the Missouri Athletic Club. From left are T. G. Stewart, director of transportation, Monsanto Company; Mr. Quinlan; Hjal N. Johnson, vice president-traffic, Ralston Purina Company; and Wil J. Edmonds, director of traffic, Granite City Steel Co.

the home of a number of large lumber and forest products companies, a leading agricultural market, and its reputation as a regional industrial center is growing rapidly.

"Because of its strategic location, Portland serves as the gateway to the California markets from the Northwest, and as the gateway to Canadian markets from Oregon and California," Mr. Crippen declared. "The Milwaukee realizes that a city in which economic growth is constant must have adequate transportation to meet its needs. And conversely, shippers nationwide must have easy access to a gateway

such as Portland.

"Back in the middle of the last century we got our start helping Wisconsin grain growers and lumber shippers with their transportation needs. These commodities—grain and lumber—have become integral to us, just as they have become integral to the Pacific Northwest. Ours is a long and persevering history, and we are proud to offer our 120 years of railroad experience to our new neighbors in Portland, and to all who include Portland in their shipping plans."

Referring to a large map of the

Milwaukee Road system which served as a backdrop at the dinner, Mr. Crippen reviewed highlights of the railroad's history and development. "I am confident that you already know a great deal about what our being in Portland can mean to you and your business," he observed. "For example:

"As a rate-making railroad, we will be a factor in determining rates on traffic to, from and through this area; we will be an additional source of freight car supply; and of course, we now offer a new single-line service between Portland and all points on our

*(Continued on page 8)*

Members of the Portland traffic and operating staffs assembled for a meeting with "Red Vesters" from other locations. Left to right: Sales Representatives L. W. Cashner and D. W. Goodwin; R. E. Foss, chief clerk-traffic; Freight Agent L. J. Fettig; J. H.

Mitcham, regional manager-sales; Assistant Superintendent S. J. Barry; Sales Representative R. S. Brown; R. D. LaHatt, district manager-sales; Trainmaster W. F. Johnson and Sales Representative J. W. Murphy.





Representing the railroad at a "breakthrough" meeting with shippers in Eugene, Ore., Mar. 23 are, left to right: Clark Jones, manager of pricing, Seattle; Sales Representative K. E. Gustafson, Portland; A. G. Brett, retired district manager-sales, Eugene; Regional Sales Manager J. H. Mitcham; D. M. Wiseman, general manager-field sales, Chicago; R. H. Fortney, district manager-sales, Eugene; Assistant General Manager M. Garelick, Seattle; and J. A. Wosinski, assistant to superintendent-transportation, Tacoma.

10,500-mile railroad."

He added that although access to Portland promises to be the most significant of the several I.C.C. conditions to the Burlington Northern merger, others which hold important implications for shippers are the 11 new gateways which were opened to the Milwaukee Road in March of 1970 for the interchange of traffic with the BN on a competitive basis. The gateways he traced on the map are located at Fargo and Linton, N. D.; Miles City, Judith Gap, Great Falls, Bozeman, Butte and Missoula, Mont.; and Spokane, Seattle and Tacoma, Wash.

An insert on the map showed the expansion of the gateway network last August to include Billings, Mont., the key distribution center for southern and eastern Montana and neighboring states. Mr. Crippen remarked that, here, too, the I.C.C. recognized the need for competitive service following the merger.

"Any comment I might make about the 'new' Milwaukee Road would be incomplete without mention of recent developments at the opposite end of our railroad," he added. "I have reference to the expectation that our service will soon be extended to Louisville, Ky., in accordance with an I.C.C. condition in the upcoming Louisville and Nashville-Monon merger. I believe you will agree that the possibilities there, too, are exciting, to say the least.

"I will tell you frankly that this map of the 'new' Milwaukee Road is a source of genuine gratification to me. It represents far more than the implementation of Interstate Commerce

Commission actions aimed at the preservation of competitive balance.

"I feel that it represents new opportunities for the business community . . . for the entire public . . . in the states we serve, and beyond. It is indicative of the great contribution that railroads, working together, can make toward the creation of a better transportation system."

The dinner was the first of a series of similar affairs held through Apr. 1 to familiarize shippers and the public with the significance of the Milwaukee's new capability. Cities at which presentations were made included Seattle-Tacoma, New York, Chicago, Milwaukee, Pittsburgh, Cleveland, Cincinnati, San Francisco, Oakland and Los Angeles.

Mr. Crippen, in an address to some 300 shippers in the Seattle-Tacoma area, observed that the Milwaukee's presence in Portland means much more than access to one city—that it can mean an increased flow of commerce, a new voice in rate-making, and new competitive vigor in transportation throughout the Pacific Northwest country.

Access to Portland, he pointed out, combined with trackage rights granted by the I.C.C. over segments of the Burlington Northern north of Seattle, will enable the Milwaukee to better help its present and future customers with their shipping needs between Oregon and California on the one hand, and Canada on the other, as well as between those points and the East over the Milwaukee's main line.

"As a major transcontinental

railroad," he noted, "our being in Portland will automatically broaden a shipper's choices with respect to such things as competitive routes, markets for his products and sources of supply."

Starting Mar. 23, the railroad's two fast transcontinental freight trains, westbound No. 261 (XL Special) and eastbound No. 262 (Thunderhawk), began operating to and from Portland daily. Vice President Kronberg, who headed a task force that outlined the service to shippers in California cities, announced at presentations in Los Angeles that it showed promise of generating a gratifying volume of new business. He said that, based on utilization of the service from the beginning, there is reason to believe the volume may exceed initial expectations.

## Milwaukee Road Adopts Holding Company Plan

The board of directors of the Milwaukee Road has adopted a proposal for the creation of a holding company to be known tentatively as Chicago Milwaukee Corporation, Chairman William J. Quinn announced at the annual meeting of stockholders in Chicago May 11.

The holding company, he stated, will become the parent of the railroad and its subsidiaries through an exchange of securities of the holding company for the presently outstanding shares of common and preferred stock of the railroad. The terms of the exchange and other details will be determined later, he said.

The stockholders were informed that the exchange offer will be made only through a prospectus which shall have become effective under the Securities Act of 1933 and qualified under various state laws. It is expected that the offering will be made as soon as possible, "which should be some time later this year."

"Until they receive the final prospectus," Mr. Quinn explained, "Milwaukee Road stockholders are not being asked to take any action with respect to the holding company plan.

"The board of directors announced last year that it was studying the advisability of adopting a holding company plan, and this action is the result of that study. It is intended that the holding company will enable us to take advantage of opportunities to diversify the company."

# Dubuque and Illinois Division wins Trophy for Safety in '70

With a smile of pride, L. H. Walleen (center), superintendent of the Dubuque & Illinois Division, accepts the President's 1970 Safety Trophy on behalf of the employees from G. J. Barry (left), superintendent of safety, and L. V. Anderson, assistant vice president and general manager.



Employees of the Dubuque & Illinois Division have received the President's Safety Trophy for 1970, in recognition of the best safety record among all divisions on the railroad last year. The division, with headquarters at Savanna, Ill., had a casualty rate of 2.93 per million man-hours worked, the lowest achieved by any Milwaukee Road division since 1965.

The award was presented at Savanna Mar. 31 by L.V. Anderson, assistant vice president and general manager, and accepted on behalf of all division employees by D&I Superintendent L.H. Walleen. Mr. Anderson conveyed the congratulations of President Curtiss E. Crippen and Vice President-Operation F. G. McGinn, and added his own commendation of the division's record.

The presentation was made at a luncheon held at Meeker's Seafood Inn, Savanna, which was attended by D&I Division staff members and officers of a number of labor organizations.

In presenting the trophy, Mr. Anderson remarked that it had been 27 years since the Dubuque & Illinois Division won the award, and he noted the "tremendous improvement" in the division's safety program.

He spoke of a "credo of safety," which includes the knowledge of accident causes, a desire to be safe, and a sound attitude toward safe work. He said, "Accidents are conceived in improper attitudes and born in moments of action without thought. They will cease to be only when the proper attitude is strong enough to precede the act . . . when the right

Sharing in the honors for the 1970 safety award are (left to right): E. W. Mann, general chairman, Brotherhood of Electrical Workers; L. F. Wickler, district safety engineer, D & I Division; G. J. Barry, superintendent of safety; Division Superintendent L. H. Walleen; L. V. Anderson (rear), assistant vice president and general manager; Stephen Haugh, general chairman, International Brotherhood of Electrical Workers; E. L. Dirks, general chairman, United Transportation Union; and W. E. Waters, general chairman, T.C.E.U. Division, Brotherhood of Railway and Airline Clerks.



attitude creates the awareness that controls the act."

G. J. Barry, superintendent of safety, spoke of safety as a "common objective" on the Milwaukee. He complimented Superintendent Walleen, saying "This is the type of effort the Milwaukee Road needs on every division."

L. F. Wickler, district safety engineer on the D & I Division, asked that those accepting the award not become over-confident, and Mr. Walleen challenged his staff to better their record in 1971.

The trophy was circulated later on

the division, to remind all division employees of their contribution toward the safety record. Each employee has received a Parker "His and Hers" pen set commemorating the award, with Mr. Crippen's appreciation for a job well done.

*"Dear, I've had a terrible day at the office, so would you please tell me nothing but good news about what happened at home today?"*

*"Well, honey, the good news is that today five of our six children did not break an arm."*



Scene in Chicago's Union Station as President Curtiss E. Crippen addresses the crowd at the launching of the Empire Builder.

Taking part in the ceremony are Mayor Richard J. Daley of Chicago, left, and David E. Bradshaw, a director of Amtrak.

## AMTRAK Goes Into Operation

A time-honored ritual was reenacted on May 1 as Amtrak, the semi-public corporation authorized by Congress to oversee the nation's intercity passenger train service, took over from the railroads.

Although the venture had attracted its share of controversy, the inauguration earned generous praise in many quarters. At major Amtrak cities, the departure of the first trains under the corporation's red, white and blue banner was observed with ceremonies in which civic officials made proclamations and gave them the highball.

One of the most colorful took place in Chicago, end point for 11 of the 21 city-pair routes served by the basic system. Surrounded by television, radio and press pageantry, Mayor Richard J. Daley and David E. Bradshaw, an incorporator and director of Amtrak, joined President Curtiss E. Crippen in launching the Empire Builder, the first intercity train bound for Seattle.

A crowd of several hundred persons, including Chicago officialdom, was

present for the track-side fanfare in the Union Station train shed. The Empire Builder, a 14-car train made up of Burlington Northern equipment, is routed over the Milwaukee Road between Chicago and Minneapolis, and

beyond over BN trackage. The departure at 10:45 A.M. was actually the second Amtrak movement handled by the Milwaukee Road that morning, the Milwaukee having been selected also to operate three trains daily

Mayor Daley of Chicago expresses interest in the Amtrak button worn by President Crippen as Mr. Bradshaw looks on. The buttons were distributed by Amtrak representatives as souvenirs of the inauguration of Chicago-Seattle train service.



between Chicago and Milwaukee.

Cameras whirred as Mayor Daley told the crowd that the occasion was propitious and memorable, and particularly for the city of Chicago. "We have been trying to consolidate our passenger stations," he said, "and now we have a system to do this. Trains have been an intrinsic part of the development of Chicago, and with Amtrak, we anticipate that soon we will be able to consolidate all of our intercity passenger trains under one roof. Chicago will continue to be a great center for railroad passenger service."

Mr. Crippen pledged the Milwaukee's support and cooperation in the task of revitalizing intercity service. He noted that for more years than people can remember, running intercity passenger trains has been basic to railroad operations. "For the average American, the passenger train was the principal symbol of our industry," he said. "As for the railroad people themselves, they have been dedicated to keeping the trains safe, comfortable, attractive and on schedule.

"In more recent years, however, it has become increasingly clear that neither public need nor the economic well-being of the railroads would be served by a continuation of that effort. Despite the most conscientious undertaking by individual railroads, it was evident that the preservation of passenger service called for a new approach—one that would be free from many of the regulatory restraints, but which would still utilize the experience

The Morning Hiawatha—last train of the Milwaukee Road's famous fleet—leaves Chicago for its "retirement run" to the Twin Cities. Flanking the locomotive is a Penn Central switch engine.



and operating knowledge of railroad people.

"I believe we can see in Amtrak a workable and successful answer to that public need. It certainly has our best wishes for success."

Mr. Bradshaw said that Amtrak has a challenging set of objectives, considering that it is expected not only to maintain the service, but to show a profit. "To do this," he stated, "it must apply to the rail system marketing and

service techniques that will reverse the downward trend of ridership. We hope they will bring back many people who like to travel."

At the official launching in Washington, D. C., Secretary of Transportation John A. Volpe expressed optimism for Amtrak's future in a speech at the Union Station before he and a group of other dignitaries boarded a special Metroliner for a non-

*(Continued on page 12)*

The "Cities" train stops at Marion, Ia., on its last run west. (Cedar Rapids Gazette photo)





LEFT: Engineer William Carter Sr. is surprised by his family as he brings the last Morning Hiawatha into Minneapolis. The trip was also the last for Carter, who was retiring after almost 46 years in engine service.



RIGHT: Photographing "last run rites" for the Sioux before it departs from Chicago. Wearing funereal black is Don West of Fontana, Wis., an organizer of the "wake" and post mortem party.

stop run to inaugural ceremonies in New York City.

"For the first time in history," he noted, "a centrally managed corporation will hold itself responsible for the total travel experience of travelers throughout the nation. We approach the venture with a great deal of excitement. We believe that, given time and public patience, the national service will provide comparable travel time to airlines on short routes, and a leisurely environment responsive to travelers' needs on long distance routes."

And so it went in other cities. In Boston, Mayor Kevin White joined railroad officers in stenciling the tri-colored Amtrak insignia on a passenger

car in South Street Station.

In Houston, a conductor for the miniature Astro-World train presented a lifetime pass to a member of Amtrak's board of directors.

In Los Angeles, there was a Hollywood-style "Children's Choo-Choo" run in which child stars of television—who had never taken an intercity train ride—were conducted on a trip to San Diego and return.

The Rail Passenger Service Act of Oct. 30, 1970 provided for Amtrak to operate the intercity service under contracts with the railroads and the supervision of a 15-person board of directors, eight appointed by President Nixon and the remainder elected by corporation shareholders. The elected

directors—three by railroads and four by preferred stockholders—include William J. Quinn, chairman and chief executive officer of the Milwaukee Road.

The corporation went into business with working capital of \$340 million, consisting of \$40 million granted by Congress and guaranteed loan capability of \$300 million. The bulk of its initial assets will be fees paid by the 13 railroads which have contracted to operate Amtrak trains. The Act authorized these railroads to eliminate their money-losing passenger trains May 1, whereas railroads which did not join the system are required to maintain their runs until Jan. 1, 1975.

The corporation chose the routes over which it operates on the basis of several criteria, including market size, physical characteristics of route and track, current ridership, availability of other transportation, potential for other than passenger revenues, and operating costs.

In an effort to cut the present annual loss of \$225 million, Amtrak began service with 182 trains, or about half the number operated prior to May 1. The schedules, however, include 319 station stops serving 85 per cent of the nation's urban population, reaching 108 cities of 100,000 or more. In aggregate, the system serves an urban population of 118 million people.

Understandably, the discontinuance of famous trains and time-worn ones was tinged with sadness. For some travelers and rail fans, and also train crews, it was like saying goodbye to a friend.

Southern Wisconsin travelers on the Sioux protest the discontinuance of "our train."



Among trains that made "retirement runs" Apr. 30 were the Milwaukee Road's Morning Hiawatha, the combined "Cities" train and the Sioux. The final runs of these trains were marked with nostalgic observances duly publicized by news media along their routes.

The departure from Chicago of the Hiawatha occasioned a salute for both the locomotive and Engineer Charles Dust, as did its arrival in Minneapolis with Engineer William Carter Sr. at the throttle.

The trip was also the last for Carter, who was retiring after 46 years in train service. As he descended the locomotive ladder he was surprised by his entire family, who had come to the station to greet him as he completed the run.

The final highball for the "Cities" train drew a crowd also, including knots of people who boarded for a last ride, and many with cameras to record a bit of railroad history. At cities and towns along the Chicago-Omaha route, station platforms swarmed with spectators as it came to a stop or sped by.

Aboard the Sioux operating between Chicago and Madison, Wis., spirits soared or flagged, as moods dictated. A group of regular riders, some wearing black armbands, carried paper lilies and signs mourning "the demise of our train."

The group got off at Walworth, Wis., where the train was saluted by State Senator Jim Swan, the president of the village and the Big Foot High School Band. The "wake" ended on a high note with a champagne dinner at a local restaurant.

The Amtrak system between 21 city-pair end points designated by Transportation Secretary Volpe represented a difficult choice between route alternatives. The corporation has announced that the system will be continuously reevaluated to determine if additional service is needed on existing routes or if new routes are called for.

Following the inauguration of the service, the Senate Commerce Committee voted an appropriation of \$100,000 to study additional routes. The Act which created Amtrak made provisions for the participation of regional agencies in service not included in the basic network. State and local governments can petition the corporation to provide service, conditioned on their willingness to pay two thirds of the avoidable operating loss.

## Milwaukee Motor Transportation Wins National Safety Council "First"



President Curtiss E. Crippen shares the pride of L. H. Tietz, assistant vice president of the Milwaukee Motor Transportation Company, and P. J. Walsh, MMTc supervisor of safety and personnel (left and center), in the National Safety Council award won by the motor carrier employees.

Employees of the Milwaukee Motor Transportation Company got the good news recently that they had won first place in the 1970 on-the-job safety contest conducted by the Common and Contract Carrier Division of the National Safety Council. Persistence had paid off.

The annual contest recognizes the lowest injury frequency rate achieved by National Safety Council member organizations during the course of the year.

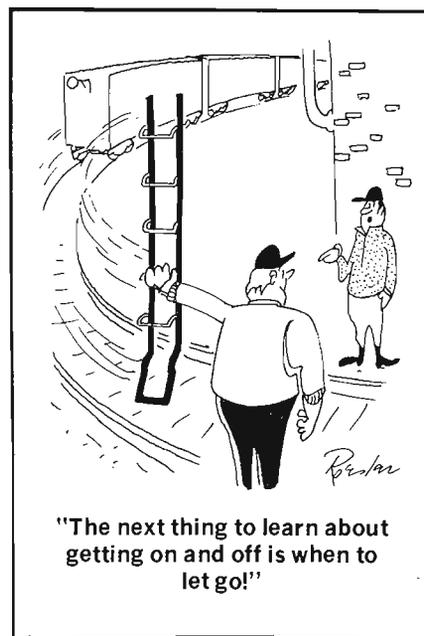
The record achieved by the motor carrier subsidiary of the railroad was a rate of 8.63 injuries per million man-hours worked. This compares with 34.40 injuries per million man-hours worked for all competing units in the Common and Contract Division of the contest.

The National Safety Council, in conferring the number one award, commended the employees for "a meaningful contribution to the cause of on-the-job safety."

L. H. Tietz, vice president of the motor carrier, who accepted it in their behalf, observed that although the MMTc had earned high awards in recent contest years, including second place in 1968 and third in 1969, it had never before won the coveted "first." "The highly successful outcome of the contest last year can be attributed only to outstanding team effort by all

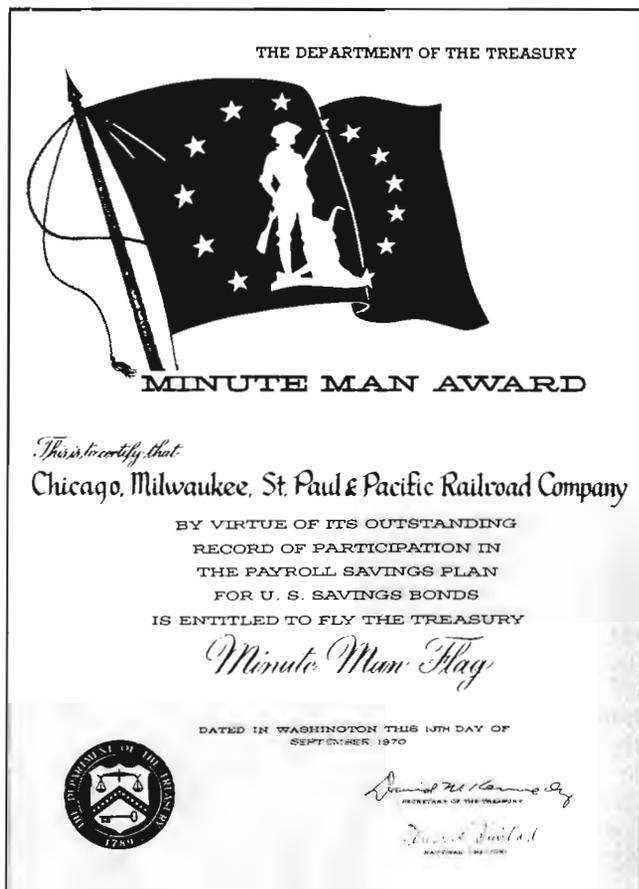
Milwaukee Motor Transportation personnel system-wide," he said.

In addition to personnel in the Chicago area, the award reflects the performance of employees with headquarters in many cities and towns along the railroad, including Milwaukee, Green Bay, Portage and La Crosse, Wis., St. Paul-Minneapolis and Austin, Minn., Council Bluffs, Des Moines and Sioux City, Ia., Sioux Falls, S. D., and Seattle, Wash.



**"The next thing to learn about getting on and off is when to let go!"**

# New Payroll Savings Option Offers Plus to Bond Savers



“What you save is, later, like something found.”

This old proverb has passed through many years, but it may ring truer today than ever before. As it becomes more difficult to save, it is good to know that one can “painlessly” plan for the future while investing in our country.

When United States Savings Bonds are bought through the payroll savings plan, money is set aside regularly and automatically, and since Savings Bonds now earn interest at the rate of 5 ½ per cent, they are better than many other savings plans.

Employees of the Milwaukee Road have shown in the past that they realize the value of saving with Bonds. Last year the Milwaukee had one of the highest rates of participation in the payroll savings plan among U. S. railroads, with 55 per cent of employees being payroll savers.

Because of having better than 50

per cent participation, the railroad has been given a Minute Man Award by the Treasury Department, and earned the right to fly the Minute Man Flag.

“Rally Around the Flag” is the theme for this year’s Bond drive, which was launched on the railroad at a meeting of company officers in Chicago on Apr. 19. William J. Quinn, chairman of the board and chief executive officer, discussed with the group the benefits of participation in the payroll savings plan, and announced the appointment of C. C. Dilley, director of public relations and advertising, as campaign chairman.

Mr. Quinn and President Curtiss E. Crippen accepted the Minute Man Award on behalf of all employees from Harold A. Stone, Illinois state sales representative for the Savings Bond division of the Treasury Department.

Mr. Dilley outlined the organization of this year’s effort. He said the goal is to enroll at least one of every two em-

ployees not presently participating in the plan, and to encourage those already enrolled to increase their allotment.

Following the meeting, Mr. Dilley and J. W. Burcham, public relations representative, conducted briefing sessions with employees set to head the drive in their individual department. These were held in conjunction with division staff meetings and included a presentation by a representative of the Treasury Department.

Bonds can find a place in the savings programs of many, especially with the new option available for the first time to Milwaukee Road employees. Now, monthly allotments for Bond purchases can be split between both pay periods each month. In other words, the amount set aside monthly will not have to be taken out of just one pay check. The only requirement is that the monthly subscription be no less than five dollars, and that the deduction in one pay period is not less than two dollars.

If the expenses of college education for children are anywhere in sight, selection of one of the two “Tax-Free” Education Plan methods of saving should be considered. They provide for purchasing Bonds in the child’s name with a parent as beneficiary, not owner.

Under one plan, a Federal income tax return is filed in the child’s name at the end of the first year, listing interest earned as income to the child. No further returns need be filed if Bond interest plus other income does not ex-

ceed the amount of the tax. William J. Quinn, chairman and chief executive officer, adds his support to the payroll savings plan.



The Milwaukee Road Magazine



Company officers study the new planning guide for Bond purchases at the kickoff meeting in Chicago.

ceed certain stipulated amounts.

The other method is to delay filing any Federal income tax return until the child begins to cash the Bonds for paying college expenses. A return would then be filed by the child each year, reporting the amount of interest on redeemed Bonds as income. If total income is less than a stipulated amount, no tax is due. In this case, the co-ownership form of registration may be used, but only if the child's own funds are used to purchase Bonds.

If a retirement nest egg is part of a person's savings program, it will pay to look into the "Tax Break" Retirement Plan. Bonds cashed during retirement yield income which is subject to reduced taxes, due to lower total income and the double tax exemption after age 65.

Purchase of Bonds is also a signifi-

cant way to help curb inflation and stabilize the dollar. Savings Bonds help keep our country healthy while they earn at a rate which is competitive with other means of saving.

Interest accrued from Savings Bonds is not subject to state or local taxes, and Federal income tax is deferrable until Bonds are redeemed. Though Bonds are set to mature to their full value after five years ten months, extensions of maturity have been granted to older Bonds, continuing their earning power at the current interest rate.

But the finest testimony of all is that during 30 years—since the Treasury Department program was started in 1941—more than ten million people in some 40,000 companies have utilized this method of saving, thus proving the ageless truth of "What you save is, later, like something found."



R. L. Martin, superintendent of the Aberdeen Division, addresses his staff at the Bond meeting.

Representatives of labor organizations and officers of the railroad who attended a presentation of the "Bond Story" in connection with the awarding of the 1970 Safety Trophy to employees of the Dubuque & Illinois Division: E. W. Mann, general chairman Dubuque & Illinois Division; E. W. Mann, general chairman Brotherhood of Locomotive Engineers (from left); G. J. Barry, superintendent of safety; L. V. Anderson, assistant vice president-

general manager; L. H. Walleen, superintendent of the D&I Division; J. Vomachka, deputy director U. S. Treasury Department; Stephen Haugh, general chairman International Brotherhood of Electrical Workers; E. L. Dirks, general chairman United Transportation Union; and W. E. Waters, general chairman T.C.E.U. Division Brotherhood of Railway and Airline Clerks.



# ASTRO

## Let Congress Know of Our Concern and Support

The ASTRO report, which recommends a program of "creative Federal involvement" in the problems of the railroads, continues to receive increased attention in the nation's capital and throughout the country.

This report was compiled by America's Sound Transportation Review Organization, a group created by the Association of American Railroads, after its in-depth study of the nation's rail transportation system. AAR President Stephen Ailes and former U. S. Senator George A. Smathers, general counsel for ASTRO, appeared before the Surface Transportation Subcommittee of the Senate Commerce Committee on Mar. 30, to present the findings of ASTRO.

In summarizing the report for the panel, Mr. Smathers said, "All we want is the same spot on the starting line. Give us the tools to do the job. And with anywhere near an even break, the

railroad industry will give this nation the service it must have—at far less cost to the taxpayer, with better service for the shipper, with more savings to the consumer and with less damage to the environment than any other alternative that can be devised."

Increased support for deregulation, one of the major points made in the ASTRO report, is coming from various Administration sources. A recent economic Report to Congress by President Nixon says that "restriction of competition has had in the long run an increasingly adverse effect on many of the intended beneficiaries, especially the railroads."

Senator Warren D. Magnuson of Washington, who is chairman of the Senate Commerce Committee, recently introduced several bills aimed at increasing the national fleet of railroad freight cars, as suggested in

the ASTRO report. One bill would set up a pool of general service freight cars for use nation-wide, to remedy regional or general car shortages. These would be owned by a National Freight Car Corporation. Another bill would authorize the Secretary of Transportation to insure loans for purchases of railroad cars and locomotives.

As our representatives in Congress are exposed to the study and recommendations by ASTRO, it is important that they know of their constituents' concern on these matters. Everyone is being asked to write his Congressmen and express in his own words the vital need for a healthy railroad industry. The next step is to ask five friends or relatives to do the same.

The goal is for each of us to be able to say, "I got my five." This important task will not be difficult, for a moment's reflection will bring to mind this slogan:

Who needs the railroads? You do. We all do.

## Honored for Leadership in Agriculture Organizations



Lyman B. Horton

Lyman B. Horton, commissioner of agricultural and mineral development, who served as honorary chairman of the International Conference on Handling Perishable Agricultural Commodities at Purdue University Mar. 8-10, was honored at the annual banquet with an award "In recognition of his leadership

and with sincere appreciation for his devotion to the purpose of this conference."

The citation bore the names of the American Railway Development Association, Association of American Railroads, College of Agriculture and Agricultural Extension Service, Purdue University, and cooperating organizations.

Mr. Horton's leadership in the agricultural and resource development fields extends over 20 years. His activities during these years have included representing the Western railroads on the board of the National Reclamation Association (now National Water Resources); chairman of the Agricultural Council of the Chicago Association of Commerce and Industry; member of the Agricultural and the Natural Resources Committees of the U. S. Chamber of Commerce; the Nuclear Research Committee of the A. A. R.; director of Livestock Conservation, Inc.; chairman of the Agribusiness Subcommittee of the Illinois State Chamber's Economic Development Committee; and president of the American Railway Development Association.

## Robert H. Conrad

Robert H. Conrad, 79, who retired as division freight and passenger agent at Mason City, Ia., in 1953, passed away at his home in Mason City on Apr. 3. Services were held there at Holy Family Church.

Mr. Conrad, a native of Cedar Rapids, Ia., started his career with the Rock Island in 1911 and transferred to the Milwaukee Road at Des Moines, Ia., in 1913. During World War I he served at a naval air base in France. After the war he became city freight agent at Des Moines, and transferred to Mason City in 1940, advancing to division freight and passenger agent in 1945. Following his retirement, he was traffic manager of the Mason City Chamber of Commerce until 1966.

Mr. Conrad is survived by his wife; three sons, Robert of Puerto Rico, James of Denver, Colo., and Paul, cartoonist for *The Los Angeles Times*; 14 grandchildren and a great-grandchild.

*Happiness is learning that the neighbor's kid who thinks your child is stupid has to go to summer school, too.*

The Milwaukee Road Magazine  
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Larry F. Habegger



Wendy C. Brinovec



Larry L. Reed



Roberta Buchholtz



Kathryn A. Picht

## Scholarship Committee Names Seven Winners of 1971-72 Awards



Marilyn A. Byrd



John T. Manske

Seven students have been named recipients of scholarships awarded annually to children of Milwaukee Road employees. The 1971 winners include three graduating high school seniors from Wisconsin and one each from Illinois, Iowa, Minnesota and Washington.

The three principal awards known as the J. T. Gillick Scholarships were granted by the railroad, and the other four by The Milwaukee Road Women's Club. All are renewable for the following three years of undergraduate study at the student's chosen college or university.

The two Gillick Scholarships which provide \$600 or full tuition annually, whichever is greater, were awarded this year to Larry F. Habegger, son of Fred A. Habegger, a locomotive engineer in Minneapolis, and Wendy C. Brinovec, daughter of John F. Brinovec, a machinist at Milwaukee Shops.

The third Gillick Scholarship, a grant of \$600 a year, was won by Larry L. Reed, son of Lloyd L. Reed Jr., a locomotive engineer at Tacoma.

The Women's Club Scholarships, which are \$600 a year awards, were presented to Roberta L. Buchholtz, daughter of Ernest F. Buchholtz, a foreman at the Western Avenue coach yard in Chicago; Kathryn A. Picht, daughter of Melvin R. Picht, regional data manager at Madison, Wis.; Marilyn A. Byrd, daughter of Orval P. Byrd, agent at Madrid, Ia.; and John T. Manske, son of Ervin H. Manske, a

retired maintenance of way employee at Milton Jct., Wis.

**Larry Habegger** was 12th in the class of 854 students graduated from Richfield Senior High School in Richfield, Minn. He was a member of the National Honor Society, consistently ranking in the top one per cent of the class, and active in sports, being co-captain of the football, baseball and basketball teams, and president of the Lettermen's Club. His honors included being named most valuable football player in the school conference.

He plans to attend the College of St. Thomas, with a view toward becoming a biological researcher.

**Wendy Brinovec** was co-valedictorian of the 415 graduates of the West Allis (Wis.) High School. Her school activities included serving as secretary of the senior class, vice president of the Girls Athletic Association, cartoonist for the school newspaper, and participation in sports. She is a member of the National Honor Society, Outstanding Teenagers of America, the Society of Outstanding American High School Students and Women Leaders of Tomorrow, the winner of several art and citizenship awards, and of first place in the Milwaukee Elks Club Youth Leadership Contest.

Wendy plans to attend the University of Wisconsin at Milwaukee, and later

to enter medical school in preparation for a career in pediatrics.

**Larry Reed** is an honors graduate of Woodrow Wilson High School in Tacoma, where he was an outstanding science and mathematics student. He is a member of both the National Honor Society and the German Honor Society, and has been active in competitive sports.

He plans to attend Washington University in St. Louis and prepare himself for a career as a computer engineer.

**Roberta Buchholtz** ranked 4th in the class of 412 students at West Leyden High School, Northlake, Ill. In addition to being on the honor roll, she was active in extracurricular programs, including the choir and musical productions, also the Methodist Youth Fellowship and a number of community-related services. She was named an Illinois State Scholar and is a member of the American Field Service and the Pan-American Club to promote cultural understanding among Spanish speaking nations.

She plans to attend Northern Illinois University, and contemplates a career in the mathematics field.

**Kathryn Picht** graduated from Madison East Senior High School ranking 8th among 625 students. She was a member of the National Honor Society, the orchestra, concert chorale

and the newspaper staff, and the recipient of the German Club Award and a Kiwanis Club Music Award. She was also first cellist in the Wisconsin Youth Symphony Orchestra and a member of the Madison Savoyards.

She plans to attend Oberlin College, and aspires to a career as a professional cellist or German interpreter.

**Marilyn Byrd** ranked first among the 77 graduates of the Ballard Community High School, Huxley, Ia., where she had been a straight A student. Her activities included the band, choral group, and speech and dramatics events, and appearances with the All State and Iowa City honor bands. She is a member of the Future Teachers of America, the winner of a 4-H Demonstration Award, and received a Letter of Commendation in the National Merit Scholarship Qualifying Test.

She will attend Iowa State University, and plans to become a mathematics teacher.

**John Manske** graduated from the Milton Senior High School 5th in the class of 150 students. He was elected to the school's honor roll and the National Honor Society, and was listed in Who's Who Among American High School Students. He was active in the mathematics club, also the band and track events, and outside of school in the 4-H Club, church work and the Green Beret Youth Band. His honors included the Latin Club Award and Kiwanis Boy of the Month.

John plans to continue his studies at Whitewater (Wis.) State University and major in political science.

## Finance-Accounting Officers Promoted



William E. Ross



Fritz H. Miller

William E. Ross, comptroller of the Milwaukee Road, has been appointed assistant vice president-finance and accounting, and Fritz H. Miller, formerly assistant comptroller, has been elected comptroller. Both promotions were effective May 11.

Mr. Ross has been employed in the office of comptroller throughout most of his career with the railroad, which began in 1952 following several years with the Chicago Great Western Railway. Advancing through various positions, including special accountant

and general accountant, he became assistant comptroller in 1960 and was elected comptroller Oct. 20, 1966.

Mr. Miller joined the accounting department of the railroad at Minneapolis in 1939 and transferred to Chicago the year following. In 1962 he was appointed auditor of expenditure, and in January 1969 advanced to special assistant to vice president-finance and accounting. He had been assistant comptroller since Dec. 1, 1969.

## APPOINTMENTS

### Traffic Department

Effective Mar. 16, 1971:

**J. Harold Mitcham** is appointed regional manager-sales, Portland, Ore.; **James L. Phleger** regional manager-sales, Milwaukee, Wis.; **William R. Bickley** district manager-sales, Milwaukee; and **David H. Parker** district manager-sales, Davenport, Ia.

Appointed sales representatives at various locations are: **Vincent A. Lensing**, Chicago; **Lloyd R. Witte**, Green Bay, Wis.; **Paul R. Dirkes**, Milwaukee; **Larry J. Love** and **Rodney L. Gust**, San Francisco; **Kendall E. Gustafson**, Portland, Ore.

Effective Apr. 1, 1971:

**Dennis E. Athmann** is appointed sales representative, Portland, Ore.

### Finance and Accounting Department

Effective May 1, 1971:

**J. W. Brandenburger** is appointed to the newly created position of manager-National Railroad Passenger Corporation accounting; **C. M.**

**Wencka**, assistant regional data manager, Chicago.

Effective June 1, 1971:

**D. R. Croson** is appointed assistant regional data manager, Milwaukee; **R. J. Symicek**, assistant regional data manager, Seattle; **M. S. Gilbert**, freight rate instructor with headquarters in Chicago.

### Engineering Department

Effective Apr. 1, 1971:

**L. W. Bagaus** is appointed general roadmaster with headquarters in Chicago.

Effective June 1, 1971:

**B. E. Daniels** is appointed assistant to vice president-chief engineer. The position of principal assistant engineer-structures is abolished.

### Operating Department

Effective Apr. 16, 1971:

**G. L. Hofmann** is appointed traveling engineer-trainmaster of the Milwaukee Division, with headquarters in Milwaukee.



Effective May 1, 1971:

**G. N. Mickelson** is appointed trainmaster of the Chicago Terminal-Terre Haute Division, with headquarters at Bensenville, Ill.

### Lupe Appointed Director of Sales Analysis, Planning



Stephen F. Lupe

In connection with a new organizational arrangement in the sales and service section of the traffic department, Stephen F. Lupe was appointed to the newly created position of director of sales analysis and planning, with headquarters in Chicago. He will be responsible for special marketing studies, problem analysis and sales training programs for the traffic department.

Mr. Lupe was formerly a management consultant with the Illinois Institute of Technology in Chicago and Management Researching and Planning, Inc., Evanston, Ill. Before entering the consulting field he was sales manager of F.M. Sutter, Inc., Columbus, Ind., and was associated with Cummins Engine Company in Columbus.

### William J. Whalen

As this issue of the Milwaukee Road Magazine was due to go to press, word was received from Sacramento, Calif., of the death there on May 27 of William J. Whalen, retired vice president-operation.

Mr. Whalen was a member of a family with many ties on the Milwaukee Road. His father, Martin Whalen, was with the railroad 68 years as a trackman, roadmaster and agent, while his uncle, Mike Whalen, was in service 64 years, most of that time in track work.

William, born in Lansing, Ia., in 1893, was the youngest of Martin's four sons, all of whom were Milwaukee employees. Three of William's sisters married Milwaukee Road men, and two cousins joined the railroad also, as did nephews and others of the next generation.

William's career, one of the last spanning water boy to vice president,

## ARDA Cites Vice President Stoll



E. J. Stoll, vice president-real estate and industrial development (second from right), is presented the distinguished service award of the American Railway Development Association by Ed Jones, U. S. Congressman from Tennessee. Participating in the ceremony are N. A. Kirchoff, assistant vice president and director of industrial development for the St. Louis-San Francisco railway and retiring president of the Association (left), and Paul Blanchett, assistant vice president-research and development and general manager of real estate for the Canadian National and the new president of ARDA.

The American Railway Development Association has honored Edward J. Stoll, vice president-real estate and industrial development, with a "Distinguished Service Award."

The award was presented by Edward Jones, United States Congressman from Tennessee, at the organization's annual banquet in St. Louis Apr. 27. Mr. Jones, formerly agricultural agent for the Illinois Central Railroad, is the only other individual to have received the award from ARDA in its more than 60 years of existence.

The citation recognized "outstanding and singular achievement for his railroad in both the industrial and real estate development fields . . . participation in many outside and industry-wide activities . . . committee posts

with the American Railway Development Association which he discharged with distinction . . . and his record as an officer in the American Industrial Development Council . . . In his accomplishments, he has brought credit to his company, his industry and this association."

Mr. Stoll, the immediate past president of the American Industrial Development Council, was the first railroad officer elected to that post. The membership encompasses more than 1,100 organizations and individuals on the North American continent. At the Council's annual banquet in Denver May 12, the railroad contingent of the membership gave him a standing ovation as the ARDA citation was read to the assemblage.

started in 1906, during vacations from school. He was 16 when he graduated from high school and became a timekeeper, and 23 when he was made a roadmaster—at that time the youngest roadmaster in the United States.

He was appointed a division superintendent in 1937, advancing to general superintendent in 1946, then to assistant general manager of eastern lines, and to general manager in 1950. He was elected vice president-operation

in 1953, from which position he retired in 1958.

Surviving Mr. Whalen are his wife, Gretchen, of Des Plaines, Ill.; a son, Dr. William Whalen of Sacramento, and two daughters, Margaret Ann of San Jose, Calif., and Mrs. R. C. Hogan, Park Forest, Ill.; also three sisters, Mrs. Anna Fitzpatrick of La Crosse, Wis., Mrs. Carl Hurm of Waukon, Ia., and Mrs. P. J. Rachor, Des Moines, Ia. Funeral and interment services were held in Des Plaines.

# RETIREMENT

Applications Reported During March-April 1971

## General Office & Systems Employees

Allen, Anna ..... Tracing Clerk ..... Chicago, Ill.  
 Glenn, Allen ..... Cook ..... Chicago, Ill.  
 Lynch, M. J. .... Clerk ..... Chicago, Ill.  
 Moll, E. H. .... Resvn. Clerk ..... Chicago, Ill.  
 Pollath, A. G. .... Asst. Engineer ..... Chicago, Ill.  
 Pomykacz, J. P. .... Janitor ..... Chicago, Ill.

## Chicago Terminals

Augustine, F. M. .... Switchman ..... Chicago, Ill.  
 Bleckinger, R. L. .... Yard Conductor ..... Chicago, Ill.  
 Daggett, W. D. .... Janitor ..... Bensenville, Ill.  
 Helander, K. O. .... Loco. Engineer ..... Chicago, Ill.  
 Johnson, E. B. .... Electrician ..... Chicago, Ill.  
 Siek, W. A. .... Loco. Engineer ..... Chicago, Ill.  
 Staircar, F. D. .... Engineer ..... Chicago, Ill.  
 Tomlinson, T. D. .... Loco. Engineer ..... Chicago, Ill.

## Coast Division

Engelkens, J. J. .... Sect. Laborer ..... Cle Elum, Wash.  
 Nelson, N. J. .... Carman ..... Spokane, Wash.  
 Pelant, J. A. .... Switchman ..... Seattle, Wash.

## Dubuque & Illinois Division

Powell, C. A. .... Agent ..... Elkader, Ia.

## Iowa Division

Cross, R. C. .... Sect. Foreman ..... Perry, Ia.  
 Dallman, G. C. .... Sect. Foreman ..... Storm Lake, Ia.  
 Fisher, E. W. .... Conductor ..... Marion, Ia.

## Iowa, Minnesota & Dakota Division

Thornton, H. C. .... Loco. Engineer ..... Austin, Minn.  
 Trenkler, W. P. .... Car Foreman ..... Austin, Minn.  
 Churchill, R. A. .... Lt. of Police ..... Austin, Minn.  
 Fogal, F. G. .... Sect. Laborer ..... Waldorf, Minn.  
 Gorman, A. L. .... Agent ..... Tyndall, S. D.  
 Johnson, G. E. .... Brakeman ..... Sioux City, Ia.  
 Post, Clarence. .... Dist. Safety Engr. .... Austin, Minn.

## La Crosse Division

Malloy, C. N. .... Bridge Tender ..... Hastings, Minn.  
 Manske, E. H. .... Sect. Laborer ..... Milton Jct., Wis.

Pagel, F. C. .... Laborer ..... Brodhead, Wis.  
 Reister, W. F. .... Conductor ..... Eau Claire, Wis.  
 Vanderzee, G. B. .... Laborer ..... LaCrosse, Wis.

## Milwaukee Division

Owens, T. C. .... Agent Operator ..... Fox Lake, Ill.  
 Peterson, O. E. .... Yardmaster ..... Green Bay, Wis.  
 Pfaff, F. A. .... Signal Maintainer ..... Plymouth, Wis.

## Milwaukee Terminals

Crouse, M. D. .... Machinist ..... Milwaukee, Wis.  
 Fuller, R. W. .... Machinist ..... Milwaukee, Wis.  
 Harbaugh, C. W. .... Supervisor ..... Milwaukee, Wis.  
 Knoll, W. F. .... Fire Patrolman ..... Milwaukee, Wis.  
 Longtine, R. J. .... Welder ..... Milwaukee, Wis.  
 Peters, R. A. .... Stores Helper ..... Milwaukee, Wis.  
 Robinson, J. J. .... Conductor ..... Milwaukee, Wis.  
 Roe, A. P. .... Chief Stockman ..... Milwaukee, Wis.

## Rocky Mountain Division

Manis, E. R. .... Conductor ..... Alberton, Mont.  
 Trumbull, F. A. .... Brakeman ..... Three Forks, Mont.  
 Wells, R. .... Laborer ..... Helger, Mont.  
 Wilcox, E. M. .... Sect. Foreman ..... Drummond, Mont.

## Terre Haute Division

Lawhorn, C. A. .... Crossing Watchman ..... Terre Haute, Ind.  
 Lawiyes, C. F. .... Track Inspector ..... Terre Haute, Ind.

## Twin City Terminals

Bealke, H. E. .... Foreman ..... St. Paul, Minn.  
 Brody, M. .... Switchman ..... St. Paul, Minn.  
 Case, S. E. .... Engineer ..... St. Paul, Minn.  
 Hall, C. K. .... Switchman ..... St. Paul, Minn.  
 Kassick, G. L. .... Frt. Stower ..... Minneapolis, Minn.  
 Lawson, C. L. .... Laborer ..... Minneapolis, Minn.  
 Leko, C. J. .... Brakeman ..... St. Paul, Minn.  
 Phelps, W. E. .... General Clerk ..... Minneapolis, Minn.  
 Rangitsch, E. A. .... Electrician ..... St. Paul, Minn.  
 Sherman, R. D. .... Flagman ..... Minneapolis, Minn.  
 Stein, J. G. .... Engineer ..... Minneapolis, Minn.

*Happiness is rolling out of bed only to find out it's Sunday!*

## Richard F. Fairfield

Richard F. Fairfield, assistant superintendent of the Twin City Terminals, 55, passed away recently following a heart seizure at his home.

Mr. Fairfield, a native of Minneapolis, joined the operating department there in 1936. In 1945 he was promoted to trainmaster, and in 1951 advanced to assistant superintendent, serving in that capacity at Sioux City, Ia., and Bensenville, Ill. He was superintendent of the Twin City Terminals and of the Terre Haute Division prior to the consolidation of divisions in 1958, when he became assistant superintendent of the Iowa, Minnesota & Dakota Division at Austin. He was appointed assistant superintendent of the Twin City Terminals in 1969.

Funeral and burial services were held in Minneapolis. Surviving Mr. Fairfield are his wife, Marie, and five daughters.

*The man who pokes fun at a woman trying to drive through a 12-foot garage door usually sobers up when he tries to thread a needle.*

*Two hillbillies were lazing away under a tree when one spoke: "See that train yonder a-comin down the track and that car comin' round the bend that crosses the track down there?"*

*"Yup, they're shore to meet smack on."*

*"What yuh think we ought to do?"*

*"Go get Paw. He never seen a real good wreck."*

## Wanna Buy a Bus?

Used buses are being sold by Greyhound Lines for use as recreational vehicles, mobile homes or offices, or simply as a bus. Prices range from \$11,250 to \$17,000, depending on the model and year. Information is available from Greyhound Used Bus Department, toll free, at 800-621-6020; in Illinois at 346-7560, collect.

## New Great Lakes Map Guide

The 13th edition of the Great Lakes Map Guide is now available free to vacationers. The new format lists and locates 135 of the most scenic, historic and recreational spots throughout Wisconsin, Michigan, Minnesota and the Province of Ontario. For a free copy of the four-color map, write S. W. Lincoln, Northern Great Lakes Area Council, P. O. Box 490, Libertyville, IL 60048.

*The Milwaukee Road Magazine*

Michael Sol Collection

## Veteran Employees' Reunion Postponed

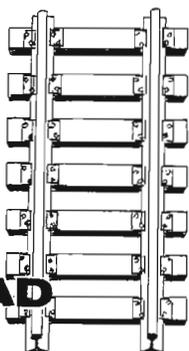
A special meeting of the Executive Committee of the Veteran Employees' Association of The Milwaukee Road was held in Chicago on Apr. 7 in connection with arrangements for the next reunion of the membership.

Due to the uncertainty of passenger train service at that time and free transportation privileges under the Amtrak government corporation plan, it was the decision of the committee to postpone our reunion until these matters are clarified.

*Joe Lincoln*

President

# ABOUT PEOPLE OF THE RAILROAD



## Milwaukee Terminals

### MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent  
Office of General Superintendent

Yardmaster Norvie Wolf's daughter, Connie, became the bride of Daniel Gordon on Apr. 24 at Summit Baptist Church. A reception was held at the Leilani. The young couple honeymooned in New Orleans. Connie is a granddaughter of Retired Yardmaster Earl Falconer.



Connie Wolf

Time Revisor Charlie Barth's son Dennis was married to Paula Nix on Apr. 24 at St. Agnes Church in Butler, Wis. A reception was held at the Leilani across the hall from the Wolf's reception. The couple honeymooned in Miami.

Congratulations to C&M Brakeman Geoffry Goyette, who also was married on Apr. 24.

La Crosse Brakeman Tom Anglin and his wife welcomed a daughter, Theresa Marie, born Feb. 10. Yardmaster John Groszkiewicz and his wife welcomed a baby girl on May 2.

The annual Milwaukee Road bowling tournament was held in Winona this year with about 40 teams participating. Engineer George Duncan won first place in the singles, and Don Dollarhide's team, consisting of Loren Drew, Gerry Stuckey, Charlie Weiland and Charles Harbaugh, won 4th place in the team event. Other Milwaukee Terminal men who placed in the doubles event were John Groszkiewicz and Marve Topping, in 13th place, and William Kabitzke and George Duncan, 14th place. George Duncan placed 7th in the all-events.

Sympathy was expressed to the families of the following: John Baggs Jr., who passed away on Mar. 13. He started with the railroad in 1949 and worked as a baggage checker and also a gateman here in the depot . . .

Switchman Frank Kogelman on the death of his wife Apr. 16 . . . Switchman C.S. Schulz on the death of his father Apr. 19 . . . Engineer Art Krause on the death of his wife Mar. 3 . . . Yardmaster John Groszkiewicz on the death of his mother Mar. 17 and of his brother Tom Mar. 30 . . . Bob Gendron, roadmaster's clerk, on the death of his father Apr. 29 . . . Switchman Jerry Schwartz on the death of his wife Mar. 26 . . . Switchman Al Russell on the death of his father, Retired Switchman Howard Russell, Apr. 5.

Chief Caller Harold "Humps" O'Brien and his wife, Rose, were pleasantly surprised by many friends at a retirement party held Apr. 3 at Cassidy's Bar in Milwaukee. Humps, who retired after more than 48 years of service, was presented with a cash gift as a token of friendship and remembrance. He and Mrs. O'Brien are enjoying retirement in Milwaukee. The party was organized by Al Holt, John Nikolas, Red Ward and Myron Clark.



Section Foreman E. M. Wilcox, who retired recently on the Rocky Mountain Division, displays the Gold Pass he received in recognition of more than 50 years of service, as Division Engineer F. L. Striebel, left, and Roadmaster J. T. Satake stand by. For details, see the items of Correspondent Ona Lake.

## REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Conrad Wencka, revising clerk, and his wife, Sharon, decided to leave our cold climate and head south for a vacation. New Orleans and Mobile came up with just what they were looking for.

Congratulations are in order for Conrad on his promotion to assistant regional data manager in Chicago. That is what we deserve for praising his get up and go.

John Neuman, a patrolman in the Milwaukee Road police department for 34 years and the father of our stenotimekeeper, Mary Neuman, has been elected Commander of Swancon-Williams VFW Post 726. The post, the oldest active one in the Milwaukee area, will celebrate its 50th anniversary this year.



Don Anderson, night clerk at Montevideo, Minn., and his bride, Karen Alt, shown at their recent marriage in St. Jerome's Church in St. Paul. For details, see the items of Correspondent Martha Moehring.

## AGENCY

Many of the oldtimers will remember the following employees who passed away in April: William W. Roessger, 67, retired employee, on Apr. 6; husband of Carol, father of William, and brother of George Roessger, Edna Froehlich, Elizabeth Neumann and Clara Kausch.

Paul F. Never, 87, retired warehouse forman, on Apr. 23; father of William and Elmer. He was a member of the Railroad Employees Benevolent Association.

Amanda E. Press, retired Fowler St. clerk-messenger; mother of Mrs. Robert J. Cox and grandmother of Nancy, Jeannie and James; at age 80.



R. G. Sackerson, assistant vice president and general manager of the Milwaukee Land Co., Seattle, presides at an office party in honor of his secretary, Mrs. Charles Denzler (nee Alice Butler), following her recent marriage. For details, see the items of Correspondent Laura K. Schaub.

## I M & D Division

### SIoux CITY AREA

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

James English of Casper, Wyo., grandson of L.R. Hosking, rate revisor in the regional data office at Sioux City, and of LuVerne English, retired conductor of Mitchell, S.D., was the recipient of the Casper Kiwanis Club award of merit for work he does in connection with his DECA project. Jim, a senior in Kelly Walsh High School, was DECA student boy of the year and his project was judged sixth in the State. He was also voted "student of the year" in the State, and will compete at Houston for national honors. He expects to attend the University of Wyoming.

John S. Mahoney, sales representative in Sioux City, Ia., was elected to the board of directors of the Transportation Club of Sioux City at the organization's annual meeting on Apr. 15.

Kenny Keairns, son of Engineer and Mrs. K. P. Keairns, was one of 16 seniors in Sioux City and South Sioux City high schools who received honorable mention in the *Sioux City Journal* for their weekly contributions to its Teen High-Lites page during the past year. Kenny was editor of the Riverside High School *Cavalier Courier*; also a member of the Student Council, the football squad and active in dramatics. He plans to attend Western Iowa Tech and major in electronics.

Assistant Yardmaster Ralph Joynt, 64, Mason City, died unexpectedly at his home on Feb. 7. Mr. Joynt worked for the Milwaukee Road 46 years, starting as a clerk. He is survived by his wife, two sons, a daughter, six grandchildren, five brothers and two sisters.

Aldro A. Calvert, 68, retired B&B foreman, Mason City, passed away at Casa Grande, Ariz. He is survived by two brothers and one sister. Burial was in Rock Falls, Ia.

Mrs. Rae (Margaret) Sizer, widow of deceased superintendent, passed away in a Mason City nursing home on Mar. 10. She is survived by two nieces and two nephews.



James English



Kenny Keairns

George C. Dove, 86, retired telegraph operator, passed away Apr. 19 at Sioux City after a long illness. He retired in 1965. Survivors include three sons, eight grandchildren and seven great-grandchildren.

Flash! Our best wishes are in order for Correspondent Sophia McKillip, now Mrs. Walter Dixon of Mitchell, S. D. The wedding took place in Vermillion, S. D., May 1. Sophia is a native of Mitchell and had worked there for Mr. Dixon, a retired architect, in the 1940s. She joined the Milwaukee in 1947 as clerk to the trainmaster at Mitchell, and later worked for the agent and in the traffic department at Mason City, and also as secretary to the superintendent at Austin. She had been the Girl Friday of the Sioux City traffic office since 1961. Attesting to her standing among business women in the Sioux City area, on Apr. 18, 1968 radio station KMNS honored her as "Secretary of the Day."

Sophia's successor as secretary to the district manager-sales and correspondent for the Magazine is Mrs. Marie (Kvidahl) Franken, who transferred from the locomotive department, where she had worked since 1943. Marie is a daughter of the late Robert Kvidahl, a B&B foreman for 41 years, and the niece of two retired B&B foremen, John Kvidahl, who had 42 years of service, and the late Chris Kvidahl, a veteran of 40 years service. Combined with Marie's almost 28 years, they add up to approximately 150 years of service for this fine Milwaukee Road family.

### Twin City Terminals

#### TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

As of Feb. 1, the Minneapolis chapter of the Milwaukee Road Women's Club changed its name to the Twin City Chapter. If you are not already a member of this chapter and live in St. Paul, Minneapolis or any of their suburbs, you are invited to join. Officers for 1971 are: president, Mrs. Henry Anderson; first vice president, Mrs. K. A. Beck; second vice president, Mrs. Reuben Odin; recording secretary, Mrs. Margaret Ettel; corresponding secretary, Mrs. Roy Christie; treasurer, Mrs. Carl Matzoll; historian, Mrs. Clarence Knoblauch.

The chapter meets the second Wednesday of the month at 6:30 p.m. September through May. The annual picnic, held on June 20 at Bandstand Park in St. Louis Park, was in conjunction with the dedication of the restored Milwaukee Road depot. The depot, which was built in 1887, has been

restored by the St. Louis Park Historical Society and is designed to look as it did at the turn of the century. Many citizens have been involved in the restoration of the building in cooperation with the Milwaukee Road.

Switchman C. Thomas Osthoff has been appointed deputy comptroller for the City of St. Paul by Comptroller Lou McKenna. Osthoff, 34, was a campaign chairman for McKenna during last year's city election.

### Milwaukee Division SECOND DISTRICT

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

David H. Parker of the traffic department was transferred to Davenport, Ia., as district manager during March. Best of luck to Mr. Parker from his friends here in Green Bay.

Welcome was extended to Lloyd R. Witte and his family, who have moved here from Milwaukee. Mr. Witte is Mr. Parker's replacement in the traffic department.

Yardmaster Ole E. Peterson retired in March after 48 years with the railroad. Mr. Peterson began his service as a brakeman on Feb. 12, 1923 and became relief yardmaster in March 1946.

Sgt. George Ellis, 20-year-old son of Conductor Norbert W. Ellis, is in Veterans Hospital in Detroit, Mich., at this writing, due to complications from an injury received while serving in Vietnam. Here's to a fast and complete recovery, George.

Yardmaster Roland M. Tracy was hospitalized Apr. 22. Hoping you have a speedy recovery, Rollie.

Sympathy was extended to the family of James DeBaal, Menasha, who passed away Mar. 30 at the age of 83. Mr. DeBaal served the railroad all of his working life as a trainman, retiring in 1953.

John T. Landry passed away at Green Bay on Apr. 27. Mr. Landry resigned in October, 1967 after 45 years of service.

Congratulations to Brakeman David Neuser and his wife on their first child, a boy, born Apr. 29. Mr. Neuser is a new employee of the railroad, starting in March.

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

There is a new arrival at Mendota, Ill., in the person of Thomas Michael, son of Mr. and Mrs. LeRoy Stack. LeRoy is agent at Mendota.

Fred Pfaff, signal maintainer at Plymouth, retired Mar. 30 after 45 years of service.

(Continued on page 24)

The Milwaukee Road Magazine

Michael Sol Collection



**TRANSPORTATION WEEK PRINCESS.** Cinda McMahon, steno in the Milwaukee-Kansas City Southern Joint Agency, is congratulated by her boss, Agent W. R. Auch, on being chosen a Transportation Princess in the annual Miss Transportation Contest sponsored by the Kansas City traffic clubs. Cinda was one of two princesses selected from a field of 30 candidates to take part in the observance of National Transportation Week May 16-22.



**IT RUNS IN THE FAMILY.** Tom Benson (left), shown with his father, Assistant Car Foreman Ernest Benson, St. Paul, joined the Milwaukee Road as a junior engineer on the Aberdeen Division in March after receiving his engineering degree from the University of Minnesota. Previously, he worked for the railroad during vacations and at times during the school year. His great-grandfather and both grandfathers were railroad men also.

May-June, 1971

**FOR THE BIRDS.** John Cerri, perishable freight agent in Chicago, displays one of his workshop projects—a three story, 12 apartment bird house. It will be installed at the Walter Refke "estate" in Michigan, in an endeavor to reduce the mosquito population. Admiring grandpa's handiwork is Julie Anne Getty.



**OUTSTANDING GRADUATE.** William F. Burnett, son of Mrs. Morrie Miller, assistant cashier in the Sioux City regional data office, is presented a Centennial Medallion by Warren C. Lovinger, president of Central Missouri State College, as one of 15 outstanding graduates of the school of applied sciences and technology honored at a centennial banquet. Mr. Burnett is deputy regional administrator of the National Highway Traffic Safety Administration with headquarters in Lakewood, Colo. He formerly taught driver education in the Mason City, Ia., public schools and was acting chief of the National Highway Safety Bureau's Driver Education Division in Washington, D.C. (Sioux City Journal photo)

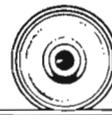


**RETIREMENT SEND-OFF.** Elmer H. Moll (right), senior employee in the Chicago reservation bureau, and his wife, Dorothy, receive the good wishes of C. C. Dille, director of public relations and advertising and general manager of passenger services, at an open house marking Elmer's retirement Mar. 31 after more than 43 years of service in the passenger department. The Molls plan to remain in their home in Chicago, which has been in the family for several generations. They have a married son and daughter and a number of grandchildren.



**STOCKING-MURRAY.** The First Lutheran Church at Missoula, Mont., was the setting for the marriage on Apr. 3 of Joy Ellen Murray, daughter of Retired Signal Maintainer Frank G. and Mrs. Murray of Missoula, and Glendon M. Stocking, son of a BN train service employee at Whitefish, Mont. After a reception at the church they departed for a honeymoon in Canada. Both are 1969 graduates of the University of Montana school of pharmacy and are working as pharmacists, Joy at Missoula and Glendon in Ronan, Mont., where they are making their home.

# here's how we're doing



First Quarter Ending March 31		
	1971	1970
<b>RECEIVED FROM CUSTOMERS</b>		
for hauling freight, passengers, mail, etc. . . . .	\$ 69,716,052	\$ 65,870,525
<b>PAID OUT IN WAGES</b>		
(Labor in operating expenses)	33,013,323	32,942,249
Per dollar received (cents) . . . . .	47.4	50.0
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act . . . . .	3,667,996	3,285,942
Per dollar received (cents) . . . . .	5.3	5.0
<b>ALL OTHER PAYMENTS</b>		
for operating expenses, taxes, rents and interest . . .	36,069,541	35,512,370
Per dollar received (cents) . . . . .	51.7	53.9
Net Income (Loss) . . . . .	(3,034,808)	(5,870,036)
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>		
Number of cars . . . . .	224,220	241,822
1971 under 1970 . . . . .	17,602	

(Continued from page 22)

Retired Conductor E. Chester Holden of Montebello, Calif., was recently visiting in Wisconsin. Understand he dropped in on Retired Trainman Walter Lee at Walworth and also got to see Retired Engineer Irving Kennedy of Delavan, Wis.

Sympathy was expressed to the family of Conductor Jerry Kolb of Fox Lake and Engineer Howard Gronlund, who passed away respectively on Apr. 26 and May 3.

The retirement of Chief Dispatcher H.L. Martin on Mar. 31 was marked at an office gathering attended by members of his family. Harry began his railroad career in 1924 as a station agent on what was then the Kansas City Division. After working at various points in Iowa, he transferred to the La Crosse Division in 1937 and became a train dispatcher in 1940. For a time he also served as assistant trainmaster at Channing. He had been chief train dispatcher since May 1950.

## Coast Division

### TACOMA

Contributed by Bernice C. Riippi  
Office of Division Engineer

The annual Milwaukee Road bowling tournament for the Seattle-Tacoma employees held on Apr. 17 under the sponsorship of Dr. J.F. Depree was well attended. The Tacoma engineering department now has the Doctor Depree Trophy to brighten its decor. Ronald V. Perrone had one of those nights to score, with a series of 551 scratch, and in the

handicapped league finished out the night with a 671 to capture the coveted trophy.

Several new employees are now working in Tacoma. Mrs. Phyllis Best, clerk-steno in the superintendent's office, has taken the place of Mrs. Pam Martin, who is now working in Washington, D. C. John Pluth joined the engineering department as junior engineer after Robert T. Pearson was promoted to assistant division engineer in La Crosse, Wis. Mrs. Kim Melby is working in the roadmaster's office as clerk-steno since Mrs. Jayne Miller became the new cashier.

We were all saddened to hear of the recent death of Division Engineer H.H. Hurst's father, E. E. Hurst of Dayton, Wash.

On the bright side is the steady improvement in Juanita Modglin's

Ronald V. Perrone



health. Juanita, who has worked for many years in the trainmaster's office, is missed by all.

John C. Zeugner's son, Gordon, a fireman with the Milwaukee during his college years, is now a ceramics engineer with the Bethlehem Steel Co. in Baltimore, Md. His proud father has been a locomotive engineer with the Milwaukee for 30 years.

## SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager

**PURCHASING DEPARTMENT:** Mr. and Mrs. Lynn Bacon and children spent the Easter holiday in Montana, visiting their son and daughter and their families. They were also pleased by a visit from another son, Don, and his family, from Wisconsin. Don is storekeeper at Janesville . . . Bill Roberts, son of Mr. and Mrs. G. Roberts, married Miss Debbie Brink on Apr. 17 at the Lakeridge Lutheran Church. They spent their honeymoon in Hawaii, and will make their home in Los Angeles. Bill was formerly with the Milwaukee as clerk in the assistant general manager's office in Seattle, and his mother is a secretary in the purchasing department . . . John L. Nuttal, our lumber inspector, retired in January after many years of loyal service. We wish him and his wife, Mary, happiness and good health.

**FREIGHT CLAIM DEPARTMENT:** Carol Minard, secretary in the department, has resigned after 24 years of faithful and efficient service and, with her mother, will move to Phoenix, Ariz. A luncheon honoring Carol was held at the Beach Broiler in Seattle Apr. 29 to give her fellow workers an opportunity to wish her well and present a nice gift. Carol has many friends in the Milwaukee Road family and will be missed by them, particularly those in this department . . . Reg Morris, inspector-adjuster, joined the staff of our new agency in Portland May 1. Reg's duties will be those of OS&D clerk, along with others as required.

**LOCAL FREIGHT OFFICE:** Bill and Marge Fogelstedt's daughter, Gail, was married to Lieutenant Koslousky on Mar. 20 in St. Francis of Assisi Church, Seattle. The young couple spent their honeymoon motoring to Fort Dix, where Lieutenant Koslousky is stationed . . . The annual Freight Office-Milwaukee Motor Transportation Company chartered fishing expedition took place the week end of Apr. 30. The outing was launched out of Westport and a great time was had by all . . . Barbara Goodwin came back

suntanned from her trip to Arizona. She visited friends in Tucson and Phoenix and also saw some of the sights around Las Vegas.

**MILWAUKEE LAND COMPANY:** A lovely cake and coffee party was held in the office Apr. 29 honoring Mrs. Charles Denzler, the former Alice Butler, secretary to R. G. Sackerson, general manager and assistant vice president of the land company. Alice was married on Apr. 12 in Reno, Nev., followed by a wedding trip along the California coast. At the party she was presented a blue-trimmed Corning Ware service for eight and matching blue place mats, with the best wishes of her co-workers. Alice and her husband are making their home in Kent, Wash.

**REGIONAL SALES OFFICE:** At the April meeting of the Women's Traffic and Transportation Club of Seattle, Lee Derr, secretary to the regional manager-sales, was elected secretary for the coming year. Other officers installed at the May 11 meeting are Dorothy Wishman, Burlington Northern, president; Dorothy Moore, Foss Alaska Line, vice president; and Kay Haskins, Olympic Steamship, treasurer. Also serving on the board this year is your magazine correspondent, Laura Schaub, as chairman of the roster committee.

**THE ASSISTANT SUPERINTENDENT'S OFFICE:** Seattle Yardman John A. Pelant has retired after many years of service. An open house was held in his honor at the home of Yardman Homer Carter, where John was presented with a gift from his co-workers . . . Seattle Yardman Joe Mano, who was serving in the Army the last two years, has returned to work. He was stationed at a number of bases in the United States and also served in Korea.

The alleys of the Hillside Lanes in Auburn are still quite a challenge to some of our good bowlers, but not this year to Ron Perrone of Tacoma and Betty Theil of Everett, who were trophy winners in their respective divisions at the annual Coast Singles Bowling Party held this year on Apr. 17. Leo Fettig, now agent at Portland, had high scratch in the men's contest, and Ruth Bailey of Tacoma had high game in the women's division. Sixty people, including Dr. J. F. DePree (donor of the trophies) and his brother, J. B. DePree, were present for the games and festivities.

Linda M. Shields, daughter of Roundhouse Foreman K.E. and Mrs. Shields of Othello, received her nursing cap recently in capping ceremonies at Pacific Lutheran University in Tacoma, where she is a sophomore student in the nursing program.

The retirement of Chief Train Dispatcher H. L. Martin in Milwaukee Mar. 31 was the occasion for a get-together in his honor. From left are Marilyn Kling, chief dispatcher's clerk; Mr. Martin; John Martin, claim adjuster; Donna Scofield, roadmaster's clerk; and Ann Liddell, secretary to superintendent of the Milwaukee Division. For details, see the items of Correspondent Jim Boeshaar.



Alex E. Ackermann, section foreman at Green Island, Ia., shown with his crew as he retired after more than 57 years of service. From left are D. A. Daniels, W. R. Rohling, D. E. Drury, Ackermann, D. F. Meyer and M. L. Daniels. J. D. Daniels, not shown, completed the crew. Rohling succeeded Ackermann as foreman.



A. P. Roe, retiring as chief stockman in the Material Division at Milwaukee Shops, shown with his wife, Alice, and their son and daughter-in-law, Doctor and Mrs. Patrick Roe, at a luncheon in his honor. For details see the Milwaukee Shops news.



## Chicago General Offices

### PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

John Brizzolari was welcomed to our department on Mar. 16. John formerly was chief clerk of the Material Division at Western Avenue. We are happy to have him working with us.

It is always a pleasure to have former members of our office staff stop in for a visit. Mrs. John Neal (Ida Tucker) stopped in to say hello on Mar. 12, and Morgan Pritchard, who retired last year, was in to shake everyone's hand on Mar. 16. Lou Smith, who retired recently, came in wearing the most

extravagant, shocking green tie I ever saw. Lou just can't stay home. He is already working part time and enjoying it very much.

Purchasing Agent L. B. Rees, who underwent surgery on Mar. 7, is already back with us and doing very well.

We regret to report that Frank Worozaken was in an automobile accident on Apr. 2. He was very lucky to come out of it with just a couple of minor injuries.

"Get well" wishes were expressed to Carlene Krumpack, who was in an automobile accident on Apr. 22. Carlene was hit head on while returning from shopping in Elgin, Ill., and sustained a fractured knee among other injuries. At this writing she is learning

## Car Foreman Trenkler Retires at Austin



The retirement of W.P. "Bill" Trenkler, car foreman at Austin, Minn., was marked at a dinner party in the Holiday Inn on Apr. 24 with 100 people present. George L. Wood, general superintendent of the car department, was master of ceremonies for the party, which was attended by Bill's mother, Mrs. Bertha Trenkler of Marquette, Ia. Bill's father, the late Paul Trenkler, served the Milwaukee as a carman at Marquette for 47 years.

Bill Trenkler, a veteran of 47 years service also, had been car foreman at Austin since 1954. Prior to that time he had served as foreman at Marquette, Sioux Falls, S.D., and Mason City, Ia.

Shown at the party are (left to right) the Trenklers, Bill's mother, Mr. Wood and his wife, Dorothy, and District General Car Foreman Harold R. and Mrs. Anderson of Minneapolis.

how to use crutches. We hope to have her back with us soon.

Best wishes are in order for Pat Sarna who became engaged to Jim Frangella on Mar. 29.

Janice Hansen has a new hobby that she finds very rewarding—raising fish. She entered them in a contest at Lord's Park in Elgin, and her Betha fish took first place, for which she received a beautiful trophy. Janice also won a plank and a red ribbon for second place, which she owes to her very special angel fish.

We all enjoyed a very interesting movie, "Rails to Go," on Apr. 19, presented by Tom Mall of the Colorado Fuel and Iron Company. The subject of the film was the making of rail and rail products.

### OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Ruth D. Brauneis, Correspondent

Florence Almen, who retired from the general stats bureau, celebrated Mar. 17 by moving to her old hometown of Minneapolis.

Paulette Winkelhake of the shop

timekeeping bureau, and Marlene Root of the accounts payable bureau, left May 3 to await the birth of their first child. They were both honored with office parties at which they received many beautiful gifts.

Arthur Newell, son of Mildred Newell of the payroll timekeeping bureau, graduated from the Illinois Institute of Technology, Chicago-Kent College of Law on June 12. On Apr. 30 a program was given at the College Inn of the Sherman House to celebrate "Law Day." Arthur was awarded a \$50 check for his article "Is There a Constitutional Right to Healthy Environment?," which appeared in the American Trial Lawyers' Association publication (70 law schools in the USA participate). He also received the Senior Student award to "The Most Legal Scholarship," and was the recipient of a 1971 Bar and Gavel Society membership. Membership is awarded by the IIT Chicago Kent Student Bar Association to outstanding graduation seniors and persons who have distinguished themselves by unselfish service to the legal community. He also received an award for outstanding con-

tribution to the art of forensic argument.

Sincere sympathy to the following: Bill Bert and his wife, Ann, of the assistant comptroller's office on the death of Ann's dad; Helen Schroeder, supervisor of keypunch operations, on the death of her nephew, who passed away as a result of injuries sustained in an automobile accident; Jual Henikman, a former employee of the Road, and her husband, Richard, on the death of her mother, Viola, retired employee of the accounts payable bureau, who passed away on Apr. 25 after a long illness; to Lorraine Gradowski, formerly of the material bureau on the loss of her dad; and to Emily McDyer of the bookkeeping bureau on the death of her mother in Florida.

Best wishes to Margaret Richel of the shop timekeeping bureau and Raymond Shadley, who were married May 15 at Assumption Church. A reception was held at Allgauer's Restaurant.

### OPERATING DEPARTMENT

Ashley Wilhite, Correspondent  
Office of Vice President-Operation

Best wishes for a speedy recovery are extended to Leo F. Walch, retired assistant to general manager, who had a cataract operation on both eyes the latter part of April at the Sherman Hospital in Elgin, Ill.

Sympathy was extended to Percy H. Geelhart, assistant to general manager (Contracts), whose wife, Mary Ellen, passed away suddenly on Mar. 15 at home in Elgin, Ill. She is survived by her husband, two daughters and a son. Funeral services were held at Savanna, Ill., and interment at Mt. Carroll, Ill.

### OFFICE OF MANAGER-EQUIPMENT ACCOUNTING

Karen Konczyk, Correspondent

Mr. and Mrs. Bob Jones became the proud parents of a baby girl, Kimberly Ann, on Mar. 18. Bob is bureau head of Foreign Car Records.

Mr. and Mrs. Meyers became parents of a little girl, Ann Marie, Mar. 7. Sharon, the mother, works in Local Car Records.

Pat Burns was given a shower and took a leave of absence on May 3 to await the arrival of the stork.

A shower and farewell party were given for Beverly Siegert on Apr. 9. Bev was married Apr. 13 and has moved to Virginia.

Sympathy was extended to the family of Rose Voss, who passed away Mar. 16. Rose was employed in the switching bureau.

And for those who didn't know it, I am replacing Jane Marski as our Magazine correspondent.

**SIGNALS AND COMMUNICATIONS DEPARTMENT**

Janice M. Morsi, Correspondent

Arthur G. Pollath, assistant engineer, signals, retired on Feb. 28 with more than 45 years of service. Art started working for the Road in 1925, headquartered in Milwaukee, and held various jobs in the S&C department. He transferred to a signal crew and was promoted through the ranks to the position of signalman at Milwaukee Shops. In 1953 he accepted the job as draftsman in the Chicago office, from which he was promoted to assistant engineer.

A retirement luncheon held in the Canterbury Room of the Chicago Union Station on Feb. 25 brought out more than 50 of Art's friends and colleagues, including his son Alan. Several speakers, including Vice President-Chief Engineer B. J. Worley and Assistant Chief Engineer-Signals and Communications D. L. Wylie, honored Art and presented a purse with folding money, along with best wishes for a very happy retirement.

Art still resides in his Deerfield home and has no immediate plans but "to get things in order."

**OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING**

Marion J. Frank, Correspondent

Congratulations were extended to the following who have received promotions: C. E. Lee, appointed assistant manager-capital expenditure accounting, due to the transfer of M. W. Bonnom, who was appointed assistant manager of the budgets and responsibility reporting department; W. F. Freyberg, appointed supervisor of the AFE and VO#3 bureau; C. J. Kisiel, supervisor of the valuation and tax bureau; Mrs. Gretchen Warren, bureau head of the bill and analysis bureau; and Mrs. Adelaine Schultz, bureau head of the AFE accounts bureau.

Welcome was extended to Robert Miller, a recent graduate of Circle Campus, University of Illinois, now working as an assistant engineer in the AFE and VO#3 section.

Mrs. Nan Krause, formerly a typist in this office, has returned as a clerk in the AFE accounts section.

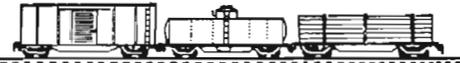
Mrs. Mary Distad, clerk in the investment bureau, celebrated her 25th wedding anniversary with her husband, Maurice, at "Cafe De Paris."

Mrs. Cora Evans, widow of Assistant Engineer Larry Evans, passed away in April.

Larry Hogan, former assistant engineer, is recuperating at home in Schenectady, N.Y., from a back injury.

Nick Bell, retired assistant engineer, still claims to be a teenager although he recently celebrated his 81st birthday. Nick was a leap year baby.

**Carloadings**



**JANUARY-MAY 1971 compared with same period in 1970**

**NUMBER OF CARLOADS**

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1971 over 1970	FIVE MONTHS		INCREASE	
		1971	1970	1971 over 1970	% of increase
8.2%	Lumber or dimension stock.....	20,737	19,424	+ 1,313	+ 6.8%
4.0	Motor vehicles.....	10,041	8,350	+ 1,691	+ 20.3
3.3	All other food products (incl. sugar)	11,666	10,645	+ 1,021	+ 9.6
2.9	Industrial chemicals.....	7,402	7,235	+ 167	+ 2.3
2.4	All other transportation equipment.	12,735	11,441	+ 1,294	+ 11.3
1.4	Malt liquors.....	7,600	7,220	+ 380	+ 5.3
<b>22.2%</b>		<b>70,181</b>	<b>64,315</b>	<b>+ 5,866</b>	<b>+ 9.1%</b>

loading of these commodities <b>DECREASED</b> in 1971 under 1970	FIVE MONTHS		DECREASE		
	1971	1970	1971 under 1970	% of decrease	
10.5%	Grain.....	24,393	29,901	- 5,507	- 18.4%
7.3	All other paper or allied products ..	27,613	30,024	- 2,411	- 8.0
4.0	Coal.....	34,371	37,816	- 3,445	- 9.1
3.4	All other chemicals or allied products	14,219	14,632	- 413	- 2.8
3.3	All other wood products (incl. plywood).....	11,234	11,469	- 235	- 2.0
3.2	Canned fruits, vegetables and seafoods.....	8,069	9,737	- 1,668	- 17.1
3.0	Meat, fresh, chilled, or frozen.....	9,251	12,232	- 2,981	- 24.4
3.0	Primary iron or steel products.....	11,841	13,331	- 1,490	- 11.2
2.9	Grain mill products.....	20,799	23,124	- 2,325	- 10.1
2.9	All other primary metal products.....	6,095	7,376	- 1,281	- 17.4
2.5	Pulp or pulp mill products.....	6,142	6,684	- 542	- 8.1
2.5	Stone, clay or glass products.....	9,967	12,776	- 2,809	- 22.0
2.4	Nonmetallic minerals, except fuels	13,982	17,677	- 3,695	- 20.9
2.4	Freight Forwarder & Shipper Assn. traffic.....	8,186	10,588	- 2,402	- 22.7
2.3	Waste or scrap materials.....	9,874	11,511	- 1,637	- 14.2
1.8	Primary forest products.....	19,097	19,258	- 161	- .8
1.7	Fabricated metal products.....	5,306	6,167	- 861	- 14.0
1.4	Petroleum, natural gas or gasoline..	5,749	6,974	- 1,225	- 17.0
1.4	All other machinery; except electrical.....	3,178	3,459	- 281	- 8.1
1.2	Electrical machinery or equipment..	5,043	5,634	- 591	- 10.5
1.0	Farm machinery or equipment.....	4,470	4,907	- 437	- 8.9
0.9	Soybeans.....	4,904	5,181	- 277	- 5.3
0.9	Dairy products.....	3,833	4,352	- 519	- 11.9
0.7	Potatoes, other than sweet.....	2,598	2,861	- 263	- 9.2
0.7	Fresh fruits and vegetables.....	2,201	3,354	- 1,154	- 34.4
0.7	Beverages; except malt liquors.....	4,083	4,569	- 486	- 10.6
0.4	All other farm products.....	2,542	3,014	- 472	- 15.7
0.4	Coke, oven or blast furnace products	2,823	2,837	- 14	- 0.5
0.3	Metallic ores.....	693	1,139	- 446	- 39.2
0.2	Livestock.....	408	704	- 296	- 42.0
0.1	Small packaged freight shipments (LCL mdse.).....	109	170	- 61	- 35.9
8.4	All other carload traffic.....	26,101	31,046	- 4,945	- 15.9
<b>77.8%</b>		<b>309,174</b>	<b>354,504</b>	<b>-45,330</b>	<b>- 12.8%</b>
<b>100.0%</b>		<b>379,355</b>	<b>418,819</b>	<b>-39,464</b>	<b>- 9.4%</b>



**TRANSPORTATION CLUB OFFICERS.** Ray A. Kolhoff, district manager-sales at Sioux City, Ia. (second from left), congratulates Jerry Meisner of the Sioux Transportation Co., his successor as president of the Transportation Club of Sioux City. Other officers installed at the club's annual dinner are Erv Klover of the Chicago and North Western (from left), second vice president; Frank Keute, Farmers Union Grain Terminal Association, first vice president; and Brig Young, secretary-treasurer. Mr. Kolhoff became chairman of the board of directors.

## Chicago Terminals

### GALEWOOD

Eleanor P. Mahoney, Correspondent

Several changes took place in the Galewood offices during May. The Billing and Rate Departments—about 15 employees in all—were moved downstairs to the Regional office. Remodeling of the second floor is still going on at this writing.

Ray and Etta Bishop enjoyed every minute of their recent vacation in Clearwater, Fla. Josephine Piconere, ISB clerk, also vacationed in Florida, visiting her Mom and Dad in West Hollywood.

Phil Scorza, rate clerk, and his wife left recently for a trip around the world!

Glanz Dierking, chief bill clerk, and his wife took a 10-day chartered tour of the Holy Land, visiting most of the cities we read about in the Bible. Glanz reports that Jerusalem must look about the same as it did 2,000 years ago—nothing new has been built, but some buildings have been restored. An exciting and educational trip, I must say.

Harry M. Randol, night chief rate clerk, spent his vacation in New Orleans enjoying the Mardi Gras, and then went on to Galveston, Tex. . . . Anne Zahn, regional office clerk, and her family enjoyed a vacation in Acapulco.

Sympathy was expressed to William C. Niles, clerk at Galewood, and his family on the death of his wife.

Ted Zielen, switch rate clerk, was the official flag bearer for the Polish Alliance parade the Sunday of May 2

that ended in Humboldt Park. The parade honored the Polish Constitution.

Sympathy was expressed to Frank Cyzio, timekeeper at the freight house, on the death of his mother Apr. 30.

### WESTERN AVENUE

Rollie M. Blackwell, former chief clerk to the district master mechanic at Western Avenue, who now resides in Houston, Tex. (5515 Darnell), has notified us that Mrs. Blackwell passed away on Mar. 6. Funeral services were at Bellaire, Tex., and interment in Terre Haute, Ind. Surviving, besides her husband, are two sons, James, Michigan City, Ind., and Mark, Terre Haute; a daughter, Mrs. Claire Whaley, Bellaire; and seven grandchildren. Prior to retirement Mrs. Blackwell was active in Terre Haute and Bensenville chapters of the Milwaukee Road Women's Club. Mr. Blackwell retired in May 1959 after 45 years of service.

Edward Byron Johnson, electrician in the coach yard, retired recently after working for the Milwaukee more than 47 years. "By," as he is called, started in 1924 as an electrician helper at the Tacoma roundhouse and in 1934 transferred to the Milwaukee shops, where he worked briefly in the locomotive department and then in the signal department. He was promoted to electrician in 1937 when he transferred to Western Avenue.

Seventy of his co-workers and friends honored him with a retirement party at Stella's Restaurant in Chicago and presented him with an electric wristwatch. By and his wife, Gertrude, are moving to Florida, in the vicinity of Tampa.

## Milwaukee Shops

### CAR DEPARTMENT

Niki Pieri, Correspondent

Carman Welder Adam Hartung was welcomed back to the forge shop on Apr. 29 after convalescing from a heart attack last December.

Chief Clerk Richard D. Andrews took a spring vacation and spent a week in the South visiting New Orleans and Mobile.

Blacksmith Welder James Hamilton retired from the forge shop on Social Security on Apr. 30. He started with the Milwaukee Road on Nov. 3, 1964. Our best wishes for a happy retirement at Ocala, Fla.

Also retired, on disability, is Carman Welder Steve Tandarich, who had worked in the freight shop since January 1936.

Robert William Fenner passed away Apr. 8. He began working for the Milwaukee Road on June 15, 1914, and was a welder in the passenger shop when he retired on May 28, 1965.

Emma Dereszynski, seamstress in the passenger upholstery department, is recuperating at home from an operation in March. We hope she will be back to work soon.

Mrs. Olive Daley, nurse in the shop dispensary, celebrated her 80th birthday on Apr. 5 by working her regular eight-hour shift and then meeting relatives and friends for a party. "Forget about the rocking chair and keep moving," she said in an interview by the *Milwaukee Sentinel*, which photographed her on duty. Mrs. Daley, a 1914 graduate of St. Mary's Hospital School of Nursing in Milwaukee, has worked for the Milwaukee Road 23 years.

### MATERIAL DIVISION

A. P. Roe, who retired as chief stockman in the Material Division Mar. 31, was honored at a luncheon on Apr. 15 by many friends, retirees and co-workers. In attendance were his wife, Alice, their son, Dr. Patrick, and daughter-in-law, Joan. Their son Mike, a teacher at White Bear, Minn., could not attend.

Speakers at the luncheon were E. F. Volkman, manager of materials; Peter Klisanic, supervisor of material delivery; and Morgan Pritchard, retired Purchasing Department buyer and catcher on the battery of Roe and Pritchard in their baseball days at Merrill Park in Milwaukee.

Al started his railroad service as a messenger in the Milwaukee freight house and transferred to the Material Division, then the Store Department, the following spring. He held many

positions in the Division, but will probably be remembered throughout the system as the storekeeper on the old supply train and as the stationery storekeeper. His plans are to remain in Milwaukee and enjoy his family, and get back to a little golfing.

## Aberdeen Division EAST END

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

Although the air at the Montevideo yard office isn't quite like apple blossoms, everybody is glad it isn't like it was just before Easter when a civet cat moved into the apartment just under the office floor. Oh, but he was a stinker! By Good Friday, everybody abandoned ship for a few hours to give the pest exterminator people a chance to clear the atmosphere, and things are better now.

New brakemen on the East Aberdeen Division are Craig Christensen, Douglas Boxwell and Douglas Ganske, the latter being Conductor Gordon Ganske's son.

We've had three promotions to conductor status recently. They're Bruce Marsh, Dave Anderson and Francis Kranz, all working out of Minneapolis.

Roadmaster Lloyd Bagaus of Aberdeen, recently transferred to Chicago, has been replaced by J.E. Ely of Horicon, Wis., who has moved his family to Aberdeen.

Brakeman Glen Roder was married Apr. 17 to Norma Peterson at Montevideo, and a reception at Hotel Hunt followed the ceremony in St. Paul's Lutheran Church. Also on Apr. 17, Night Clerk Don Anderson was married to Karen Alt at St. Jerome's Catholic Church in St. Paul. They spent a week in Washington, D.C., on their honeymoon, and the Roders went south to the Ozarks.

On Apr. 27, a group assembled at the Montevideo Country Club to honor Retired Engineer Oscar Sorby on the occasion of receiving his 60-year membership pin, and now he's a senior member of the B of LE. There was a dinner, speeches, and a photographer much in evidence.

Roadmaster W.K. Timberman was called to Roundup, Mont., recently because of the death of his mother, who passed away at the age of 84. . . Leslie Bell of Aberdeen, the brother of Clerk Margaret Crocker, died of a sudden heart attack in March.

Friends of Lloyd Bagaus, together with his associates in the Aberdeen engineering office, had a farewell party for him at Dutch's Cafe in Aberdeen the evening of Mar. 26. He was given a set of matched luggage so he could pack his

*(Continued on page 30)*

## IM&D Honors Safety Engineer Post and Lieutenant Churchill at Retirement

District Safety Engineer Clarence O. Post and his wife, Elaine, have the good wishes of G. J. Barry, superintendent of safety, who presented "Red" with a plaque testifying to his outstanding service in the safety department.



Clarence O. "Red" Post, district safety engineer for the Iowa, Minnesota & Dakota Division, and Ralph A. Churchill, lieutenant of police at Austin, Minn., were honored jointly by a large group of their friends at a retirement party on Apr. 19.

W. K. Peterson, superintendent of the IM&D Division, was master of ceremonies for the send-off at the Austin Country Club, which was attended by officers of the safety and police departments, and many friends who had retired previously.

Speakers on the program included G. J. Barry, superintendent of safety, W. J. Bear, captain of police at Minneapolis, and Carmen Halstenson, sheriff of Mower County. Mr. Halstenson, who is chairman of the Southeastern Minnesota Police and Peace Officers Association, presented Churchill with a lifetime membership in that organization.

Ralph Churchill was born in LaCleda, Ida., where his parents had a timber homestead, but grew up in Amberg, Wis. He started his career with the police department of Libertyville, Ill., in 1926, and joined the Milwaukee Road police force in

1942, working in Chicago. Advancing through the ranks, he was promoted to lieutenant in 1954.

Upon retiring, he and his wife, Elaine, moved to Wildwood, Ill. They have one son, Gilbert, who is with the forestry service in Maine.

Red Post, a native of La Crescent, Minn., and son of a B&B foreman on the IM&D Division, had been with the railroad since 1924, starting in the B&B department also. During his 47 years of service he held various positions in the track, car, mechanical and operating departments, and had been district safety engineer for the IM&D Division and part of the Aberdeen Division since 1958. While serving in the last named capacity, IM&D employees won the division safety contest in 1966 and again in 1968.

Red and his wife, Hazel, plan to remain in Austin. Their daughters, Lois, Sharon and Diane, live in Austin, and their sons within short driving distance, Robert at Buffalo, Minn., and Roger in Edina, a suburb of Minneapolis. Rounding out the family are 10 grandchildren.

Retirement gifts to Lieutenant Ralph A. Churchill include a lifetime membership in the Southeastern Minnesota Police and Peace Officers Association, presented by Carmen Halstenson, sheriff of Mower County. Seated center is W. J. Bear, captain of police at Minneapolis.





**"HAPPY RETIREMENT"** decorating the cake in the foreground expressed the wishes of many associates to Chalmer Lawson (second from right), roundhouse laborer at Minneapolis. Attending a coffee party in his honor are Roundhouse Foreman V. Crawford (from left), District Diesel Supervisor McCarthy and Electrical Foreman W. Rogers. Lawson's service with the Milwaukee extended over 46 years.

(Continued from page 29)

clothes and move to Chicago, where he has been transferred. Jim Teall was also wished "bon voyage" at the same party and presented with a gift. Jim has been transferred to Milwaukee.

Renee Selig, the daughter of Roundhouse Foreman Max at Aberdeen, who was a relief agent last summer, became the bride of Donald Homuth on Mar. 6. Don is a newscaster at KXJB in Fargo and Renee teaches at the U of North Dakota.

Conductor Ron Kamla has a new grandson named Christopher, so now there are two boys at the home of Ron's son Dick, who was a brakeman at one time.

## Iowa Division

### MIDDLE AND WEST

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

April 24 marked the day Chief Dispatcher and Mrs. John D. Galiher welcomed a new daughter-in-law. Gary Dean, operator at Atkins, Ia., married Nancy Sue Fairbanks of Marion, Ia. Brakeman J. D. Galiher attended his brother at the ceremony in the First United Methodist Church in Marion. Retired Agent and Mrs. Galiher of Persia, Ia., also attended their grandson's wedding.



Mrs. Gary Galiher

Keith W. Diddy, M. D., passed away Mar. 3 at the Dallas County Hospital in Perry. Doctor Diddy was a long-time doctor for the Milwaukee Road and citizen of Perry.

Retired Conductor Harold Haas was honored by the Perry Elks Lodge with a 50-year pin, which was presented by his son, James. His grandson, Marty, also belongs to the chapter.

Cindy Kelley, daughter of Second Trick Wire Chief William E. Kelley, won the first place trophy in the mixed doubles competition of the Iowa Youth Bowling Association's state-wide meet. Cindy is in the sixth grade.

March 14 was the day Relief Wire Chief and Mrs. Claire Behlings became grandparents for the first time. A daughter was born to their daughter Kathy and husband, Donald Wheeler, of Perry.

St. Patrick's Day marked the birth of a son to Mr. and Mrs. William A. Jenkins of Chariton, Ia. This is the first grandchild for Conductor and Mrs. A. A. Jenkins.

Last rites were held Mar. 25 for the stepmother of Dispatcher Glenn Frease.

Retired Engineer Percy Salzgeber passed away Mar. 24 at Dallas County Hospital in Perry as the result of second and third degree burns from a fire in his home. He was a Milwaukee Road employee for 41 years before his retirement in 1948 and the father of Engineer Orville Salzgeber.

Milwaukee Road women played an important part in the "Olde Quilting Party" annual mother-daughter gathering at the First Christian Church in Perry. Mrs. Walter Guinn, stepmother of General Clerk G. A. Guinn, was in charge of decorations, consisting for the most part of quilts made by her mother, Alta Mastin, who is the mother of the Milwaukee Road's Earl Mastin and mother-in-law of Conductor Ed Hamman, and Mrs. Tom Connell, widow of Milwaukee machinist. The tables were decorated with patchwork covers and boxes of flowers. Retired Roundhouseman Sylcan Powell's wife and Mrs. George Franks made the table decorations.

The Perry offices welcomed James Wrenza, newly appointed traveling engineer, to the staff.

Myrtle Curler died at the Perry hospital Apr. 15 after an illness of about

a month. She was the widow of the Milwaukee's John Curler, who passed away in 1962.

The deadline for contributions of Betty Crocker coupons has been extended to Dec. 31, 1971. Many friends and Milwaukee Road people at numerous locations have joined in the effort to collect enough coupons to pay for a kidney dialysis machine used by Engineering Steno Harriett Kestel's father, Harry, also of Perry. These efforts are much appreciated by the family.

Retired Agent Fred Harvey joined the *Perry Daily Chief's* Three-Quarter Century Club for the annual May banquet. Agent at Bayard, he taught his sons, Larry Lee, dispatcher in Perry, and F. L., dispatcher at Aberdeen, S. D., and brother-in-law D. E. Lee, agent at Perry, to telegraph and dispatch trains.

Another member of the Milwaukee Road family to join the club was Mrs. George Franks, wife and sister of Milwaukee employees.

A recent trip to Montana made this magazine correspondent happy to feel the bonds of Milwaukee family ties. Trainmaster Beckert, Chief Clerk Harlan Johnson, Secretary Ona Lake and others who welcomed us made us feel that people really care. There truly is a bond between Milwaukee Road people, regardless of time and distance. We were so pleased that Mr. and Mrs. Clint Froke, former Perry employees, called on us at our motel.

May 3 marked the death of Retired Engineer Howard Finley after a long illness. His widow has been confined to a wheel chair for about four years, but with some help, took excellent care of him at home, as he wished. He was the father of Traveling Engineer S. D. Finley of Terre Haute.

Sectionman T. F. Lively of Redfield died in April, about two weeks after he retired.

The Milwaukee Road bowling team in the Omaha Transportation Club league placed second this season under Captain Robert Hardman, sales representative in the Omaha agency. It was quite an achievement, since the highest they had ever reached was ninth. Robert Everett, chief clerk in the agency, was also a member of the team.

Leslie M. Phelps of Marion passed away Apr. 13 in a Cedar Rapids hospital at age 86. He was a telegraph operator for the Milwaukee Road from 1902 to 1909 and a railway mail clerk from 1910 until his retirement in 1945. Surviving is his wife, Grace. Funeral services and burial were in Marion.

*There's nothing wrong with today's young people that becoming taxpayers won't cure.*

## D & I Division

Esther Nast, Correspondent  
Superintendent's Office, Savanna

Carol Engaldo, daughter of Savanna Store Department Employee William and Mrs. Engaldo, was married recently to Darrell Dayton in St. John the Baptist Church in Savanna. After a trip to New Orleans they are making their home in Savanna, where Darrell is employed as sales manager at Savanna Auto Center and Carol at the Savanna State Bank.

H. P. Bacon, retired clerk of Marquette, Ia., passed away recently in McGregor, Ia. Services were held at St. Paul's Lutheran Church in McGregor. Surviving, in addition to his wife, are a son, a daughter, a brother and three sisters.

First District Fireman F. V. Keith passed away on Christmas Day 1970, after a long illness, we have been informed. In addition to his wife, three children survive.

Henry M. Samek, who recently retired as yard clerk in Dubuque, Ia., passed away in a hospital at Prairie du Chien, Wis. Services were held at St. Mary's Church in McGregor, Ia. Surviving Mr. Samek are three sons and a sister.

Mike Tucibat, son of Savanna P.F.I. John Tucibat, was the Savanna Indians' leading scorer in the 1970-1971 basketball season and finished third in the Illowa individual scoring race. The Illowa League is comprised of seven other Illinois and Iowa schools. Mike was the recipient of a scholastic scholarship award earlier this year, and is interested in majoring in forestry.

Mrs. Percy (Mary Ellen) Geelhart, wife of assistant to general manager in Chicago and former Savanna resident, passed away at their home in Elgin, Ill., Mar. 15. Services were held in St. John's Catholic Church, Savanna with burial in Mt. Carroll, Ill. In addition to her husband, Mrs. Geelhart is survived by two daughters, a son and two sisters. She was the sister of Mrs. Anthony (Clarice) Novak, who also passed away suddenly, in December 1970.

Mrs. Alta Robbe, sister of Savanna Roundhouse Caller Ned Shrake and Retired Iowa Division Conductor Irvin Shrake, passed away at Savanna City Hospital on Mar. 25. Also surviving are five daughters, a son, a sister and three other brothers.

At this writing, we hear that Engineer William (Bill) Brossard is gravely ill in the Veteran's Hospital in Iowa City.

Mrs. Jennie Sayre, sister of Second District Conductor J. L. Hunter, passed away on Mar. 18 at Prairie du Chien (Wis.) Memorial Hospital. Services were held at St. Mary's Catholic Church, McGregor, Ia. Surviving also



**FLORIDA GET-TOGETHER.** Retired Milwaukee Road traffic officers renew long-time associations at the 27th annual meeting of the No Work-No Worry Club in Clearwater, Fla., Mar. 11. Left to right are F. K. Beem, J. H. Bradley, E. R. Singleton, Harry S. Zane, W. A. Stauffer and William Wallace, whose "work" titles were, respectively, assistant traffic manager, Chicago; general agent, Winnipeg; traveling freight & passenger agent, Baltimore; general freight traffic manager; general agent, Buffalo; and general passenger traffic manager.



**MARRIED 50 YEARS,** Retired Carman John and Mrs. Donley of Othello, Wash., celebrate their golden anniversary Mar. 21 at a reception given by their son Richard and his wife. The Donleys have lived in Othello all of their married life. They have three sons, Richard and Robert, who are engineers on runs out of Othello, and John, Bakersfield, Calif.; a daughter, Mrs. Eugene Crnich, Valley Ford; and 12 grandchildren.



**HONORED AT MITCHELL.** Harry E. Binderup puts in his last day of work as local storekeeper at Mitchell, S. D., his headquarters throughout 48 years of service in the material division. Fellow employees held open house in his honor. He and Mrs. Binderup plan to visit their sons and their families in New York and Texas before settling down to enjoy retirement in Mitchell.



**JUST MARRIED,** Diane Lynn Smith, daughter of Savanna Yard Clerk Thomas I. and Mrs. Smith, and Larry Allen Whitney, engineering department employee at Aberdeen, S.D., are shown after the ceremony at St. Peter's Evangelical Lutheran Church in Savanna Apr. 11. A reception was held in the church hall. The Whitneys have set up housekeeping in Aberdeen.



**NEW AT EVERETT.** Ed Emanuel (left), appointed agent at Everett, Wash., takes over the keys from his predecessor, Leo Fettig, who has been transferred to the agent's position in Portland, Ore. Emanuel has been with the Milwaukee Road since 1946, starting as an operator on the Coast Division and serving the last 11 years as agent at Port Angeles, Wash.

are a son, two sisters and another brother.

Retired Nahant Yard Clerk Harry J. Canniff of Davenport passed away on Mar. 22 in his home. Services were conducted in Davenport. He is survived by a sister.

Retired Savanna Yard Engineer Harry Casselberry passed away on Apr. 20 in Savanna City Hospital. Mr. and Mrs. Casselberry celebrated 60 years of marriage last Oct. 12. In addition to his wife, a daughter and three sons survive. Funeral and burial services were held in Savanna.

Mrs. Oluf (Alvina) Schmidt, wife of retired roundhouse employee of Savanna, passed away suddenly in her home on Apr. 22. Services were held at St. Peter's Lutheran Church, Savanna, with interment in the township cemetery. Surviving are her husband, a son and a sister.

Carl Reese, retired Savanna roundhouse employee, passed away at his home in Savanna on Apr. 23. Funeral services were held in St. Peter's Lutheran Church, Savanna. Survivors include his wife, two sons, a brother and two sisters.

Mrs. Felipe Ruiz, wife of retired Savanna roundhouse laborer, passed away in Savanna Hospital on Apr. 22. Services were held in St. John's Catholic Church at Savanna. In addition to her husband, two sons, four daughters, a sister and a brother, Retired Roundhouse Laborer Joe Cruz of Savanna, survive.

Retired Savanna Yard Messenger Clerk Leonard Meyers and wife report they are glad to be back on good old Illinois terra firma after experiencing a thrill or two while visiting in Los Angeles at the time of the big "shake."

Mr. and Mrs. Charles Taylor (car department employee) have returned from Hawaii after visiting their daughter, Joan, who was seriously ill.

Eunice Stevens, retired secretary to superintendent, has asked me to

mention that she is still plugging away at her thank-you notes to all who remembered her at the time of her retirement. She hopes she has not overlooked anyone.

### La Crosse Division MADISON DISTRICT

Kathryn Skidmore, Correspondent

Judy Lowman, daughter of Switchman and Mrs. Jim Lowman, Janesville, was elected Honored Queen of Jobs Daughters, Bethel #21. Judy is a junior at Park Senior High School, where she is active in several clubs and belongs to the marching band and school orchestra. She is also a member of the Green Beret Marching Band, which engages in competition throughout the State. Judy was a representative of the Janesville Chapter of De Molay at the competition for State Sweetheart this year in Milwaukee.



Judy Lowman

Milton College's Ken Tanner, son of Cashier and Mrs. Chet Tanner, was selected by his teammates as the most valuable player on this year's basketball squad. Tanner, a 6-foot 6-inch senior from McFarland who played center, led the Wildcats in rebounding and set season and career rebounding records. This year's total of 386 raised his career total to 835 rebounds. His average of 14.8 rebounds per game ranked him as one of the top rebounders in the State.

Michelle Coyne, daughter of Engineer and Mrs. Anthony R. Coyne, Marathon, Fla., became the bride of James A. Schmalig Apr. 13 at San Pablo Catholic Church in that city. A champagne dinner at the Colony

House followed the ceremony. After a wedding trip to the Florida Keys, they are residing in Whitewater, where the new Mrs. Schmalig will resume her studies at WSU.

Recuperating at home from surgery at this writing is Section Foreman Leonard Lamberty, Middleton. We wish him a speedy recovery.

Mabel Magli has not been at her keypunch machine recently, having suffered a broken wrist from a fall in her home.

Herman Jordan, retired roundhouse laborer, passed away recently following a short illness.

Sympathy was expressed to Janesville Carman Donald (Joe) Hull on the death of his mother Apr. 22 . . . Also to the family of Retired Carman Otto Marsh, who passed away Apr. 24 after a short illness. Otto worked in Janesville for many years until his retirement in 1957. His son, Alfred, is also a carman at Janesville.

### WISCONSIN VALLEY

Mrs. Harold F. Brostrom, Correspondent  
c/o Roadmaster, Wausau

Trainmaster and Mrs. H.C. Parker have a new grandson, James Thomas, born recently to the James M. Parkers of Huntington Beach, Calif.

John A. Cline was recently promoted to Army Spec. 5 while serving with the Army Security Agency at Shemya, an island in the Aleutian chain. He was employed as a laborer at the Wausau roundhouse before attending the University of Wisconsin at Marathon and entering the Army in 1968.

Clarence F. Sydow, ticket agent at Wausau, who is a veteran of World War II, has been elected VFW Seventh District Commander. A member of Burns Post 388, Wausau, for 22 years, he has served it as adjutant, junior and senior vice commander, and commander. He is presently state aide de camp and previously was national aide de camp. Mrs. Sydow was named district publicity chairman of the auxiliary.

Mrs. Mary Ann Krueger, wife of the general chairman of the Engineers organization, accounted recently for a 606 series in the Tuesday Morning Koffee Klatsch League at Wausau. It ranked as the 12th best among the honor counts hit, and left Wausau women just one 600 short of the one-season record 26 of last year. Her previous high was a 591 in the city tournament three years ago. Mrs. Krueger holds a 167 average.

Mrs. Dewey Whitmore, 72, of Merrill, wife of a retired employee, died recently in the Colonial Manor Nursing Home, Wausau. Funeral and burial services were in Merrill. Surviving in addition to her husband are a son and daughter,

three grandchildren and a great-grandchild.

Mrs. Hugo von Gnechten, 71, of Scottsdale, Ariz., wife of a retired employee formerly of Wausau, died recently in Arizona. Surviving besides her husband are a son, Ervin, of Scottsdale, and two sisters and three brothers at Mosinee.

Sectionman Edwin Hoile, who has been invalidated by arthritis of the hips, recently underwent a total hip replacement. The operation was performed by Dr. Richard Buechel, Wausau orthopedic surgeon. Upon recovering, he plans to have the other hip joint replaced. He has been told that following convalescence from that operation he should be able to return to work.

Roy Hintze, clerk at the Wausau depot, rolled a 684 series recently in the 800 Men's League. He opened with a 171, hit a 286, and finished with a 227 in his best night ever in 25 years of league bowling.

## Rocky Mountain Division

### DEER LODGE AREA

Ona Lake, Correspondent  
Superintendent's Office, Deer Lodge

Roscoe H. Rollins, captain of police, Deer Lodge, passed away in Missoula General Hospital Mar. 28. Survivors are his wife, Dorothy, daughter Dorothy G. of Seattle, and sons David and Patrick of Deer Lodge.

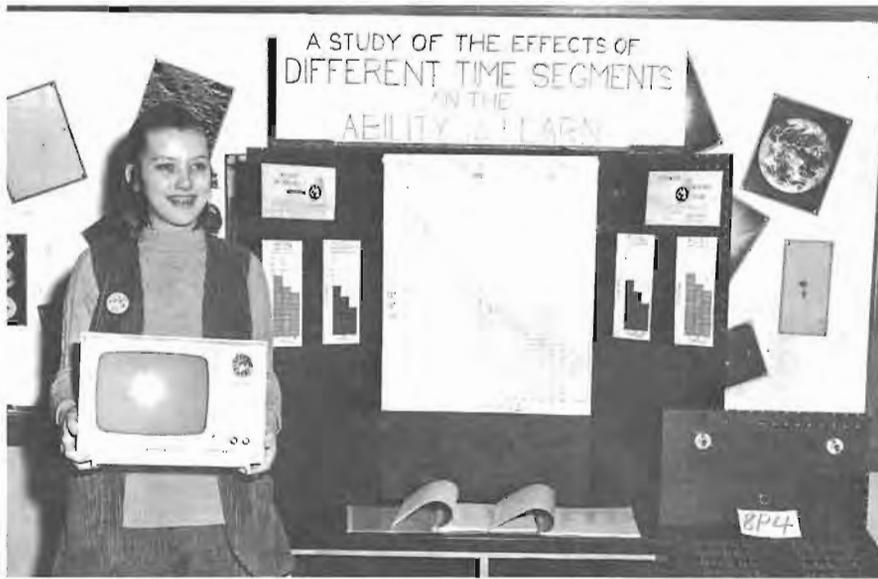
Funeral services were held recently in Deer Lodge for Harry Dell. Mr. Dell retired from the Material Division in 1962 after serving the railroad 46 years. His wife, Clara, survives.

Anna Katherine Jenks, 81, passed away Mar. 18 in Powell County Memorial Hospital, Deer Lodge. Surviving are her husband, Vern, who had 41 years of service upon retiring several years ago, and son Vern F. of Deer Lodge, who has been with the Milwaukee Road 35 years, presently in the capacity of assistant to superintendent.

Joining the staff in the superintendent's office at Deer Lodge recently was PBX Operator Chris Moore, formerly of Harlowton. Chris is the son of Lieutenant of Police R.D. Moore of that city.

A coffee hour was held in the Deer Lodge engineering offices on Mar. 5 for E.M. Wilcox, who retired that day after nearly 51 years of service. He worked at various locations on the Rocky Mountain Division, and was section foreman at Drummond when he retired. Retired Roadmaster R. M. Hale and Roadmaster J.T. Satake presented Mr. Wilcox with a gift from his friends and fellow employees.

Lillian Brown, chief clerk of the



**JUNIOR HIGH SCIENTIST.** Racheale Sheets, granddaughter of Conductor George McLellan of Perry, Ia., poses with the television awarded for top honors in the junior high school competition at the Iowa State science show held recently in Des Moines. Her exhibit, based on a study of the effects of different time segments on the ability to learn, placed her in the top 10 per cent of the junior and senior high school contestants.

engineering department, did a little research on the years of service of the Wilcox family and came up with the following:

G.E. Wilcox, 21 years at the time of retirement in 1938; O.D. Wilcox, nearly 44 years upon retiring in 1968; A.C. Wilcox, nearly 30 years at his death in 1966; C.K. Wilcox, presently employed, 32 years; E.M. Wilcox, nearly 51 years; G.E. Wilcox (O.D.'s son), 14 years when he resigned; R.R. Harris (son-in-law of O.D.), 24 years at the time he left the railroad; total, 216 years.

### HARLOWTON—GREAT FALLS

E.H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Boys Staters chosen recently included two from Milwaukee Road families. Jim Knudson, a delegate, is the son of Roundhouse Laborer Kenneth Knudson, and Nathan Davis, an alternate, is the son of Pipefitter Al Davis. Rob Dean, the son of Dale Dean who was formerly with the Milwaukee, is a delegate also. He is a grandson of Retired Machinist Hugh Dean.

Newly inducted into the high school National Honor Society were Marilyn Peccia, daughter of Carman John Peccia; Peggy Stewart, daughter of Agent E. W. "Stew" Stewart; Coleen Murphy, daughter of Sectionman Eugene Murphy; and Rob Dean. Present members include Linda Tronnes, daughter of Agents Mr. and Mrs. Vern Tronnes of Martinsdale and Ringling; and Atha Griffith, daughter of Yard Clerk Homer Griffith.

The remainder of my items, I'm sorry



**"GOING AWAY" GIFT** from his Milwaukee Road friends at Miles City, Mont., is presented to Lieutenant of Police D. E. Ward, right, by Agent Lee F. Hopkins. Lieutenant Ward was transferred recently to Aberdeen, S. D.

to report, extend condolences to the families of the people, most of whom I worked with. Joseph Holecek, 82, passed away at Lewistown. He was a retired engineer and former state legislator. He was born in Kladno, Bohemia, came to the United States in 1893, lived some time in Illinois, Kansas and California, and moved to Montana in 1912. He served in World War I, joined the Milwaukee after the war, and retired in 1956.

Alice Lewis, 77, retired coach cleaner, passed away in Harlowton. Since retiring, she had lived with her brother, Cliff Moser, retired roundhouse laborer. Alice worked for the Milwaukee 11 years. She was active in Rebecca Lodge,

from which she had received a 50-year pin, a member of Royal Neighbor Lodge, the Milwaukee Road Women's Club, and of the Carmen's Union.

Lewis Schubert, 78, retired B&B man, passed away at Lewistown. He was born in Blooming Prairie, Minn., came to Roy, Mont., in 1914 to homestead and later joined the Milwaukee. He retired in 1946. He was a member of the Loyal Order of Moose and St. Leo's Catholic Church. He never married.

Edward Winston, 84, passed away at Harlowton shortly after suffering a stroke. He was born in Empire, Mont., and left his parents' ranch at Gilt Edge to "ride the range." He worked for the 79 Ranch and other large ranches, and also broke horses for the cavalry at Forth Keogh before joining the Milwaukee in 1912. He retired from train service in 1955.

Mrs. Clayton (Bessie) Ogden, 82, passed away recently in Harlowton. Her husband, Conductor Ogden, died in 1957.

Mrs. George Phillippe, 84, wife of retired engineer, also passed away in Harlowton recently.

#### EAST END

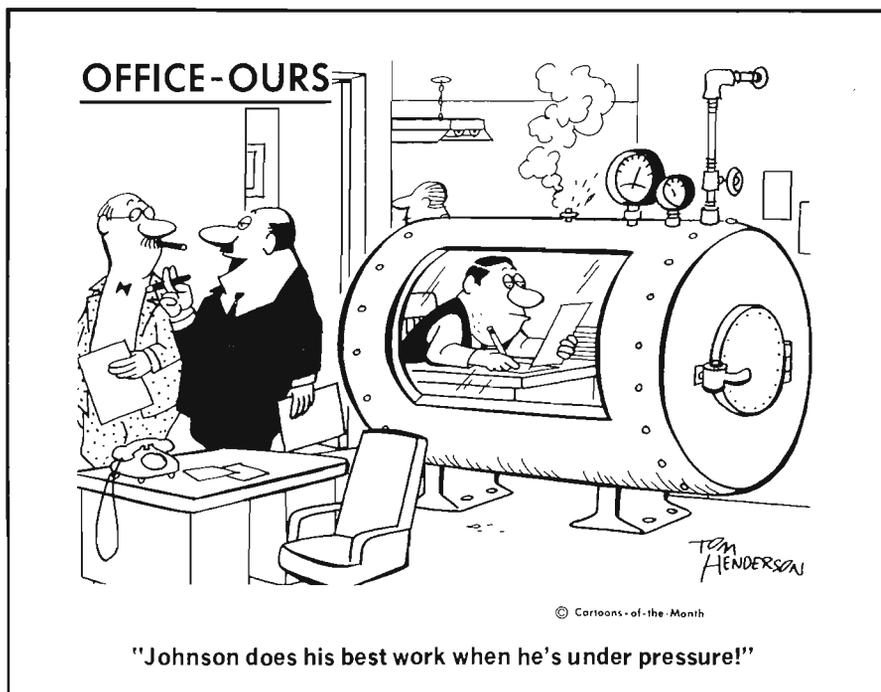
Ellen E. Roberts, Correspondent  
Trainmaster's Office, Miles City

Many members of the Milwaukee Road family were honored at the 20th annual awards and recognition ceremony held at the Veterans Administration Hospital for its volunteer workers. Gene Prah, son of Wire Chief and Mrs. C. H. Prah, received the top award, a gold pin, in recognition of 5,000 hours of service. Others presented awards were Mr. and Mrs. Henry Sandman, Mr. and Mrs. Arnold Running, Mr. and Mrs. Harry Wood, and Mmes. E.B. Williams, W.J. Norton, Ed Martin, Louie Rask, Harvey Glover, E.B. Walters, L.L. Sturdevant and Sam Ohnstad.

Gordie Spear, sports editor of the *Miles City Star* and son of deceased conductor Frank W. Spear, was named Montana Sportswriter of the Year and honored at Salisbury, N.C., along with other national winners named by the National Sportswriters and Sportscasters Association. Gordie and his wife had a week-long round of entertainment.

Following their return, local citizens honored Gordie on Apr. 24 at a dinner and dance. John Kundla, a teammate of Gordie when both were members of the Minnesota Gophers, was the main speaker. Kundla has been coach at the University of Minnesota since 1959. He and Spear were members of the team which won the school's only conference championship in basketball.

Mrs. Janet Crager, daughter of



"Johnson does his best work when he's under pressure!"

deceased trainmaster R.H. (Dick) Jensen, was awarded a certificate in public accounting by the Minnesota Society of Certified Public Accountants at ceremonies in Minneapolis Mar. 25. Janet's brother Gary is a former Gillick Scholarship winner and her mother, Ardis Jensen, is now living in St. Paul and working for the Burlington Northern.

Retired Carman and Mrs. Jake Hilderman were two of 136 Montanans who took a two-week tour with the Shriners to the island of Majorca, Spain and Portugal. Seven days were spent at Palma and four nights in Lisbon, with a day-long side trip to Algiers one of the highlights. The tour took them to many castles and palaces. Their return to the States from Madrid to New York City and thence to Minneapolis was aboard a 747, which they thoroughly enjoyed.

Retired Yardmaster Swan Nelson arrived in Miles City Apr. 19 for his usual spring visit with friends. Swan and his wife have lived in Santa Monica since his retirement in 1956, but the home area draws him back at least once a year.

The Boy Scout troop sponsored by the Elks took the Presidential award at the recent Scout-o-Rama, and during the Klondike Derby won first place in each of the five derby categories. Storekeeper Duane Parks is Scoutmaster of the troop.

A belated "welcome back" to Carman Doug Smith, who has returned to work in the car department following his discharge from the service.

At this writing the bowling season is drawing to an end with a number of tournaments. Brakeman Jim Vivian took 3rd place in the fourth annual

American Jr. Bowling Congress Benefit Tournament. Yardmaster J.A. McElroy and Agent Lee F. Hopkins were entered also.

In the women's city tournament, the team sponsored by the Milwaukee Road Women's Club took seventh place. First place in the doubles was taken by Bonnie Bundy and her partner, 4th place by Max Guidice and her partner, and 5th by Sadie Glover and Alice Hinrichs. Grace Zuelke and Alice Hinrichs tied for 8th in the singles events, and Norma Chapman placed 16th.

Sympathy was expressed to the family of Jacob Opp, retired sectionman, who died Mar. 18. Mr. Opp worked for many years at Plevna before moving to Miles City and retiring in 1961 . . . To the Quentin Hawkins family on the death of Mrs. Hawkins after a long illness . . . To the family of Mrs. T. A. (Sue) Timberman, who passed away in Roundup and was buried in Miles City. Her son, W.K. Timberman, is roadmaster at Milbank, S. D. . . . To the family of Mrs. George A.J. Carr, widow of the former division storekeeper at Miles City and later storekeeper in Milwaukee. After retirement the Carrs returned to Miles City, where Mr. Carr passed away in 1969 . . . And to the family of Myron Timmons, who passed Apr. 9 at the age of 69. Mr. Timmons was a stationary engineer at Miles City for many years and an employee in the car department prior to retiring in 1968. He was known as a "rockhound" and attended geology courses offered at the local junior college. He had also been a volunteer worker at the Veterans Hospital since it was opened.



**LIGHTS, CAMERA, ACTION!** If you think that's Marcello Mastroianni hanging around a ticket window in Chicago's Union Station, you're right. The handsome Italian actor is playing the role of a man who is out of work and friendless in the big city. The scene is for the film "Excuse Me, My Name Is Rocco Papaleo," which had a seven-week shooting schedule in Chicago.



**FOR SAFETY AT THE CROSSING.** Student drivers using the multi-vehicle driving range of the Central Missouri State College Safety Center will learn to respond to the flashing red light and alarm bell at railroad crossings with a signal installation presented to the college by the Missouri Railroad Committee. Taking part in the dedication of the signals are Dr. Robert Marshall, director of the Safety Center (from left); Thomas J. Downey, counsel for the railroad committee; and Stanley Lebow, superintendent of schools for Warrensburg District R-VI.

**TOPPED OUT.** Pedestrians around Chicago's Union Station May 4 were treated to topping out ceremonies for the new Chicago Mercantile Exchange Building going up adjacent to the 35-story Gateway Center office-concourse complex. The structures,

which are being built on air rights over station trackage, will connect with each other. The Mercantile building, equivalent to four stories in height, will house the offices, trading floor and gallery of the Chicago Exchange.



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**THE MILWAUKEE SERVES PORTLAND**

Milwaukee Road freight No. 262 heads north out of Portland, Ore., as the Milwaukee begins serving the city (see page 4). At right is the first piggyback load inbound, a trailer of chemicals from Chicago, ready for delivery by the Milwaukee Motor Transportation Company. Looking on are W. T. Lashure, Portland terminal manager for the MMTC, left, and D. J. Miller, assistant manager rail-highway sales, Chicago.

