

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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PUBLIC RELATIONS DEPARTMENT

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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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transport briefs

Ohio Repeals Full-Crew Law

Ohio Governor John Gilligan has signed into law a measure passed by the Ohio Legislature which repeals the state's full-crew law. Indiana, Wisconsin and Arkansas are the only states which still have full-crew laws in effect. Indiana recently amended its law to allow collective bargaining agreements between railroads and unions to take precedence over the law's requirement. Arkansas has put the matter on a referendum ballot to be voted on in November, and the Wisconsin Legislature is considering a repeal measure.

ICC Environmental Rules Go into Effect

The Interstate Commerce Commission's new rules covering the environmental aspects of all cases coming before it have gone into effect. The new rules are intended to aid the Commission "in discharging its duties under the National Environmental Policy Act of 1969." Under the rules, parties filing petitions with the ICC must state in initial papers whether or not an environmental issue is involved. If so, they must submit "definitive" comments on the issue.

ICC Refuses Early Louisville Entry

The Interstate Commerce Commission refused Feb. 29 to issue a service order giving the Milwaukee Road early access to Louisville, Ky. The Milwaukee had sought an emergency service order to begin immediate operation over tracks of the Louisville & Nashville Railroad from Bedford to New Albany, Ind., and over the tracks of the Kentucky & Indiana Terminal Railroad from New Albany into Louisville.

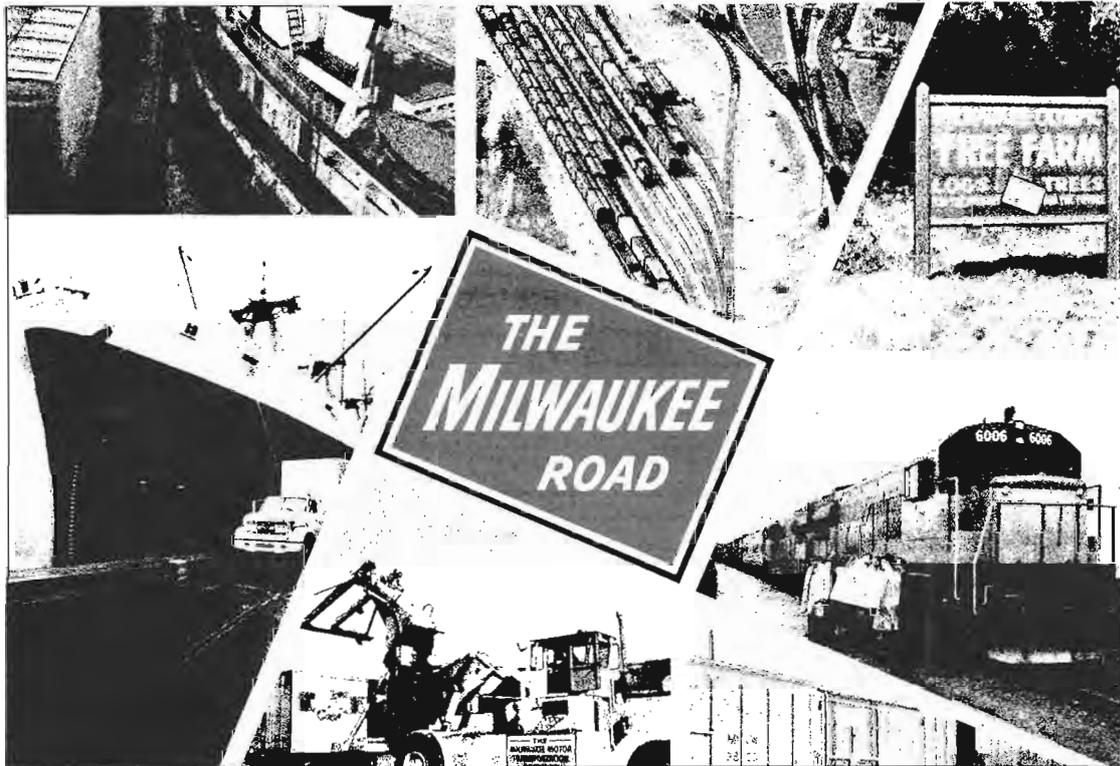
2nd Volume of Rock Island Report Issued

The second volume of an Interstate Commerce Commission hearing examiner's recommendations on the Rock Island merger case has been issued, with one more volume to come. The latest volume contains a map outlining Examiner Nathan Klitenic's recommendations for a restructured system of railroads in the Western United States, involving some that have not been parties to the Rock Island case.

THE COVER



This aerial view shows Milwaukee Road facilities in Milwaukee, Wis., including Milwaukee Shops (foreground), Airline Yard (right center) and Davies Yard (center). The Milwaukee Shops complex is the largest of its kind on the railroad and performs most of the major repair and rebuilding work on freight and passenger cars and locomotives. Seen in the upper portion of the picture is Milwaukee's skyline, with lake Michigan beyond.



**THE
MILWAUKEE
ROAD**

A BRIEF ACCOUNT OF THE HIGHLIGHTS OF THE MILWAUKEE ROAD'S OPERATION IN 1971

- An average of 14,203 people were employed by the railroad during 1971.
- Their wages and salaries amounted to \$149,999,813.
- The railroad also contributed \$15,086,689 for railroad retirement taxes and unemployment insurance.
- The cost of health and welfare benefits for employees amounted to \$7,022,141.
- During 1971 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$584,263,401 representing an investment of \$41,137 for each employee's job.

**YOUR 1971
WALLET
REFERENCE
CARD**

**THE
MILWAUKEE
ROAD**

*a quick summary of facts about
THE MILWAUKEE ROAD*

**FINANCIAL SUMMARY of
THE MILWAUKEE ROAD'S OPERATION
during 1971**

OUR MONEY CAME FROM:

Hauling freight	\$273,900,941
Passenger service	7,675,106
Switching, demurrage and other operating revenues	14,174,998
Other income	9,368,103
TOTAL	\$305,119,148

OUR MONEY WAS SPENT FOR:

Employees:	
Wages	\$149,999,813
Health and welfare	7,022,141
Payroll taxes	15,086,689

TOTAL FOR EMPLOYEES \$172,108,643

Taxes, other than payroll	9,544,311
Materials, services, rents	92,666,718
Depreciation & Retirements	18,871,152
Interest	9,525,693
TOTAL	\$302,716,517

Income before *extra-ordinary item \$ 2,402,631

*One time write-off of costs and losses due to AMTRAK take over of intercity passenger operations, May 1, 1971.

**EQUIPMENT OWNED
at close of 1971**

LOCOMOTIVE UNITS:

Diesel—Freight	131
Passenger	36
Multi-purpose	320
Switch	205
Electric	38
TOTAL	730

FREIGHT CARS:

Box and Auto	16,154
Gondola and Hopper	7,321
Flat	3,195
Others	3,421
TOTAL	30,091

PASSENGER CARS:

Coaches	72
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Results of Our Operations in 1971



		Increase + or decrease -	
Railway Operating			
Revenues	\$295,751,045	+	\$18,210,937
Other Income	9,368,103	+	2,320,489
TOTAL	\$305,119,148	+	\$20,531,426

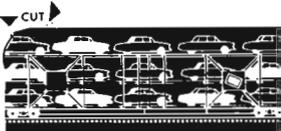


		Increase + or decrease -	
Railway Operating			
Expenses	\$243,113,185	+	\$5,701,857
Taxes and Rents	50,077,639	+	2,081,584
Interest	9,525,693	-	646,819
TOTAL	\$302,716,517	+	\$7,136,622

Sources of Revenue



CLASSES OF TRAFFIC	REVENUE	% GRAND TOTAL
FREIGHT TRAFFIC		
Lumber or wood products, except furniture	\$ 44,192,569	14.9
Food or kindred products	41,581,229	14.1
Farm products	34,053,642	11.5
Pulp, paper or allied products	26,222,858	8.9
Transportation equipment	24,854,112	8.4
Chemicals or allied products	15,971,911	5.4
Primary metal products	14,752,897	5.0
Coal	9,788,713	3.3
Clay, concrete, glass or stone products	8,690,205	2.9
Misc. mixed shipments, except forwarder and shipper assn.	7,813,833	2.6
Nonmetallic minerals, except fuels	6,844,621	2.3
Machinery, except electrical	5,604,367	1.9
Waste or scrap materials	5,473,655	1.9
Fabricated metal products	4,393,481	1.5
All other	23,662,848	8.0
TOTAL FREIGHT TRAFFIC	\$273,900,941	92.6
OTHER FREIGHT SERVICE		
Switching	\$ 7,206,774	2.4
Demurrage	3,283,362	1.1
Joint facility - net cr.	2,303,404	.8
Mail	787,366	.3
All Other	594,092	.2
TOTAL OTHER FREIGHT SERVICE	\$ 14,174,998	4.8
TOTAL FREIGHT TRAFFIC	\$288,075,939	97.4
PASSENGER TRAFFIC		
Passengers in coaches	\$ 6,089,073	2.1
Passengers in parlor cars	128,038	0
TOTAL PASSENGER TRAFFIC	\$ 6,217,111	2.1
OTHER PASSENGER SERVICE		
Mail	\$ 644,208	.2
Joint facility - net cr.	639,825	.2
All Other	173,962	.1
TOTAL OTHER PASSENGER SERVICE	\$ 1,457,995	.5
TOTAL PASSENGER SERVICE	\$ 7,675,106	2.6
GRAND TOTAL	\$295,751,045	100.0



DURING 1971

- We carried 6,269,978 passengers an average of 27 miles for \$.99 per passenger.
- We carried 41,307,671 tons of freight an average of 399 miles for \$.63 per ton.
- Our average revenue per car of freight amounted to \$282.99.
- We paid an average of \$12,118 per year per employee.



THE MILWAUKEE ROAD in the States it served in 1971

	Av. Miles of Road Operated in 1971	Average Number of Employees	Total Wages All Employees	Property Taxes
Idaho	233	108	\$ 1,033,667	\$ 129,031
Illinois	682	3,897	40,697,914	1,471,890
Indiana	156	278	2,830,098	232,470
Iowa	1,728	1,296	14,140,824	1,529,407
Michigan	152	93	1,013,378	92,547
Minnesota	1,328	1,600	16,951,266	2,198,411
Missouri	156	269	2,801,345	216,200
Montana	1,242	796	9,882,973	1,041,855
No. Dakota	367	59	451,553	134,023
So. Dakota	1,724	558	6,715,771	274,914
Washington	1,156	1,265	13,668,766	578,995
Wisconsin	1,581	3,831	38,170,148	1,506,342
All Other	21	153	1,642,110	2,736
Total	10,526	14,203	\$149,999,813	\$ 9,408,821

System Payroll Taxes	15,086,689
System Income and Misc. Taxes	135,490
Total System Taxes	\$24,631,000

THIS IS YOUR WALLET CARD

Cut card out at arrows where indicated.
Fold at centerline arrow for easy fit in wallet window pocket.



Freight Car and Locomotive Programs



The railroad's ability to meet the freight car needs of shippers was enhanced in 1971 by acquiring additional equipment and continuing the Company's own successful car rebuilding program.

A total of 675 new freight cars was acquired, including 325 50-foot boxcars of 70-ton capacity; 200 60-foot boxcars of 100-ton capacity; 100 "jumbo" refrigerator cars of 70-ton capacity; and 50 Airslide covered hoppers of 100-ton capacity. The railroad also acquired 571 additional freight cars, including 250 reconditioned 50-foot double door boxcars; 196 high class 50-foot insulated boxcars; and 125 50-foot boxcars equipped with load restraining devices.

A total of 666 freight cars was put through the car rebuilding program and returned to service in like-new condition. Included were boxcars, hopper cars and gondolas converted to log flats. Major modifications were made during the year to 130 cars, adapting them to special service, and 60 cabooses were given complete rebuilding and refurbishing.

At present, the 1972 equipment program provides for 50 new diesel locomotives and 200 boxcars, in addition to the rebuilding of approximately 500 freight cars of various types. Of the 50 diesel locomotives, 25 were included in the 1971 budget but the manufacturer was unable to deliver them by the end of the year. Ranging from 2,300 to 3,600 h.p., these 25 units will satisfy a number of service needs. Twenty-three of the locomotives included in the 1972 portion of the program will be 3,000 h.p., and two will be 2,300 h.p.

Restoration of the investment tax credit late in 1971 will be helpful to the railroad in the lease financing of new equipment.

Employees



Transportation—Train, Engine and Others	5,737
Maintenance of Equipment and Stores	2,535
Maintenance of Way and Structures	2,461
Professional, Clerical and General	2,997
Executives, Officials and Staff Assistants	473
TOTAL EMPLOYEES	14,203

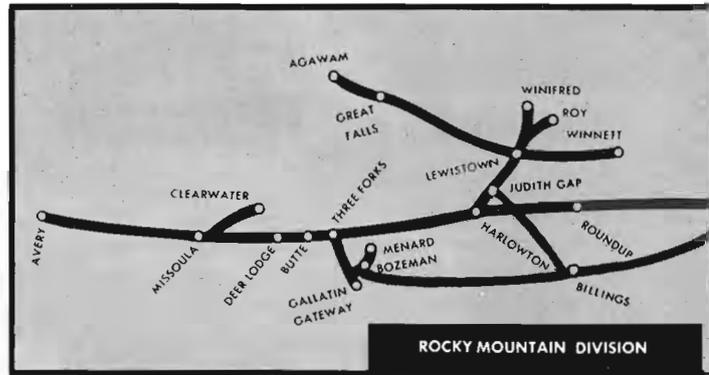
Job Value

The value of property used by our company in transportation service, including materials and supplies and cash, after full allowance for depreciation, amounts to **\$584,263,401**.

TOTAL PROPERTY VALUE:	\$584,263,401
DIVIDED BY:	14,203 employees
	= \$41,137
	INVESTED IN EACH EMPLOYEE'S JOB

Ten Year Payroll Summary

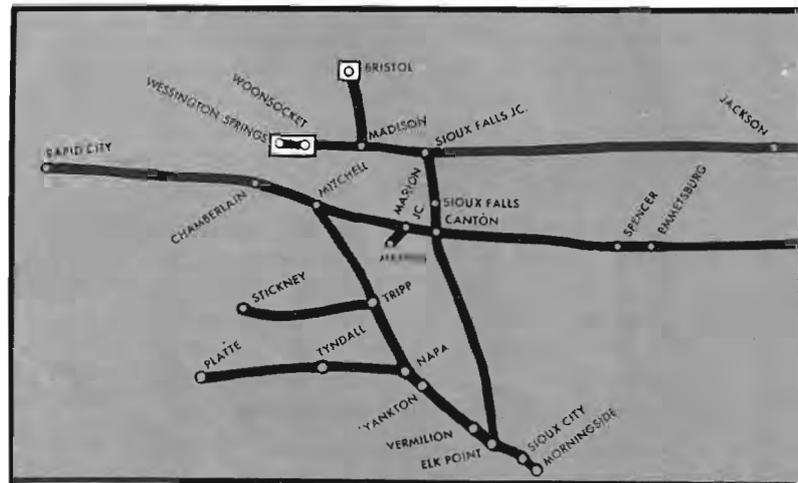
YEAR	TOTAL WAGES	AVERAGE WAGES PER HOUR WORKED	WAGE SUPPLEMENTS		AGGREGATE LABOR COSTS		
			PAYROLL TAXES	HEALTH AND WELFARE BENEFITS	AMOUNT	AVERAGE PER EMPLOYEE	AVERAGE PER HOUR WORKED
1962	\$112,513,236	\$3.292	\$ 9,407,264	\$3,051,767	\$124,972,267	\$ 7,170	\$3.657
1963	112,643,912	3.329	9,412,272	3,283,233	125,339,417	7,424	3.704
1964	115,765,619	3.442	9,802,397	4,207,092	129,775,108	7,634	3.858
1965	118,776,619	3.653	10,197,336	4,539,841	133,513,796	8,079	4.106
1966	123,281,577	3.793	11,515,053	4,611,812	139,408,442	8,464	4.289
1967	121,812,537	4.017	12,165,512	4,621,477	138,599,526	8,848	4.571
1968	128,590,553	4.190	13,478,562	5,418,475	147,487,590	9,532	4.806
1969	136,880,939	4.398	14,288,053	5,600,690	156,769,682	10,026	5.037
1970	139,893,739	4.781	14,837,868	6,774,336	161,505,943	10,910	5.520
1971	149,999,813	5.347	15,086,689	7,022,141	172,108,643	12,118	6.135



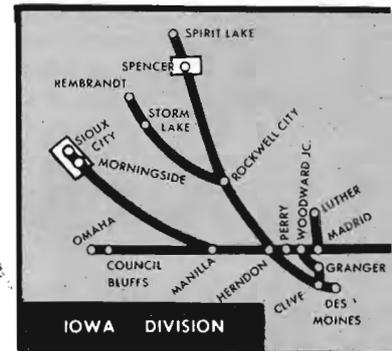
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System Payroll Taxes	\$15,086,689
System Income and Misc. Taxes	135,490
Total System Taxes	\$24,631,000



THE MILWAUKEE ROAD'S OPERATING DIVISIONS



Units of Equipment Owned

At the close of 1971 our railroad owned a total of 30,893 separate pieces of rolling stock consisting of locomotives, freight cars, and passenger cars.



LOCOMOTIVE UNITS

DIESEL—Freight	131
Passenger	36
Multiple Purpose	320
Switch	205
ELECTRIC	38
TOTAL	730

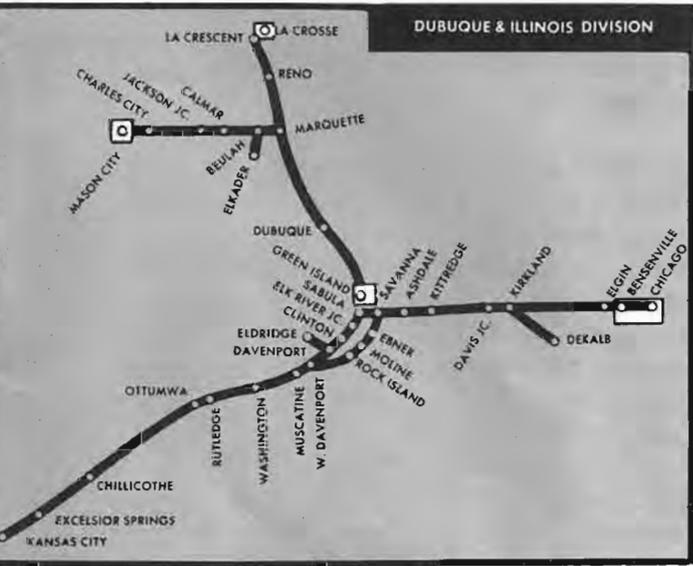
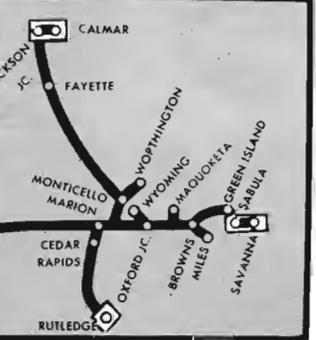
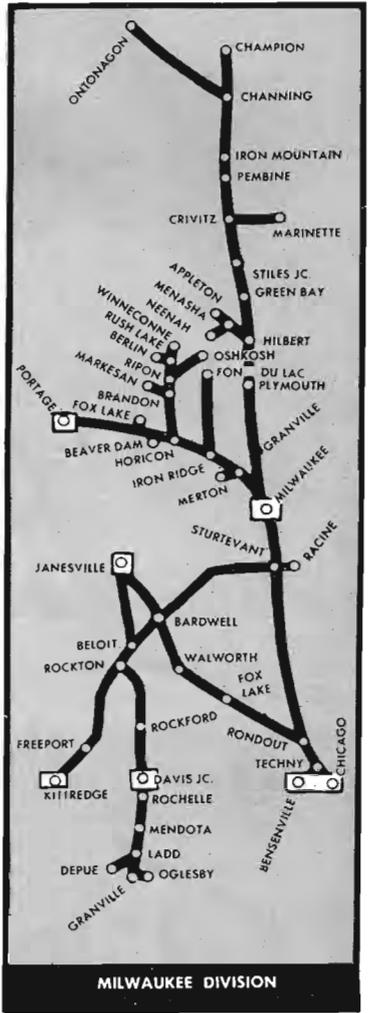
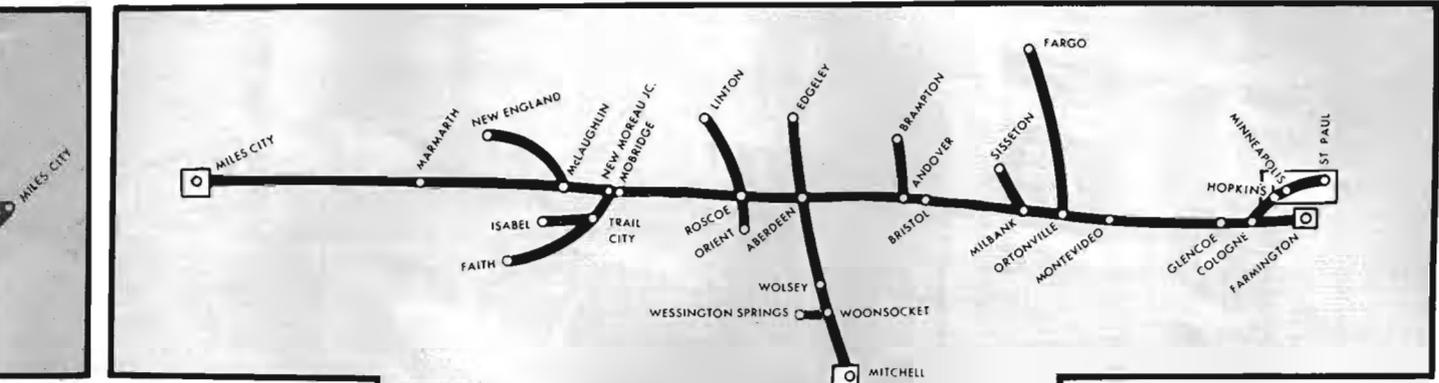
FREIGHT CARS

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Gondola and hopper	7,321
Flat	3,195
Others	3,421
TOTAL	30,091

PASSENGER CARS

Coaches	72
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Note: In the individual divisional maps, lines and towns enclosed in box  are not part of the divisions with which they are shown.



A Photo Tour of the Milwaukee Shops



ABOVE LEFT, a 1,750 horsepower GP-9 is shown undergoing a complete overhaul and upgrading program in the locomotive back shop. Eighteen locomotives of this type are being upgraded to 2,000 horsepower, complete with new engines, generators, wiring and component parts. The locomotives are scheduled for completion on a two-per-month basis.

ABOVE, a welder in the freight car shop is shown working on one of eight aluminum ingot cars being fitted with special end bulkheads, load bearing bunks, tie-down devices and reinforcements. This car, formerly a 60-foot general service flat car, was designed at the Milwaukee Shops and will be utilized in the hauling of aluminum ingots from the West Coast to points east and southeast of Chicago.

LEFT, a view of Track 2 in the freight car shop where various damaged freight cars are being repaired. Repairs begin at the north end of the track (top), and the cars are moved from station to station to the south end and completion.

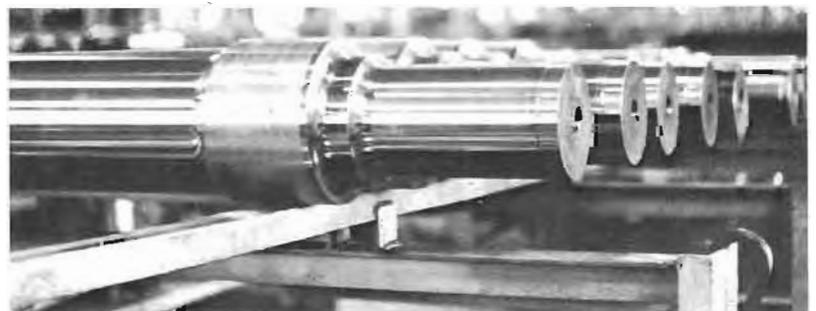


ABOVE, workmen in the freight car shop are shown performing various welding operations on two of the 450 hopper cars which will be rebuilt as part of a program now in progress. In this picture, the two hoppers are turned on their sides to permit better and faster welding techniques. These cars are completely new with the exception of a small portion of the car underframe and the trucks.



LEFT, a newly-painted eight-stake log flat (foreground) awaits movement from the freight car paint shop. This car, formerly a "peek-a-boo" gondola, is one of a 100-car conversion program designed to gradually replace the use of gondolas for log loading on the Milwaukee Road.

BELOW, finished diesel-locomotive axles, which have been machined in the wheel shop from rough blanks, are shown before wheels and gears are mounted on them. After completion, they will be taken to the truck shop for insertion in trucks and installation under diesel locomotives.





Marie Hotton, who retired as editor of the Milwaukee Road Magazine at the end of February, is pictured against a montage of front covers from magazines produced during her 13½ years in the editor's chair. Her career with the Milwaukee Road covered a span of 45 years, more than 26 of which were spent on the staff of the magazine.

Marie Hotton, editor of the Milwaukee Road Magazine, retired Feb. 29 after more than 45 years with the Milwaukee Road. She has been on the staff of the magazine since 1945 and has served as editor since 1958.

At a luncheon in her honor on Feb. 24, President Curtiss E. Crippen praised her talents as a writer and editor and as a capable artist and photographer. He credited her with having carried the principal responsibility for "the publication which has meant so much to the large and widely scattered Milwaukee Road family."

Commenting on her long career Miss Hotton said, "To the many people brought up in the tradition of useful life-long labor, the idea of dropping out of the parade seems confusing, almost sinful. If they have always gone to the office or shop every morning, even if they didn't particularly like the place, retirement sounds dull and empty.

"Now, I believe in work—at least toiling in the vineyard hasn't harmed me—but I'm all for retirement when the time comes. In fact, the more I think and talk about it, the more attractive it appears. Right now I feel somewhat like Gilbert & Sullivan's lady who 'has never danced the polka but would dearly love to.'"

A framed enlargement of a special Milwaukee Road Magazine front cover recognizing her talents as a writer and artist was created for the occasion and highlighted the many gifts she received from her associates in the Public Relations and Advertising Department and friends throughout the railroad.

Marie Hotton was born in Chicago on Feb. 8, 1907, one of 11 children, nine of whom are still living. She attended DePaul University High School for Girls in Chicago and later studied at the American Academy of Art. In addition, she describes herself as "a graduate of the Chicago Public Library."

She came to the Milwaukee Road on Oct. 5, 1926 as a clerk in the office of

On Magazine 26 Years

Marie Hotton Retires As Editor



Miss Hotton is shown seated between President Curtiss E. Crippen (right) and C. C. Dilley, director of public relations and advertising, at one of the two luncheons held in Chicago to mark her retirement. A large number of friends also attended a reception in her honor on Feb. 25.

the Auditor of Station Accounts and Overcharge Claims. In 1945 the Milwaukee Road Magazine needed to expand its staff, and the editor called upon her for help. She had been serving as a volunteer correspondent for her office group at Fullerton Avenue, and the editor recognized both her writing ability and her diligence.

So it was that she became part of the magazine staff, starting with the September 1945 issue. She has held the title of assistant to editor, managing editor and editor. For over 13 years she functioned as editor and bore virtually all the basic responsibility for producing the magazine.

Miss Hotton's immediate plans include a "year's sabbatical to rediscover the art of unhurried living." Items on her agenda include travel (a trip to Europe at the outset), hobbies (art lessons, reading, sewing), family pleasures (with eight brothers and sisters living in the Chicago area) and gardening for fun (rather than necessity).

Elsie Hoffman Retires From Statistician Post

Elsie M. Hoffman, assistant chief statistician in the office of vice president-finance and accounting in Chicago, retired Feb. 29 after more than 48 years with the Milwaukee Road.

Friends and associates paid tribute to her at a retirement luncheon on Feb. 23 at the Gold Lion Restaurant in Union Station and at a cake and coffee reception held Feb. 29.

A native of Chicago, Miss Hoffman was employed in the office of equipment accounts as a comptometer operator in 1923, and transferred to the chief statistician's office in 1927. She became special accountant in 1943, and on Sept. 1, 1968 was appointed assistant chief statistician.

Her career was unique. She was the first woman to hold the position of assistant chief statistician in the history of the company. In addition, she was extremely well versed in the history of freight rate cases and union wage scales, with an extensive background in operating and financial statistics. Miss Hoffman's special abilities made her a valuable asset to the departments with which she worked, as well as to other railroads.

She will continue to make her home at 3627 North St. Louis Avenue in Chicago.

New Health-Welfare Plan to Cost Industry \$85 Million More Yearly

The railroad industry has reached an agreement with 18 unions on a new two-year health and hospitalization package for nearly all the industry's 525,000 employees represented by labor unions.

The National Railway Labor Conference, the bargaining unit for the nation's railroad, said the agreement which took effect March 1 raises health and welfare benefit payments \$85 million to about \$340 million a year.

The monthly premium rate for benefits payable as a result of on-duty injuries is \$2.72 per employee for the contract year beginning March 1. The monthly premium rates for other than benefits payable as a result of on-duty injuries is \$51.95 per employee for non-hospital association railroad and \$38.03 per employee for hospital association railroads. These premiums are paid entirely by the railroads.

William H. Dempsey, NRLC chairman, described the health and welfare plan as "one of the most comprehensive in all industry" and noted that agreement in across-the-table negotiations was reached without government intervention of any kind.

The agreement includes major improvements in length of hospitalization benefits, major medical coverage, surgical care and psychiatric care, he said.

The benefits and other provisions of the policy written by Travelers Insurance Company were modified to make these changes:

- Increase maximum days of hospital confinement from 180 to 365

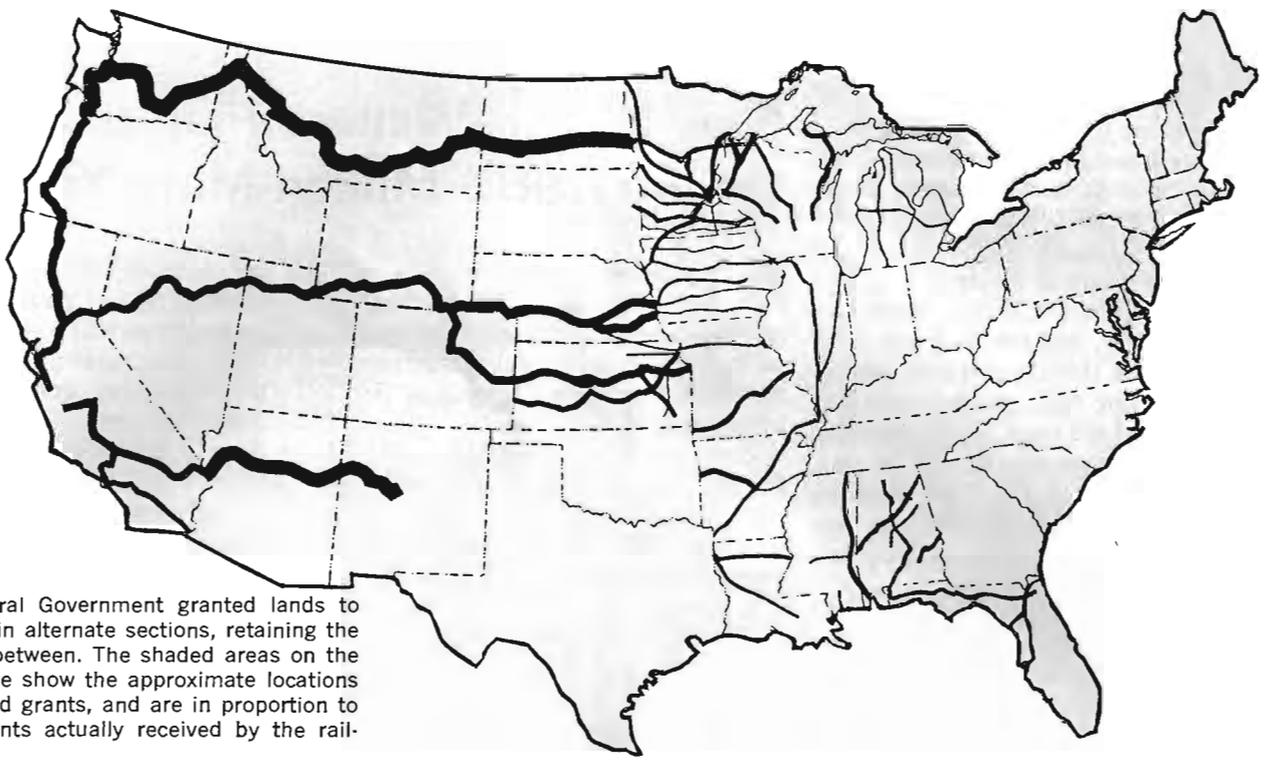
per confinement.

- Increase lifetime maximum major medical from \$20,000 to \$50,000.
- Increase automatic restoration on major medical from \$1,000 to \$2,000 per year.
- Provide for intensive care excess charges to be handled as hospital miscellaneous charges.
- Increase surgical schedule from \$550 to \$650.
- Increase anesthesia benefits by 25 percent.
- Continue insurance for pregnant female employees for five full months following the month last worked, with provision for 14 days' coverage of newborn children if birth occurs thereafter.
- Provide maternity benefits for female employees of hospital association railroads.
- Add provision for new period of hospital confinement for both employees and dependents to begin after 30-day release from hospital.
- Provide immediate reinstatement of insurance for returning veterans, with immediate maternity benefits for their wives.
- Continue coverage for dismissed employees the same as for furloughed employees, except that:
 - (a) not less than six months of employment prior to discharge, during which the employee qualified for at least three premium payments, will be required; and
 - (b) coverage for hospital association railroad employees will be provided, rather than through the hospital association, and will extend to sickness commencing and injuries occurring during the period.
- Increase major medical payment for out-of-hospital psychiatric care from 50 percent to 65 percent.

This agreement ends the 1970-1973 round of national railroad negotiations with the labor unions, with the exception of the Sheet Metal Workers International Association, which represents about 6,000 employees throughout the railroad industry.



Pictured with Miss Hoffman (left) at a cake and coffee reception held in her honor Feb. 29 are her brother and sister-in-law, Assistant Engineer and Mrs. Roy G. Hoffman.



The Federal Government granted lands to railroads in alternate sections, retaining the sections between. The shaded areas on the map above show the approximate locations of the land grants, and are in proportion to the amounts actually received by the railroads.

Railroad Land Grants

The Myth That Refuses To Die

Like old soldiers, old myths never die. But unlike the aging warriors, rarely do myths just fade away. They have to be destroyed by fact. Such is the case with the century-old land grant myth that still haunts America's railroads.

Between 1850 and 1871, the Federal government made a series of land grants to railroads designed specifically to open more than 1.4 billion acres of public land that, for lack of transportation, was almost completely unsettled. The effectiveness of encouraging settlement by improving transportation had been demonstrated by the success of an earlier series of land grants to builders of canals and wagon roads.

Building a railroad required a vast sum of money—money which the government did not have. But the government did have land, and it granted 131,350,534 acres of it to westbound railroads in hopes that American and European investors would advance the necessary money and accept the lands as security.

By granting railroads right-of-way across "public domain," the government doubled the value of the land it retained in the West—and created a ready market for this land where none had existed before.

The railroads, in turn, as title to each grant was cleared, sold their

property at an average price of \$3.38 an acre to settlers who were needed to generate business for the wilderness railroads. Thus, vast areas which yielded no tax revenues were converted into taxable properties benefiting the states and counties through which the railroads passed and the municipalities which sprang up along the right-of-way.

The land grants, which comprised less than 8 percent of the total trackage of U. S. railroads, were not "gifts" as many people seem to think. They were part of a business transaction in which the government received a direct monetary return far greater than the value of the lands it granted. While the conditions of the grants varied, the majority of them adopted the tone of the earlier canal and wagon road grants by requiring that the railroad "be and remain a public highway for use by the government of the United States, free from toll or other charges upon the transportation of any property or troops of the United States." This stipulation entitled the government to use the roadbed without toll, but did not require the railroads to provide and operate without charge the locomotives, cars, and other necessary equipment.

Thus, railroads receiving land grants were required to haul government

freight and personnel at rates reduced an average of 50 percent and mail at a 20 percent reduction. Under the "equalization acts" passed by Congress in 1876, these rates were extended from only railroads which received land grants to all railroads handling government business.

When the reduced rate requirements were repealed by Congress in 1945, a Congressional committee reported: "It is probable that the railroads have contributed over \$900 million in payment of the lands which were transferred to them under the Land Grant Acts." Former Interstate Commerce Commission Commissioner Joseph B. Eastman estimated that the total value of the lands at the time they were granted was not more than \$126 million.

Reduced rates on most government traffic remained in effect until Oct. 1, 1946, raising the total estimated payments by the railroads to \$1,250,000,000.

Figured on this basis, the profit to the government was about \$1,124,000,000. Contrast this with the \$229 billion spent in just the last 15 years for facilities benefiting other forms of transportation—trucks, buses, planes and barges—and the railroad land grants appear as one of the shrewdest business deals Uncle Sam ever made on behalf of the American public.

APPOINTMENTS



C. W. Burg



C. M. Barnard



D. J. Miller



D. W. Cooksy



L. E. McDowell



L. R. Thelander



E. C. Thompson



G. F. Meintzer

Personnel, Employment And Training Department

Effective Dec. 1, 1971

Larry E. McDowell is appointed manager of employee appraisal with headquarters in Chicago, Ill.

John A. Moores is appointed personnel officer with headquarters in Chicago, Ill.

Finance and Accounting Department

Effective March 1, 1972

C. Warren Burg is appointed assistant chief statistician with headquarters in Chicago, Ill.

Eugene C. Thompson is appointed statistician with headquarters in Chicago, Ill.

Traffic Department

Effective Feb. 1, 1972

Donald J. Miller is appointed sales development manager with headquarters in Chicago, Ill.

Effective March 1, 1972

Gail F. Meintzer is appointed regional manager-sales with headquarters in Des Moines, Ia.

Dean W. Cooksy is appointed regional manager-sales with headquar-

ters in San Francisco, Calif.

Claire M. Barnard is appointed district manager-sales with headquarters in Indianapolis, Ind.

Reider O. Hansen is appointed district manager-sales with headquarters in Duluth, Minn.

Robert M. Mortenson is appointed district manager-sales with headquarters in Minneapolis, Minn.

Lee I. Larson is appointed staff assistant to general manager-field sales with headquarters in Chicago, Ill.

William A. Maile is appointed assistant to regional manager-sales with headquarters in Minneapolis, Minn.

Wallace M. Van Buren is appointed sales representative with headquarters in Chicago, Ill.

Hubert I. Lindblom is appointed sales representative with headquarters in St. Paul, Minn.

Operating Department

Effective Feb. 1, 1972

Stanley O. Jones is appointed superintendent of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

Effective Feb. 16, 1972

Wilfred Sommer is appointed acting superintendent, sleeping and dining cars, with headquarters at Chicago,

Ill., vice W. R. Jones, who is loaned to Amtrak.

Effective April 1, 1972

John A. Wosinski is appointed assistant superintendent of transportation with headquarters at Tacoma, Wash.

F. Bruce Cederholm is appointed superintendent of transportation with headquarters at Tacoma, Wash., vice R. P. Huntsman deceased.

James J. Schwantes is appointed assistant superintendent of the Milwaukee Division with headquarters at Milwaukee, Wis.

Dale H. Burke is appointed trainmaster on the Aberdeen Division with headquarters at Montevideo, Minn.

Purchases and Material Department

Effective Jan. 1, 1972

Leonard R. Thelander is appointed assistant to general manager-purchases and material with headquarters in Chicago, Ill.

L. H. Walleen Named Rules Superintendent



Lloyd H. Walleen was named to the post of superintendent of operating rules and special instructions, with headquarters in Milwaukee, Wis., effective Feb. 1. He succeeds

Robert L. Hicks, who retired.

Joining the Milwaukee Road in 1932, Mr. Walleen served in various Operating Department positions prior to being appointed assistant superintendent of the former Hastings and Dakota Division in 1955. In 1958, he was appointed to superintendent of that division with headquarters in Aberdeen, S. D. In 1959, he was appointed superintendent of the Rocky Mountain Division at Deer Lodge, Mont., and in 1961 was named superintendent of the Iowa, Minnesota and Dakota Division, with headquarters in Austin, Minn. He was appointed superintendent of the Dubuque and Illinois Division at Savanna, Ill., in 1966, and held that position until his present appointment.

NARBW Convention

Set for May 15-18

The National Association of Railway Business Women (NARBW) will hold its annual convention May 15-18 in Houston, Texas.

Mrs. Ruth Elliott, national president of the organization, has proclaimed "Threshold of a New Era" as the theme of this year's convention. Speakers include H. R. Mattriciani of the Southern Pacific Transportation Company, who will deliver the keynote address; and Donald Martin, coordinator of the Astro Program, who will update the effects of the nationwide letter writing campaign the railroad business women conducted last year in support of the Astro Program and the Surface Transportation Act.

An attendance of 500 to 600 women representing the railroad industry is expected.

Louis Quarles, Milwaukee Road Board Member, Dies

Louis Quarles, prominent Milwaukee attorney and member of the Milwaukee Road's board of directors since 1947, died Feb. 7 at Columbia Hospital in Milwaukee, where he had been hospitalized for a heart ailment since Jan. 11.

Mr. Quarles, 89, was senior partner and founder of the law firm of Quarles, Herriott, Clemons, Teschner & Noelke. He was graduated from the University of Michigan in 1905 and was admitted to the Wisconsin Bar Association in 1908. He began practice with Quarles, Spence and Quarles, the law firm of his father, Charles Quarles.

He was also a director of Allen-Bradley Co., Miller Brewing Co., Marshall & Ilsley Stock Corp., Ozite Corp., and Ozite Corp. of Canada. He was an emeritus director of the Marshall & Ilsley Bank and of Allis-Chalmers.

In addition, Mr. Quarles served as a trustee of Milwaukee-Downer College, trustee emeritus of Lawrence University, honorary director of Milwaukee Country Day School, board chairman and director of the Allen-Bradley Foundation and as a director of the Allis-Chalmers Foundation.

In addition to several bar associations, Mr. Quarles was a member of the Chicago Patent Law Association.

He is survived by a daughter, one son, and a sister.



HOLMAN BRICK—A NEW INDUSTRY ON THE MILWAUKEE ROAD. The Holman Brick Company hosted an open house Feb. 24 and 25 at their new location, 409 West Wise Road, Schaumburg, Ill. The facility is one of the largest and most modern brick distribution centers in the Midwest. Holman Brick is the first firm to locate in the new Centex-Schaumburg Industrial Park, which is served exclusively by the Milwaukee Road.

Milwaukee Road Cited For FFA Sponsorship

Three national officers of the Future Farmers of America (FFA) presented a plaque to Milwaukee Road President Curtiss E. Crippen in Chicago on Feb. 16, citing the railroad for its contribution to the sponsorship of the National FFA Foundation, Inc.

The FFA officers, Kevin Hall, 19, North Atlantic Region vice president; Dennis Sargent, 20, national secretary; and Sammy Peebles, 19, Southern Region vice president, visited the railroad's General Offices in connection with the 25th Annual National FFA Officers Tour.

The FFA, which has more than 430,000 members, is the national organization of high school and post secondary students preparing for ca-

reers in agriculture and related vocations. FFA chapters are established in public schools offering instruction in vocational agriculture under provisions of the National Vocational Education Act.

Last year the Milwaukee Road was one of 600 businesses, organizations and individuals who together provided more than \$330,000 to finance programs that complement classroom instructions in vocational agriculture. The railroad has contributed to the FFA foundation for 15 consecutive years.

R. P. Huntsman

Robert P. Huntsman, 51, superintendent of transportation, died March 4 in Tacoma, Wash.

A native of Tacoma, he held various positions in the Operating Department there from 1937 until his appointment to traveling car agent in the Transportation Department in 1963. Later that year, he was appointed assistant to superintendent of transportation in Tacoma, and was named superintendent of transportation there in 1965.

Mr. Huntsman was a member of St. Patrick's Church, Federal Way Elks Lodge, Tacoma Chamber of Commerce, Tacoma Transportation Club, Longview Transportation Club and the Pacific Northwest Advisory Board of the Washington State Potato & Onion Growers Association.

He is survived by his wife, Minnie; his mother, Mrs. Barbara Huntsman; and two brothers, William and Clarence.

V. Stephen Rawson

V. Stephen Rawson, 70, retired general agent at St. Louis, died Feb. 10 in Las Cruces, N. M. Funeral services and burial were in Las Cruces.

Mr. Rawson started with the Milwaukee Road operating department in 1919 and transferred to the Traffic Department in 1929. He was appointed chief clerk to the assistant freight traffic manager in Chicago in 1938, and moved to Davenport, Ia., as division freight and passenger agent in 1953. The following year, he was appointed division freight agent in Minneapolis, and in 1961 transferred to St. Louis as general agent. He held this position until his retirement in 1966.

He is survived by his wife, Dorothy, and a son, William.

Leo T. Crowley, Retired Board Chairman, Dies

Leo T. Crowley, 82, former board chairman of the Milwaukee Road and prominent in Federal government affairs under the late President Franklin D. Roosevelt, died April 15 at St. Mary's Hospital in Madison, Wis.

Mr. Crowley was born at Milton Junction, Wis., on Aug. 15, 1889, and later moved to Madison, where the Crowley family has continued to make its home. He attended the University of Wisconsin and was a member of Phi Beta Kappa. His father was at one time a section foreman for the Milwaukee Road at Milton Junction, and one of his brothers also worked for the railroad.

Early in life he achieved prominence as a business executive, particularly in his home state. Successful ventures in several areas of business followed before he became president of the Bank of Wisconsin in Madison. He later served as chairman of the Wisconsin Banking Review Board, which figured in the reorganization of Wisconsin banks during the early years of the depression.

This activity brought him to the attention of President Franklin D. Roosevelt, who appointed him chairman of the Federal Deposit Insurance Corporation in 1934.

Mr. Crowley organized the F.D.I.C. and took pride in its accomplishments. When he left his post as chairman in 1945, he said it was "extremely gratifying to me that since the inception . . . there has been virtually no loss to any depositors in an insured bank."

He served as a member of President Roosevelt's expanded wartime cabinet and as Alien Property Custodian. In 1943, he became director of the Office of Economic Warfare and head of the Foreign Economic Administration.

In the fall of 1945 Mr. Crowley resigned from his government jobs. His work won respect from all sides of the political and economic arenas. President Roosevelt, who appointed him to some of the nation's biggest jobs, once said:

"Leo Crowley is one of the best administrators in or out of the government."

Mr. Crowley was first elected a director and chairman of the Milwaukee Road in 1945 and was associated with the company continuously from that



Leo T. Crowley

time until his resignation as chairman of the board on March 16, 1970, and his later resignation as a director on Jan. 21, 1971. He was succeeded in his post as chairman of the board by William J. Quinn.

At the time of his death, Mr. Crowley was chairman of the board of the Wisconsin Public Service Corp., of Green Bay, Wis. For many years he served as president of General Paper & Supply Co., a Crowley family enterprise. From 1939 to 1947 he served as board chairman of Standard Gas & Electric Company, and was chairman

Fullerton Avenue Building to Close

Facilities to Transfer To Chicago Union Station

The Fullerton Avenue office building in Chicago, which has housed a large portion of the Milwaukee Road's Finance and Accounting Department offices for 69 years, will be closed and all of its operations and personnel transferred to the Chicago Union Station office building by Sept. 1.

The move from Fullerton Avenue, designed to locate most of the Chicago General Offices in one building, involves nearly 610 employees and will bring the number of Milwaukee Road employees in Union Station to over

of the Philadelphia Company from 1942 to 1948, in addition to serving as a director of several other companies.

A devout Catholic, Mr. Crowley was made a papal Knight of St. Gregory in 1926 by order of Pope Pius XI, and in 1946 Pope Pius XII conferred on him the title of Knight Commander of the Order of Pope Pius IX.

He was a member of the Chicago Club and well known for his philanthropic efforts on behalf of the Catholic Church, as well as several colleges and hospitals.

He is survived by a brother, S. J. Crowley, and four sisters, three of whom, Esther, Florence and Frances Crowley, reside at the family home at 1110 Edgewood Avenue in Madison. The other sister, Mrs. John F. (Regina) Doyle, lives at 2121 Madison St., Madison.

Funeral mass was offered April 17 at Blessed Sacrament Church in Madison.

Board Elects New Director

William J. Quinn, chairman and chief executive officer of the Milwaukee Road, announced that Ray Garrett, Jr., was elected a director of the railroad at a meeting in Chicago on March 29.

Mr. Garrett is a partner in the Chicago law firm of Gardner, Carton, Douglas, Chilgren & Waud. He was elected to fill the vacancy created by the death of Louis Quarles.

1,200.

Plans call for ample facilities to be provided for the various accounting offices and other offices now located at Fullerton Avenue. The new offices will be air conditioned and designed to meet the specific requirements of each group to be accommodated.

Besides the centralization of the Chicago General Offices, other advantages such as improved employee working conditions and the consolidation of the railroad's computer systems will result from the move to Union Station.

Construction of the new office areas began March 1, with completion set for late August.

SIGN UP FOR U.S. SAVINGS BONDS



Here are seven good reasons for buying U.S. Savings Bonds



1

Payroll deduction is an easy, convenient way to save.



2

The interest rate of 5 1/2% is compounded semi-annually when the savings bonds are held to maturity of five years, ten months, (4.01% the first year).



3

Interest is not taxed until the bonds are cashed.



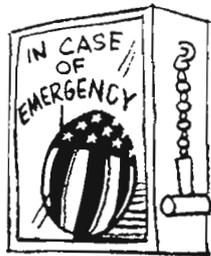
4

Bonds are the safest way to save, even if lost or stolen.



5

Investing in bonds expresses your patriotism.



6

You will have a cash reserve for emergencies.



7

Buying bonds is an effective way to reach financial goals for your future.



The Milwaukee Road offers the Payroll Savings Plan as a service to you. Remember, Payroll Savings is not a deduction, but a part of your take-home pay that grows with interest.

RETIREMENT

Applications Reported During January - February 1972

General Office & System Employees

Augustine, F. A.
Bag. Mail & Tvlg. Agt. Chicago, Ill.
Banks, S. M. Porter Chicago, Ill.
Berg, Hazel Clerk Chicago, Ill.
Fay, Vernice Head Sorter Chicago, Ill.
Harrison, Viola Stat. Clerk Chicago, Ill.
Kranz, F. Chief Clerk Chicago, Ill.
McDyer, Emily Bookkeeper Chicago, Ill.
Sargent, C. Sleeping Car Porter Chicago, Ill.
Scarbeck, Lillian Voucher Clerk Chicago, Ill.
Slaughter, R. Porter Chicago, Ill.
Taylor, P. B. Porter Chicago, Ill.
Thelander, D. R. Office Mgr. Chicago, Ill.
Valentine, J. R. Attendant Chicago, Ill.
Warren, Gretchen Bureau Head Chicago, Ill.
Wilson, M. B. Porter Chicago, Ill.

Aberdeen Division

Kramer, B. M. Sect. Laborer . . . Ipswich, S. D.
Mauck, H. Engineer Mobridge, S. D.
Ray, Walter Jr. Loco. Engineer . . . Aberdeen, S. D.

Chicago Terminals

Arnoldt, F. W. Car Inspector Chicago, Ill.
Baker, J. J. Loco. Engineer Chicago, Ill.
Barger, E. Track Laborer Chicago, Ill.
Bieszczat, W. M. Caller Chicago, Ill.
Ciszewski, J. G. Machinist Chicago, Ill.
Clougher, H. G. Electrician Bensenville, Ill.
Correll, H. J. Loco. Engineer Chicago, Ill.
Devlin, John Foreman Chicago, Ill.
Elliston, A. W. Motor Opr. Chicago, Ill.
Harris, F. Laborer Chicago, Ill.
Kukurka, Jan Carman Bensenville, Ill.
Lagrano, G. A. Frt. Handler Chicago, Ill.
Leonard, W. L. Stower Chicago, Ill.
Lowell, W. L. Switchman Chicago, Ill.
Moore, Ross Brakeman Chicago, Ill.
Shelton, W. J. Oiler Helper Bensenville, Ill.
Szekely, W. Carman Chicago, Ill.
Williams, A. C. Detector Car Opr. Chicago, Ill.

Coast Division

Dykes, B. A. Car Distributor . . . Tacoma, Wash.
Griffin, L. S. Engineer Tacoma, Wash.
Jensen, H. P. Car Foreman . . . Spokane, Wash.
McNamar, L. R. Agent Sumas, Wash.

Dubuque & Illinois Division

Geronzin, G. A. Laborer Savanna, Ill.
Gray, C. A. Train Clerk Savanna, Ill.
Kemp, E. F. Chief Clerk Ottumwa, Ia.
Lartz, W. J. Chief Clerk Savanna, Ill.
Nichols, D. R. Agent Liberty, Mo.
Tigerman, W. M.
Asst. Reg. Sales Mgr. Kansas City, Mo.
Utterback, M. L. Crane Operator Dubuque, Ia.

Iowa Division

Grund, E. P. Car Inspector . . . Council Bluffs, Ia.
Mansfield, F. Brakeman Perry, Ia.
Ottaway, B. F. Agent Eldridge, Ia.
Papesh, J. F., Jr. Sect. Laborer Tama, Ia.

Iowa, Minnesota & Dakota Division

Davis, L. G. Switchman Sioux City, Ia.
Monteon, S. Asst. Engineer Austin, Minn.
Ruud, M. O. Janitor Austin, Minn.
Smith, M. R. Loco. Engineer Austin, Minn.
Yirka, E. A. Engineer Rapid City, S. D.

La Crosse Division

Busler, F. H. Engineer LaCrosse, Wis.
Greegan, J. C. Switchman Madison, Wis.
Haff, R. G. Agent Minocqua, Wis.
Hedrick, E. L. Crane Opr. Wisconsin Dells, Wis.
McCoy, F. J. Yardmaster LaCrosse, Wis.
Olson, E. F. Shop Foreman Tomah, Wis.
Zelinka, L. L. Operator Janesville, Wis.

Milwaukee Division

Bass, M. E. Laborer Beloit, Wis.
Bergandi, P. P. Asst. Foreman Ladd, Ill.
Gegare, R. J. Switchman Green Bay, Wis.
Hedler, A. A. Station Agt. Ontonagon, Mich.
Niemi, Waino Sect. Foreman Ontonagon, Mich.
Schmidt, J. F. Sect. Foreman Crivitz, Wis.
Schumacher, O. P. Agent Fredonia, Wis.
Whitenack, R. Conductor Iron Mountain, Mich.

Milwaukee Terminals & Shops

Anderson, C. W. Machine Hand . . . Milwaukee, Wis.
Ballard, G. E. Loco. Engineer . . . Milwaukee, Wis.
Benson, U. F. Switchman Milwaukee, Wis.
Biggs, O. Laborer Milwaukee, Wis.
Bosanac, R. Ticket Clerk Milwaukee, Wis.
Budzien, F. L. Electrician Milwaukee, Wis.
Domstrich, C. H. Yard Conductor . . . Milwaukee, Wis.
Erickson, E. B. Car Inspector . . . Milwaukee, Wis.
Ghoston, A. Turntable Opr. . . Milwaukee, Wis.
Ghoston, P. Laborer Milwaukee, Wis.
Dudley, F. J. Engineer Milwaukee, Wis.

Hicks, R. L. Supt. of Rules . . Milwaukee, Wis.
Krause, C. E. Electric Welder . . Milwaukee, Wis.
Lopez, J. A. Janitor Milwaukee, Wis.
Reidy, E. R. Carman-Welder . . Milwaukee, Wis.
Rogers, C. Carman Milwaukee, Wis.
Schulenberg, H. J. Janitor Milwaukee, Wis.
Sneiker, A. J. Sta. Storekeeper . Milwaukee, Wis.
Vidmar, F. J. Carpenter Milwaukee, Wis.
Williams, B. F. Track Laborer . . Milwaukee, Wis.

Rocky Mountain Division

Fraser, D. P. Yardmaster . . . Deer Lodge, Mont.
Hinrichs, L. V. Conductor . . . Miles City, Mont.
Schott, R. B&B Foreman . Harlowton, Mont.
Simmert, Gladys Cashier Bozeman, Mont.

Terre Haute Division

Clarke, W. T. Sig. Maintainer . Terre Haute, Ind.
Grote, H. H. Switchman Faithorn, Ill.
Harbaugh Loco. Engineer . Terre Haute, Ind.
Hickerson, N. L. Sect. Laborer Cheneyville, Ill.
McQuery, L. W. Carman Latta, Ind.
Perry, F. Transportation . Terre Haute, Ind.

Twin City Terminals

Foley, L. J. Coach Yd. Foreman . Minneapolis, Minn.
Homsher, C. L. Inspector St. Paul, Minn.
Kees, F. E. Carman St. Paul, Minn.
Kelly, C. W. Telegrapher St. Paul, Minn.
Lovberg, H. L. Carman Minneapolis, Minn.
Majala, C. H. Track Laborer . . Minneapolis, Minn.
Moberg, H. F. Chief Yard Clerk . . St. Paul Minn.

MOUNT CLEMENS, MICH., MALCOMB DAILY: "Ever watch someone take a photograph of a lovely landscape with one of those instant-picture cameras and then drop the waste portion of the film on said landscape? That's the human animal for you, also known as the litterbug. But the problem of these cameras is more than just litter. According to Friends magazine, the film contains noxious chemicals. If blown into a lake, they poison the water. If dropped in woods or fields, they are often eaten by animals, with sometimes fatal results. They also stain clothing. The answer: A plastic litter bag to carry the scraps in until they can be disposed of properly. If anyone really cares about landscape, that is."



Coast Division

PORTLAND

Jean Ovens, Correspondent



Janet Barry

Janet Barry, daughter of Assistant Superintendent and Mrs. Steve Barry, was recently married to Steven Muffon in Cedar Rapids, Ia. Janet is a graduate of Upper Iowa College in Fayette.

Since last March 22, it would appear that everyone on the Milwaukee Road has discovered Portland. We have been buried in paper work, but we like the attention.

Some of the highlights of our first year—the printable ones—are what realtors dream about. Our small railroad family here grew—Traffic Department wise—from seven to eleven, and housing was an issue. We also needed a freight office, and personnel was both transferred in and hired locally. It has been an experience trying to find proper housing in the areas desired, not knowing whether children and pets were acceptable.

R. D. LaHatt, district manager-sales, still manages to walk off with a good many golf tourney awards, and Dennis Athmann, sales representative, formerly from Minneapolis, does us proud in bowling circles. Jay Gregg, our young bachelor, keeps us up to date as our in-residence girl watcher, when he isn't taking diversions or tracing cars. The salesmen in our office have finally drawn enough maps to keep Ken Gustafson, formerly chief clerk in the Eugene office and now a sales representative here, from getting lost while making calls on our many shippers.

One of our happiest diversions was a surprise house warming when Sales Representative Larry Cashner and his wife, Winnie, moved into their new mobile home. We also met our good friend Edyth Daniel, widow of Ray Daniel, who was general agent of the Portland Agency for many years.

One of the fringe benefits of transferring to a new job is the joy of going home, visiting old friends, and exchanging pleasantries of happenings. Portland is once again the home of Harold and Betty Mitcham, who transferred to Milwaukee, Wis., in 1969, as regional manager-sales. They have had a great time renewing old acquaintances, meeting new friends, and getting settled in their new home. "Mitch" recently addressed the Vancouver Chamber of Commerce and the West Coast Conference of the Women's Traffic & Transportation Club.

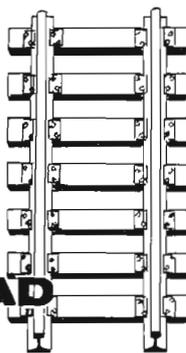
TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

Ron V. Perrone, junior engineer in the division engineer's office, passed out cigars Feb. 8, proudly announcing the addition of a new daughter to his family. Jennifer Jean was welcomed by 8-year-old sister, Jamie, as well as Milwaukee grandparents, Roadmaster and Mrs. V. Perrone of Missoula, Mont.

A. C. Blanch was recently promoted to assistant chief carpenter. Al, former sheet metal worker in the B&B Department, now fills the position formerly occupied by R. L. Shanklin, chief carpenter.

ABOUT PEOPLE OF THE RAILROAD



Fred J. Daigneault, water service foreman in the B&B Department, retired Jan. 6 after nearly 35 years of service with the Milwaukee Road. Fred joined the Milwaukee on Jan. 14, 1937. His many friends wish him a long and happy retirement.

Mechanical Foreman Howard P. "Spike" Jensen retired Dec. 31 after more than 46 years of service. "Spike" started with the Milwaukee at Deer Lodge, Mont., in 1925, as a carman apprentice. He transferred to Spokane, Wash., as a carman in 1936. He was promoted in equipment maintenance at Spokane in 1949, and appointed working foreman on Jan. 1, 1954. He was promoted to car foreman at Spokane in Dec. 1954, and subsequently worked as car foreman at Tacoma, Everett and Deer Lodge, and as mechanical foreman at Spokane. A monetary gift was presented to him by his fellow workers on the Rocky Mountain and Coast Division. He and his wife will continue to make their home in Spokane.

Jack Carter, agent at Cle Elum, was the recipient of an extra special Christmas gift from his wife—a 50-yard-line ticket to the Super Bowl Game in New Orleans Jan. 16. Mrs. Carter had arranged for everything—not only the ticket, his transportation, hotel accommodations, etc., but also for the necessary time off. Jack was the envy of practical-

ly everyone—not only for the gift, but for being the lucky guy with such a thoughtful wife.

The annual meeting of the Milwaukee Credit Union was held on Feb. 12 at Ivan's Restaurant near Tacoma. The meeting was attended by 214 credit union members, representing over one-third the total membership and the largest turnout since the credit union was organized. A social hour, smorgasbord and dance followed the meeting.

Newly re-elected officers in the Seattle-Tacoma Milwaukee Retired Employees Club are Lyle Smith, president; Leo Thiel, vice president; and Vic Peterson, secretary-treasurer.

Rex H. Koube, 67, died of a heart attack Jan. 26. He had been dispatcher in Tacoma several years, and prior to that was dispatcher in Butte and Lewistown, Mont.

Glenn W. Cross, retired trainman, died Feb. 14 from gunshot wounds received from an assailant while attending his duties as an apartment manager. His wife was also shot during the assault. She is reported to be recovering.

Travers C. Harvey, retired conductor, died Jan. 9. He was born in Orting, Wash., and spent the major portion of his adult life working for the Milwaukee Road.

At this writing, Lyle Smith, retired car distributor, is confined to the Doctor's Hospital recuperating from surgery.

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

REGIONAL DATA OFFICE: Esther Ray enjoyed a one week vacation in Phoenix, Ariz., with Carol Menard, a former Freight Claim Department employee who moved to Arizona last May.

Sympathy is extended to Key punch Operator Paul Brydges on the death of his father, Dr. Bruce Brydges of Port Townsend, Wash., who died Jan. 17 of a heart attack.

REGIONAL SALES OFFICE: John S. Gates, chief clerk to the regional manager-sales, and his wife, Mary, flew to New York City for a one week vacation with their daughter, Meg. John said they had a wonderful time.

MILWAUKEE ROAD RETIRED EMPLOYEES CLUB: The Seattle meeting of the Milwaukee Road Retired Employees Club was held at the Jolly Troll Restaurant Jan. 13 with 31 members present. A very interesting slide show, which covered a boat trip through the Caribbean Islands, was presented by Mr. and Mrs. Fred Lauden. Mr. Lauden is a retired vice president of the Boeing Company. The Tacoma meeting in February had 93 members present and featured a slide show presented by Harry Morgan.



McGINN-CAMPBELL. The former Monica McGinn, the daughter of Conductor and Mrs. John P. McGinn of St. Paul and a niece of Vice President-Operation F. G. McGinn, shown at her recent marriage to James Campbell of Savage, Minn. They are living in Eugene, Ore., where Mr. Campbell is working on his M.A. degree at the state university. Monica is teaching, having obtained her degree at the University of Colorado last year.



CINI-BREUNING. Peggy Jo Breuning and Robert Cini, son of Trainmaster-Traveling Engineer and Mrs. Al Cini, were married Jan. 2 in St. Peter's Lutheran Church in Savanna, Ill. The couple will make their home in Arkadelphia, Ark., where Bob is a senior at Ouachita Baptist University.



O'CONNOR-SIEKERT. Susan Siekert, daughter of Madison Roundhouse Machinist Helper and Mrs. Ernest Siekert, and Deno O'Connor were married Feb. 25 at Mt. Olive Lutheran Church in Madison. The ceremony was followed by a reception for 250 guests in the church parlors. Susan is an occupational therapy student at Madison Area Technical College. Mr. O'Connor is on active duty with the Naval Reserves and plans to continue his studies at the University of Wisconsin-Madison when he returns.

HARDIN-ARNTZ. Deborah Arntz, daughter of Agent and Mrs. R. G. Arntz of Dubuque, was married to James Hardin Jan. 2 in Westminster Presbyterian Church, Peoria, Ill. The couple will live in Peoria, where James is completing his education at Bradley University. Deborah is a 1971 Bradley graduate.



MARRIED SIXTY YEARS. Mr. and Mrs. Paul B. Leitner celebrated their 60th anniversary Mar. 20 at College Place, Wash., where they now live. Mr. Leitner is a retired Sioux City employee with 46 years of service as a fireman and engineer.



PRESIDENT OF THE SAN FRANCISCO TRAFFIC CLUB for 1972 is T. M. "Tom" McGinley, sales representative of the Milwaukee Road. At 27, he is the youngest president in the organization's history. He and Mrs. McGinley, the former Donna Marie Wayne, who was a secretary in the Chicago Traffic Department, are shown at the inaugural ball held recently at Sabella's on Fisherman's Wharf. The McGinleys became parents of a baby girl, Christine Marie, on Jan. 3.

45 YEARS OF SERVICE. E. LeRoy Laus, baggage agent (left), and Clarence Liebhauser, gateman (right), are presented Silver Passes in recognition of 45 years service by General Superintendent Russell R. Brown in Milwaukee.





Viola M. Harrison (center), statistician in the Chicago Safety Department, is shown as she was honored at an office party marking her retirement Jan. 31 after more than 28 years with the Milwaukee Road.

Shown are (left to right) P. L. Dempsey, assistant superintendent-safety; Mrs. Loretta West, assistant statistician; G. J. Barry, superintendent of safety, and G. T. Johansen, ICC clerk.



L. H. Walleen, superintendent of operating rules and special instructions, and his wife, Beverly, are shown at a farewell party Jan. 29 in Savanna, Ill., where he was previously assigned as superintendent of the D & I Division. They will make their new home in Hales Corners, Wis., a suburb of Milwaukee.



Gene Anderson, cashier in the freight office at Butte, Mont., retired last September after nearly 30 years with the Milwaukee. He began his career as a special officer in the Police Department at Butte in 1941 and worked in several positions on the Rocky Mountain Division before transferring to the cashier post.



Wilfred Bell (pictured with his wife), check clerk in the freight house at Sioux City, Ia., retired in February after more than 49 years service with the Milwaukee Road. Friends and co-workers presented him with gifts at a farewell coffee held in the Freight Agent's Office Feb. 18.



Frank J. Vidmar, B & B carpenter at the Milwaukee Shops, is shown cutting the cake at his retirement party Dec. 30, after more than 22 years with the Milwaukee Road. Members of the B & B Department presented him with a power saw.



Roadmaster W. K. Timberman (left) presents a Certificate of Appreciation signed by President Curtiss E. Crippen to Section Foreman Clayton Loy, who recently retired at Ortonville, Minn., after 28 years of service.



Howard O. Ullery (right), dispatcher at Deer Lodge, Mont., is shown with Superintendent J. W. Stuckey at a coffee hour in honor of his retirement. Mr. Ullery had been with the railroad since 1926.



Best wishes were in order for Mechanical Foreman H. P. "Spike" Jensen (center) when he retired Dec. 31, after more than 45 years service. Wishing him a happy retirement is A. J. Hamre, district general car foreman. Looking on is Mrs. Jensen.

Chicago General Offices

TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent

Cindy Macri of Hickory Hills, Ill., started in February as a secretary in the freight traffic department. She was formerly employed by 20th Century Fox Film Corporation in Chicago.

Wedding bells will soon be ringing for several people in our department. Nick DiVito of the Divisions Department announced his plans to be married to Betty DeFilippis of Bellwood, Ill., on May 20 in St. Luke's Catholic Church in River Forest, Ill.

Linda Venhuizen, secretary in the Traffic Department, and Frank Klemm, special rate officer in the Foreign Freight Department, announced their engagement Feb. 4. Their wedding is set for Oct. 14.

Brenda Vahey, secretary in the Sales Control Department, announced her engagement to John Landers of Chicago February 18. No date has been set for the wedding.

Clerks Bob Maraccini, Pepe Chavarria and Ed Montilla played on a Chicago park district league basketball team this winter. Their team, which played at Sheridan Park on the south side, had a 2-5 record.

Dave Krondon of the Divisions Department is in the hospital after suffering a heart attack that forced him to leave work in February.

Ray Sankey, former chief clerk of the tariff mailing bureau, is recovering from an eye operation. Rose Klosowski, wife of Walter Klosowski of the tariff department, is also recovering from a recent operation.

Sympathy is extended to Tom Bye, special rate officer, on the death of his father in January.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Dorothy Hart, secretary in the office of L. W. Harrington, has accepted a position as statistician in the office of G. J. Barry, superintendent of safety, replacing Viola Harrison, who has retired.

Roy L. Christiansen, car distributor in the Transportation Department, died Feb. 23. Mr. Christiansen had been with the Milwaukee Road since 1924, and in the Transportation Department since 1948. He is survived by his wife, Alice, two daughters, Elaine and Phyllis, and three grandchildren.

Kenneth W. Leigh, retired assistant to general superintendent of transportation, passed away Feb. 27 after a long illness. Mr. Leigh started with the railroad in 1916, in the agent's office at Galewood,



Dubuque & Illinois Division Employees Participate In Defensive Driving Course

Forty-seven Dubuque & Illinois Division employees recently completed a defensive driving course sponsored by the Milwaukee Road's Safety Department in Savanna, Ill.

The course, presented by the Illinois Highway Safety Patrol, focused attention on how alcohol and drugs affect safe driving.

D & I Division Superintendent Stanley O. Jones is shown receiving a certificate of completion for the course from Illinois State Trooper Jerry O'Sadnick. Looking on are Harold Hersey, retired lieutenant of police (left), and Safety Engineer L. F. Wickler.

Ill., and came to the Transportation Department in 1923, as a car distributor. In 1950, he was appointed to the position of chief clerk, and in 1956 was promoted to assistant to general superintendent of transportation, which position he held until his retirement in 1962. Mr. Leigh is survived by his wife, Clare, and a brother, sister, daughter, and granddaughter.

Gerard (Gerry) A. Fell, assistant superintendent of transportation-passenger, died Feb. 18. Mr. Fell began his Milwaukee Road career as a steno in 1925, and later worked as a car distributor. He was made a passenger car distributor in 1942, and in 1948 was appointed chief passenger car distributor. In 1967, he was promoted to assistant superintendent of transportation-passenger. Mr. Fell is survived by his wife, Anne, and two sons, Edward and Andrew.

OFFICE OF CORPORATE SECRETARY

Thorstein W. Burtness, retired corporate secretary of the Milwaukee Road, was recently appointed trustee emeritus of Wheaton College, Wheaton, Ill., and received a certificate of appreciation for "32 years of leadership and faithful service as a member of the board of trustees." He was elected a trustee in 1939 and served as secretary of the board from 1966 until his recent appointment.

Mr. Burtness retired in 1952 after a

career spanning more than 50 years with the Milwaukee Road. He was elected corporate secretary in 1924, and in addition to those duties filled a number of related positions in subsidiary corporations.

Mr. and Mrs. Burtness reside in Wheaton. Both of their children, T. W. Burtness, Jr., of Wallace, Mich., and Mrs. Gunther Knoedler, of Wheaton, are graduates of Wheaton College.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

Sympathies were extended to the family of Mrs. Mary Distad on the death of her father, Thomas Stewart, who died Jan. 15 in Burke, S. D.

We would like to welcome Mrs. Antoinette Sipiora who worked in the joint facility section and is now a bill and analysis clerk in this office.

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

Ralph Gatto, Correspondent

Marion Klewer of this office and Robert Gellenbeck were married St. Valentine's Day. They spent their honeymoon in Ft. Lauderdale, Fla.

W. T. Kures, manager-interline freight settlements, was still in the hospital as of March 1. Otto Hartung is home recuper-



RETIREES AFTER 33 YEARS SERVICE. George Rauchenecker, Chicago Terminal Phone Director (left), being congratulated on his retirement March 1 by Assistant Superintendent B. A. Webster. Mr. Rauchenecker worked for the railroad as a switchtender and switchman before taking the job as phone director.

ating from his operation.

News of Carl Kemnitz, retired assistant bureau head, is that he has a new grandson, Brett Daniel Gordon, born Jan. 28 to his daughter and son-in-law, Mr. and Mrs. Marshall Gordon of Coral Springs, Fla. Carl, who now makes his home with the Gordons, has been "kicking around" the idea that perhaps some of our retired people in the vicinity would enjoy getting together at some designated spot to renew old acquaintanceships. If you are interested, write to Carl in care of the Gordons at 3209 N. W. 89th Ave., Coral Springs 33065, or phone (305) 972-7155.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Jacquelyne H. Hoffman, Correspondent

Many changes have taken place in our office, beginning with the retirement of Assistant Bureau Head Michael J. Panek. Mike was honored with an office party last Dec. 15, during which he received many gifts for his new home in Orlando, Fla. One month later, Mike joined his daughter and her family in Florida, where his son-in-law is manager of the Disneyland Hotel.

Ruth Brauneis, former magazine correspondent, retired Dec. 8. She was guest of honor at a luncheon in the Milwaukee Road cafeteria on the day she retired. Anita Palmer replaced Ruth as stenographer for W. J. Bowe.

Ann C. Thomas, former major bill clerk, was appointed assistant bureau head.

Other advancements in our office include James T. Snider to traveling joint facility examiner, Joseph Mundigl to joint facility examiner, and Donna Schenk to major bill clerk. Welcome to Cary Kozuck, Robert Royer and Patricia

Ogne.

While many people are planning spring vacations to warmer climates, Norbert Izdepski, joint facility examiner, has been traveling to the wilds of Michigan to try his hand at snowmobiling and skiing. As this magazine comes off the press, we hope to see Norb without his pillow.

OFFICE OF MANAGER-DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

Get well wishes are sent to Thelma Doyle, who is home recuperating, and Florence Precht, who is in the hospital. Welcome back to Maureen Callahan, who was off sick.

Sympathy is extended to Laverne Schwartz of the miscellaneous voucher bureau on the death of her father.

Emily McDyer of the bookkeeping bureau has retired after 29 years with the Milwaukee Road.

Ann Thomas was recently appointed assistant bureau head of the bill and voucher bureau.

We welcome Helga Emperado to the bookkeeping bureau and Frances Rucker to the accounts payable bureau.

Rocky Mountain Division

HARLOWTON-GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

This has been the winter the easterner thinks we of the west country have every year. We've probably run more snow service on the railroad this winter than the total since I came west in 1951. Thanks to the dedicated efforts of good employees, it went with very little more trouble than most other winters. Even



NAMED 'WOMAN OF THE YEAR.' Mrs. Mary Honomichl (left) wife of Engineer Lewis Honomichl of Perry, Ia., accepts the Beta Sigma Phi "Woman of the Year" award from Mrs. Rita Gottschalk. The award was presented in recognition of Mrs. Honomichl's efforts to place an eye removal kit at the Dallas County (Ia.) Hospital. (See Jean Beeson's column.)

after the drifts thawed to one-third their height, a lot of them were still higher than the average automobile. No colder than usual, just more snow. Harlowton was locked in—or out—several times with nothing moving through but trains.

Word has been received of the death of Rex Koube of Tacoma. He was a former Lewistown resident and train dispatcher in Lewistown and Tacoma. Burial was in Tacoma. He is survived by his wife, whose address is 3217 East Grand View Ave., Tacoma, Wash. 98404.

James (Vic) Greenslate, 69, of Lewistown passed away. He moved to Montana from Greenup, Ky., in 1909 with his parents, who settled on South Bench, an area near Hobson. He and his family moved to Lewistown in 1943, where he was employed by the Milwaukee Road. Vic worked for me as a machinist helper at both Lewistown and Harlowton. He retired in 1963 due to ill health. Burial was in the Lewistown cemetery.

Henry Buckley, foreman at Great Falls who had retired due to ill health, passed away at Columbus Hospital in Great Falls. Services and burial were in Harlowton at St. Joseph's Catholic Church and Catholic Cemetery. Before coming to the Milwaukee Road, he worked as a meat cutter and as a Standard Oil bulk dealer in Harlowton. Henry joined the Milwaukee in 1944 as carman. He served next as a car foreman at Mobridge, Spokane, and Great Falls. Two sons followed him in railroad service—Tom, a locomotive fireman working out of Harlowton, and John, a foreman in the shops at Spokane. He gave of his time in earlier years as a city councilman, a county commissioner, and served on the local price control board. He and his wife moved to Lewistown after his retirement.

Joe Cox, 85, retired locomotive engineer, passed away at the Valle Vista Manor. Joe, who was born in Pennsyl-



NEW EAGLE SCOUT. Mark Zierman (second from left) is shown with his parents, Madison Ticket Agent and Mrs. Frank Zierman, and Wisconsin State Senator Fred Risser (right) after receiving the Eagle Scout Award last Nov. 11, when Windsor (Wis.) Troop 155 of the Boy Scouts of America held its monthly Court of Awards.

vania, came to Montana in 1909, where he spent most of his life working for the Milwaukee Road in the Lewistown-Great Falls area. Burial was in Lewistown Cemetery with Masonic rites. His wife preceded him in death in 1967.

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

Oscar C. Czarnetzky, 76, retired Milwaukee Road employee, died in the veterans hospital at Sheridan, Wyo., Jan. 13. He is survived by his wife, Margaret, of Deer Lodge.

Herbert J. Baker, 77, formerly of Deer Lodge, died of a heart attack at his home in Spokane. Mr. Baker and his wife moved to Spokane in 1962 upon his retirement after 43 years with the railroad. Mrs. Baker resides in Spokane.

Clarence M. VanElsberg, 70, a retired railroader, died recently at Galen. He is survived by his wife, Pauline, four sons, five daughters and several grandchildren.

Mrs. Bertha Brasch, 89, mother of Alberton Operator Sylva Christ, died in a Missoula hospital.

Herbert F. Frasch, electrician at Deer Lodge roundhouse, retired last August. He started with the railroad in 1943 in Minneapolis, and transferred to Deer Lodge in October 1951. Mr. and Mrs. Frasch made an extended tour of the East Coast upon retirement.

Kathy Lynn Hagemo, daughter of Roundhouse Foreman Ralph Hagemo, was married recently to Tim Stone at the home of the bride's parents. A reception was also held there. Kathy Lynn worked in the office of the Mechanical Department in Deer Lodge, and Tim is employed by the Car Department. After a wedding trip to Glacier National Park, they will continue to make their home here.

Pete Nielsen, chief clerk to the master mechanic in Deer Lodge, vacationed in Europe. His trip included a tour of Denmark, West Germany, Austria, Italy, Switzerland, France and England. While in Geneva, Switzerland, he visited his nephew, Professor Thomas P. Enger.

Vern P. Jenks, 87, passed away recently in Powell County Memorial Hospital. Mr. Jenks, father of Vern F. Jenks, assistant to the superintendent, made his home in Deer Lodge with his wife until her death last March. Mr. Jenks started as a conductor for the railroad at Three Forks, Mont., in 1913.

Rudy Schott, B & B system carpenter, recently retired and will make his home in Harlowton, Mont.

G. H. Schneider, section laborer at Missoula, retired last fall and was honored at a coffee hour there.

Frank G. Gustafson, engineer from Alberton, recently retired after nearly 50

years with the Milwaukee Road. Frank spent the winter months in Texas and Arizona, but intends to return to his home in Alberton.

Marie M. Collinsworth, 32, wife of Wayne Collinsworth, a clerk in the Car Department, died at her home in Deer Lodge. She is survived by her husband, two sons, Larry and Lonnie, and two daughters, Lynette and Lorie.

Jim Walton, from Missoula, was recently employed as operator at Deer Lodge. Also recently employed is Trainmaster's Clerk Earl Corneil, who formerly worked in the Missoula Traffic Department.

Operator Janice Hall, wife of Traveling Engineer W. D. Hall, recently lost her father, Nicholas Tracas, at Miles City.

Isadore Speck, former Milwaukee Road employee, died in Marysville, Wash. He is survived by his wife, Marie.

Frank Zawada, car foreman at Missoula, was promoted to car foreman at Spokane.

EAST END

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

Retired Ticket Clerk I. H. "Shorty" Rodgers was visiting friends and renewing acquaintances in Miles City the first part of February. He came down from Missoula to receive his 50 year membership in the Elks Lodge.

Community-minded Marie Kern raised \$120.75 at her gift shop during her 16th annual coffee hour for the benefit of the March of Dimes. She is the daughter of Joe Kern, a former conductor now deceased.

Gary Preston, son of Brakeman and Mrs. K. Preston, has joined the Sacred Heart High School teaching staff as a math instructor and wrestling coach.

Navy Seaman Apprentice Daniel W. Worlie, son of Relay Operator and Mrs. Wayne Worlie, recently graduated from recruit training at the Naval Training Center in San Diego. Dannie is now in school at Treasure Island, Calif.

Wilber Lartz (second from right) chief clerk to master mechanic in Savana, Ill., retired Feb. 1, after 52 years with the Milwaukee Road. Shown at the retirement dinner held in his honor are (left to right) R. E. Magnuson, district master mechanic; Mrs. Lartz; Mr. Lartz; and Mrs. Magnuson.



Congratulations to Mr. and Mrs. Charles Harris, Jr., on the birth of a son Feb. 16. Mrs. Harris is the daughter of Brakeman and Mrs. D. McDowell . . . Congratulations to Mr. and Mrs. Michael Mangel on the birth of a son. Mrs. Mangel is the daughter of retired Conductor W. J. DeLange of Forsyth and Mrs. Faye DeLange of Miles City.

Congratulations are also in order for Brakeman J. K. Schmalzreid on his recent marriage to Colleen Faye Brown, and to Sarah Lemire and James Eisberg on their marriage Dec. 10 in New York City. Sarah is the daughter of Mrs. P. M. McLean.

During Miles City's first Winter Carnival, Mark Lester and a friend won second prize on their snow sculpture of Snoopy on a snowmobile, and Brian Lester won honorable mention for his St. Bernard. Both boys are sons of Signal Supervisor and Mrs. M. S. Lester.

The annual Miles City Jaycees' Bosses Night named Jim Certain as outstanding young law officer of the year. Jim is the son of the late J. R. Certain, a former engineer, and Mrs. Serilda Certain.

The Miles City Chapter of the Milwaukee Women's Club held its annual bowling party on Feb. 26 at the new recreation lanes. Agent L. F. Hopkins was high bowler for the men and Engineer J. R. St. Peter was second high. Mrs. Ann St. Peter was high bowler for the women with Mrs. Lois Hopkins second. Mrs. Sadie Glover was awarded a prize for being the oldest lady bowling, and Section Foreman W. J. Berreth was awarded a prize for being the oldest man bowling. Several door prizes were awarded to both bowlers and non-bowlers.

Potpourri: Tom Zuelke, son of Engineer and Mrs. R. H. Zuelke, was selected as a page during the week of Feb. 27th while the Con-Con Convention was in session in Helena. Tom is a senior at Custer County High School this year . . . Donna Ellingson, daughter of Agent and Mrs. Robert Ellingson of Baker, has been named a delegate to represent Baker High School at Girls State on the Carroll College campus, June 4 to 10 . . . Debbie



CARSCOPE VETERAN RETIRES. Ferdinand Kranz (center), chief clerk-Carscope, receives best wishes on his retirement Jan. 31 after more than 50 years service, from L. V. Anderson (left), assistant vice president-operations and general manager, and F. G. McGinn, vice president-operations. Mr. Kranz started in the Chicago Telegraph Department in 1912, and transferred to the Car Accounting Department in 1924. He has been employed in Carscope, the freight car information center in Chicago, since it was established in 1959, and has been chief clerk since 1963.

Haynes, daughter of Conductor and Mrs. O. G. Haynes, was one of the contestants for homecoming queen at the Miles Community College . . . LaVerne Larimore, son of Assistant Roadmaster and Mrs. Ken Larimore, had one of the lead roles in the senior class play at CCHS. The Larimore's son, Joe, was honored in a special Boy Scouts of America's Court of Honor presentation, receiving the Eagle Award . . . Joe Zawada, son of Engineer and Mrs. J. J. Zawada, has been a real hustler on the Sacred Heart Basketball Team this year and was quite instrumental in keeping Sacred Heart in the divisional tournament at Miles City . . . Best wishes for a speedy recovery to Jeff Virag, son of Engineer and Mrs. William Virag. Jeff suffered a broken hip bone in a freak accident. He will be hospitalized six weeks and on crutches another six weeks. Jeff is a senior at CCHS and arrangements are being made for him to continue his studies while confined to enable him to graduate with his class.

Sympathy is extended to the family of Retired Wire Chief V. C. Pickart. Mr. Pickart died Feb. 8 at his home. Burial was in the family lot at Calvary Cemetery . . . To the family of Mons Lee, retired section foreman. Mr. Lee passed away Feb. 1 at the age of 90. He had been retired since 1951 . . . To the family of Retired Conductor E. C. Lynam who passed away Jan. 28 at the age of 79. Burial was at Elroy, Wis. . . . To the family of Retired Boilermaker Richard J. Gluyas. Mr. Gluyas passed away Feb. 25 after being admitted to the hospital Feb. 15 with a broken hip . . . To the family of Retired Carman David Gross who died after a lingering illness at the age of 85. . . . To the family of Minnie Kohones, mother of Mrs. Elmer Gilbertson . . .

And to the family of Mrs. Agnes Fadhl, sister of Frank Althaus.

Roadmaster and Mrs. K. D. Natzel were guests at a no-host dinner Feb. 25 at the Green Acres in Roundup, Mont., on the occasion of Kenny's retirement March 1. Approximately 80 friends and relatives gathered for the event, including the couple's four children and their families. Mr. and Mrs. Natzel were both presented gifts by their many friends. Division Engineer F. L. Striebel was master of ceremonies.

Retired Conductor M. F. Gudmundson was recently presented a 60-year membership pin in the UTU. He is the oldest UTU member on this division. Mose joined the BRT in 1910.

Mike Lester, son of Signal Supervisor and Mrs. M. S. Lester, was second draft choice of the New York Yankees in the recently completed free-agent selections. Mike was the 37th pick overall and was assigned to Syracuse in the International League, the Yankees' top farm club. At present Mike is attending Bellevue Community College in Washington and is one of six students from that school drafted by the pros.

Mr. and Mrs. H. F. Sandman were presented a gift by the Milwaukee Women's Club for their faithful service these past three years in their work with the retired group.



Switchman Menning Joins Wise Owls

Pete Menning, a Twin City Terminals switchman, was recently enrolled in the Wise Owl Club of America, the organization of industrial workers whose foresight in wearing safety glasses has saved them from eye injuries. Pictured at the presentation are (left to right) Superintendent W. F. Plattenberger, Menning and District Safety Engineer W. C. Grandstaff.

Switchman Menning was passing a cut of moving cars when a piece of steel banding hanging from one of the cars struck his glasses, whipping them from his face. The glasses were damaged, but he escaped injury.

Chicago Terminals

GALEWOOD

Eleanor P. Mahoney, Correspondent

Joseph N. Hogan, retired yardmaster at Galewood and Western Avenue, and his wife, Emily, celebrated their 57th wedding anniversary on Feb. 7.

John J. Devlin, candy house foreman, retired after 35 years of service. He was an operator-switchman until 1937, when he transferred to the candy house at Union Street. He became foreman in 1939. In 1952, the candy house was moved to Galewood where he remained as foreman until his retirement.

Louis J. Rosenmayer has been appointed candy house foreman.

Bess Halvorson, clerk in the Regional Data Office, is home recuperating after two weeks in Billings Hospital.

The Milwaukee Sentinel reports that Jerry Waldman, brother of John Waldman, assistant district material manager at Western Avenue, has won 28 national outboard titles in the past 25 years, and was named to the American Power Boat Association Honor Squadron, power boat racing's highest award.

Anne English, revision clerk in the Regional Data Office, and Mark Hampton, internal auditor at the Fullerton Avenue Office, were married Jan. 22. They honeymooned in Acapulco.

Marge Festor is the new steno-time-keeper in the Regional Data Office. Two other new faces there are Debbie Peterson and H. E. Miller, both bill clerks.

Helen Glowczewski, wife of Edward Glowczewski, retired demurrage inspector, died March 2. She is survived by her husband and a son.

Jerry LaGrano, formerly in the Agent's Office, has received a new assignment in the Regional Data Office.

The following men have retired and received Certificates of Recognition for their many years of service with the Milwaukee Road: W. H. Bieszczat, A. W. Ellison, H. G. Schindalga, F. Sottysik, Bill Leonard and G. LaGrano.

BENSENVILLE

Delores Barton, Correspondent

Rosanne Urbanowicz, daughter of General Yardmaster Frank Urbanowicz, recently graduated from the University of Wisconsin. She plans to do graduate work in occupational therapy at Virginia Commonwealth University in Richmond, Va.

Engineer Howard Correll retired Feb. 1 after 48 years of service with the Milwaukee Road. He is the third member of the Correll family who has worked for the railroad. His father worked for the Milwaukee many years ago and his uncle was a trainmaster on the C & M Division.

Engineer John J. Baker retired Feb. 1.

Retired Engineer Eugene Moore is in a nursing home in El Cajon, Calif. Any-one wishing to write him may do so in care of: Carroll's Interm Care, 151 Clay-delle Street, El Cajon, 92020.

Retired Switchman Lynn R. Corkill passed away last June 5.

Retired Engineer Frank Karnatz died last Aug. 4. He is survived by his wife and a daughter, Mrs. Harold C. Deberg.

Sympathy was also extended to Round-house Foreman Ronnie Lawrence, whose father, retired Engineer Jim Lawrence, passed away on March 7.

Congratulations to Bensenville IBM Clerk and Mrs. Ronald Eppley on the birth of an 8 lb. 11 oz. son, Leighton Curtiss, March 7 at Sherman Hospital in Elgin.

Jim Martinek, son of Chief Yard Clerk and Mrs. Tony Martinek, took over duties as head of pharmacy at Good Samaritan Hospital on Jan. 1. He had been employed as staff pharmacist there since June 1970. He and his wife, Carol, also a registered pharmacist, live on Route 7, Mt. Vernon, Ill.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion

Lt. and Mrs. Thomas Schirman, Jr., are the parents of a daughter, Megan Kyle, born Jan. 10, in Enid, Okla. This is the first grandchild for Mr. and Mrs. Tom Schirman of Perry, Ia. Mrs. Schirman is employed as a clerk in the division engineer's office.

Andrea Ray Spangler was born Feb. 7, at Andrews Air Force Base Hospital, to Mr. and Mrs. Raymond Spangler, Camp Springs, Md. Mrs. Spangler is the daughter of Mr. and Mrs. Ralph Jacovich of Perry. Ralph is a clerk in the Superintendent's Office.

Mrs. Bessie M. Peterson passed away Feb. 3, in Perry. She is survived by a son, Lowell, who is employed at the freight house, a daughter, three grandchildren, and ten great-grandchildren.

Retired Conductor Francis E. Reel died in St. Paul, Minn., where he had made his home for the past seven years.

Conductor and Mrs. William Driskill and Robyn have returned to Perry to make their home after living in the Marion-Cedar Rapids area for several years.

John F. McConahay, retired assistant superintendent of signals and communications, died Feb. 15 at the Dallas County Hospital, Perry. He is survived by five sons, one of whom is R. R. McConahay, supervisor of signals and communications at Perry.

Retired Conductor Gaylord Courtney died at his home in Perry Feb. 23. He retired in 1960, after almost 51 years with the railroad. He is survived by his wife

Carloadings



JANUARY-MARCH 1972 compared with same period in 1971

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1972 over 1971	THREE MONTHS		INCREASE	
		1972	1971	1972 over 1971	% of increase
9.4%	Lumber or dimension stock	13,323	11,698	+1,625	+13.9%
7.2%	All other paper or allied products	19,505	16,882	+2,623	+15.5%
5.3%	Motor vehicles	7,528	5,947	+1,581	+26.6%
3.9%	Canned fruits, vegetables, and seafood	5,527	5,166	+ 361	+ 7.0%
3.5%	All other wood products	6,458	6,310	+ 148	+ 2.3%
3.0%	All other transportation equipment	7,618	7,510	+ 108	+ 1.4%
2.9%	All other primary metal products	3,738	3,450	+ 288	+ 8.3%
2.5%	Freight Forwarder & Shipper Assn. traffic	5,414	5,021	+ 393	+ 7.8%
2.4%	Industrial chemicals	4,252	3,376	+ 876	+25.9%
2.3%	Stone, clay or glass products	6,000	5,204	+ 796	+15.3%
2.2%	Waste or scrap materials	6,614	5,888	+ 726	+12.3%
2.0%	Nonmetallic minerals; except fuels	6,781	6,274	+ 507	+ 8.1%
1.3%	All other machinery; except electrical	2,035	1,876	+ 159	+ 8.5%
1.0%	Farm machinery or equipment	2,897	2,651	+ 246	+ 9.3%
.5%	Coke oven or blast furnace products	1,731	1,723	+ 8	+ .5%
.4%	All other farm products	1,846	1,729	+ 117	+ 6.8%
6.5%	All other carload traffic	15,749	15,269	+ 480	+ 3.1%
56.3%		117,016	105,974	+11,042	+10.4%

loading of these commodities DECREASED in 1972 over 1971	THREE MONTHS		DECREASE		
	1972	1971	1972 under 1971	% of decrease	
9.6%	Grain	14,697	15,965	-1,268	- 7.9%
4.3%	Coal	18,001	20,409	-2,408	-11.8%
3.3%	All other chemicals or allied products	7,907	8,209	- 302	- 3.7%
3.2%	All other food or kindred products	6,421	6,971	- 550	- 7.9%
3.0%	Grain mill products	12,652	12,833	- 181	- 1.4%
3.0%	Meat, fresh, chilled or frozen	4,205	5,919	-1,714	-29.0%
2.7%	Pulp or pulp mill products	3,669	3,763	- 94	- 2.5%
2.6%	Primary iron or steel products	4,859	6,441	-1,582	-24.6%
1.8%	Primary forest products	8,947	12,282	-3,335	-27.2%
1.7%	Fabricated metal products	2,854	3,220	- 366	-11.4%
1.6%	Petroleum, natural gas or gasoline	3,540	3,613	- 73	- 2.0%
1.4%	Malt liquors	3,281	3,835	- 554	-14.4%
1.2%	Electrical machinery or equipment	2,952	3,260	- 308	- 9.4%
1.1%	Soybeans	2,466	3,151	- 685	-21.7%
1.1%	Dairy products	2,129	2,260	- 131	- 5.8%
.7%	Beverages, or flavoring extracts	2,316	2,390	- 74	- 3.1%
.6%	Fresh fruits and vegetables	1,210	1,315	- 105	- 8.0%
.5%	Potatoes, other than sweet	1,029	1,594	- 565	-35.4%
.1%	Metallic ores	249	511	- 262	-51.3%
.1%	Livestock	149	233	- 84	-36.1%
.1%	Small packaged freight shipments (LCL Mdse.)	64	72	- 8	-11.1%
43.7%		103,597	118,246	-14,649	-12.4%

100.0%		220,613	224,220	- 3,607	- 1.6%
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RETIRES AFTER 45 YEARS. E. F. Kemp (right), chief clerk to the agent at Ottumwa, Ia., who retired Feb. 1, receives a Silver Pass from Agent P. A. Techel. Mr. Kemp started with the Milwaukee as a call boy in 1924 and advanced to yard clerk in 1926. He was promoted to assistant water inspector in Chicago in 1937, and returned to Ottumwa in 1938. He was promoted to his present position in 1951.



RETIRES AFTER 40 YEARS. Joe Kolanda, electrical foreman in the Milwaukee passenger shop (center), is presented a retirement gift from friends and co-workers by H. J. Montgomery, retired assistant engineer (left), and G. A. Wendt, general foreman Milwaukee passenger shop, at a dinner in his honor Feb. 25 in Milwaukee. (See Niki Pieri's column.)



RETIRES AFTER 49 YEARS SERVICE. H. J. Thompson (right), D & I 3rd District engineer, receives best wishes from Roundhouse Foreman Charles Palmer before making his final run in Kansas City, Mo., on Dec. 31. Mr. Thompson started with the Milwaukee Road in 1923 as a fireman and was promoted to engineer in 1928.

and a daughter.

Four engineers, Norman Kistler, Keith Speck, William Shilhanek and James Garnett, and their families are leaving Perry to make their homes in Montana.

Mr. and Mrs. Frank J. Bresee, former Perry resident who now lives in Bensenville, Ill., were honored at an open house in observance of their 50th wedding anniversary Feb. 25. Their children were hosts for the party. Mr. Bresee is a retired Milwaukee Road employee.

A party was held Jan. 13, at the Pattee Hotel in Perry, for Roadmaster H. C. Lewandowski, who has been transferred to LaCrosse, Wis., and for Crane Operator B. W. Lantz, who is retiring.

Randall Wojan is among 67 students named to the Dean's Honor List at The University of Iowa, College of Business Administration. Randall is the son of Mr. and Mrs. Carl Wojan of Perry. Carl is employed in the Division Engineer's Office.

Mrs. Mary Honomichl, wife of Engineer Lewis Honomichl of Perry, received the Beta Sigma Phi "Woman of the Year" award at the Jaycee Bosses' Night Awards Banquet. Mrs. Honomichl started the movement for an eye removal kit to be placed at the Dallas County Hospital to insure that eyes donated would be used so others may see. She has also contributed much time and effort in the Mobile Meals Program. "Meal Paks," designed to keep food hot while being delivered, were donated to this program by the National Association of Retired and Veteran Railway Employees. In addition, Mrs. Honomichl serves as an elder at the First Presbyterian Church and has taught Sunday School class for five years. Commenting on the award, Mrs. Honomichl said she accepted the award in behalf of all women who volunteer their services for the good of the community.

Mrs. Anna Krohnke, 92, died at Perry Lutheran Home. She was the widow of A. J. Krohnke, a former dispatcher.

When members of the Retired and Veteran Railway Employees' Association met for their February luncheon meeting in the American Legion Hall at Perry, Retired Engineer Tom Rellihan was surprised to find that the meal included a birthday cake, honoring him on his 86th birthday. Mr. and Mrs. W. E. Failor had arranged for a card shower and the B.L.E. Lodge sent a bouquet.

Retired Lieutenant of Police and Mrs. Albert Nicholson were guests of honor at an open house in observance of their 50th wedding anniversary, on New Year's Day at the Masonic Temple in Perry. A committee from the Eastern Star chapter hosted the reception and were assisted by the couple's grandchildren.

Sectionman Lynn M. Hobart of Atkins died Jan. 10. He is survived by his

wife, three sons, and his parents, Agent and Mrs. M. C. Hobart of Strawberry Point.

Funeral services were held at Marion for Kenneth Tutrup, formerly with the Car Department at Perry. Mr. Tutrup was the son-in-law of the late A. O. Marg, retired roadmaster. He is survived by his wife and two sons.

James Howland, 12, son of Cedar Rapids Switchman and Mrs. R. W. Howland, died in February. In addition to his parents, he is survived by a brother.

Engineer C. J. Morgan and his family are leaving Marion to make their home at Austin, Minn.

Milwaukee Shops

CAR DEPARTMENT

Niki Pieri, Correspondent

Joe Kolanda, electrical foreman in the Milwaukee passenger shop, retired Feb. 29, after a 40-year career of distinguished service with the Milwaukee Road.

Mr. Kolanda began working for the railroad in 1924 as a clerk in what was then the Milwaukee local freight office. He joined the A. O. Smith Corporation in 1928, but returned to the Milwaukee as a special apprentice in 1936 when the railroad decided to air condition its cars. He became an expert in the field, and advanced to traveling electrician and later to main electrician in the Milwaukee passenger shop. He served as an electrician in Spokane, Wash., and as equipment maintainer on the road from 1941 until his promotion to electrical foreman in the Milwaukee passenger shop in 1944, the position he held until retirement.

Mr. Kolanda was honored at a dinner Feb. 25, with more than 100 of his friends and associates joining in the tribute. A plaque was presented to "Smoky Joe", signed by all of his friends.

Mr. and Mrs. Kolanda will continue to make their home in Milwaukee. They have one daughter, Mrs. Jo Ann Beaudry, and a son, Earl.

Frank Hense, assistant blacksmith foreman in the Milwaukee forge shop, is convalescing from major heart surgery.

Hank Husting and his wife, Ann, enjoyed a week of balmy 70-degree weather in Port Charlotte, Fla., on the Gulf of Mexico. They also brought a great deal of pleasure to Mrs. Husting's "swinging" 70-year-old aunt, who lives in Illinois, by taking her along on their mid-winter vacation. Hank is an employee in the Milwaukee forge shop.

Joseph S. Prelec, layoutman in the Milwaukee forge shop, has been promoted to the temporary position of assistant blacksmith foreman.

Robert O. Burr, son of Robert Burr, a blacksmith in the Milwaukee forge shop,

has taken a new position as director of the Legal Services Center in Madison, Wis. Mr. Burr, former assistant Dane County family court commissioner, is a 1966 graduate of the Marquette University Law School.

Virginia and Douglas L. Clark became the proud parents of a 9 lb. 3 oz. daughter, Elizabeth Karren, Dec. 4. Mr. Clark is a fire patrolman on the Milwaukee Road Police Department in Milwaukee.

D & I Division

Esther Nast, Correspondent
Superintendent's Office, Savanna



Harold Hersey is active in politics.

Harold Hersey, lieutenant of police, retired March 1 in Savanna, Ill. A coffee hour in his honor was held Feb. 29 in the superintendent's office. Mr. Hersey plans to remain in Savanna, where he

Cynthia Nowvioc, daughter of Iowa Division Engineer and Mrs. Don Nowvioc, was installed as Worthy Advisor of Savanna Assembly, Order of Rainbow Girls on Jan. 30.

The family of D & I 2nd District Conductor and Mrs. Harlan F. Loibl of Dubuque is well represented by three sons in the U. S. armed forces. David, a staff sergeant in the Army, has completed a tour of duty in Viet Nam and has re-enlisted for four years. Michael, a lance corporal in the Marine Corps, is completing a six-month cruise and was selected to be an admiral's aide. Gregory recently completed basic training at Lackland AFB, Tex. Carl Loibl, retired D & I 2nd District conductor, is their grandfather.

Ann E. Rielly, daughter of Iowa Division Engineer and Mrs. Jack Rielly, and granddaughter of retired D & I 1st District Conductor and Mrs. Matt Pollock, is an airman at Norton AFB. Ann's brother, Tom, former summer relief operator in Savanna, entered the Army in October. He took basic training at Fort Leonard Wood, Mo., and is now in the communications branch of the Army Security Agency at Ft. Devon, Mass.

A group of nearly 100 friends gathered at Meeker's Seafood Inn Jan. 29 to bid farewell to D & I Superintendent Lloyd Walleen and his wife, Beverly. The Walleens, who have been residents of Savanna for more than five years, are moving to Milwaukee, where Mr. Walleen will take over the duties of superintendent of operating rules and special instructions. They were presented with two radios as going away gifts. Assistant Su-

perintendent Lyle Shanahan was toastmaster at the affair.

Wilber Lartz, chief clerk to the master mechanic in Savanna, retired Feb. 1 after 52 years with the Milwaukee Road. He and his wife were honored at a retirement party at Meeker's Seafood Inn Feb. 19, with over 100 friends attending. Master Mechanic R. E. Magnuson was master of ceremonies.

Calvary Baptist Church was the scene of the marriage on Feb. 12 of Deborah Ann Bailey, daughter of Mr. and Mrs. Clyde Bailey, and Savanna Switchman Michael Nesbitt, son of Mr. and Mrs. Spencer Nesbitt, all of Savanna. The couple will make their home in Savanna.

Walter R. Allen, retired baggageman at Elgin, died in a nursing home at Marengo, last Nov. 28. He was the father of Elmer Allen, D & I 1st District brakeman.

Mrs. Hattie Saltow, 98, died in the Good Samaritan Nursing Home in Mt. Carroll Jan. 4. Burial was in Savanna. She is survived by one daughter and two sons, including Savanna Yard Clerk Harry Saltow.

Remiglio "Jimmy" DeVenti, retired Savanna roundhouse laborer, passed away in Chicago Jan. 12. He is survived by his wife and one daughter. Burial was in Chicago.

Mrs. Cora Ferris, widow of Dewey Ferris, Savanna Car Department employee, died in Good Samaritan Nursing Home in Mt. Carroll Jan. 19. Burial was in Savanna Township Cemetery. She is survived by two daughters and two sons, including Frank, a Savanna Car Department employee.

Oluf C. Schmidt, retired Savanna roundhouse machinist, died Jan. 24 in Rochester, Minn. Burial was in Savanna. He is survived by one son, two sisters and a brother, Bernie, retired D & I 1st District conductor.

Thell Tomlinson, retired D & I 1st District engineer, passed away in a nursing home in Clinton, Jan. 19. Funeral services were held in Savanna with burial in Davenport. He is survived by his wife and one son.

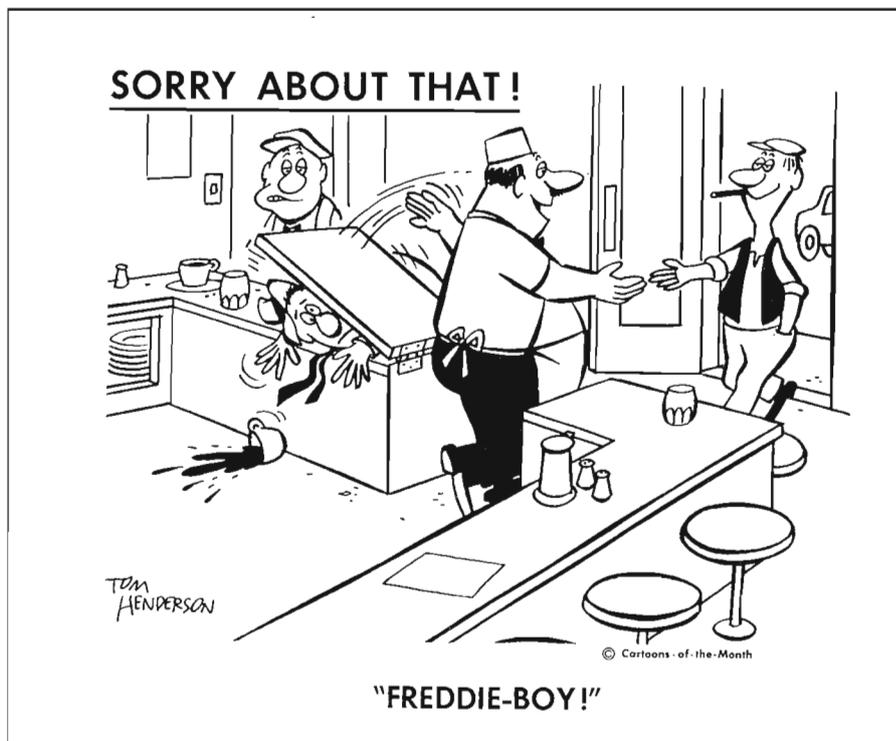
Orrin Eaton, 94, of Mt. Carroll died Jan. 22 in Freeport, Ill. Burial was in Savanna Township Cemetery. He is survived by two sons and four daughters, including Mildred (Eaton) Logan, a clerk in the Davenport freight house.

Archie Schaeffer, who retired on disability 12 years ago from his duties as a Savanna roundhouse employee, died in his home after a long illness. Burial was in Clinton. He is survived by his wife, two daughters and two sons.

Mrs. Nellie Arno, widow of William Arno, Savanna yard engineer, died Feb. 10 in Elizabeth, Ill. Funeral services and burial were in Savanna. She is survived by two sons and a brother.

Edwin Hatzenbuhler, retired master mechanic, died Feb. 14 in Mitchell, S. D. Funeral services were held in Mitchell. He is survived by his wife and three sons, including Ed Hatzenbuhler, trainmaster-traveling engineer on the D & I Division at Ottumwa, Ia.

Kenneth Booth, retired D & I 1st District conductor, died in his home at Savanna Feb. 21. Burial was in Savanna. He is survived by one son and a grandchild.





M. O. "Mel" Ruud (right), warehouse foreman and janitor at Austin, Minn., is congratulated on his retirement Jan. 31 by Agent J. E. Applebury. (See R. D. True's column.)

Earl E. Parker, roadmaster on the D & I Division with headquarters in Savanna, died Feb. 21 in Rockford, Ill. He had worked until entering the hospital in January. He is survived by his wife, Lydia, one daughter, two sons, one granddaughter and three sisters. Funeral services and burial were in Savanna.

KANSAS CITY AREA

Cinda Garrett, Correspondent
Office of Freight Agent

Jerry Nichols, former operator at Kansas City's West Wye Tower, has been transferred to Tacoma as dispatcher. With Jerry's departure, we find two new faces at West Wye—Warren Rhoad, second shift operator, and Marc Deringer, third shift operator.

Rex English was away from the local office for two weeks during February on his annual Naval Reserve cruise.

David Lloyd, switching clerk at the local office, broke into a wide grin on Nov. 7, the day his daughter Wendy was born, and has been smiling ever since.

Norton L. Eberts, retired general yardmaster, and John R. Lanham, retired industry clerk, and their wives took a trip to Las Vegas recently. They took in all the sights together before Mr. and Mrs. Eberts went on to California for three weeks.

It has always been somewhat of a curiosity to some of the women in the company what the men discuss at their traffic club meetings. At the last meeting of the Traffic Club of Greater Kansas City, it was discovered that the speaker was from the local Playboy Club and that the discussion of Playboy Bunnies can get the attention of a room full of men.

Stanley O. Jones, superintendent of the joint agency with headquarters in Kansas City, has been appointed superintendent of the Dubuque & Illinois Division with headquarters at Savanna, Ill. Frank J. Kuklinski has replaced Mr.

Jones as superintendent of the joint agency.

W. R. Auch, joint local agent of the Milwaukee Road—Kansas City Southern Railway, was elected vice president of the Freight Agents' Association of Kansas City last Dec. 9. The Association is made up of the local agents of the various railroads serving Kansas City.

Edward N. Hahn, engineer on the 3rd D & I District, retired last Dec. 1 after more than 43 years of service with the Milwaukee Road. He started as a fireman in 1929 and was promoted to engineer in 1948.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Revising Clark Wallace Henkel suffered a heart attack in January and was confined to Memorial Hospital in Menomonee Falls for several weeks. He has since returned to work, but is carefully following his doctor's orders.

IMB Clerk Mary Luebke has returned to work following a more-than-one-year leave of absence because of illness.

Rosemary Fernbach, who was on a six-month leave following a traffic accident, has also returned.

Retired Carload Bill Clerk Walter Nowicki and Mrs. Francis J. Surges have announced plans to be married. Mr. Nowicki, a widower, is an alumnus of the Marquette University Law School. Mrs. Surges' late husband was the owner and president of the Milwaukee Electric Company on Lincoln Avenue. The wedding has been set for April 8 at St. Barbara's Catholic Church.

Assistant Managers T. Kleist and V. Kluck have enrolled at the University of Wisconsin in Milwaukee for the course in transportation law. Comments from the two are "interesting but stiff," and "a little too early to tell."

A family celebration at the home of Revising Clerk June Stanlee on Feb. 28 honored her mother, who was 91.

The latest report from retiree Joseph M. Hoerl is from Sanibel Island (near Ft. Myers, Fla.), where he and his wife are shelling with the rest of the natives. The new Disneyland is also on their itinerary.

AGENCY

Agent R. E. Chalifoux entered St. Joseph's Hospital during January for tests and surgery. He was home recuperating Feb. 29.

Lloyd Christiansen, Muskego Yard employee, contracted pneumonia and was admitted to St. Luke's Hospital during January. He has since returned to work.

Sympathy is extended to the family of George H. Richter, 74, retired head of the Claim Department, who died Feb. 3. He is survived by his wife, Agnes, two daughters, Mrs. Shirley Kraayvanger and Mrs. Joyce Coen, and a son, Ralph, a clerk on the Menomonee Belt District. Burial was in Wisconsin Memorial Park.

A former agency employee, Herbert L. Flint, 49, died in January following injuries received in a traffic accident. It was reported that he lost consciousness while driving a truck that struck a parked car. Mr. Flint worked for a short time in the Traffic Department before starting a florist business on West National Avenue.

Stanley Piorkowski, a retired member of the Milwaukee Road Police Department, died Feb. 21. He is survived by his wife, three daughters, one sister and five brothers, including Walter Piorkowski, a clerk on the Menomonee Belt District.

Yark Clerk James S. Madushaw, 50, died Feb. 25 following an accident in the railroad yard. He is survived by his wife, Thelma, and a brother, Frank. Services were held at Ascension Evangelical Lutheran Church with burial in Forest Home Cemetery.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Harold L. Jones, retired terminal engineer, has helped organize the Sheffield (Colbert County, Ala.) Chapter of the American Association of Retired Persons. Mr. Jones is chairman of the membership committee and temporary treasurer of the local chapter.

Sympathy is extended to the families of: Switchman Wayne Julga, on the death of his mother on Feb. 5. Yardman Eddie Sisk, on the death of his son on Feb. 9. Retired Switchman Al Thieson, who died Feb. 10. Clerk Ralph Richter, on the death of his father, George Richter, on Feb. 3. Baggage Handler James J.



Suputo, on the death of his wife, Gladys, on Feb. 29.

Congratulations to Switchman David Anderson and his wife on the birth of a daughter, Lisa Francis, on Dec. 2.

Many years of happy retirement to Switchman Victor Benson, who retired Feb. 15. Switchman Charles Domstrich is on a physical disability pension as of Feb. 23.

Aberdeen Division

EAST END

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

Headline news at Montevideo is "M-Day," the day we move into our new office, formerly the passenger station. Moving out of the "hallowed halls" of the yard office is going to be a major upheaval, but with staunch hearts, strong backs and steady nerves, we will make it.

There was a gathering of active and retired Milwaukee Road employees on "Rail Day," held recently at the Golden Spike, Montevideo's newest eating spot.

Retired Conductor J. R. Fay died in January. Retired Conductor Sam Alsaker of Madelia died in January. The wife of East End Engineer Ed Mortenson died in January. Russell Blake, brother of Vern Blake, chief carpenter in the Twin City Terminals, died in Detroit, Mich. Mrs. Reuben Nelson, mother of Engineer Maurice Nelson, died in February.

Ernie Benson of the Car Department in St. Paul is back on the job following an appendectomy.

Retired Engineer Bill Hughes is now living in Sarasota, Fla.

Switchman Rick Hilden and Becky Kauppi were recently married. Becky will represent Montevideo in the Minnesota Future Homemaker Contest sponsored by Betty Crocker.

Retired Boilermaker and Mrs. Fred Ehr recently celebrated their golden wedding anniversary in St. Petersburg, Fla.

Engineer Norm Ronning, whose hobby is home town of a large number of Milwaukee Road daily commuters.

So the railroad put up a sign on its Northbrook station Feb. 11, proclaiming Northbrook to be the "Speed Skating Capital of the World" and extending Milwaukee Road congratulations to Dianne Holm and Anne Henning, the two young residents who just happen to skate like no one else in the world.

Shown in the center of the picture as the sign went up are Robert A. Weidaw (light coat), Northbrook village manager, and C. C. Dilley, general manager of passenger services. Holding the sign are D. J. Duquaine (left), Milwaukee Division chief carpenter, and Harvey Schrab, Milwaukee Division bridge and building foreman.

Terre Haute Division

Harry King, 80, retired agent at Bedford, Ind., died Jan. 21 at the Hoosier Village Baptist Home in Indianapolis. He worked for the Southern Railway at English, Ind., and was with the Chicago, Terre Haute & Southeastern when that line was acquired by the Milwaukee Road. He later served as cashier at Oolitic until his appointment as agent at Bedford in 1917. He is survived by his wife, Sarah, and two sons, Dr. Harold King and Dr. Robert King, both of Indianapolis.

The Terre Haute Milwaukee Road Women's Club recently honored Mrs. Oscar Bond for her many years of service to the organization. She has held the offices of historian, chairman of the welfare and membership committee, secretary, vice president and president in the Terre Haute chapter. She currently serves as chairman of the constitution and by-laws committee on the club's general governing board, a post which she has held since 1958.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent
Car Department Office, St. Paul

The Twin City Chapter of the Milwaukee Road Women's Club recently elected new officers for 1972. Elected were Mrs. Martha Slomski, president; Mrs. Clarence Knoblauch, 1st vice president; Mrs. Bloise Nelson, 2nd vice president; Mrs. Carl Matzoll, recording secretary-treasurer; Mrs. Ernest Palmer, historian; and Mrs. H. L. Anderson, junior past president. The club meets the second Wednesday of each month at 6:30 pm in the Halvorson-Bowers Hall, 36th Avenue South & East Lake Street, Minneapolis, for a potluck supper and entertainment. All active and retired employees and their families are invited—just bring your favorite salad, hot dish or dessert.

Roundhouse Laborer Mike Ross and Mary DeMars were married Feb. 5 at St. John's Church in Little Canada, Minn. The couple honeymooned in Colorado. Mr. Ross will spend the next few months on active duty with the Army Reserve.

Art Brommerich, carman, died March 1. He is survived by his wife, a son and a daughter.

LaCrosse Division

MADISON DISTRICT

Kathryn Skidmore, Correspondent

Switchman James C. Creegan "pulled the pin" Jan. 28 after 34 years with the Milwaukee Road.

Janesville Operator Louis L. Zelinka retired Jan. 6 after 45 years of service.

Police Lieutenant and Mrs. Verne Griffith are now making their home in Madison following his transfer here from Milwaukee.

Bill Paske transferred from Columbus to Madison and is now bill clerk at the freight office.

Alvin Carpenter, who underwent surgery last December, has resumed his duties as agent at Mineral Point.

On the sick list as of March 15 were Janesville Roundhouse Foreman Harvey Roever and Assistant Section Foreman Sebastian Hying of Middleton, both of whom suffered recent heart attacks.

Absent from her key punch machine in the data office is Mabel Magli, who broke her shoulder as the result of a fall.

Congratulations to Brakeman and Mrs. Wayne Morris of Portage on the birth of a daughter, Ginger Kay, Feb. 15.

Milwaukee Division

FIRST DISTRICT

James E. Boeshaar, Correspondent

DePaul University music student Sheila Carey, daughter of Milwaukee Division Engineer Ed Carey, has been selected by audition to appear with the University's Community Symphony Orchestra at its May 17 Spring Festival concert at Orchestra Hall in Chicago. Ms. Carey, a senior voice major, will perform "Printemps que Commence" from Saint Sean's "Sampson et Dalila." Vaughn Williams, retired Milwaukee Division engineer, died on Jan. 5 in Gulfport, Fla.



Sheila Carey

SECOND DISTRICT

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

Traveling Engineer James E. Price, campaign manager of the 1971 United Fund Drive for the Milwaukee Road in Green Bay, reported that railroad employees in Brown County were 40 per cent over their 1970 contributions. Mr. Price attended the January United Fund dinner and accepted the Outstanding Citizenship Award for the Milwaukee Road.

Congratulations to Yardman Jeffrey J. Johnson and his wife, Patricia, on the birth of a baby boy, Aaron Flynn, Feb. 10. Congratulations to Yardman William D. Behrendt and his wife, Brenda, on the birth of a baby girl, Theresa Lynn, Jan. 13.

Best wishes to Yardman Raymond J. Gegare, who retired in January after 29 years of service with the Milwaukee Road. Also best wishes to Julius F. Schmidt of Crivitz, who retired after 44 years of service with the company. Mr. Schmidt was section foreman at Crivitz.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

A joint coffee klatch was held Jan. 28 in the Engineering Department at Austin to honor two Austin employees who retired Jan. 31.

Mel Ruud, former warehouse foreman and janitor, retired Jan. 31 after nearly 30 years of service. He plans to continue making his home in Mapleview, near Austin.

Sando Monteon, assistant engineer at Austin, also retired Jan. 31. Mr. Monteon, who was born in Mexico, was graduated from Iowa State College with a de-

gree in engineering, and holds a professional engineering license in the State of Illinois. He taught mathematics in Des Moines, Ia., and worked for the Iowa State Highway Department and the Milwaukee Road during the 1930's. In 1943, he accepted a job with the Milwaukee in the Chicago engineering office. He was transferred to Austin in 1961, where he remained until his retirement. Mr. Monteon plans to continue making his home in Mason City, Ia.

Sympathies are extended to the family of retired Conductor George A. Damm, who died in Austin Feb. 22. Mr. Damm, who retired in 1955, is survived by his wife, Cora.

Congratulations to Mr. and Mrs. Roger Kuether on the birth of a son at St. Olaf Hospital in Austin Feb. 28. Mr. Kuether is night roundhouse foreman at Austin.

Retired Conductor Claude E. Smith was presented a "Gold Spike" by I M & D Division Superintendent W. K. Peterson, who made the presentation in connection with the First Annual Retired Employees' Reunion held last October in Austin, Minn. Mr. Smith retired in December 1953 after more than 45 years in train service with the Milwaukee Road.

SIoux CITY AREA

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

Milton J. Berry, laborer in the Car Department at Sioux City, Ia., passed away Jan. 27 after a brief illness.

Retired Master Mechanic E. F. Hatzebuhler died Feb. 14 at Mitchell, S. D. He was born in Dubuque, where he began his railroad career as a machinist apprentice. He also worked as a machinist, roundhouse foreman and master mechanic at various points for more than 50 years. He was the father of Traveling

Engineer-Trainmaster E. F. Hatzebuhler, Jr., of Ottumwa. He is also survived by his widow and two other sons, Richard and Gerald, and nine grandchildren.

Mrs. Lola Pearson died at a Sioux City nursing home Feb. 25. Mrs. Pearson, the former Lola Beverly, was employed as a clerk in the master mechanic's office at Sioux City from August 1922 until September 1930. She was married to Frank Pearson, a machinist at the Sioux City roundhouse, who died in 1968. Mrs. Pearson is survived by a daughter, two sisters, three grandchildren and three great-grandchildren.

Congratulations to Yard Clerk and Mrs. Scott Walsh of Sioux City on the birth of their first child, Christopher Scott, who was born Jan. 14; also to Yard Clerk and Mrs. R. L. Marx II whose first child, Jason, was born Feb. 14.

GAL. 12—Milwaukee Road/(4372)

Rate Clerk Beverly Friedenbach of the regional data office at Sioux City recently underwent surgery for the removal of a cataract from her eye. At last report she is recuperating at home.

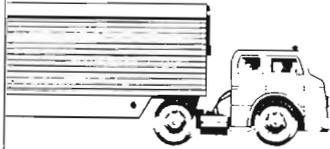
Chief Caller W. J. Leach was hospitalized during the last part of January but is now back at work at the Sioux City roundhouse.

At this writing, Mary Hasler, wife of I. L. Hasler of Sioux City, retired machinist and roundhouse foreman, is hospitalized with a broken ankle after falling from a ladder. Her recovery has been slowed by a heart complication she has experienced while in the hospital.

R. A. Kolhoff, district manager of sales, has been elected a director of the newly organized Siouxland Chapter of Delta Nu Alpha Transportation Fraternity at Sioux City. Mr. Kolhoff is a charter member of the fraternity and assisted in the organization of the local chapter.

Arno A. Frantz, 86, died Jan. 23 in Orlando, Fla. He had lived in Orlando since retiring from our department in 1951.

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The latest report from retiree Joseph M. Hoerl is from Sanibel Island (near Ft. Myers, Fla.), where he and his wife are shelling with the rest of the natives. The new Disneyland is also on their itinerary.

AGENCY

Agent R. E. Chalifoux entered St. Joseph's Hospital during January for tests and surgery. He was home recuperating Feb. 29.

Lloyd Christiansen, Muskego Yard employee, contracted pneumonia and was admitted to St. Luke's Hospital during January. He has since returned to work.

LAUGHOUT



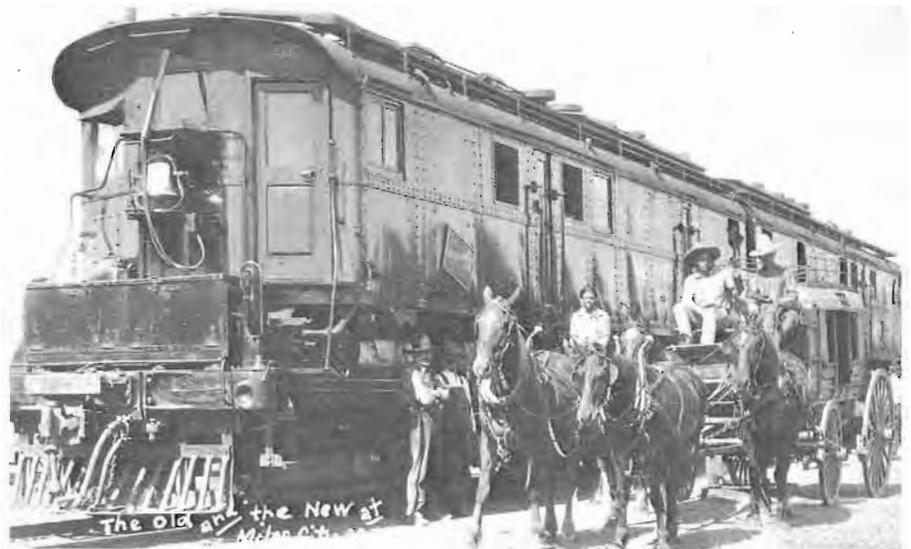
"Well, in another thirty seconds we'll have a week without a single accident!"



MMTC ACQUIRES 15 NEW TRACTORS. The Milwaukee Motor Transportation Company recently acquired 15 new Louisville Line Ford tractors for distribution to various MMTC terminals throughout the system. The 1972 model tandem-axle heavy-

duty tractors are equipped with 447-cubic-inch gas engines and the latest safety and reduced maintenance features. Pictured are 10 of the new units received during January at the MMTC Bensenville, Ill., facility.

THE "OLD AND THE NEW" set side-by-side during the early 1920's at Miles City, Mont. Built in 1920 by the Westinghouse Electric and Manufacturing Company and the Baldwin Locomotive Works, motor number 10301 was used to pull Milwaukee Road passenger trains between Harlowton, Mont., and Avery, Idaho.



SPEED SKATING CAPITAL OF THE WORLD. Like everyone in the Chicago area and throughout the country, the Milwaukee Road was thrilled by the achievements of the two girls from Northbrook, Ill., who won gold medals in the speed skating competition at the 1972 Winter Olympic Games in Sapporo, Japan. Especially so because Northbrook is the home town of a large number of Milwaukee Road daily commuters.

So the railroad put up a sign on its Northbrook station Feb. 11, proclaiming Northbrook to be the "Speed Skating Capital of the World" and extending Milwaukee Road congratulations to Dianne Holum and Anne Henning, the two young residents who just happen to skate like no one else in the world.

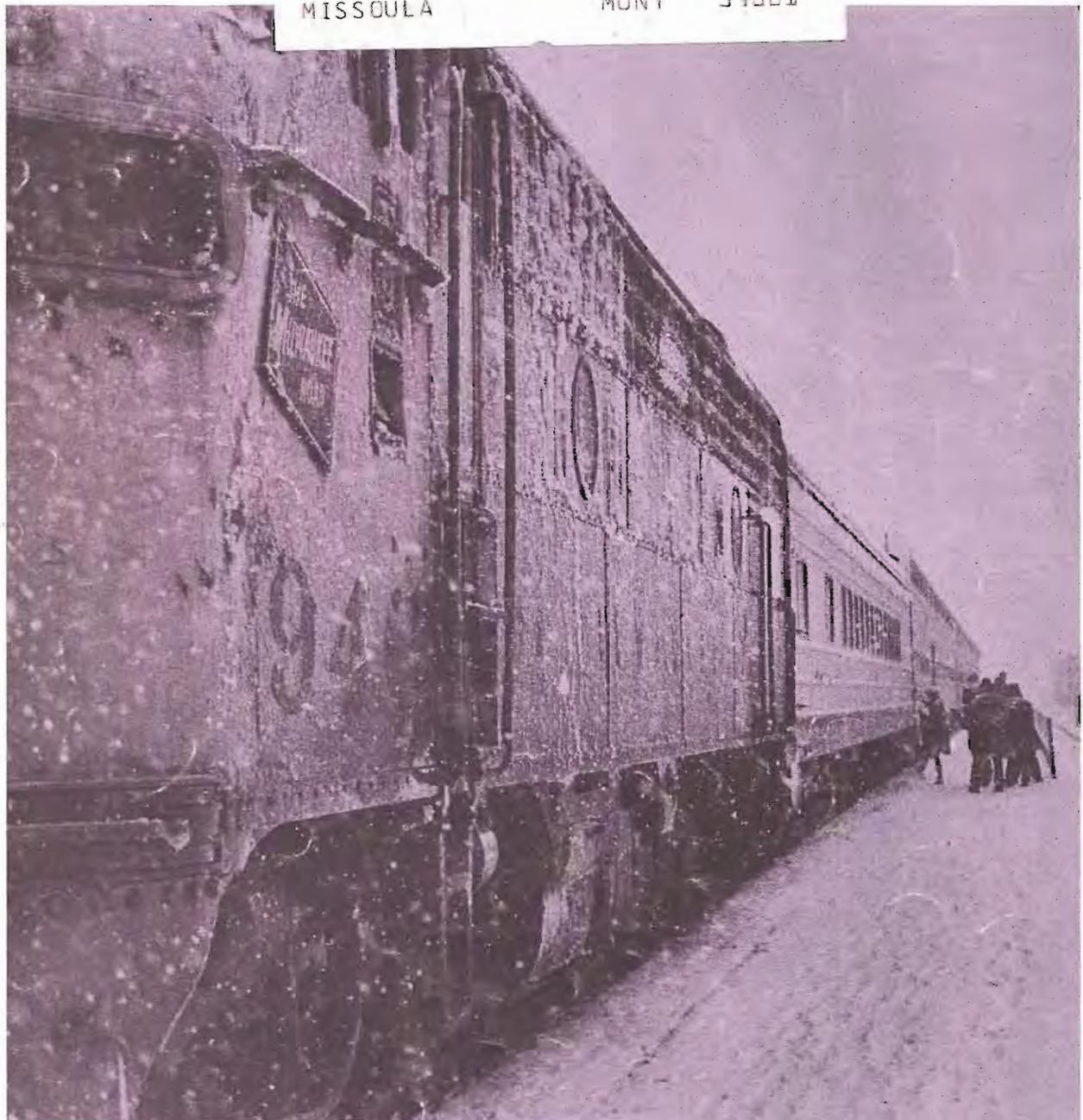
Shown in the center of the picture as the sign went up are Robert A. Weidaw (light coat), Northbrook village manager, and C. C. Dille, general manager of passenger services. Holding the sign are D. J. Duquaine (left), Milwaukee Division chief carpenter, and Harvey Schrab, Milwaukee Division bridge and building foreman.



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Winter-weary commuters clamber aboard during a snowstorm at the Milwaukee Road's Franklin Park station, west of Chicago. While not much by Montana standards, this April storm made Milwaukee

Road riders really appreciate their fast, reliable bi-level commuter service. Too bad the arrival of springlike weather isn't as predictable as the 7:23.